



Agenda

Call to Order

Roll Call

Pledge of Allegiance

Invocation

Organizational Meeting

1. Chairperson and Vice Chairperson
2. Land Use Advisory Committee (LUAC) Representatives
3. Tree Advisory Committee (TAC) Representatives
4. 2035 Wake Transit Plan Update Stakeholder Appointment

Agenda Adjustment

Approval of Minutes

5. February 25, 2025 Regular Meeting Minutes

Town Council Meeting Representative

Public Comment Notes on the Comment Period -Each speaker may speak up to 3 minutes, and the total comment period will be 15 minutes or less. Citizens should sign up with the Town Clerk to speak prior to the start of the meeting. Although the Council is interested in hearing your concerns, speakers should not expect Council action or deliberation on subject matter brought up during the Public Comment segment. Topics requiring further investigation will be referred to the appropriate town officials or staff and may be scheduled for a future agenda. Thank you for your consideration of the Town Council, staff, and other speakers.

-Each speaker may speak up to 3 minutes, and the total comment period will be 15 minutes or less. Citizens should sign up with the Town Clerk to speak prior to the start of the meeting. Although the Council is interested in hearing your concerns, speakers should not expect Council action or deliberation on subject matter brought up during the Public Comment segment. Topics requiring further investigation will be referred to the appropriate town officials or staff and may be scheduled for a future agenda. Thank you for your consideration of the Town Council, staff, and other speakers.

Zone Map Change Petitions

6. 24-REZ-02 4500 Old Holly Springs Apex Road Rezoning

UDO Text Amendments

7. Seminannual UDO Text Amendments 25-UDO-01

Historic Markers

8. Historical Markers Application Review

Other Business

9. Town Council Official Action Overview
10. Committee Reports
11. Development Services Report
12. Other Business

Adjournment

In accordance with ADA regulations please contact the Town Clerk's office at least 48 hours before the meeting to request an auxiliary aid or service needed to participate in this meeting:
linda.mckinney@hollyspringsnc.us 919-557-3900



Holly Springs Planning Board

Planning Board Meeting Agenda Cover Sheet

Agenda Item#: 1.

Development Services

Title: Chairperson and Vice Chairperson

Strategic Priority Area: Growth Management & Economic Vitality

Staff Resource: Sean Ryan, Development Services

Action(s):

- Appoint Planning Board Chairperson.
- Appoint Planning Board Vice Chairperson.

Explanation:

- Unified Development Ordinance Section 11.3.3.D.3. Planning Board, requires the Planning Board to elect a Chairperson and Vice Chairperson in March of every year to conduct meetings.
- The terms for both individuals shall be 1 year or until successors have been elected and installed, with eligibility for reelection.

Background:

- The current Chairperson is Rick Madoni.
- The current Vice Chairperson is Thomas Urquhart.

Funding Source(s):

N/A

Attachment(s):

None



Holly Springs Planning Board

Planning Board Meeting Agenda Cover Sheet

Agenda Item#: 2.

Development Services

Title: Land Use Advisory Committee (LUAC) Representatives

Strategic Priority Area: Growth Management & Economic Vitality

Staff Resource: Sean Ryan, Development Services

Action(s):

- Appoint primary Planning Board Representative to the LUAC.
- Appoint alternate Planning Board Representative to the LUAC.

Explanation:

- Holly Springs Town Code, Article IV. Division 6 establishes the Land Use Advisory Committee (LUAC).
- The committee shall assume specific duties and responsibilities as follows:
 - Provide informal review, technical support, assistance, comment and critique in the assessment of proposed development petitions upon the request of a petitioner for a proposed development;
 - Provide informal review, technical support, assistance, comment and critique in the assessment of proposed development petitions upon the request of the unified development ordinance administrator when proposed projects are not in strict compliance with the rules and regulations of the Unified Development Ordinance or Comprehensive Plan;
 - Review and make recommendations to the Town Council of studies, plans, or ordinances relating to the regulation of land use;
 - Perform any other related duties that the Town Council may direct.
- The committee membership includes 1 member of the Planning Board and 1 alternate member of the Planning Board, appointed by the membership of the Planning Board.
- The term of members is 1 year or until successors shall have been appointed and installed, with eligibility for reelection.
- LUAC meetings occur on the first Tuesday of each month from 3-5 p.m.

Background:

- The current primary representative is Roger Bess.
- The current alternate representative is Josh Prizer.

Funding Source(s):

N/A

Attachment(s):

None



Holly Springs Planning Board

Planning Board Meeting Agenda Cover Sheet

Agenda Item#: 3.

Development Services

Title: Tree Advisory Committee (TAC) Representatives

Strategic Priority Area: Growth Management & Economic Vitality

Staff Resource: Sean Ryan, Development Services

Action(s):

- Appoint Planning Board representative to the TAC.
- Appoint Planning Board alternate representative to the TAC.

Explanation:

- Holly Springs Town Code, Article IV. Division 5 establishes the Tree Advisory Committee (TAC).
- The committee shall assume specific duties and responsibilities as follows:
 - Assist with the planning for annual Arbor Day event.
 - Provide guidance and feedback to the town council in how the town can maintain in good standing with Tree City USA standards.
 - Assist with recommendations on the methodology/criteria for the expenditure of funds for the Street Tree Replacement Program.
 - Assist with recommendations on the methodology/criteria for the removal of diseased or harmful street trees or perimeter yard landscape/bufferyard plantings.
 - Assist with the review and recommendations on updates to the town's tree maintenance guidelines and preferred tree selection criteria.
 - Inform and educate the general public of the importance and need for tree preservation and maintenance.
- The committee membership includes 1 ex-officio member of the Planning Board, appointed by the membership of the Planning Board.
- The term is 1 year or until a successor has been appointed and installed, with eligibility for reelection.
- TAC meetings occur quarterly on the 2nd Monday of January, April, July, and October from 6-7 p.m., with occasional volunteering at community events.

Background:

- The current representative is Joanna Holder.
- The current alternate representative is Joe Cuccurullo.

Funding Source(s):

N/A

Attachment(s):

Planning Board Meeting
March 25, 2025

None



Holly Springs Planning Board

Planning Board Meeting Agenda Cover Sheet

Agenda Item#: 5.

New Business

Title: February 25, 2025 Regular Meeting Minutes

Strategic Priority Area: Growth Management & Economic Vitality

Staff Resource: Nikki St. Pierre, Development Services

Action(s):

- Adopt February 25, 2025 minutes.

Explanation:

Background:

Funding Source(s):

Attachment(s):

1. Feb_25_2025_PB_Minutes-DRAFT

Town of Holly Springs
PLANNING BOARD MEETING MINUTES
Tuesday February 25, 2025 - 7:00 p.m.

Agenda Item #1, 2, 3 & 4:

The Planning Board of the Town of Holly Springs met for their regularly scheduled meeting on **February 25, 2025**. At 7:00 p.m. after determining a quorum was present, Chair Rick Madoni called the meeting to order.

Staff Members Present: Chris Hills, Development Services Director
 Sean Ryan, Planning Manager
 Cheryl Caines, Senior Planner
 Grayson Taylor, Planner III
 Catherine Jacobs, Engineering Manager
 Elliot Blonshine, Development Review Engineer
 Jay Osbourne, Asst. Town Attorney
 Mackenzie Fretz, Board Clerk

The Board completed roll call.

Members Present: Rick Madoni, *Chair*
 Thomas Urquhart, *Vice-Chair*
 Roger Bess, *ETJ*
 Ernie Carpico
 Van Crandall
 Joseph Cuccurullo
 Joanna Holder
 Josh Prizer

Members Absent: Sara Kempin

The Board recited the pledge of Allegiance and the meeting opened with an invocation by Mr. Carpico

Agenda Item #5: Agenda Adjustment

There was no agenda adjustment.

Agenda Item #6: Minutes

a. January 28, 2025 Minutes

Approve with LUAC member adjustment to replace with Roger Bess and Josh Prizer

Motion:

Motion to approve January 28, 2025 Minutes with adjustment.

Motion by: Vice Chair Thomas Urquhart

Second by: Mr. Van Crandall

Action: The Planning Board vote in favor of the motion (8-0)

Town of Holly Springs
PLANNING BOARD MEETING MINUTES
Tuesday February 25, 2025 - 7:00 p.m.

Agenda Item #7: Town Council Representative

- a. Planning Board Representation for Town Council
 - March 4: Sara Kempin (Quarterly Meeting)
 - March 19: Thomas Urquhart

Agenda Item #8: Public Comment Period

No speakers signed up to approach the Board

Agenda Item #9: Development Plans

a. *Pine Springs Upper School Development Plan 24-DP-07*

At the start of case 24-DP-07 Pine Spring School Development Plan, Mr. Prizer recused himself from the matter.

Motion:

To recuse Planning Board member Josh Prizer from 24-DP-07 Pine Springs Upper School Development Plan.

Motion by: Chair Rick Madoni

Second by: Ms. Joanna Holder

Action: The Planning Board voted in favor of the motion (8-0).

Mr. Taylor presents the Staff report to the Board.

Ms. Jacobs continues to present the Staff report to the Board, focusing on Public Utilities and Roadways.

Applicant / Speaker:

Bruce Friend
220 Rosewood Centre Dr.
Holly Springs NC 27540

Andy Petty
Curry Engineering
205 S Fuquay Ave.
Fuquay-Varina NC 27526

The applicant called the project engineer to present the presentation to the Planning Board.

Mr. Petty began presenting the applicants' presentation to the Board.

Mr. Bess asked about electrical vehicle parking for students.

Mr. Petty addressed that they did take this into consideration and determined that most students would not be driving EV cars at this time.

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Mr. Bess followed up by asking if they have future preparations for extra EV spots should they need them in the future.

Mr. Petty said they currently have EV spots and EV ready spots within the plans.

Vice Chair Urquhart addressed concerns for speeding on Green Oaks Pkwy. and asked if speed bumps are an option.

Mr. Petty addresses the concern by stating they did not think this would be a concern and therefore no speed bumps are included in their plans.

Mr. Crandall states that he agrees with the comments regarding EV parking in the student lots and that they are not implemented much in North Carolina but are in other areas.

Mr. Petty responds that most students driving will be upper classmen and the need is not as high.

Ms. Holder states her observation within electric vehicles in a local high school parking lot and that the number of EV vehicles is higher than was expected.

Mr. Petty addresses concerns by stating they have fifteen EV spots, and forty-five EV ready spots based off three hundred parking spots they have planned for.

Chair Madoni asked what the hours of school operation plan to be for the upper classman.

Mr. Friend states that they have not been established yet.

The Planning Board had no further questions or discussion.

Chair Madoni called for a Motion.

Motion:

Motion that the Planning Board recommend the Town Council approve Development Plan 24-DP-07 for Pine Springs Upper School, as submitted by Bruce Friend with Pine Springs Foundation LLC, dated revised 2/12/2025, with staff recommended conditions, and to forward the Planning Board Action Report with the Recommendation, to Town Council.

Motion by: Mr. Ernie Carpico

Second by: Vice Chair Thomas Urquhart

Action: The Planning Board voted in favor of the motion (7-0).

Motion:

Motion to add Planning Board member Josh Prizer back into the February 25th, 2025 meeting.

Motion by: Joeseeph Cuccurullo

Second by: Mr. Ernie Carpico

Action: The Planning Board voted in favor of the motion (7-0).

Town of Holly Springs
PLANNING BOARD MEETING MINUTES
Tuesday February 25, 2025 - 7:00 p.m.

Agenda Item #10: Zone Map Change Petitions

a. Graham Wood Rezoning 24-REZ-03

Mr. Taylor presents the Staff report to the Board.

Ms. Jacobs continues to present the Staff report to the Board, focusing on Public Utilities and Roadways.

Applicant / Speaker:

Jason Barron
Morningstar Law Group
421 Fayetteville St. Suite 530
Raleigh NC 27606

Nate Bouquin
McAdams
621 Hillsborough Street, Suite 500
Raleigh, NC 27603

The applicant presents to the Planning Board.

Mr. Prizer asked the price range of the homes, how many attended their neighborhood meeting, what were traffic concerns, and if the greenway extension was a part of the neighborhood meeting.

Mr. Barron states that the homes are estimated to be between four hundred to eight hundred thousand, there were about fifteen to twenty-five attendees at the meeting and that traffic is a concern, but any new development will bring traffic. The greenway extension was not a part of the neighborhood meeting as it was established after the meeting had occurred, but he thinks the surrounding community would see this as a benefit.

Ms. Holder states that the benefits of transportation and walkability would improve but that it would be great not to limit the age of residents so they can walk to school and is concerned about the land not being non-residential and if there is anything that can be done to strengthen your case.

Mr. Barron clarifies that the developer only does senior development and not commercial development.

Mr. Crandall expresses the importance of this site for this area and understands why staff made recommendations for preserving this site for the right project.

Vice Chair Urquhart asks is the primary reason for not containing a neighborhood center due to traffic? If so, the addition of residents may produce more traffic.

Mr. Barron answers that comparatively speaking the trip numbers are staggered and that the traffic produced by senior living is significantly low compared to a regular neighborhood development.

Mr. Carpico applauds the plan and asks what type of townhomes are planned for the fifty-five and up community.

Mr. Barron states it will be a two-story product.

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Mr. Bess states he agrees this is a great product but probably not for this specific site and is curious about the traffic studies mentioned on the fifty-five and over community as only one member of a household is required to be of age in a fifty-five and over community.

Nate Bouquin, the traffic engineer at McAdams approaches the Board to address Mr. Bess and states that here is a specific code for an age restricted study within the TIA manual and proceeded to over the traffic study findings comparing the proposed residential project to commercial findings.

Mr. Bess then brings concerns about traffic flow and how it is currently planned for within the comprehensive plan and the impact on tax base by taking away sites that are desired to be commercial and making them residential.

Mr. Cuccurullo mentions the topography of the land and the fifty foot buffer to the east that will lessen the property and if any residents to the east participated in the neighborhood meeting.

Mr. Barron answered that yes there were residents from the east that participated.

Mr. Cuccurullo asked for more information on the northern part of the lot being mentioned as difficult to develop.

Mr. Barron said the fall off the back of the site is about eighty feet and there was not a feasible way to construct a greenway and the greenway will stop where the property drops off and a third of the site is undevelopable.

Mr. Cuccurullo then raises concerns about what is given up commercial wise if we grant residential on this site.

Mr. Crandall asks if the developer plans to rent out any homes or sell.

Mr. Barron answers that the developer intends to sell all dwellings.

Chair Madoni asks the applicant what their opinion on doing and not doing for the water resources.

Mr. Barron answered that we are extending public infrastructure but we are not doing affordable housing.

Mr. Crandall asked if the applicant looked at the cost of a pump station.

Mr. Barron states they did and were quoted three million dollars.

There were no further questions for the applicant.

Mr. Cuccurullo asks staff about the undevelopable portion of the land and if it is not able to be developed what is the trade off of trading commercial to residential.

Ms. Jacobs states that this question is related to sewer and that the applicant did explore a pump station and it was slightly more of a buildable area but the retaining wall that would be required would be too big and unsafe.

Mr. Cuccurullo asks what the buildable area is and how much square footage is forgoing if we approve for residential verses commercial.

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The applicant states that with commercial would be limited to the front of the site potentially a fourth of the site.

Mr. Carpico asks about the tax ratio on commercial verses residential.

Mr. Taylor states that he cannot answer ratio but he can answer on the property in regards to acreage.

Mr. Carpico then states how we develop will change ratio.

Mr. Hills states Council is closing in on a 70-30 ratio and this project would not move the needle dramatically and to consider the spirit of the neighborhood center be maintained and that staff is bound by the comprehensive plan.

Mr. Prizer questions staff on the surrounding properties and sizes.

Mr. Taylor gives a brief on the surrounding property sizes and their topography.

Mr. Cuccurullo asked staff for clarification on the comprehensive plan.

Mr. Hills answers that staff is not able to create land use ideas and that the comprehensive plan is based off of ideas from public, planning board, and Council input. Staff can make recommendations based on the information given.

Mr. Cuccurullo asks if there are multiple owners on all three properties.

Mr. Hills: Yes

Mr. Cuccurullo speaks to the Board that there are multiple issues, the comprehensive plan issue, what can be developed, and a quarter of the site could be developed commercial due to parking lots and the grading of the site.

Mr. Hills answers that staff approached the request by discerning if there is a way a commercial component could be possible. If there were a commercial component, I think staff could interpret the comp. plan as being met.

The Board discusses amongst themselves the zoning, the future use of land, and the amount of acres being used.

Mr. Cuccurullo asks staff if we rezone this property to residential is there concern that the adjacent properties will not be developed to their capacity.

Staff states that no, we are looking at the site itself and not the separate areas.

Mr. Crandall states that he is uncomfortable reaching conclusions on speculative development

Mr. Carpico addresses the Board that we are looking at what is presented tonight and not what might be or could be.

Ms. Holder states it could be ten to fifteen years before another inquiry happens on this site and that there could be progress made tonight; and asks if the topography was considered when the greenway developed

Mr. Taylor said that it was considered but there were no specifics on the greenway master plan.

Town of Holly Springs
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Tuesday February 25, 2025 - 7:00 p.m.

Ms. Holder then asked for clarification on allocation elements and if the applicant introduced elements would they get support.

Ms. Jacobs gives a brief on how the water allocation works within the Town.

The Board continues to discuss zoning of land, the comprehensive plan and how it relates to the zoning request, traffic concerns, and commercial use verses residential use on this site.

Chair Madoni addresses Ms. Jacobs and asks if there is a plan for the Avent Ferry widening and where it is and how it affects the greenway.

Ms. Jacobs: I cannot speak to timeline on the Avent Ferry connection it is not a town run project the most recent timeline given was 2029 and speculation would be to take it out and reinstall during the process.

Mr. Crandall asks. If there is a plan for a North South connector and if so where.

Staff states that there is currently a north/south connector on the comprehensive plan.

Board continues to discuss amongst themselves.

Staff Recommended Plan Consistency Statement:

The requested Zoning Map Amendment from RR – Rural Residential to MXR-CD – Mixed Use Residential Conditional Zoning District is inconsistent with the Vision Holly Springs Comprehensive Plan since the Future Land Use Plan Map indicates this property as Neighborhood Center, and the proposed MXR-CD does not meet the intent of the Neighborhood Center character area and specific Community Character recommendations. The requested rezoning is not reasonable and in the public interest because it does not provide neighborhood-based commercial uses where identified and needed by the public.

Motion:

Finding that 24-REZ-03 Graham Wood rezoning is inconsistent with the Vision Holly Springs Comprehensive Plan since the Future Land Use Plan Map indicates this property as Neighborhood Center, and the proposed MXR-CD does not meet the intent of the Neighborhood Center character area and specific Community Character recommendations.

Motion by: Vice Chair Thomas Urquhart

Second by: Van Crandall

Action: The Planning Board voted in favor of the motion (8-0).

Motion:

Finding that 24-REZ-03 Graham Wood rezoning is not reasonable and in the public interest because it does not provide neighborhood-based commercial uses where identified and needed by the public.

Motion by: Van Crandall

Second by: Vice Chair Thomas Urquhart

Action: The Planning Board voted (4-4).

Those in Favor: Chair Rick Madoni, Vice Chair Thomas Urquhart, Roger Bess, Van Crandall

Those Opposed: Joeseeph Cuccurullo, Ernie Carpico, Joanna Holder, Josh Prizer

Town of Holly Springs
PLANNING BOARD MEETING MINUTES
Tuesday February 25, 2025 - 7:00 p.m.

Motion:

Motion to recommend that the Town Council approve Zoning Map Amendment Petition #24-REZ-03 to change the zoning of 34.34 acres of Wake County PIN #0648464144 from RR – Rural Residential to MXR-CD – Mixed Use Residential Conditional Zoning District, as submitted by Laura Holloman of McAdams, and to forward the Planning Board Action Report, to include the adopted Plan Consistency Statement and Recommendation, to the Town Council.

Motion by: Josh Prizer

Second by: Ernie Carpico

Action: The Planning Board voted (4-4).

Those in Favor: Joeseeph Cuccurullo, Ernie Carpico, Joanna Holder, Josh Prizer

Those Opposed: Chair Rick Madoni, Vice Chair Thomas Urquhart, Roger Bess, Van Crandall

b. Evans Property Rezoning 24-REZ-04

Mr. Taylor presents the Staff report to the Board.

Mr. Blonshine continues to present the Staff report to the Board, focusing on Public Utilities and Roadways.

Applicant / Speaker:

Laura Holloman

McAdams

621 Hillsboro Raleigh

Nate Bouquin

McAdams

621 Hillsborough Street, Suite 500

Raleigh, NC 27603

The applicant presents to the Planning Board.

Mr. Cuccurullo asked the applicant for more detail about house affected by the road widening.

Mr. Bouquin stated they are setting up to provide less impact for future widening.

Mr. Bess asked for clarification on affordable verses workforce housing for the proposed project within the requested rezoning.

Ms. Holloman states it is meant for workforce housing.

Mr. Crandall asked the applicant plans to rent any properties.

Ms. Holloman states they are all for sell but they cannot control what property owners do once purchase but there is no intention of rentals.

Mr. Cuccurullo asked about the total number of units.

Ms. Holloman states there are one hundred and fifty-two units proposed broken up by eighty-seven townhomes and sixty-five single family.

Town of Holly Springs
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Tuesday February 25, 2025 - 7:00 p.m.

Ms. Holder raised concerns about the future residents regarding the Wake County letter and elementary school capacity.

Ms. Holloman states that it is a county issue and is not a new issue for Holly Springs.

Mr. Hills clarified that Wake County is required by law to have a spot for every child; they take developments into consideration and build schools accordingly.

Vice Chair Urquhart asked about the utility allocation.

Ms. Holloman states that they still plan to seek a waiver from Town Council.

Mr. Crandall asked about road improvements on Cass Holt.

Ms. Holloman states there are plans for improvements.

Chair Madoni followed up inquiring about Rouse Road.

Ms. Holloman answered that there is an existing private road easement called Windy Farm Lane that will be dedicated as public right of way.

Mr. Bess clarified that there are improvements on Rouse Road.

Ms. Holloman: That is correct

Mr. Bess followed up by asking if construction traffic will use Rouse Rd. and if so is concerned for construction ripping up the existing road.

Ms. Holloman answered that this has not been considered but is a fair point and they are will to discuss moving forward.

There were no further questions from the Planning Board.

Staff Recommended Plan Consistency Statement

The requested Zoning Map Amendment from RR – Rural Residential to NCR-CD Neighborhood Center Residential Conditional Zoning District and NR-CD Neighborhood Residential Conditional Zoning District is consistent with the Vision Holly Springs Comprehensive Plan since the Future Land Use Plan Map indicates this property as Mixed Residential Neighborhood, and the proposed district provides various housing types with appropriate site design. The requested rezoning is reasonable and in the public interest because it meets the Town's goals, objectives, and policies of the Comprehensive Plan.

Motion:

To adopt staff recommended consistency statement

Motion by: Vice Chair Urquhart

Second by: Mr. Carpico

Action: The Planning Board voted in favor of the motion (8-0).

Town of Holly Springs
PLANNING BOARD MEETING MINUTES
Tuesday February 25, 2025 - 7:00 p.m.

Motion:

Motion to recommend that the Town Council approve Zoning Map Amendment Petition 24-REZ-04 to change the zoning of 53.07 acres of Wake County PINs 0647299830, 0647196094, and 0647384503 from RR – Rural Residential to NCR-CD Neighborhood Center Residential Conditional Zoning District and NR-CD Neighborhood Residential Conditional Zoning District, as submitted by Laura Holloman of McAdams, and to forward the Planning Board Action Report, to include the adopted Plan Consistency Statement and Recommendation, to the Town Council.

Motion by: Mr. Prizer

Second by: Ms. Holder

Action: The Planning Board voted in favor of the motion (8-0).

Agenda Item #11: Other Business

LUAC Update – Mr. Prizer presented a brief to the Planning Board.

Tree Advisory – Ms. Holder mentioned the successful tree pruning workshop.

Wake Transit – Appointed Chair Madoni as temporary replacement for Mr. Carpico

TC Overview – Approved

Farwell to Ernie Carpico.

Agenda Item #12: Adjournment

Motion:

Motion to adjourn.

Motion by: Mr. Carpico

Second by: Ms. Holder

Action: The Planning Board voted in favor of the Motion (8-0)

Time: 9:55 pm

Mackenzie Fretz
Planning Board Clerk



Holly Springs Planning Board

Planning Board Meeting Agenda Cover Sheet

Agenda Item#: 6.

Development Services

Title: 24-REZ-02 4500 Old Holly Springs Apex Road Rezoning

Strategic Priority Area: Growth Management & Economic Vitality

Staff Resource: Grayson Taylor, Development Services, Catherine Jacobs, Development Services

Action(s):

- Adopt Plan Consistency Statement
- Recommend to Town Council to approve/deny 24-REZ-02 4500 Old Holly Springs Apex Road Rezoning from HI-Heavy Industrial, NR-Neighborhood Residential, and CB-CD Community Business Conditional Zoning District to CB-CD Community Business Conditional Zoning District, and to forward the Planning Board Action Report with the recommendation to the Town Council.

Explanation:

- The Town has received a Conditional District Rezoning request for Attached Dwellings, Apartment Dwellings, and Commercial at 4500 Old Holly Springs Apex Road, 1300 and 1316 Holly Springs New Hill Road.
- The proposed rezoning area consists of 20.24 acres.
- The applicant has proposed 298 dwelling units and 7,500sf of Commercial space with 12 fuel pumps.

Staff Recommendation: Deny

Background:

- 1316 Holly Springs New Hill Road was rezoned in 2022 from R:10 Residential to Community Business Conditional Use, with an approved Development Agreement. With adoption of the 2022 Unified Development Ordinance, Conditional Use districts were converted to Conditional Zoning Districts.

Funding Source(s):

N/A

Attachment(s):

1. 24REZ02_4500OHSA_StaffReport
2. 24REZ02_4500OHSA_WCPSS
3. 24REZ02_4500OHSA_Application
4. 24REZ02_4500OHSA_Plans
5. 24REZ02_4500OHSA_Design Manual



Project Type: Zoning Map Amendment (Rezoning)

Concurrent Applications:

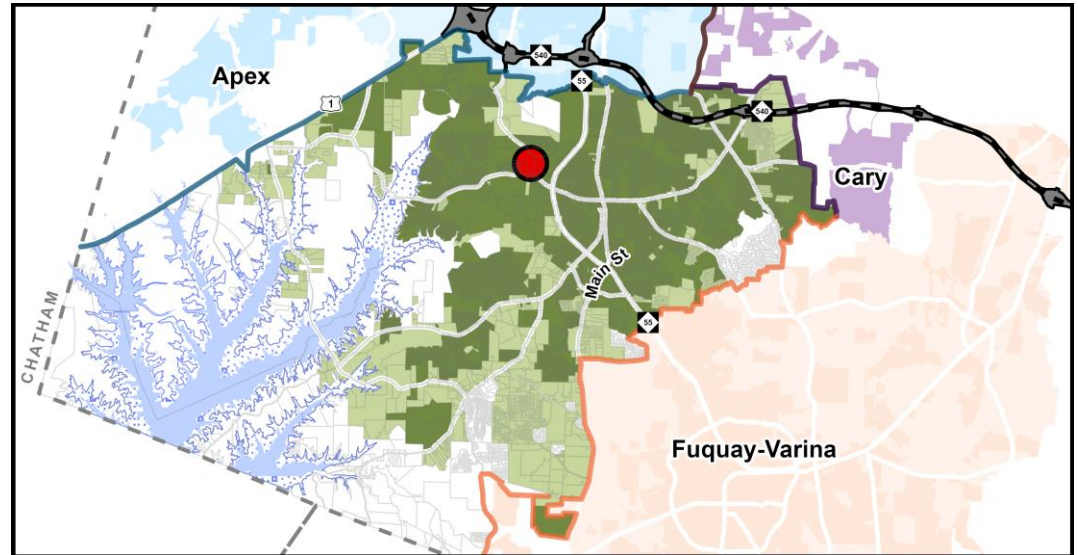
☐ Waiver / SUP/ VAR/ CPA

Applicant / Petitioner:

Laura Holloman - McAdams

Property Addresses: 4500 Old Holly Springs Apex Road, 1300 & 1316 Holly Springs New Hill Road

Property Area: 20.24 ac.



Located in: ☒ Holly Springs Corporate Limits ☐ Holly Springs ETJ ☐ Annexation Pending

Project Summary:

A rezoning of 20.24 acres from HI – Heavy Industrial, NR – Neighborhood Residential, and CB-CD – Community Business Conditional Zoning District to CB-CD – Community Business Conditional Zoning District at 4500 Old Holly Springs Apex Road, 1300 & 1316 Holly Springs New Hill Road, to allow for 298 Apartment Dwellings and a Commercial Parcel with up to 12 fuel pumps.

Requested Action:

Advisory Decision: The Planning Board will review the petition and make a recommendation to the Town Council to approve or deny the requested Zoning Map Amendment petition.

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Case Summary

Current Zoning:

HI Heavy Industrial
 NR Neighborhood Residential
 CB Community Business*
☒ Conditional Zoning District *

Proposed Zoning:

CB: Community Business
☒ Conditional Zoning District



Aerial Photograph

Growth Strategy Map:

Places to Transform

Small Area Plan Designation:

N/A

Future Land Use Plan Designation:

Mixed-Use Center

Staff Analysis:

The requested Zoning Map Amendment is: ☐ Consistent with Adopted Plans ☒ Inconsistent with Adopted Plans

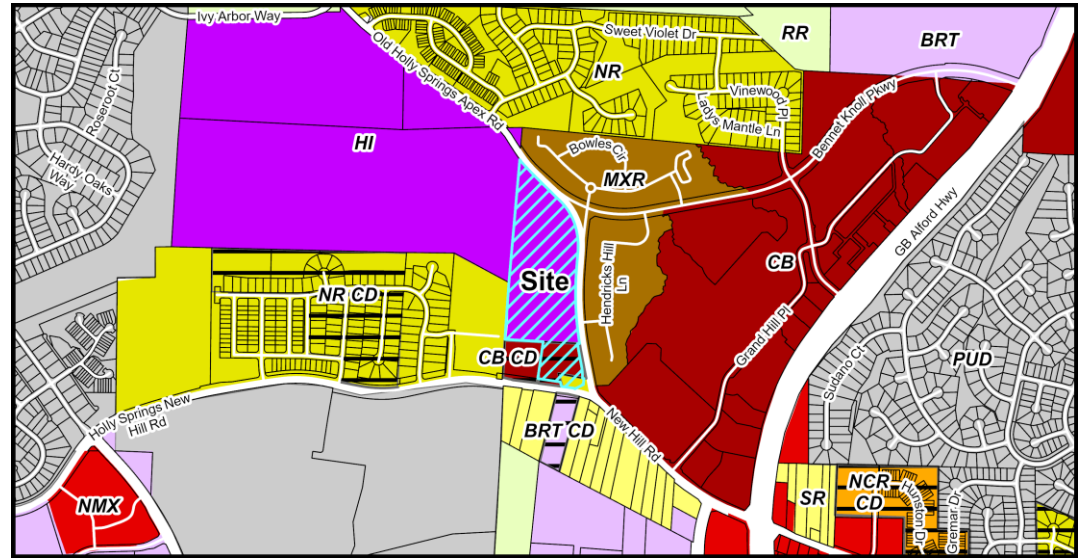
The proposed CB-CD Community Business Conditional Zoning District proposes Apartment Dwellings, Attached Dwellings, and a 12-pump Fueling Station with 7,500sf Convenience Store. Staff has found the application to be inconsistent with adopted plans and policies:

- The provided application materials, including the Plan Set and Design Manual, do not demonstrate compliance with a Mixed-Use Center character area, as required by the Land Use & Character Plan.
- The application does not include significant site details, such as building placement, building design, and the relationship between these buildings to streets and parking areas.
- There are existing downstream sanitary sewer pipes in need of improvement for additional capacity and the applicant has not committed to any improvements.
- The extension of reclaimed water main throughout all proposed public streets is a requirement of the UDO and the application does not comply with this standard.
- The project is subject to the Water Resource Management Policy and does not commit to the necessary Allocation Elements required by a Priority Level 2 project and is requesting the Town Council deviate from the policy to grant utility allocation.

Staff Recommendation: ☐ Approve ☒ Deny

**Current Zoning Information**

Parcel #	Zoning	Area
0649361536	HI	17.36
0649353581	NR	0.45
0649352730	CB-CD	2.43
Total Area:		20.24



Current Zoning Map

Adjacent Property Current Zoning Information

Subject Property	Zoning HI-Heavy Industrial, NR-Neighborhood Residential, CB-CD Community Business Conditional Zoning District	Existing Land Use Vacant
North	MXR – Mixed-Use Residential	Apartment Dwellings
South	SR – Suburban Residential, BRT-CD – Business & Research Technology Conditional Zoning District	Detached Dwellings, Self-Storage Facility
East	MXR – Mixed-Use Residential	Apartment Dwellings
West	HI – Heavy Industrial, NR – Neighborhood Residential	Closed Landfill, Thales Academy

Parcel Rezoning History

Rezoning Number: 21-REZ-01

Original Zoning: R-10: Residential

Approved Zoning: CB-CD Community Business Conditional Zoning District

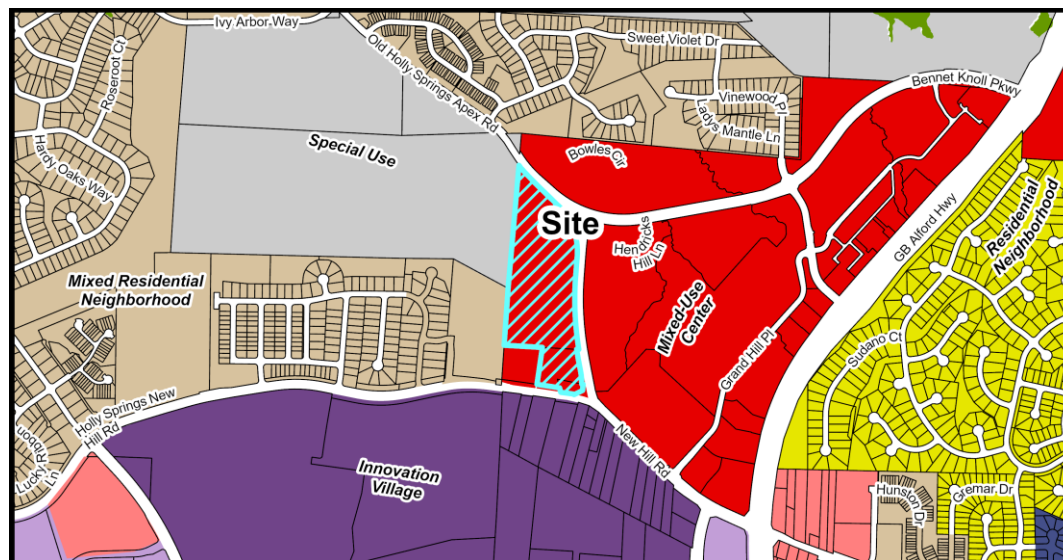
Approval Date: 1/4/2022

**Land Use & Character Information**

Vision Holly Springs Comprehensive Plan Section 1

Growth Strategy Map: Places to Transform**Future Land Use:** Mixed-Use Center**Small Area Plan:** N/A**The Requested Zoning Map Amendment is:**☐ Consistent with the Future Land Use Map☒ Inconsistent with the Future Land Use Map

If a Zoning Map Amendment is adopted and the action is deemed inconsistent with the Future Land Use Map, the Zoning Map Amendment has the effect of also amending the Future Land-use Map.



Future Land Use Map

Important Themes for Transforming Holly Springs:

Eight important themes for Holly Springs are highlighted as high-priority principles for transforming the Town. The following theme(s) should be considered with this request:

Theme	Description
☒ Establish Mixed-Use Activity Centers Throughout Holly Springs	Mixed-use and walkable development
☒ Suburban Remix	Activate neighborhood centers
☐ Suburban Retrofit	Redevelop existing centers into mixed-use, multi-modal, activated centers
☒ Context-Sensitive Infill Development Choices	Infill around single use residential areas
☐ Transitions	Complement existing development and avoid incompatibilities
☐ Increase Home & Neighborhood Choices in Holly Springs	Variety of integrated housing products
☒ Increase Diversity & Affordability of Housing in Holly Springs	Adequate supply of affordable housing
☒ More Transportation-Land Use Coordination in the Community	Equal emphasis on land use (demand), transportation (supply) and urban design (character)



Land Use & Character Information (cont.)

Growth Strategy Map: Places to Transform

Specific focus areas in Holly Springs provide opportunities to grow and transform in the future. These areas will evolve over time in terms of land use mix, density and intensity, home choices, and transportation options. These are the areas where the Town should emphasize public and private investment — increasing allowable densities and intensities, adding infrastructure capacity, improving access from nearby neighborhoods, investing in the public realm, and encouraging private investment — to diversify the Town's development strategy and support continued growth and economic prosperity in the future. Some areas identified to transform over time will require redevelopment of existing suburban shopping centers or infill development in the Downtown Village District.

Future Land Use: Mixed-Use Center

A Mixed-Use Center offers the opportunity to serve broader economic, entertainment, and housing needs in the community. Land uses and buildings on small blocks in the core may stand three or more stories tall and encourage active public spaces between the buildings. Residential units or office space are found above storefronts. Homes surrounding the core offer several choices to live and experience the center. Parking is satisfied using on-street parking, structured parking, and shared rear-lot parking strategies. The compact, walkable environment and mix of residential and non-residential uses in the center supports multiple modes of transportation, including the potential for transit-oriented development if-when a decision is made to invest in premium transit along the NC 55 corridor.

Key Characteristics of a Mixed-Use Center include:

- Redevelopment and new development in these areas will utilize formal small block patterns and relocate parking to the interior of blocks.
- Parking between the street and the building should be limited.
- These areas include a variety of shared public open spaces throughout a walkable, activated environment, and may include formal and informal open spaces such as greens, squares, plazas, and community gardens. The linear nature can provide opportunities for greenway links to other parts of the Town.
- Front setbacks are variable, but in new development should be as small as possible. Side and rear setbacks are variable.
- Multi-dwelling housing in a Mixed-Use Center should be stacked over ground floor retail in the core of the development, or interspersed on small blocks within the larger development so that all multi-dwelling buildings are within short walking distance of a community green or block with nonresidential uses.
- Multi-dwelling housing in a Mixed-Use Center should not extend more than two consecutive blocks in any direction unless included in a vertical mixed-use building.

Small Area Plan: N/A

Historic Structures: ☒ None



Land Use & Character Staff Analysis:

The requested Zoning Map Amendment is: ☐ Consistent ☒ Inconsistent with the Land Use & Character Plan

The Comprehensive Plan provides 8 important themes as high-priority principles for transforming the Town from a bedroom community to a self-sustaining community. Two Key Themes are important to this proposal, “Establish Mixed-Use Activity Centers Throughout Holly Springs” and “Suburban Remix.” Together, these themes advocate for enhancing activity centers throughout the community, highlighting the importance of mixed-use, walkable development areas. Integrating uses that create places where people live, work, shop, and play as a cohesive community begin to move development patterns away from clearly separated uses and building types, a lack of street connectivity, and a population increasingly reliant on automobiles. Mixed-use development in the activity centers furthers the economic vitality and sustainability of the area, the efficiency of utilities and transportation serving the area, and the sense of community experienced by residents, business owners, and visitors to the area. Community Character Recommendations CC-6 Promote Compact Mixed-Use Development in Appropriate Character Areas, CC-8 Increase Walkability, and CC-9 Enhance Character and Walkability by Orienting All Buildings to the Street, further support these themes in the Land Use & Character Plan.

In the context of the Land Use & Character Plan, “Mixed-Use Center” typically refers to vertically integrated buildings, with non-residential uses such as office or retail on the lower floors, and residential units above (similar to Main Street Square). However, in certain contexts, a “Mixed-Use Center” may be more appropriate as a “mixture-of-uses” with separate uses integrated across a property, similar to other suburban style Mixed-Use Centers in Holly Springs such as Holly Springs Town Center adjacent to the project site.

The location of the subject site may be one such location where a “mixture-of-uses” is the most appropriate mixed-use development style. The Old Holly Springs Apex Road corridor adjacent to the site is predominantly apartment dwellings, and the Holly Springs Town Center provides the area with sufficient non-residential uses to support adjacent neighborhoods. Apartment and Commercial uses could be consistent with the character of the area if proposed to be well-integrated, both internally and to the surrounding neighborhood. Overall site integration provides support as an “area to transform,” as described by the Comprehensive Plan.

At a high level, the proposed Conditional Zoning District supports goals for providing a “mixture-of-uses” with development. The project master plan displays 3 separate pods, Commercial, Commercial/Apartments, and Apartment uses, which can all be important contributors to creating mixed-use places. A proposed interior public street cuts through the site, providing access onto both frontages of Old Holly Springs Apex Road, and open space locations provided throughout provide potential opportunities for place-making. However, important details such as building locations, parking arrangement, building design, and overall street design with connectivity are not shown in detail on the provided plans. These details are critical components in order for the Town to fully understand the site layout and project design, how uses will be integrated across the site, the architectural design of buildings along major corridors, how the proposed project fulfills the goals of the Comprehensive Plan, and what the resulting development will contribute to the overall community. Without sufficient site details, it is unclear if the proposal is consistent with the Land Use & Character Plan and Mixed-Use Center character area.



Of particular concern, the allowed commercial uses include a fueling station, convenience store, and drive-through at the intersection of Old Holly Springs Apex Road and Holly Springs New Hill Road; uses not typically compatible with a walkable, mixed-use setting. While these uses are needed in this area of Holly Springs, the limited details provided with the master plan do not provide an opportunity for the Town to understand how the uses will be situated on the property, how the development will be experienced by the community, or how the uses might impact the overall connectivity of the site, both internally and to adjacent developments. These uses also conflict with other Land Use & Character Plan goals; promoting auto-oriented uses that could limit safe and inviting walkable development, either onsite or adjacent to nearby apartments or Holly Springs Town Center. Without providing sufficient detail on plans to mitigate negative impacts of auto-oriented uses, the proposal may be further inconsistent with the Theme of More Transportation-Land Use Coordination in the Community, or as described in Community Character recommendation of CC-10: Mitigate the Impacts of Auto-Oriented Uses.

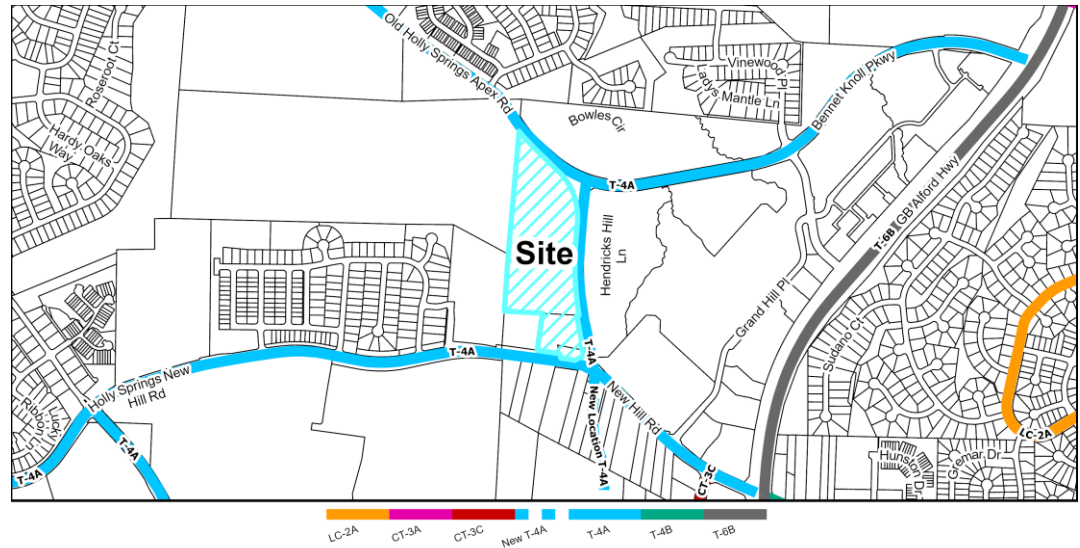
With a more developed site plan for the project, staff would have a better understanding of the impacts of this project as it relates to the Mixed-Use Center character area designation and may have been able to reach a conclusion of consistent with the Land Use & Character Plan. However, the application, as currently presented does not provide such details, and as a result, staff has found this application to be inconsistent with the Land Use & Character Plan.

**Transportation Information**

Vision Holly Springs Comprehensive Plan Section 2

Comprehensive Transportation Plan

Road Widening along Project Frontage	☒ Required
	☐ Not Required
New Location Roadways	☐ Required
	☒ Not Required
Hotspot/Safety Study Location	☐ Yes ☒ No



Roadway Map

Comprehensive Transportation Plan Summary**Road Widening along Project Frontage:**

In accordance with the Unified Development Ordinance (UDO) and the Comprehensive Transportation Plan (CTP), road widening is required across the property frontages of Old Holly Springs Apex Road and Holly Springs New Hill Road to meet ½ of the ultimate cross section, which in each case is a 4-lane median-divided thoroughfare with a 10' sidepath. The development proposes two driveway accesses along Old Holly Springs Apex Rd (north/south) and one driveway access along Old Holly Springs Apex Rd (east/west).

New Location Roadways:

There are no new CTP roadways impacting this property. However, the proposed internal road network consists of collector streets, a roundabout, and connection to the existing stub at Thales. One public collector street is proposed through the site with a portion of the right-of-way running parallel within 10 feet of Old Holly Springs Apex Road, with access points along the north and east frontages of Old Holly Springs Apex Road.

Hotspot/Safety Study Location:

There are no Hotspot Studies directly adjacent to this property. However, there is one nearby at the interaction of New Hill Rd and Grand Hill Pl. This development is proposing a proportionate fee-in-lieu for the long-term improvement of channelization of that intersection to right-in/ right-out/ left-in.

Improvement Prioritization:

N/A

**Transportation Information (cont.)****Traffic Study Policy**

- ☒ Traffic Study Required ☐ Tier 1
 ☐ Tier 2
 ☒ Tier 3
 ☐ Traffic Verification Memo

Traffic Study Summary

A Traffic Impact Analysis (TIA) and associated Transportation Mitigation Agreement (TMA) was completed with this rezoning petition. This development will be required to adhere to and construct all recommended improvements within the approved TIA as follows:

Phase 1 Improvements*Old Holly Springs Apex Road at Holly Springs New Hill Road:*

- Contribute a proportional Fee-in-Lieu towards construction of an exclusive westbound -turn lane with a minimum of 400 feet of full width storage and appropriate deceleration and taper.
- Contribute a proportional Fee-in-Lieu towards signal modifications to accommodate the recommended geometric modifications at this intersection.

New Hill Road at Grand Hill Place:

- Contribute proportional FIL towards intersection conversion to directional crossover.

Old Holly Springs Apex Road (N/S) at Hendrick Hill Lane/Proposed Site Access #1 (Full Access):

- Provide stop control on the eastbound approach of the proposed site driveway.
- Construct an exclusive northbound left-turn lane with a minimum of 150 feet of full width storage and appropriate deceleration and taper.
- Restripe westbound Hendricks Hill Lane as an exclusive left turn lane and a shared through/ right turn lane.
- Construct an exclusive southbound right-turn lane on Old Holly Springs Apex Rd with a minimum of 100 feet of full width storage and appropriate deceleration and taper.

**Transportation Information (cont.)**

Holly Springs New Hill Road at Proposed Site Access #4 (Right-in/ Right-out):

- Construct an exclusive eastbound right-turn lane with 100 feet of full width storage on Holly Springs New Hill Road if not already constructed.

Phase 2

Old Holly Springs Apex Road at Holly Springs New Hill Road:

- Contribute a proportional Fee-in-Lieu towards construction of an exclusive westbound -turn lane with a minimum of 400 feet of full width storage and appropriate deceleration and taper.
- Contribute a proportional Fee-in-Lieu towards signal modifications to accommodate the recommended geometric modifications at this intersection.

New Hill Road at Grand Hill Place:

- Contribute proportional FIL towards intersection conversion to directional crossover.

Old Holly Springs Apex Road (N/S) at Hendrick Hill Lane/Proposed Site Access #1 (Full Access):

- Construct an additional southbound through lane striped as a through/right-turn lane at this intersection as part of the required frontage widening of Old Holly Springs Apex Road.

Old Holly Springs Apex Road (N/S) at Proposed Site Access #2 (Right-in/ Right-out):

- Provide stop control on the eastbound approach of the proposed site driveway.
- Construct an exclusive southbound right turn lane with 100 feet of full width storage and appropriate deceleration and taper.

Old Holly Springs Apex Road (E/W) at Proposed Site Access #3 (Full Access):

- Construct an additional eastbound through lane striped as a through/right-turn lane at this intersection as part of the required frontage widening of Old Holly Springs Apex Road.
- Construct exclusive westbound left-turn lane with a minimum of 100 feet of full width storage and appropriate deceleration and taper.



Transportation Information (cont.)

Transportation Staff Analysis:

The requested Zoning Map Amendment is: ☒ Consistent ☐ Inconsistent with the Comprehensive Transportation Plan

While staff has concerns the proposed public street layout being approximately 10 feet from the Old Holly Springs Apex Rd corridor may create driver confusion, the Traffic Study and associated mitigation improvements are consistent with the Traffic Study policy and the Town's Comprehensive Transportation Plan.



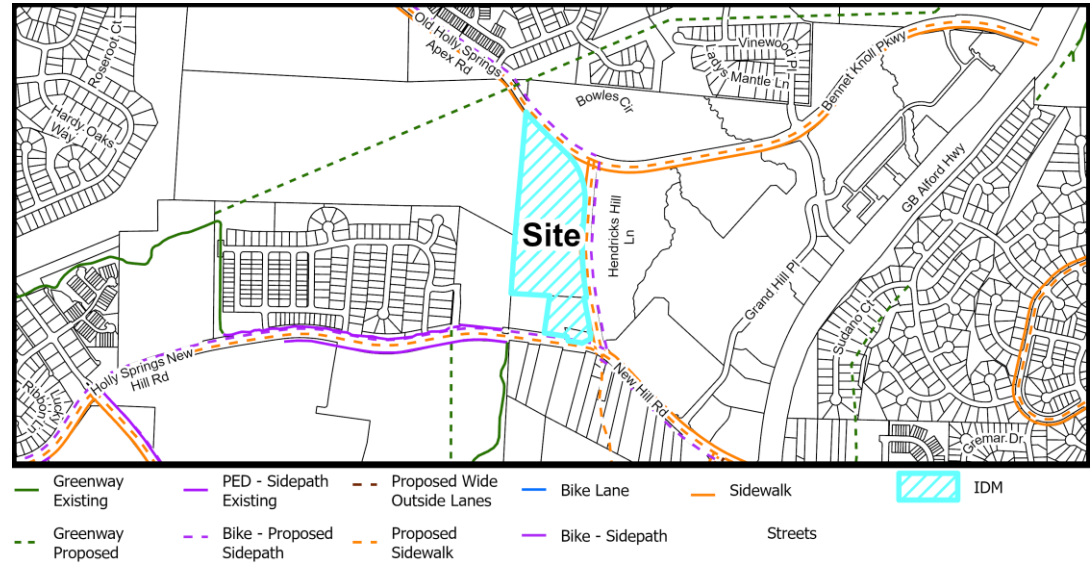
Parks, Recreation, & Greenways Information

Vision Holly Springs Comprehensive Plan Section 3

Park Search Area

☐ Yes

☒ No



Active Transportation Map

Required Active Transportation Improvements

☐ Greenway

☒ Sidepath

A 10' sidepath is required along each property frontage as part of the Comprehensive Transportation Plan's ultimate cross-section widening.

Parks, Recreation, & Greenways Summary

A 10' sidepath is proposed on Holly Springs New Hill Road and Old Holly Springs Apex Road as part of the ultimate cross-section widening. No greenways are indicated on site as part of the Active Transportation Plan.

Parks, Recreation, & Greenways Staff Analysis:

The requested Zoning Map Amendment is: ☒ Consistent ☐ Inconsistent with the Parks, Recreation & Greenways Master Plan

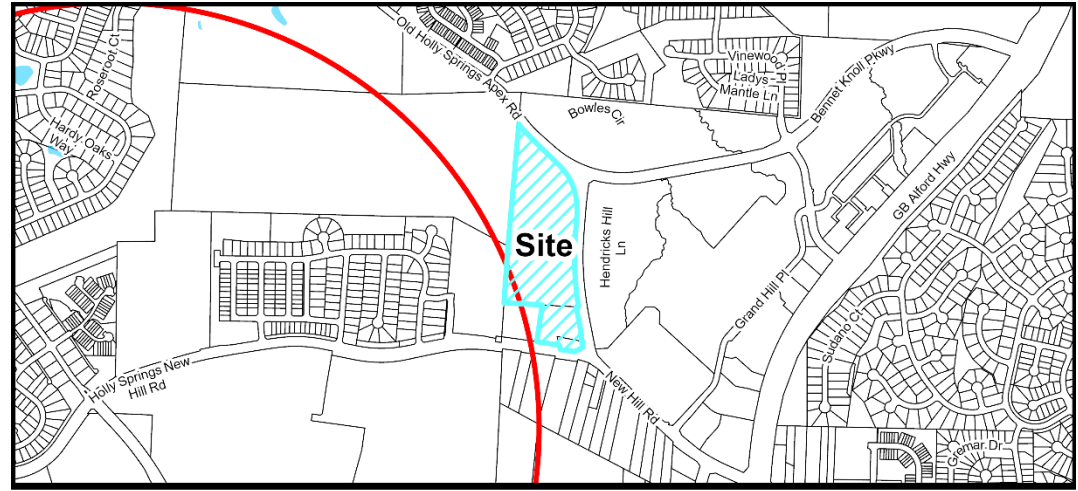
The site is not within a Park Search Area; therefore, public park land dedication is not required. The applicant has proposed a sidepath along Holly Springs New Hill Road and Old Holly Springs Apex Road along its frontages. The requested Conditional Zoning District is consistent with the Parks, Recreation, & Greenways Master Plan.



Community Facilities Information

Vision Holly Springs Comprehensive Plan Section 4

Population growth increases demand for public services. In order to fulfill this demand, community facilities must be appropriately planned for and constructed. These facilities may range from additional public safety stations, such as police and fire, to new schools to handle the influx of school-aged children into an area.



 Fire Station Search Area

Community Facilities Map

WCPSS Coordination

A Letter of Impact from Wake County Public School System (WCPSS) was received for this rezoning and is included in the attachments.

Schools at the following grade levels within the current assignment area for the proposed rezoning are anticipated to have insufficient capacity for future students; transportation to schools outside of the current assignment area should be anticipated:

- ☐ Elementary ☐ Middle ☐ High School ☒ N/A: All grade levels are anticipated to have sufficient capacity

The following mitigation of capacity concerns due to school construction or expansion is anticipated:

- ☐ School expansion or construction within the next five years is not anticipated to address concerns.
☐ School expansion or construction within the next five years may address concerns at these grade levels:
☐ Elementary ☐ Middle ☐ High School
☒ Not applicable – existing school capacity is anticipated to be sufficient.

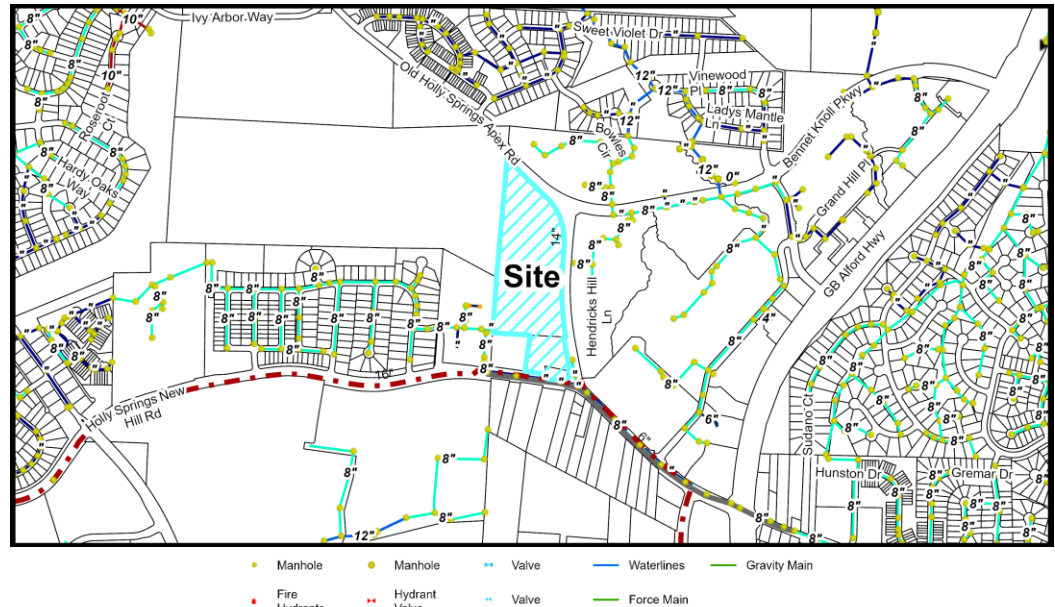
Community Facilities Staff Analysis:

The requested Zoning Map Amendment is: ☒ Consistent ☐ Inconsistent with the Community Facilities Plan

The requested Conditional Zoning District lies just outside of a Police/Fire Search Area, and WCPSS expects school capacity to be sufficient for the site. The proposal is Consistent with the Town's Community Facilities Plan.

**Infrastructure & Utility Information***Vision Holly Springs Comprehensive Plan Section 5***Utility Availability**

Water	☒ Yes ☐ No ☐ Study Required
Sanitary Sewer	☒ Yes ☐ No ☒ Study Required
Reclaim	☒ Yes ☐ No ☐ Study Required



Utility Map

Infrastructure & Utility Summary**Water:**

There is existing public water infrastructure located within Old Holly Springs Apex Road and New Hill Holly Springs Road along the property frontages. The project proposes to tie to and extend Town water facilities throughout the site to serve the proposed development. The waterlines will be installed by the developer in accordance with Town Policies.

Sanitary Sewer:

There is existing public sanitary sewer located within the adjacent Holly Springs Place Apartments. The project proposes an extension of the gravity sewer network ultimately draining to the existing 12 Oaks Pump Station.

A downstream sewer study, including a pump station capacity analysis for the existing pump station, was completed and concluded that the existing pump station has adequate capacity but that several downstream sewer pipes exceed the Town standard for capacity. These pipes exceed Town standards with or without the addition of this development. It is typical for projects in this scenario to propose a reasonable contribution to upgrade downstream infrastructure. However, the applicant has not committed to a contribution to the infrastructure improvements needed.

Reclaim:

There is existing public reclaimed water infrastructure located within Old Holly Springs Apex Road and New Hill Holly Springs Road along the property frontages. Per the UDO, the project is required to tie to existing infrastructure and extend throughout the proposed public streets to provide reclaimed water to all created lots. The development does not propose to extend reclaimed water throughout the site as required.



Infrastructure & Utility Information (cont.)

Water Resource Management (WRMP) Policy

- | | | | |
|---|--|---------------------|---|
| ☒ WRMP Applicable | ☐ Tier 1 | Allocation Elements | ☐ Public Infrastructure Improvements |
| ☐ WRMP Not Applicable | ☒ Tier 2 | | ☐ Sustainable Design |
| | ☐ Tier 3 | | ☐ Work Force Housing |
| | | | ☐ Open Space/Tree Preservation |

Water Resource Management Policy Summary

This project is subject to the Water Resource Management Policy. The applicant requests Town Council deviate from the adopted policy and grant sewer allocation without committing to any Allocation Elements as required by the Policy.

Utility Allocation Summary

Priority Level: Priority Level #2

Total Flow Demand: 43,446 GPD

Previously Approved Allocation: 4,921 gpd (Nonresidential – approved with Holly Springs New Hill Medical Office Building project)

Additional Allocation Needed: 38,525 GPD

Allocation Assignment: Residential – Attached

Staff Determination: Per the Water Resource Management Policy, projects with direct access to existing utilities but seeking a new zoning are considered Priority Level 2 and are required to commit to two Allocation Elements to be considered for allocation by Town Council. The submitted Allocation Request does not propose any Allocation Elements in accordance with the Policy and the applicant is requesting the Town Council waive the policy for this project.

Infrastructure & Utility Staff Analysis:

The requested Zoning Map Amendment is: ☐ Consistent ☒ Inconsistent with the Infrastructure & Utilities Plan

The proposed extensions of water and sanitary are consistent with the UDO, however the lack of extension of reclaimed water through the public road network and the lack of addressing the needed enhancements to the downstream sanitary sewer lines is not consistent with the requirements outlined in the UDO and applicable studies. Additionally, the project does not commit to the necessary Allocation Elements required by a Priority Level 2 project and is therefore inconsistent with the Water Resource Management Policy.



Natural Resources & Open Space Information

Vision Holly Springs Comprehensive Plan Section 6

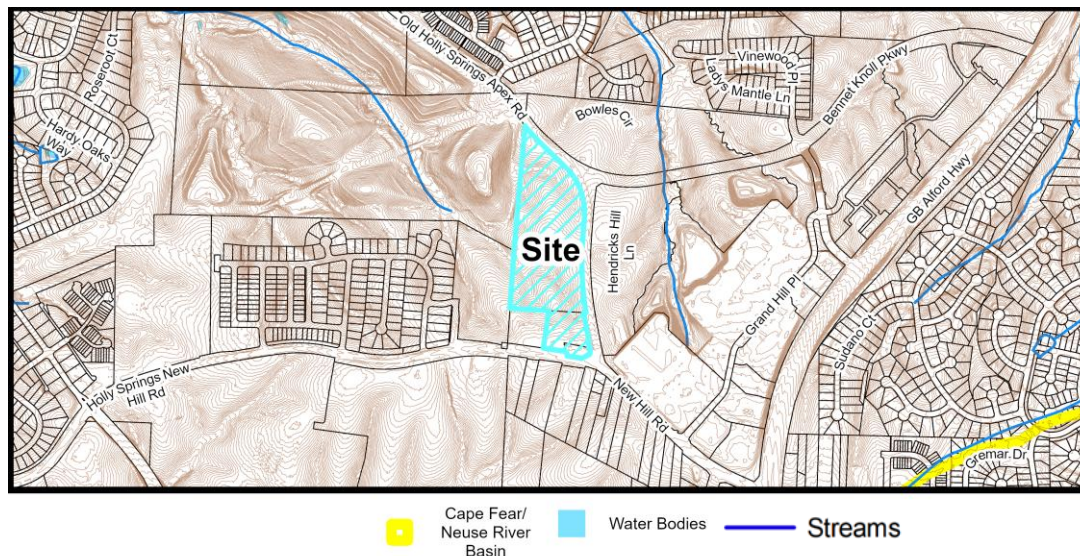
Total Required Open Space 15% or 3.04 ac.

Tree Preservation Area 10% or 2.03 ac.

Active Recreation Area 2% or 0.4 ac.

Urban Civic Space 0.5% or 0.1 ac.

Flexible Space 2.5% or 0.5 ac.



Natural Resources Map

Natural Resources & Open Space Summary

Open Space:

The applicant has provided sufficient Tree Preservation areas on the site. No significant Specimen Trees appear to be identified on the provided Tree Sample that would require site specific areas to be preserved. The applicant has also included an extensive list for Active Recreation amenities, including courts, fields, and a swimming pool. The Urban Civic Space elements include a plaza with seating areas and landscaping. The required Flexible Space is typically required as additional Active Recreation or Tree Preservation, but was not indicated at this stage. Flexible Space may be determined at Development Plan.

Stormwater:

The project is located within the Cape Fear River Basin and is proposing to treat all new impervious surfaces onsite with Stormwater Control Measures. There are several jurisdictional features located on and adjacent to the site such as floodplains, wetlands, streams and Riparian buffers.

Natural Resources & Open Space Staff Analysis:

The requested Zoning Map Amendment is: ☒ Consistent ☐ Inconsistent with the Natural Resources Plan

The proposed Natural Resource and Open Space Standards have been found to be generally consistent with the Comprehensive Plan and the Unified Development Ordinance, however specific civic and active open space details have not been shown. Any and all permits required to construct this development must be obtained prior to Civil Construction Drawing approval. This has been designed in a way to minimize impacts to the existing environmental features.



Conditional Zoning District Standards Information

Unified Development Ordinance

Conditional Zoning Districts (CD) are intended to provide flexibility within the planning and development process, while creating additional controls to ensure quality development. The Conditional District allows the applicant the option of requesting this flexibility in exchange for higher quality, innovative, and sustainable development.

CD Design Goals. CD proposals shall demonstrate that the project and development therein will incorporate and/or achieve the following design goals:

1. The incorporation of existing natural features such as wooded areas and slopes into the design of new development in such a manner as to preserve the site's natural character;
2. The preservation of significant view corridors; development of out-lying areas of the Town and its Extraterritorial Jurisdiction in a manner which retains elements of traditional historical land use patterns;
3. Development of pedestrian oriented communities; development of traditional style neighborhoods;
4. Development of communities that are visually and functionally connected to one another;
5. Protection of significant watershed areas in order to preserve water quality;
6. Creativity and imagination in the process of development;
7. Unique architecture or sustainable design;
8. Efficient, aesthetic and desirable use of open space;
9. Variety in housing types and physical development patterns; and,
10. Special considerations for property with a unique history or outstanding physical features.

Conditional Zoning District Summary

Development Standards (UDO Section 2):

Development Density	UDO Standard	Proposed Standard
Maximum Gross Density (Units/Acre)	15/acre	14.98/acre

Building Placement	UDO Standard	Proposed Standard
Thoroughfare Setback	25' minimum	20' minimum, 25' maximum (Residential) 20' minimum (Commercial, HSNH Only)
Front Setback Minimum	30'	10' Interior Buildings 20' Holly Springs New Hill Road
Side/Rear Setbacks	5'	10' minimum - Residential None - Commercial
Side Corner Setbacks	30'	10' minimum



Building Placement	UDO Standard	Proposed Standard
Setbacks to Adjacent to NR	50'	20'

Building Height	UDO Standard	Current CB-CD (21-REZ-01 - 1316 Holly Springs New Hill Road – Commercial Pod Only)	Proposed Standard
Primary Building Minimum	25'	20' / 2 stories	20' Commercial Pod: 20' with element at 25'
Maximum Building Height	60' All Structures	55'	48' Attached Dwellings Adjacent to Old Holly Springs Apex Road 60' All Other Structures

Permitted Uses (UDO Section 3):

	Current CB-CD (21-REZ-01 - 1316 Holly Springs New Hill Road – Commercial Pod Only)	Proposed Standard
Permitted Uses	All CB Uses <u>except</u> : Motorcycle/Scooter Sales Self Service Laundry/Costume Retail Public Utility/Substation Bed & Breakfast Bus Station Agricultural Seed Sales Neighborhood Recycling Collection Point Automobile Parts Sales (new) Quick Oil Change Facility Car Wash (automatic or self) Gasoline Service Station without repair	Hotel Business Services Medical Office Office Use Personal Services Veterinary Clinic/Hospital Food/Restaurant Uses Retail Assembly
Permitted Uses with Standards	Drive-Through as Special Exception Use Permit Only (Special Use Permit)	Apartment Dwelling Childcare Center Civic Building Fueling Station Drive-In/Drive-Through

**Landscaping (UDO Section 5):**

Perimeter Buffers	UDO Standard	Proposed Standard
North Buffer (Thoroughfare)	10' Type B	10' Type A (Residential)
East Buffer (Thoroughfare)	5' Type A	50' Type C
West Buffer	5' Type A	10' Type A (Residential)

Additional Standards:

Façade Standards	Proposed Standard
Residential Façade Standards	- At least 3 distinct colors, textures, and finishes - Units within 100' of OHSA with Sound Transmission Coefficient Rating of 35 or greater - Minimum of 50% of roof-mounted HVAC equipment - Primary Apartment roofs will have either a low-pitch roof or flat roof with parapet - Interior Apartments: No tuck-under level permitted
Residential Façade Standards Adjacent to Old Holly Springs Apex Rd	60' Maximum Building Height - No Parking between building and OHSA Right-of-Way - Minimum of 1 street-facing pedestrian entrance facing OHSA - Additional level permitted on building side furthest from OHSA on downhill side.
Commercial Building Standards	- Accent Lighting - Light Fixtures and poles shall be finished in black, dark brown, or architectural bronze - Gas canopies shall be a predominantly dark, neutral, or muted color

Conditional Zoning District Standards Staff Analysis

The requested Zoning Map Amendment is: ☐ Consistent ☒ Inconsistent with Conditional Zoning District Standards

Section 2.4 of the Unified Development Ordinance outlines the purpose and intent of Conditional Zoning Districts. These Districts are intended to in exchange for flexibility of development standards as outlined in the Unified Development Ordinance. The applicant has proposed several standards modifications as part of their proposed district, however, it is unclear as to whether the modifications to base standards meet the purpose of Conditional Zoning Districts by providing innovative planning and design ideas.

Outside of the request to rezone from the base districts of Heavy Industrial and Neighborhood Residential, the applicant has also proposed rezoning 1316 Holly Springs New Hill Road from CB-CD Community Business Conditional Zoning District to part of a new CB-CD Community Business Conditional Zoning District. The existing CB-CD zoning was applied in 2022 prior to the new UDO, however many of



the allowed uses under Community Business remain the same. The 2021 Conditional Zoning District applied specific height requirements to the commercial buildings and restricted permitted uses to exclude use such as car washes, quick oil change businesses, and fueling stations without full service and repair. These approved restrictions are more consistent with the Mixed-Use Center character area designation than the modifications proposed with this current CB-CD application.

Under the proposed Conditional Zoning District, many of the proposed land use restrictions would contribute favorably to the development of the Mixed-Use Center such as Apartment Dwellings, Hotel, Business Services, Office Use, Personal Services, Food/Restaurant Uses and Retail. Land Use restrictions that may be less favorable to the development of the Mixed-Use Center include the fueling station with a convenience store and drive-through uses, which were restricted under the current 2022 zoning for a portion of the site. The applicant has further committed to 12 fuel pumps and 7,500 square feet of commercial onsite, indicating a stronger likelihood for a fueling station than other permitted commercial uses. Without a repair component attached to the fueling station, this would indicate a less restrictive use type than what is currently permitted. While Commercial is favorable at this prominent location, it should include vibrant uses and invite residents into the site. The lack specific commitments regarding these uses may suggest the proposed district is less restrictive and detailed than the current district approved in 2022, at least for one of the commercial parcel.

The proposed commercial development standards do not require a building to be located up against the street, more typical of current and traditional development, and as promoted by the Comprehensive Plan. The applicant has also proposed a decrease in minimum height of 25' to 20', reducing the site's presence on the corner. While this 20' requirement is the same as the current zoning district, the proposed district permits one-story buildings, while the current district approved in 2022 requires a two-story building (except for daycare uses). Although the applicant has attempted to provide specific design commitments, limited details around building placement and site design do not allow for a full understanding of how the uses and modified standards may impact the overall development, either positively or negatively.

Apartments, with the possibility of commercial, are also proposed on the site. The applicant has proposed modified standards to indicate building placement in relation to Old Holly Springs Apex Road and the internal public street, keeping buildings closer to these frontages. However, similar to the proposed commercial height standard, the proposed minimum height is 20', which is atypical for apartment dwellings. There is also a pod indicated as Commercial/Apartments, which implies that this pod may be either solely commercial, solely apartments, or mixed-use buildings. There are no commitments to any specific use types, street design, or building design specifically designated for this pod.

The applicant has also proposed Attached Dwellings fronting Old Holly Springs Apex Road, through their adjusted height standards for these specific uses, and images provided in the Design Manual. While Attached Dwellings are not permitted in the Community Business District, and permitted uses not allowed to be added to the base district standards, the applicant is working to propose Attached Dwellings through an associated Development Agreement, potentially qualifying these Attached Dwellings as Apartment Dwellings. Staff analysis has determined the proposed modification would not be inconsistent with the Mixed-Use Center character area designation.



Throughout the review process, Staff have expressed to the applicant the need for additional details to ensure Comprehensive Plan compliance and Conditional Zoning District expectations, with frequent touch-points and collaborative discussions. However, without further specificity on the application materials, the proposed Community Business Conditional Zoning District standards do not comply with the intended goals and outcomes for a Conditional Zoning District.



Decision-Making Information

Comprehensive Plan and Conditional Zoning District Consistency Summary Table

Vision Holly Springs Comprehensive Plan	
Land Use & Character Plan (Section 1)	☐ Consistent ☒ Inconsistent
Comprehensive Transportation Plan (Section 2)	☒ Consistent ☐ Inconsistent
Parks, Recreation & Greenways Master Plan (Section 3)	☒ Consistent ☐ Inconsistent
Community Facilities Plan (Section 4)	☒ Consistent ☐ Inconsistent
Infrastructure & Utilities Plan (Section 5)	☐ Consistent ☒ Inconsistent
Natural Resources Plan (Section 6)	☒ Consistent ☐ Inconsistent
Unified Development Ordinance	
Conditional Zoning District Standards	☐ Consistent ☒ Inconsistent

Zoning Map Amendment (Rezoning) Staff Analysis

The applicant must demonstrate that the proposed Zoning Map Amendment and property owner offered conditions (if any) or unique conditions associated with this request support the Town's Comprehensive Plan objectives and/or policies and why the proposed zoning change is reasonable and in the public interest. The applicant has provided a statement in the petition.

Staff has reviewed the application and has determined the requested Zone Map Change is:

- | | |
|--|---|
| ☐ Consistent with Adopted Plans | ☒ Inconsistent with Adopted Plans |
| ☐ Reasonable and in the Public Interest | ☒ Not Reasonable and in the Public Interest |

The proposed CB-CD Community Business Conditional Zoning District proposes Apartment Dwellings, Attached Dwellings, and a 12-pump Fueling Station with 7,500sf Convenience Store. Staff have found the application to be inconsistent with adopted plans and policies:

- The provided application materials, including the Plan Set and Design Manual, do not demonstrate compliance with a Mixed-Use Center character area, as required by the Land Use & Character Plan.
- The application does not include significant site details, such as building placement, building design, and the relationship between these buildings to streets and parking areas.
- There are existing downstream sanitary sewer pipes in need of improvement for additional capacity and the applicant has not committed to any improvements.
- The extension of reclaimed water main throughout all proposed public streets is a requirement of the UDO and the application does not comply with this standard.
- The project is subject to the Water Resource Management Policy and does not commit to the necessary Allocation Elements required by a Priority Level 2 project and is requesting the Town Council deviate from the policy to grant utility allocation.

Staff Recommendation: ☐ Approve ☒ Deny



Previous Case Related Items

Land Use Advisory Committee Discussion

The LUAC discussed the initial concept for this project on August 6, 2024

Planning Board Representatives: Roger Bess, Josh Prizer

Town Council Representatives: Mayor Sean Mayefskie, Mayor Pro Tem Daniel Berry

The following topics were discussed at the August 6, 2024 Land Use Advisory Committee Meeting:

- The importance of associated road improvements
- Traffic concerns adjacent to Thales Academy
- The importance of open Space layout and integration between uses
- A request for details on pedestrian/cyclist connectivity onsite and to adjacent properties
- Retail and Restaurant uses were encouraged
- The importance of an activated street frontage along Old Holly Springs Apex Road, including details on building façade design
- The possible inclusion of affordable housing
- The design of apartments and a request of a more urban apartment design preferred (flat roof, interior elevator)
- Reception to a Fueling Station was positive, however it was emphasized that design details would be an important consideration

Neighborhood Meeting

The applicant must hold a neighborhood meeting with all property owners within 500 feet of the project prior to submitting an application. A report of the neighborhood meeting has been submitted and is included in the agenda item attachments.

Meeting #1 Date: 12/13/2023

Summary of Issues:

- 4 Attendees
- Applicant Summary of Project,
- Attendees asked for applicant Contact Information to keep informed, and to be able to share the meeting recording

Meeting #2 Date: 9/4/2024

Summary of Issues:

- No Attendees



Planning Board Consideration & Action

Per NCGS § 160D-604(b), all proposed amendments to the Unified Development Ordinance (UDO) or Zoning Map shall be submitted to the Planning Board for review and comment. If no written report is received from the Planning Board within 30 days of referral of the amendment to the Planning Board, the Town Council may act on the amendment without the Planning Board report. The Town Council is not bound by the recommendations, if any, of the Planning Board.

Planning Board Decision Type: Advisory Decision

Advisory Decision

The Planning Board must review the application and make a recommendation to the Town Council.

The Planning Board should consider whether or not the land use standards and densities allowed in the proposed zoning district are appropriate for the property and consistent with the Vision of Holly Springs Comprehensive Plan. Technical standards of the Unified Development Ordinance are addressed once a Development Plan or Subdivision Plan is submitted for review.

Action #1: Zoning Map Amendment Plan Consistency Statement

The Planning Board must determine whether the Zoning Map Amendment is consistent or inconsistent with the Vision Holly Springs Comprehensive Plan.

Per NCGS § 160D-604(d), the Planning Board shall advise and comment on whether the proposed action is consistent with all applicable officially adopted plans, and provide a written recommendation to the Town Council that addresses plan consistency and other matters as deemed appropriate by the Planning Board, but a comment by the Planning Board that a proposed amendment is inconsistent with the officially adopted plans shall not preclude consideration or approval of the proposed amendment by the Town Council.

Motion to Adopt the following Plan Consistency Statement (choose the appropriate Plan Consistency Statement):

Option 1: Staff Recommended Plan Consistency Statement

The Planning Board may adopt the staff recommended Plan Consistency Statement or modify the staff recommended Plan Consistency Statement.

The requested Zoning Map Amendment from HI – Heavy Industrial, NR – Neighborhood Residential, and CB-CD – Community Business Conditional Zoning District to CB-CD – Community Business Conditional Zoning District is inconsistent with the Vision Holly Springs Comprehensive Plan and not reasonable nor in the public interest as the proposed Conditional Zoning District does not meet the building, site, and street design goals for a Mixed-Use Center and does not comply with the Town's adopted ordinances.



Option 2: Alternate Plan Consistency Statement

The Planning Board may adopt an alternate Plan Consistency Statement using the guidance below.

☐ The requested amendment is **consistent** with
Vision Holly Springs Comprehensive Plan

or

☐ The requested amendment is **inconsistent** with
Vision Holly Springs Comprehensive Plan

for the following reasons:

Option 3: Plan Consistency cannot be Determined

The Planning board is unable to agree by majority vote on whether the Zoning Map Amendment is consistent with Vision Holly Springs Comprehensive Plan.

Action #2: Zoning Map Amendment Petition Motion

The Planning Board must make a recommendation to the Town Council on the Zoning Map Amendment.

Motion to recommend that the Town Council approve / deny Zoning Map Amendment Petition #24-REZ-02 to change the zoning of 20.24 acres of Wake County PINs #0649361536, 0649353581, and 0649352730 from HI – Heavy Industrial, NR – Neighborhood Residential, and CB-CD – Community Business Conditional Zoning District to CB-CD – Community Business Conditional Zoning District, as submitted by Laura Holloman of McAdams, and to forward the Planning Board Action Report, with the adopted Plan Consistency Statement and Recommendation, to the Town Council.



Next Steps

Legislative Public Hearing

Anticipated Town Council Public Hearing Date: 5/20/2025

Prior to the Legislative Public Hearing:

- Mailed notice will be sent to all property owners within 500 feet of the project.
- Published notice will be made twice in the News & Observer.
- Posted notice will be made with a public hearing sign on the property.

Town Council Decision: Legislative Decision

Legislative Decision:

Legislative public hearings are held prior to a change in policy that may affect the entire community, including decisions on land use. The public hearing allows the Town Council to receive public comments regarding the proposal and then have discussion and deliberation. Based on the information provided on the proposal, the Town Council will make a determination on whether or not to approve the policy or modification.



WAKE COUNTY PUBLIC SCHOOL SYSTEM

Office of Student Assignment

5625 Dillard Dr.
Cary, NC 27518
studentassignment@wcpss.net

tel: (919) 431-7333
fax: (919) 694-7753

February 10, 2025

Chris Hills, AICP
Director, Development Services
Town of Holly Springs
Chris.hills@hollyspringsnc.gov

Dear Chris,

The Wake County Public School System (WCPSS) Office of School Assignment received information about a proposed rezoning/development within the Town of Holly Springs planning area. We are providing this letter to share information about WCPSS's capacity related to the proposal. The following information about the proposed rezoning/development was provided through the Wake County Residential Development Notification database:

- Date of application: 03/06/2025
- Name of development: 4500 Old Holly Springs Apex Road
- Address of rezoning: 4500 Old Holly Springs Apex Road; 1300/1316 New Hill Road (PINs) 0649361536; 0649352730; 0649353581
- Total number of proposed residential units: 298 units
- Type(s) of residential units proposed: Apartment Dwellings

Based on the information received at the time of application, the Office of School Assignment is providing the following assessment of possible impacts to the Wake County Public School System:

- ☒ Schools at all grade levels within the current assignment area for the proposed rezoning/development are anticipated to have sufficient capacity for future students.
- ☐ Schools at the following grade levels within the current assignment area for the proposed rezoning/development are anticipated to have insufficient capacity for future students; transportation to schools outside of the current assignment area should be anticipated:

☐ Elementary

☐ Middle

☐ High

The following mitigation of capacity concerns due to school construction or expansion is anticipated:

- ☒ Not applicable – existing school capacity is anticipated to be sufficient.
- ☐ School expansion or construction within the next five years is not anticipated to address concerns.
- ☐ School expansion or construction within the next five years may address concerns at these grade levels:

☐ Elementary

☐ Middle

☐ High

Thank you for sharing this information with the Town of Holly Springs Planning Board and Town Council as they consider the proposed rezoning/development.

Sincerely,

Susan W. Pullium, MSA
Senior Director

PETITION CONTACT INFORMATION (Attach additional sheets if needed)

Applicant and Financially Responsible Party will need to register for an account on the Portal.

Project Applicant Check One: ☐ Owner ☐ Owner's Agent ☒ Design Professional ☐ Developer ☐ Other

Name: [Laura Holloman, AICP](#)

Company: [McAdams](#)

Mailing Address: [621 Hillsborough Street, Suite 500](#)

City, State, Zip: [Raleigh, NC 27603](#)

Telephone: [919.613.5000](#)

E-Mail: holloman@mcadamsco.com

Design Professional

Name: [Johnathan Balderson, PE](#)

Company: [McAdams](#)

Mailing Address: [621 Hillsborough Street, Suite 500](#)

City, State, Zip: [Raleigh, NC 27603](#)

Telephone: [919.613.5000](#)

E-Mail: balderson@mcadamsco.com

Developers

Name: [Danielle Weaver & Rehab Hamad](#)

Company: [Fusion Ventures LLC & New Hill 1300 LLC & Fusion 1300 LLC](#)

Mailing Address: [213 W Ballentine Street & 4400 Triland Way & 8004 Country Haven Ln](#)

City, State, Zip: [Holly Springs NC 27540-8518 & Cary NC 27518-2777 & New Hill NC 27562-8987](#)

Telephone: [919.669.6895, 919.971.4286](#)

E-Mail: fusiondevelopmentnc@gmail.com & rhamad@trilandproperty.com

Architect

Name: [David Brown, PLA LEED AP](#)

Company: [Cline Design](#)

Mailing Address: [125 N Harrington Street](#)

City, State, Zip: [Raleigh NC 27603](#)

Telephone: [919.833.6413](#)

E-Mail: davidb@clinedesignassoc.com

Landscape Architect

Name:

Company:

Mailing Address:

City, State, Zip:

Telephone:

E-Mail:

Financially Responsible Party (REQUIRED)

Name:

Company: [Fusion Ventures, LLC & New Hill 1300 LLC & Fusion 1300 LLC](#)

Mailing Address: [213 W Ballentine Street & 4400 Triland Way & 8004 Country Haven Ln](#)

City, State, Zip: [Holly Springs NC 27540-8518 & Cary NC 27518-2777 & New Hill NC 27562-8987](#)

Telephone: [919.669.6895, 919.971.4286](#)

E-Mail: fusiondevelopmentnc@gmail.com & rhamad@trilandproperty.com

Property Owner (REQUIRED)

Name:

Company: [Fusion Ventures, LLC & New Hill 1300 LLC & Fusion 1300 LLC](#)

Mailing Address: [213 W Ballentine Street & 4400 Triland Way & 8004 Country Haven Ln](#)

City, State, Zip: [Holly Springs NC 27540-8518 & Cary NC 27518-2777 & New Hill NC 27562-8987](#)

Telephone: [919.669.6895, 919.971.4286](#)

E-Mail: fusiondevelopmentnc@gmail.com & rhamad@trilandproperty.com

REZONING PETITION

Rezoning, Comprehensive Plan Amendment, UDO Amendment
DPM Appendix #A.02 Supplement 20 September 2024

PETITION TYPE – each request must be a separate application in the Portal	
☐	Zoning Map Change – General Use District
☒	Zoning Map Change – Conditional Zoning District ☐ Option 1 Plan: Development Plan or Subdivision Plan (Preliminary Plat) ☒ Option 2 Plan: Master Plan
☐	Comprehensive Plan Amendment ☐ Text Amendment ☐ Future Land Use Map Amendment ☐ Small Area Plan Map Amendment
☐	UDO Text Amendment – UDO Section:

PROJECT INFORMATION https://www.hollyspringsnc.gov/742/Maps	
Project Name	4500 Old Holly Springs Apex Road Mixed Use
Project Location Use street address. If none, use closest intersection	4500 Old Holly Springs Apex Road & 1300, 1316 New Hill Road ☒ Within Corporate Limits ☐ Within Holly Springs ETJ ☐ Pending Annexation
PIN(s)	06949361536, 0649353581, 0649352730
Real Estate ID	0065323, 00031660, 0047145
Project Acreage	20.30
Current Zoning	Heavy Industrial, Community Business Conditional District, Neighborhood Residential
Proposed Zoning	Community Business-Conditional District (CB-CD). Maximum commercial space: 7,500 sf
Current Future Land Use Designation	Mixed Use Center
Proposed Future Land Use Designation	Mixed Use Center
Small Area Plan Designation (if applicable)	n/a
Special Study Scoping Meeting Dates	10.26.2023 (TIA) 01.12.2024 (sewer study)
Sketch Plan Review (pre-submittal) Meeting Date:	01/11/2024
Neighborhood Meeting Date:	12/13/2023 and 09/04/2024

CERTIFICATE OF COMPLETION	
I certify that all information presented in this petition is accurate to the best of my knowledge and belief.	
Signature of Applicant:	Date:

Plan Consistency Statement
4500 Old Holly Springs Apex Road
Project Number PLRZ202400061/24REZ02

Executive Summary

The quality of life the Town offers makes Holly Springs a sought after place to raise a family and plant roots. At the same time, Holly Springs has cornered the western Wake County market in attracting economic engines like Fuji and Amgen. The combination of these factors has created a housing demand and housing shortage in Holly Spring like the town has never experienced. Just around the corner from these major employers, the proposed rezoning is driven by this market demand for housing. This proposed development will provide key living opportunities for young professionals living in Holly Springs for the first time, as well as employees and executives relocating to this market and seeking high quality short-term apartment living while looking for a home in one of Holly Springs' lovely neighborhoods.

As conditioned, this development will provide high quality living in a thoughtfully crafted design incorporating open green spaces just a short walk or bike to Holly Springs Towne Center and the services it offers. This community will afford residents the opportunity to live near major employers, raise their families, age-in-place, and maintain neighborhood ties.

In addition, the proposed rezoning will allow for multifamily units as a part of this mixed-use development. This will increase housing stock and choice for the growing population of Holly Springs, as new professionals move into the Town for employment opportunities. This development aligns with the Mixed-Use Center Future Land Use Designation as outlined in the Comprehensive Plan by fostering a compact, walkable environment, promoting a mix of uses, and enhancing connectivity to adjacent areas. Importantly, the design of the site includes a round-a-bout and strong pedestrian network that will ensure safety of pedestrians and motorists while at the same time promoting walkability from the site to the goods and services offered at Holly Springs Towne Center, a large scale commercial development that still has not finished building out its retail and commercial offering.

The Future Land Use Map ("FLUM") designates the project site as Mixed-Use Center. The FLUM description and characteristics of Mixed-Use Center specifically call for development of a compact, walkable environment and mix of residential and non-residential uses that supports multiple modes of transportation. These areas include a variety of shared public open spaces throughout a walkable, activated environment. The proposed rezoning request from Heavy Industrial (HI) to Community Business Conditional Use (CB-CD) will allow for a vibrant, compact, and walkable community consistent with the FLUM Designation. The Community Business District accommodates mixed-use centers along major corridors, making it an ideal zoning classification for this location.

This allows for a mix of residential (multi-family) uses providing housing options within the heart of a Mixed-Use center providing a compact, walkable environment. Based upon this, the applicant submits that the zoning request of CB-CD is the ideal zoning classification for the subject property.

The Community Business District accommodates locations along major corridors for moderate to high volume and intensity commercial and mixed-use centers. As such, the proposed zoning district is ideal for this site.

Section 1: Future Land Use and Community Character

The Town's Land Use and Character Plan implements a vision that preserves the character of the Town while embracing growth such that the quality of life for all citizens is improved and protected. The FLUM illustrates preferred development types and locations within the Town, while the Character Areas focus on shape and form, including but not limited to, site design, land use and density, all supporting the long-term goals for Holly Springs.

A. FUTURE LAND USE

The following specifically addresses Future Land use objectives this proposed rezoning will satisfy.

1) "Establish a series of pedestrian friendly neighborhoods that will enable the town to maintain a "small town" character as it grows and changes."

Over the years, the Town of Holly Springs has taken an active role in creating a framework within its UDO to ensure this character is preserved through every new development constructed. This "small town" feel can be recognized in the walkability made available through private streets and ample sidewalks within the communities and connecting to the public realm and other neighborhoods.

The proposed development will offer a mix of residential (multi-family) uses providing housing options within the heart of a Mixed-Use center providing a compact, walkable environment. In addition, future residents will enjoy a variety of uses, and increased density that aligns this community with the vision for Holly Springs established in the Comprehensive Plan.

Through the Conditional District Design Guidelines, the developer is committed to providing a community that speaks to the quality and small town feel of the area. This commitment will result in a development that will exhibit the small-town charm the Town expects to preserve for years to come.

The proposed CB-CD zoning district is described in Section 2.1.1 of the UDO to be a district that accommodates locations along major corridors for mixed-use centers coordinated to facilitate pedestrian, bicycle, and vehicular access from nearby Residential Use Districts. The proposed development satisfies these recommendations as it offers a mix of uses that will expand housing choices for a variety of income levels allowing residents to grow and age within their own neighborhood, maintaining strong neighborhood ties. The residential proposed by the development will help address the continued need for more housing in Holly Springs, especially given the proximity of the site to the business park. Further, the gas and convenience store will provide a much needed use in this part of town, one that residents have long been demanding.

In addition, the Master Plan provides a robust pedestrian network including a round-a-about that will ensure the safety of pedestrians and motorists while promoting walkability from the site to the many retail, food and beverage and service offerings at Holly Springs Towne Center. In that regard, the proposed development is highly complementary to the surrounding commercial land uses.

2) “Ensure that new housing is appropriate in type, location and density to minimize environmental impacts and maintain community character.”

The project area is currently zoned Heavy Industrial (HI). Allowing the rezoning to CB-CD will allow for much-needed housing to support the Town’s growing population and workforce. The proposed rezoning will provide a mix of residential (multi-family) and non-residential uses, while preserving the natural environment and keeping with the character of the area. The FLUM designates this area as a Mixed-Use Center for which the proposed CB-CD rezoning is consistent according to Table 2.1 Zoning – Future Land Use Designations in the Town’s Unified Development Ordinance, (“UDO”). The proposed use will provide a neighborhood that is complimentary to the existing community character by delivering a compact, walkable community that provides connectivity to nearby shopping, dining, and other key locations embracing the long-term vision for the Town.

3) “Accommodate a variety of housing types that includes single-family, executive housing, townhouses, condominiums, and apartments.”

The proposed rezoning will provide a residential multifamily product in an area that contains housing stock that is primarily single family, allowing residents greater choice in housing to support the Town’s growing workforce. The density provided by this proposed multifamily residential and non-residential provides for much needed housing which will create a compact, walkable community, that provides connectivity to nearby shopping, dining, and other key locations. It encourages walkability through private streets and ample sidewalks within the communities and connecting to the public realm and other neighborhoods, which is a goal of the Comprehensive plan. This goal is also mentioned in the Executive Summary above.

4) “Prevent sprawl and ensure that community services and infrastructure are used strategically and conservatively.”

Sprawl, often characterized by non-connected low-density zoning that results in greater construction costs of both road and utility infrastructure is not the character of the proposed development. This proposed development is intended to provide a cohesive 21st century mixed-use center that will provide internal connectivity to existing and future development, reducing the impacts of sprawl through density and design. Additionally, the siting of this use could not be more ideal. In addition to being located near significant employment, the site enjoys easy access to NC540 and the NCHWY 55 By-pass via Old Holly Springs Apex Road and Bennett Knoll Parkway, respectively. By locating higher density in this strategic location, the proposed rezoning helps to prevent sprawl.

B. COMMUNITY CHARACTER

The following specifically addresses Community Character objectives this proposed rezoning will satisfy.:

1) “To accommodate a variety of housing types that includes single-family, executive housing, townhouses, condominiums and apartments.”

The proposed development will provide much needed housing for the Town and include a variety of housing types targeted toward professionals, young families, and empty nesters. The development will provide a compact, walkable, vibrant community for residents to enjoy.

2) “To preserve and protect, where appropriate, agricultural land, green space, woodland and the natural environment.”

Mixed-use developments are required to provide open space areas in the form of linear parks, courtyards, and pocket parks. Specifically, this project proposes several plaza, parklet, and courtyard areas throughout the development, as well a community amenity center for residents. The open spaces and plaza areas will be connected via sidewalk, providing pedestrian connectivity and access across the development. These open space amenities will create a sense of place and encourage social interaction throughout the development.

The proposed rezoning request meets both the current and proposed long term vision for the Town as described in the Comprehensive Plan. The close proximity of the site to other residential neighborhoods, retail and services, makes this residential development at the proposed density a welcomed part of Holly Springs fostering a sense of place and community.

Section 2: Transportation /Comprehensive Transportation Plan

As growth occurs, the traffic impact becomes more and more critical. The Town’s engineering department and the NCDOT work together to investigate potential traffic impacts through a Traffic Impact Analysis. The CTP endeavors to balance land use and effective transportation within the Town.

The CTP outlines the same goals or objectives as the transportation section of the Comprehensive Plan. The project proposes a multimodal transportation network, fostering healthy growth in the surrounding environment. This is done through three elements: roadway, bicycle and pedestrian, and transit. Old Holly Springs Apex Road is shown as four-lane thoroughfare with a side path in the CTP. This project shall incorporate its design of the road segment within its property only, and, at time of development plan, shall confirm that the remaining extension shall be constructible in the future.

The bicycle and pedestrian element will be achieved through the integrated pedestrian network via sidewalks throughout the development.

The transit element is dependent upon future transit service in the area. Currently there are no nearby transit stops and the nearest bus stop is located at Ting Park. As part of the development plan, staff will evaluate the need for an additional shelter adjacent to the project. If it is determined one is necessary, it be constructed at the cost of the developer.

Further, the developer agrees to design and construct the mitigation improvements set forth in the TIA and transportation mitigation agreement, as well as provide access stubs to adjacent properties as required by the UDO. Overall, the proposed rezoning enhances multimodal connectivity to nearby shopping, dining, and other neighborhoods and incorporates improvements consistent with the CTP.

Section 3: Parks, Recreation & Open Space/Beyond the Green: A Parks & Recreation Master Plan

The purpose of the Parks & Recreation Master Plan is to focus on the importance of providing open space and active opportunities for all Town residents. The Master Plan provides guidance on the following Comprehensive Plan objectives:

- 1) “To physically unite the Town by connecting existing trails, sidewalks, and open spaces.”

The project is aligned with the Parks & Recreation Master Plan as it proposes several recreational and open space areas as a part of the development including sidewalks, civic gathering spaces, play areas, and an amenity center located throughout the site. Residents will have convenient access to these amenities that offer a range of recreational activities for them to enjoy. In addition, the project proposes to meet active open space requirements by providing plazas and programmed amenities throughout the development. In addition, the project will be required to meet all NC ADA requirements. The proposed project will also be installing multiple EV charging stations, consistent with the new UDO, ensuring that the site will meet updated technology needs.

Section 4: Community Facilities

Community facilities focus on the need for increased demand for public services as the Town experiences growth. Community facilities include fire, police, EMS, and public schools. The Comprehensive Plan addresses several objectives, and this rezoning request achieves the following Comprehensive Plan objectives:

- 1) “Inform developers when proposing new subdivisions – of the need for residents’ access to community facilities and the importance to plan appropriately to enable this access.”

Developers plan for community facilities such as police, fire and EMS when designing a development. Drive aisles are designed to accommodate the largest emergency response vehicle. A turning-move template is reviewed by staff to ensure vehicles can safely maneuver through all access points and parking areas. Emergency response facilities exist within reasonable proximity to the subject site and no issues are perceived with regards to insufficient response time.

Section 5: Infrastructure and Utilities

The Comprehensive Plan endeavors to ensure that infrastructure such as water, wastewater, stormwater, electric, telecommunications, etc. with respect to new development will adequately handle new growth. This rezoning request is consistent with the following Comprehensive Plan objectives:

- 1) “Provide infrastructure to meet the needs of residents and development while protecting the environment.”

The proposed development will extend public utilities to the site consistent with the recommendations of the sewer study that has been performed for the development as agreed to by the parties in a developers agreement. The developer agrees to design and construct the mitigation improvements set forth in the sewer study, as well as provide water and sewer stubs to adjacent properties as required by the UDO. In addition, it is noted that a fire flow analysis is required at Major Subdivision plan. In addition, the developer will include a reclaim waterline extension. As noted in Section 3.1 of the UDO, the Town Council reserves the right to deviate from the Policy at its sole discretion. Based upon this authority and consistent with the developer agreement that is

provided, the applicant requests that the Council use its authority to deviate and approve the allocation of utilities necessary to support the development.

Section 6: Natural Resources

The Town is challenged with finding a balance between preserving the natural environment and the development of the Town's future. This rezoning request is consistent with the following Comprehensive Plan objectives:

1) "Balance development with conservation."

The Town uses several tools throughout the development process to ensure this balance has been thoughtfully approached in the protection of streams and environmental features and a newly adopted tree protection ordinance.

On March 1, 2023, the town adopted a new UDO. As part of that ordinance, a tree preservation section must be adhered to and include tree preservation requirements. This will allow residents the ability to enjoy the natural environment throughout the community. The development adheres to the Comprehensive Plan's objective to create a balance development with conservation minimizing environmental impacts through sustainable practices.

Zoning Compatibility Statement

The Town has experienced tremendous success in generating jobs, which job growth has created the demand for the residences and services offered by the proposed rezoning. Town staff and officials have prioritized managing this growth thoughtfully and diligently, with a careful focus on maintaining density that aligns with the surrounding community.

The proposed project associated with this rezoning request is currently zoned as Heavy Industrial (HI), while the Future Land Use Map envisions this area as a Mixed-Use Center. By rezoning the property to a Community Business Conditional District (CB-CD), we aim to meet the needs of Holly Springs' growing population by expanding the housing stock and enhancing choices for incoming professionals drawn by the town's employment opportunities.

This rezoning proposes a compact, walkable, vibrant community that not only provides much-needed housing but also prioritizes tree preservation. The development plan includes active recreational amenities and multimodal connectivity, creating a neighborhood that is consistent with the Town's long-term vision. This neighborhood would be a welcomed part of Holly Springs.

4500 Old Holly Springs Apex Road: Design Goals Narrative

1. The incorporation of existing natural features such as wooded areas and slopes into the design of new development as to preserve the site's natural character:

This project does not propose significantly altering the slope and will therefore ensure natural topography will be preserved. Tree preservation and open space will be provided throughout the site to enhance the experience with green space and nature.

2. The preservation of significant view corridors; development of out-lying areas of the Town and its Extraterritorial Jurisdiction in a manner which retains elements of traditional historical land use patterns:

The project will bring development and housing to a rapidly growing part of town that will encourage growth in a manner that complements the existing, surrounding environment. The site is in close proximity to existing commercial and employment centers. The development is envisioned to serve as a welcoming and accessible transition from the higher intensity, existing developments along GB Alford Highway. In addition, the site is currently zoned for Heavy Industrial uses, the proposed rezoning would be a down-zoning to allow for greater commercial and residential development that are more compatible with the development surrounding this property and within the vicinity of the area.

3. Development of pedestrian-oriented communities and development of traditional style neighborhoods:

The Comprehensive Plan encourages a variety of housing types across town. The project proposes multi-family units. These denser housing types paired with the commercial uses and the variety of connected open spaces encourage pedestrian connectivity within and around the development. The commercial uses and plaza areas will be accessible through a system of interconnected sidewalks to adjacent development. Open spaces will be connected by sidewalks and paths, providing ample pedestrian access throughout the development. The gathering areas and architectural standards for the site will help to foster an inviting pedestrian-scaled development to experience.

4. Development of communities that are visually and functionally connected to one another:

This project's design places a high priority on mixed-use development and pedestrian connectivity. Open space areas will be linked via pedestrian paths throughout the development. Additionally, roadway connections are proposed to enable interconnected growth in the future. This project will complete the visual and functional connections currently fractured by this undeveloped property at the southwest quadrant of the intersection with Old Holly Springs Apex Road and Bennet Knoll Parkway. The development will serve as an inviting transition from the higher intensity developments along GB Alford Highway to the residential uses and help to establish this intersection as something other than the backside of the existing shopping center.

5. Protection of significant watershed areas in order to preserve water quality:

As part of the master plan process, an environmental scientist is retained by the developer to perform any needed delineations of streams and wetlands on-site. These delineations are then confirmed by the appropriate state and federal agencies through an on-site visit. Once this visit is performed, the agency will then issue an official determination letter that is valid for a period of five years (if no development of the property occurs). This letter must be submitted to Town staff to verify that all environmental features on-site have been accounted for and protected accordingly. This site is not within a critical watershed and no wetlands have been identified on the site.

6. Creativity and imagination in the process of development:

The proposed development consists of multi-family and commercial uses, and a variety of open spaces across the site. Stand-alone and ground-floor retail space will be prominent along the site's frontage on Old Holly Springs Apex Road. Multi-family uses will be located on the upper stories of the mixed-use buildings and toward the center of the site. Open space will be distributed throughout the site, giving all residents and users convenient access to green space for gathering and recreating. A centralized plaza area will be created to anchor development. The neighborhood-scale commercial uses provide space for local businesses and increased variety.

7. Unique architecture or sustainable design:

Emphasized entrances and varied architectural features and materials will break up the façade and contribute to creating an apt human and pedestrian scale throughout the development. As new development continues emphasis will be placed on high quality architecture as outlined in the Design Manual. Green Stormwater Infrastructure will be incorporated throughout the development to allow for sustainable design.

8. Efficient, aesthetic, and desirable use of open space:

The project includes a centralized village green area, parklets, plazas, and an amenity center for residents. The variety and dispersion of the open spaces on site will provide users with ample access to outdoor areas for recreating, socializing, and building community. These open spaces will provide an accessible green space, permitting uses to engage organically.

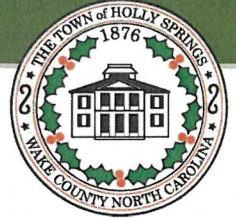
9. Variety in housing types and physical development patterns:

The project incorporates a multi-family residential development and commercial uses into the site. This type of mixed-use, walkable development is desirable and provides needed housing development. The establishment of a walkable, mixed-use community will encourage pedestrian activity in and around this project. Furthermore, this project will enhance the existing residential and commercial development in the area, by increasing pedestrian connectivity along the Old Holly Springs Apex Road area, which is currently underserved by pedestrian facilities given the pre-dominantly industrial zoning in this part of Town, which does not align with the Future Land Use Plan.

10. Special considerations for property with a unique history or outstanding physical features:

The subject property does not contain any existing historic structures or outstanding physical features. An environmental analysis has been performed on-site and observed that no wetlands are located on site.

NEIGHBORHOOD MEETING REPORT



Before submitting an application, the Petitioner must hold at least one (1) neighborhood meeting and submit to Development Services a written summary report of the neighborhood meeting. For more information, refer to UDO Section 11.5.

☐ Neighborhood Meeting Date: December 13, 2023
Time: 6:00pm to 7:00pm
Location: Virtual

For DS Use only

Project # _____

Date Received: _____

☐ Complete ☐ Incomplete

Notification of Owners:

1. The Petitioner or Petitioner's Agent shall prepare a Neighborhood Meeting Notification to be sent via first class mail to the owner(s) of the land specified on the Petition, owner of land within a **500 foot radius** of the subject property. Mailing notices shall include surrounding property owners and property owners' associations (or equivalent). Where the tax records reflect a mailing address for an owner of property to be different than the address of the property owned, notification shall also be mailed to the address of the property itself.
2. The Notice shall include the date, time, and location of the Neighborhood Meeting; the name of the Petitioner; the location of the proposed request (address, tax property identification number, or metes and bounds description); and an explanation of the nature of the request.
3. The Notice shall be deposited in the mail not less than ten (10) days nor more than 25 days before the date of the Neighborhood Meeting.

Prior to mailing the written notices, the applicant shall notify the Town of the scheduled meeting date and time.

☒ Date of Notification Mailing: November 28, 2023

Conduct of Meetings:

At the Neighborhood Meeting, the Petitioner shall explain the proposal and petition, answer any questions, respond to concerns neighbors have about the petition and proposed resolutions to these concerns. Town Staff will not attend the Neighborhood Meeting.

Summary of Issues:

See meeting summary attached.

Attach Additional Sheets as needed

Changes made to the Petition by the Petitioner as a result of the meeting:

The feedback we received from the neighborhood meeting was generally positive and supportive of the project as proposed. We anticipate some changes to the site plan as we continue to work through the rezoning process.

Attach Additional Sheets as needed

Additional attachments required for the report:

- ☒ A listing of those persons and organizations that were sent notification about the Neighborhood Meeting.
- ☒ A copy of the signed attendance list that includes names and addresses of those in attendance.

Neighborhood Meeting Report Prepared by:

Preparer's Signature(s)

Date

March 16, 2024

To: Neighboring Property Owner

From: Jason Barron

Date: November 28, 2023

Re: Notice of neighborhood meeting to discuss potential rezoning of certain property located in Holly Springs, NC along Old Holly Springs Apex Road with Parcel Identification Number (PIN) 0649361536 (the “Property”). The Property approximately 17.36 acres, depicted on the attached Context Map.

We are counsel for Fusion Land Management, LLC, a developer that is considering rezoning the above-captioned Property for a mixed use development in the Town of Holly Springs. The Property is located at 4500 Old Holly Springs Apex Road and is depicted here:



Consistent with Holly Springs requirements, we are mailing this notice to all owners of properties within 500 ft of the Property. The subject property and all properties within 500 ft of the Property are highlighted in yellow on the context map included with this mailing.

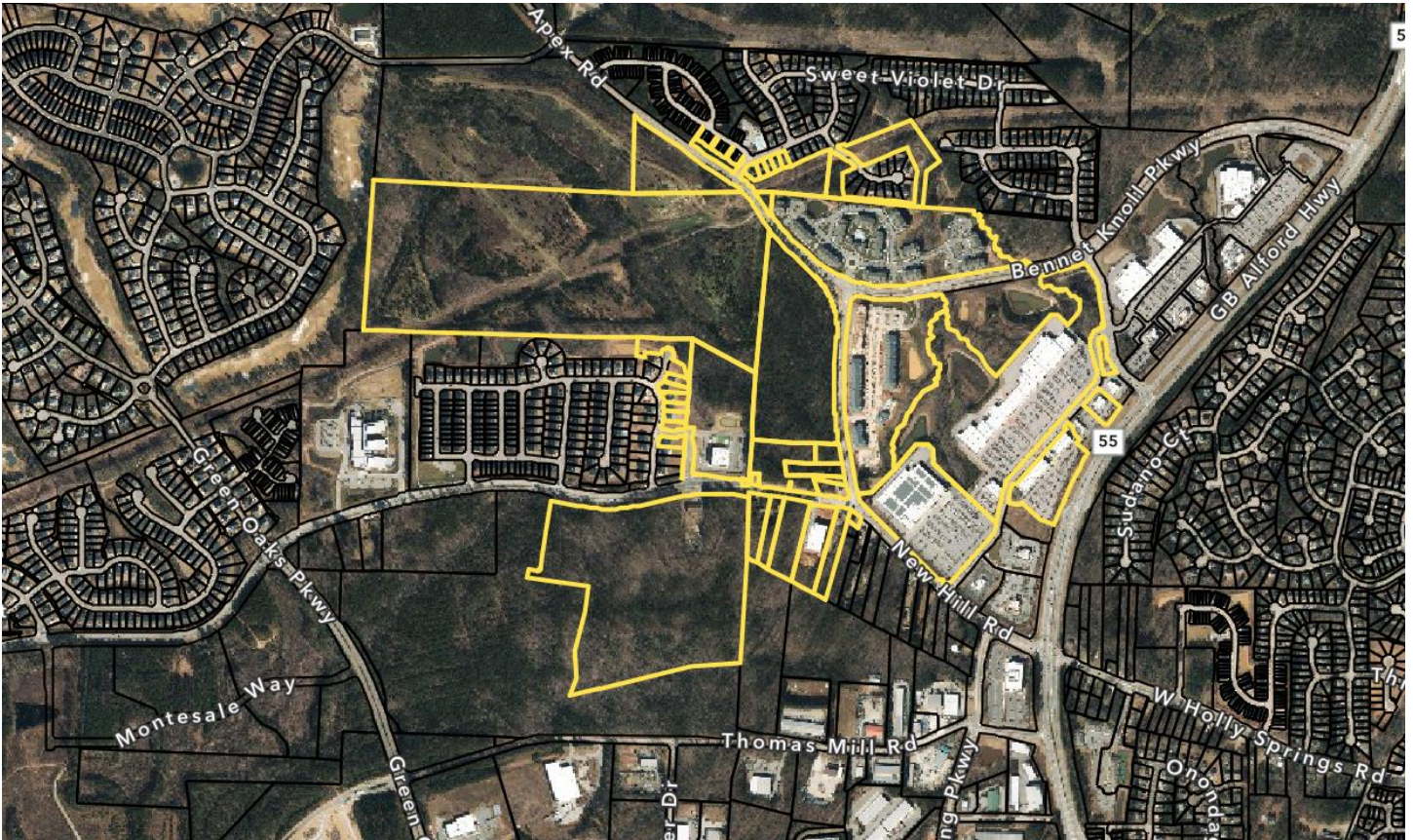
The Property currently is zoned Heavy Industrial (HI) and the proposed development intends to rezone to Community Business Conditional District (CB-CD) to facilitate a mixed use multifamily and commercial development. The concept plan enclosed herewith provides the overall concept associated with this proposed development.

We will hold a virtual neighborhood meeting on **Wednesday, December 13, 2023 from 5:30 p.m. – 6:30 p.m.** via Zoom to discuss the rezoning. The purpose of the neighborhood meeting is to ensure that nearby property owners are made aware of the proposed rezoning and can share comments and questions they may have.

Instructions for registering for and joining the meeting are enclosed.

Please do not hesitate to contact me directly should you have any questions or wish to discuss any issues. I can be reached at 919-590-0371 or jbarron@morningstarlawgroup.com. Also, for more information about rezoning, you may want to visit hollyspringsnc.gov or contact the Town of Holly Springs Planning Department at (919) 557-3908.

Context Map



Owner	Mailing Ad	Mailing Ad	Mailing Address	3
JONES, RIC	105	FORES HOLLY SPRINGS NC	27540-4414	
PARLOW, J	205	FORES HOLLY SPRINGS NC	27540-4410	
HOLLY SPR TOWN AT	PO BOX 8	HOLLY SPRINGS NC	27540-0008	
KRG NEW	130 S MERI	INDIANAPOLIS IN	46204-3565	
BAGADE, S	412	MOOF HOLLY SPRINGS NC	27540-5443	
TARGET CC	PROPERTY PO BOX 94	MINNEAPOLIS MN	55440-9456	
LESLIE, LIS	PO BOX 57	HOLLY SPRINGS NC	27540-0574	
HOLLY SPR REPUBLIC	PO BOX 29	PHOENIX AZ	85038-9246	
MCNEIL, B	1335	NEW HOLLY SPRINGS NC	27540-6102	
NGUYEN, F	209	FORES HOLLY SPRINGS NC	27540-4410	
FOREST SP RESOURCE	PO BOX 18	PITTSBORO NC	27312-1866	
COOK, BRY	103	FORES HOLLY SPRINGS NC	27540-4414	
FUSION VE	213 W BAL	HOLLY SPRINGS NC	27540-8518	
NEW HILL	4400 TRIL	CARY NC	27518-2777	
CC TGA TH CRESCENT	601 S TRY	CHARLOTTE NC	28202-1841	
TRIANGLE	PO BOX 71	SALT LAKE CITY UT	84171-0870	
THALES AC	4641 PAR	RALEIGH NC	27616-3406	
RAMOS, D	500	MOOF HOLLY SPRINGS NC	27540-5445	
MATIAS, A	408	MOOF HOLLY SPRINGS NC	27540-5443	
WUNNAV	404	MOOF HOLLY SPRINGS NC	27540-5443	
FUSION 13	213 W BAL	HOLLY SPRINGS NC	27540-8518	
BHATTACH	104	BECKL HOLLY SPRINGS NC	27540-5444	
MCDONAL	213	FORES HOLLY SPRINGS NC	27540-4410	
SCRAP IRO	9707 WELI	RALEIGH NC	27617-8572	
HOLLY SPRAMZAK	HC 980 N FED	BOCA RATON FL	33432-2744	
SPRING O	397 MARK	APEX NC	27523-5586	
NEW HILL	1000 CRES	CARY NC	27518-8117	
KRATZKE, I	400	MOOF HOLLY SPRINGS NC	27540-5443	
HENSLEY F	1401 SUNI	RALEIGH NC	27607-5173	
UPPERMA	103 PLAZA	GARNER NC	27529-2725	
VANDELOC	100	BECKL HOLLY SPRINGS NC	27540-5444	
FOREST SP RESOURCE	PO BOX 18	PITTSBORO NC	27312-1866	
BURWELL,	1237	NEW HOLLY SPRINGS NC	27540-9109	
FOREST SP	1210 TRIN	CARY NC	27513-6245	
CURRENT	128 GRAN	HOLLY SPRINGS NC	27540	
CURRENT	100 GRAN	HOLLY SPRINGS NC	27540	
CURRENT	1341 HOLI	HOLLY SPRINGS NC	27540	
CURRENT	0 OLD HOL	HOLLY SPRINGS NC	27540	
CURRENT	4300 OLD	HOLLY SPRINGS NC	27540	
CURRENT	1325 HOLI	HOLLY SPRINGS NC	27540	
CURRENT	98 WOODI	HOLLY SPRINGS NC	27540	
CURRENT	4500 OLD	HOLLY SPRINGS NC	27540	
CURRENT	1340 NEW	HOLLY SPRINGS NC	27540	
CURRENT	11313 HOI	HOLLY SPRINGS NC	27540	
CURRENT	1309 NEW	HOLLY SPRINGS NC	27540	
CURRENT	11244 HOI	HOLLY SPRINGS NC	27540	

CURRENT ` 0 SOCRATI HOLLY SPRINGS NC 27540
CURRENT ` 1300 NEW HOLLY SPRINGS NC 27540
CURRENT ` 9000 COLE HOLLY SPRINGS NC 27540
CURRENT ` 1000 HENI HOLLY SPRINGS NC 27540
CURRENT ` 11213 HOI HOLLY SPRINGS NC 27540
CURRENT ` 1338 NEW HOLLY SPRINGS NC 27540
CURRENT ` 4528 OLD HOLLY SPRINGS NC 27540
CURRENT ` 4544 OLD HOLLY SPRINGS NC 27540
CURRENT ` 0 OLD HOL HOLLY SPRINGS NC 27540
CURRENT ` 109 BECKL HOLLY SPRINGS NC 27540
CURRENT ` 1303 NEW HOLLY SPRINGS NC 27540
CURRENT ` 101 FORES HOLLY SPRINGS NC 27540
CURRENT ` 1233 NEW HOLLY SPRINGS NC 27540
CURRENT ` 109 BEACC HOLLY SPRINGS NC 27540

4500 OLD HOLLY SPRINGS APEX ROAD
NEIGHBORHOOD MEETING MINUTES
DECEMBER 13, 2023

1. Discussed Holly Springs Rezoning Process.
2. Discussed current and proposed Zoning.
3. Discussed the Comprehensive Plan and the Future Land Use Designation.
4. Discussed the Town's Vision.
5. Discussed the Concept Plan.
6. Discussed the Conditional Rezoning.
7. Discussed architectural requirements.
8. Participant asked if we could share the recording. Response: Yes
9. Participant noted this looks like a nice plan.

Neighborhood Meeting Minutes for 4500 Old Holly Springs Apex Road

Date: December 13, 2023

IN ATTENDANCE FROM DEVELOPMENT TEAM: Laura Holloman, Kate Murdoch, Tish Shapiro,

ATTENDEES: Mary Hazuka, Luis Espinal, Rehab Hamad, Ryan Van de Bosche

Sign In: see attached

MEETING BEGAN: 5:30 p.m.

Meeting Ended: 6:00 p.m.

Laura Holloman began the meeting at 5:30pm. She provided an overview of the project, including the location of the site, the rezoning process, current zoning and future land-use designations for the property, and the proposed development to the site.

PRESENTATION AND SLIDES. The rezoning petition will take about 6-9 months for staff review, before moving to the Planning Board, and Town Council and Public Hearing. If successful, it will then go through the development plan process for an additional 8-9 months, including Planning Board, Town Council, and neighborhood meetings again. Then Construction Drawings are reviewed by staff. This will be a two (2)-year process before a shovel is in the ground.

PROVIDING CONTEXT TO THE LOCATION. The project is approximately 17 acres. The site is currently vacant and zoned heavy industrial. Allowable uses currently permit such uses as major vehicle repair, heavy equipment sales, heavy manufacturing, and self-storage.

TOWN'S VISION IS FOR MIXED USE. The vision here does not include large-scale (big-boxes) development, but rather more small-scale uses and services, maybe a gas station.

PROCESS FOR ESTABLISHING WHAT IS NEEDED. This is concept from the letter and the team has built the zoning request around this main street concept. The project and access points were further described through presentation illustrations. The main street concept includes on-street parking, street trees, an activated pedestrian network, and pockets of open space dispersed throughout. The apartments will have an amenity area. Although not locked into this plan, it shows ground-level commercial square footage. These two (2) projects flow together, by carefully designed transitions. Although in the early stages, looking at 380 units of apartments. The zoning request establishes a street network, access points, and land uses. The site will be designed so that the space and place interactions are inviting. The zoning will establish buffers, noting the adjacent school. The Design Manual will establish architectural standards for the development, such as no vinyl siding, minimum masonry and window elements, first-floor transparency (glass) is favored, and open space programming.

The Open Space programming includes landscaping, activated bocce courts, and apartment pool and clubhouse.

The zoning process requires two (2) special studies, a Traffic Impact Analysis (TIA) and a Sewer (capacity) Study. The TIA is complete, and traffic counts were taken while school was in session. Site Access is not signalized. Once the petition is submitted, it [TIA] will become public record, sewer study as well. The Sewer Study will evaluate the Twelve Oaks Pump Station and evaluate if capacity remains or if upgrades are needed.

We will add contact information to chat.

Questions:

- Can we share a recording of the meeting? *Yes.*
- Can we share contact information? *Yes. Laura shared hers. Tish and I also shared ours.*

NEIGHBORHOOD MEETING REPORT



Before submitting an application, the Petitioner must hold at least one (1) neighborhood meeting and submit to Development Services a written summary report of the neighborhood meeting. For more information, refer to UDO Section 11.5.

☒ Neighborhood Meeting Date: September 4, 2024
Time: 5:30-6:30 p.m.
Location: Virtual

Notification of Owners:

1. The Petitioner or Petitioner's Agent shall prepare a Neighborhood Meeting Notification to be sent via first class mail to the owner(s) of the land specified on the Petition, owner of land within a **500 foot radius** of the subject property. Mailing notices shall include surrounding property owners and property owners' associations (or equivalent). Where the tax records reflect a mailing address for an owner of property to be different than the address of the property owned, notification shall also be mailed to the address of the property itself.
2. The Notice shall include the date, time, and location of the Neighborhood Meeting; the name of the Petitioner; the location of the proposed request (address, tax property identification number, or metes and bounds description); and an explanation of the nature of the request.
3. The Notice shall be deposited in the mail not less than ten (10) days nor more than 25 days before the date of the Neighborhood Meeting.

For DS Use only

Project # _____

Date Received: _____

☐ Complete ☐ Incomplete

Prior to mailing the written notices, the applicant shall notify the Town of the scheduled meeting date and time.

☒ Date of Notification Mailing: August 23, 2024

Conduct of Meetings:

At the Neighborhood Meeting, the Petitioner shall explain the proposal and petition, answer any questions, respond to concerns neighbors have about the petition and proposed resolutions to these concerns. Town Staff will not attend the Neighborhood Meeting.

Summary of Issues: No attendees present.

Attach Additional Sheets as needed

Changes made to the Petition by the Petitioner as a result of the meeting:

Attach Additional Sheets as needed

Additional attachments required for the report:

- ☒ A listing of those persons and organizations that were sent notification about the Neighborhood Meeting.
☒ A copy of the signed attendance list that includes names and addresses of those in attendance. **No attendees present.**

Neighborhood Meeting Report Prepared by:

Preparer's Signature(s)

Date September 5, 2024



Jason Barron | Partner
434 Fayetteville Street | Suite 2200
Raleigh NC 27601

919-590-0371
jbarron@morningstarlawgroup.com
www.morningstarlawgroup.com

To: Neighboring Property Owner

From: Jason Barron

Date: August 23, 2024

Re: Notice of neighborhood meeting to discuss potential rezoning of certain property located in Holly Springs, NC along Old Holly Springs Apex Road and Holly Springs New Hill Road, with Parcel Identification Numbers (PINs) 0649361536, 0649352730, and 0649353581 (the "Property"). The Property approximately 20.24 acres, is depicted on the attached Context Map.

We are counsel for Fusion Land Management, LLC, a developer that is considering rezoning the above-captioned Property for a mixed use development in the Town of Holly Springs.

The Property currently is zoned Heavy Industrial (HI), Community Business Conditional District (CB-CD), and Neighborhood Residential (NR). The proposed development intends to rezone to Community Business Conditional District (CB-CD) to facilitate a mixed use multifamily and commercial development. The concept plan enclosed herewith provides the overall concept associated with this proposed development.

A neighborhood meeting regarding the property was held on December 13, 2023, to discuss the potential rezoning. We are conducting a second meeting due to the length of time that has passed between the first meeting and our anticipated submittal date of September 6, 2024. In addition, Parcel Identification Numbers (PINs) 0649352730 and 0649353581 have been added to this proposed rezoning. Consistent with Holly Springs requirements, we are mailing this notice to all owners of properties within 500 ft of the Property.

We will hold a virtual neighborhood meeting on **Wednesday, September 4, 2024, from 5:30 p.m. – 6:30 p.m.** via Zoom to discuss the rezoning. The purpose of the neighborhood meeting is to ensure that nearby property owners are made aware of the proposed rezoning and can share comments and questions they may have.

Instructions for registering for and joining the meeting are enclosed.

Please do not hesitate to contact me directly should you have any questions or wish to discuss any issues. I can be reached at 919-590-0371 or jbarron@morningstarlawgroup.com. Also, for more information about rezoning, you may want to visit hollyspringsnc.gov or contact the Town of Holly Springs Planning Department at (919) 557-3908.

Mailing Address 1

105 FOREST HAVEN DR
205 FOREST HAVEN DR
521 KIMLOCH DR
TOWN ATTORNEY
30 S MERIDIAN ST STE 1100
412 MOORE HILL WAY
PROPERTY TAX DEPT T-2785
PO BOX 574
REPUBLIC SERVICES PROPERTY TAX
REPUBLIC SERVICES PROPERTY TAX
1335 NEW HILL RD
RESOURCE PROPERTY MANAGEMENT
209 FOREST HAVEN DR
RESOURCE PROPERTY MANAGEMENT
103 FOREST HAVEN DR
213 W BALLENTINE ST
CRESCENT COMMUNITIES LLC
PO BOX 71870
8004 COUNTRY HAVEN LN
4641 PARAGON PARK RD
4641 PARAGON PARK RD
4400 TRILAND WAY
213 FOREST HAVEN DR
100 BECKLOW RIDGE LN
500 MOORE HILL WAY
408 MOORE HILL WAY
404 MOORE HILL WAY
104 BECKLOW RIDGE LN
9707 WELBURY CT
K E ANDREWS
397 MARKHAM PLANTATION
964 HIGH HOUSE RD # 4305
400 MOORE HILL WAY
1401 SUNDAY DR STE 109
1210 TRINITY RD STE 102
1237 NEW HILL RD
1213 NEW HILL RD
1221 NEW HILL RD
8012 MOURNING DOVE RD
1237 NEW HILL RD
100 VISTA BROOKE DR
1303 NEW HILL RD
128 GRAND HILL PL

Mailing Address 2

HOLLY SPRINGS NC 27540-4414
HOLLY SPRINGS NC 27540-4410
GARNER NC 27529-5121
PO BOX 8
INDIANAPOLIS IN 46204-3565
HOLLY SPRINGS NC 27540-5443
PO BOX 9456
HOLLY SPRINGS NC 27540-0574
PO BOX 29246
PO BOX 29246
HOLLY SPRINGS NC 27540-6102
PO BOX 1866
HOLLY SPRINGS NC 27540-4410
PO BOX 1866
HOLLY SPRINGS NC 27540-4414
HOLLY SPRINGS NC 27540-8518
601 S TRYON ST STE 800
SALT LAKE CITY UT 84171-0870
NEW HILL NC 27562-8987
RALEIGH NC 27616-3406
RALEIGH NC 27616-3406
CARY NC 27518-2777
HOLLY SPRINGS NC 27540-4410
HOLLY SPRINGS NC 27540-5444
HOLLY SPRINGS NC 27540-5445
HOLLY SPRINGS NC 27540-5443
HOLLY SPRINGS NC 27540-5443
HOLLY SPRINGS NC 27540-5444
RALEIGH NC 27617-8572
2424 RIDGE RD
APEX NC 27523-5586
CARY NC 27513-3574
HOLLY SPRINGS NC 27540-5443
RALEIGH NC 27607-5173
CARY NC 27513-6245
HOLLY SPRINGS NC 27540-9109
HOLLY SPRINGS NC 27540-9109
HOLLY SPRINGS NC 27540-9109
RALEIGH NC 27615-3012
HOLLY SPRINGS NC 27540-9109
MORRISVILLE NC 27560-9712
HOLLY SPRINGS NC 27540
HOLLY SPRINGS NC 27540

100 GRAND HILL PL	HOLLY SPRINGS NC 27540
1341 HOLLY SPRINGS NEW HILL RD	HOLLY SPRINGS NC 27540
0 OLD HOLLY SPRINGS APEX RD	HOLLY SPRINGS NC 27540
4300 OLD HOLLY SPRINGS APEX RD	HOLLY SPRINGS NC 27540
101 FOREST HAVEN DR	HOLLY SPRINGS NC 27540
98 WOODLARK LN	HOLLY SPRINGS NC 27540
4500 OLD HOLLY SPRINGS APEX RD	HOLLY SPRINGS NC 27540
11401 HOLLY SPRINGS NEW HILL RD	HOLLY SPRINGS NC 27540
1309 NEW HILL RD	HOLLY SPRINGS NC 27540
1300 NEW HILL RD	HOLLY SPRINGS NC 27540
11244 HOLLY SPRINGS NEW HILL RD	HOLLY SPRINGS NC 27540
0 SOCRATIC WAY	HOLLY SPRINGS NC 27540
1316 NEW HILL RD	HOLLY SPRINGS NC 27540
9000 COLEWAY DR	HOLLY SPRINGS NC 27540
11213 HOLLY SPRINGS NEW HILL RD	HOLLY SPRINGS NC 27540
1338 NEW HILL RD	HOLLY SPRINGS NC 27540
109 BECKLOW RIDGE LN	HOLLY SPRINGS NC 27540
109 BEACONWOOD LN	HOLLY SPRINGS NC 27540
1225 NEW HILL RD	HOLLY SPRINGS NC 27540
1223 NEW HILL RD	HOLLY SPRINGS NC 27540
0 NEW HILL RD	HOLLY SPRINGS NC 27540

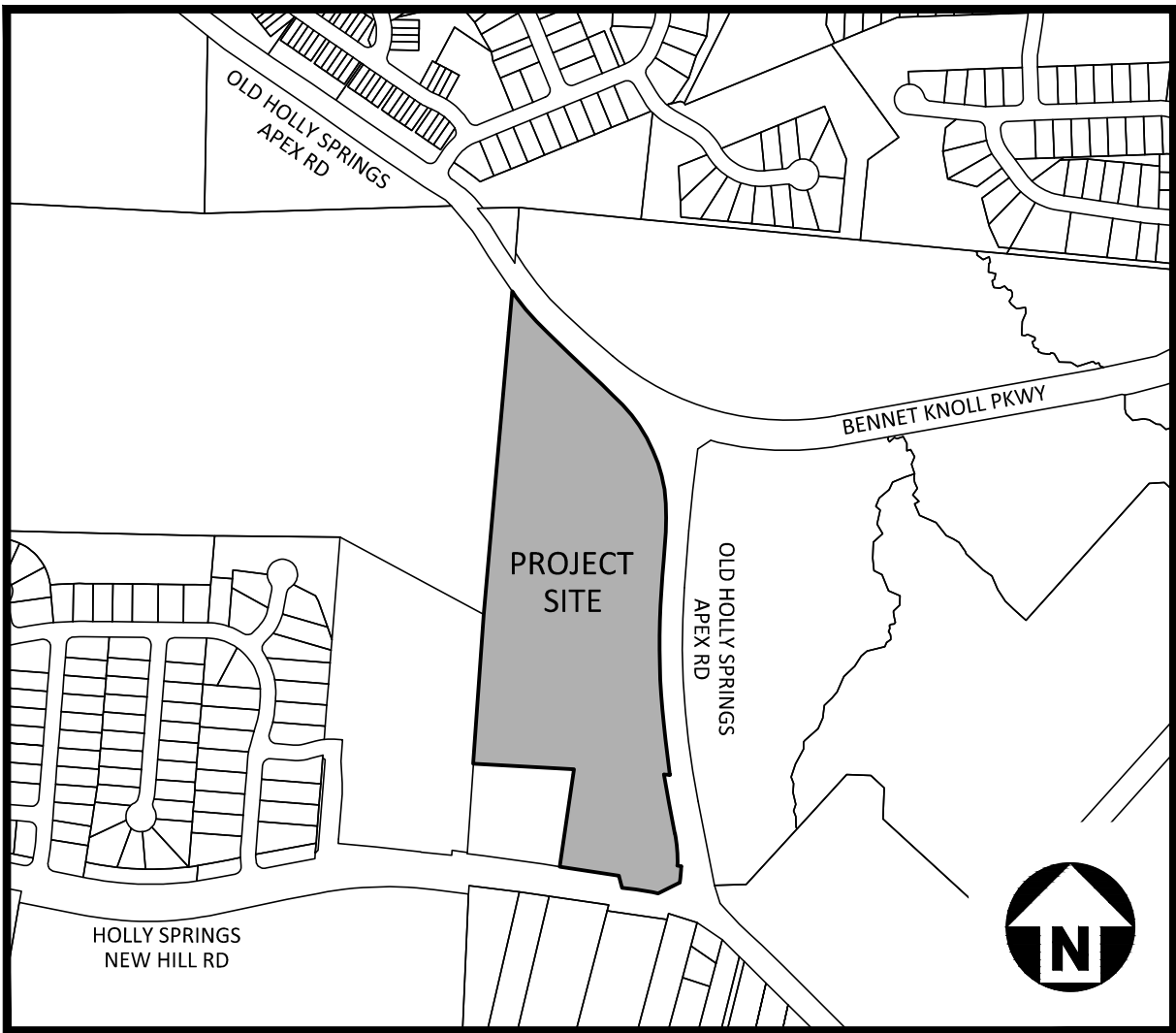
4500 OLD HOLLY SPRINGS APEX ROAD

4500 OLD HOLLY SPRINGS APEX RD
HOLLY SPRINGS, NORTH CAROLINA, 27540

MASTER PLAN

PROJECT NUMBER: SPEC-23412
REZONING CASE NUMBER: 24-REZ-02/PLRZ202400061
DATE: MARCH 7, 2024
REVISED: FEBRUARY 14, 2025

SHEET INDEX	
C1.00	EXISTING CONDITIONS
C2.00	CONCEPT PLAN
C2.01	TRANSPORTATION PLAN
C2.02	OPEN SPACE & PRESERVATION PLAN
C3.00	GRADING PLAN
C4.00	UTILITY PLAN
L5.00	LANDSCAPE PLAN



VICINITY MAP
N.T.S.

GENERAL NOTES

- SIDEWALKS, GREENWAY MULTI-USE PATHS, AND PEDESTRIAN CONNECTIONS SHOWN ON THIS PLAN ARE APPROXIMATE. AT THE TIME OF DEVELOPMENT PLAN REVIEW, THE LOCATION AND DESIGN OF SUCH FEATURES SHALL COMPLY WITH THE APPLICABLE STANDARDS OF THE HOLLY SPRINGS UDO AND OTHER APPLICABLE LAWS, STANDARDS, POLICIES AND GUIDELINES.
- EXCEPT AS OTHERWISE DESCRIBED OR PERMITTED IN THIS MASTER PLAN, DEVELOPMENT ON THIS SITE SHALL COMPLY WITH ALL THE REQUIREMENTS OF THE TOWN OF HOLLY SPRINGS UDO, ALL OF WHICH SHALL CONSTITUTE THE ZONING REGULATIONS FOR THE APPROVED DISTRICT AND ARE BINDING ON THE PROPERTY.
- ALL MODIFICATIONS TO MASTER PLAN SHALL BE APPROVED IN ACCORDANCE WITH UDO SECTION 11.16.
- BOUNDARY SHOWN PER SURVEY BY THE JOHN R. MCADAMS COMPANY.
- THE LOCATION OF ACCESS POINTS AND INTERNAL STREETS SHOWN ON THE MASTER PLAN ARE ILLUSTRATIVE, WITH FINAL LOCATIONS TO BE DETERMINED AT THE TIME OF DEVELOPMENT PLAN.
- CHANGES TO THE USE/INTENSITY AND PROPOSED USES SHALL REQUIRE A REZONING.
- ALL RECOMMENDED IMPROVEMENTS IN THE TIA WILL BE DESIGNED AND CONSTRUCTED WITH THIS DEVELOPMENT.
- HORIZONTALLY-ATTACHED/SIDE-BY-SIDE UNITS (VILLAS) SHALL NOT COMPROMISE MORE THAN 10% OF THE TOTAL YIELD.

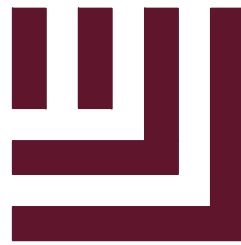
SITE DATA

OWNER	NAME	PIN	REAL ESTATE ID
	FUSION VENTURES LLC	0649361536	0065323
	NEW HILL 1300 LLC	0649352730	0047145
	FUSION 1300 LLC	0649353581	0031660
DEVELOPER	FUSION DEVELOPMENT		
EXISTING ZONING	HEAVY INDUSTRIAL, COMMUNITY BUSINESS CONDITIONAL DISTRICT, NEIGHBORHOOD RESIDENTIAL		
PROPOSED ZONING	COMMUNITY BUSINESS CONDITIONAL ZONING DISTRICT (CB-CD)		
SITE AREA	GROSS AREA:	20.30 AC	
	R/W DEDICATION:	0.73 AC	
	NET AREA:	19.57 AC	
RIVER BASIN	NEUSE		
WATERSHED OVERLAY	LOWER NEUSE RIVER		
EXISTING USE	VACANT		
PERMITTED USES	APARTMENT DWELLING, HOTEL, BUSINESS SERVICES, CHILDCARE CENTER, MEDICAL OFFICE, OFFICE USES, PERSONAL SERVICES, VETERINARY CLINIC/HOSPITAL, FOOD/RESTAURANT USES, RETAIL USES, CIVIC BUILDING, ASSEMBLY, FUELING STATION, DRIVE-IN/DRIVE-THROUGH		
PERIMETER BUFFERS (RESIDENTIAL)	NORTH	10' TYPE "A"	
	WEST	20' TYPE "C" - ADJACENT TO THALES ACADEMY 5' TYPE "A" - ADJACENT TO INDUSTRIAL ZONING 5' TYPE "A" - ADJACENT TO COMMUNITY BUSINESS	
	EAST	10' TYPE "A" - ADJACENT TO APARTMENTS USE	
	SOUTH	5' TYPE "A" - ADJACENT TO COMMERCIAL USE 5' TYPE "A" - ADJACENT TO COMMUNITY BUSINESS	
DENSITY	ALLOWABLE	10 DU/AC MINIMUM 15 DU/AC MAXIMUM	
OPEN SPACE	PROPOSED	298 UNITS / 19.85 AC = 14.98 DU/AC	
	REQUIRED	3.04 AC (15%)	
TREE PRESERVATION AREA	PROVIDED	3.04 AC MIN.	
	REQUIRED	2.03 AC (10%)	
ACTIVE RECREATION AREA	PROVIDED	2.05 AC MIN.	
	REQUIRED	0.4 AC (2%)	
URBAN CIVIC SPACE	PROVIDED	0.4 AC MIN.	
	REQUIRED	0.1 AC (0.5%)	
	PROVIDED	0.1 AC MIN.	
	FRONT		10' MINIMUM**
INTERIOR BUILDING SETBACKS (RESIDENTIAL)	SIDE AND REAR		10'**
	SIDE-CORNER		10' MINIMUM**
	ADJACENT TO THALES ACADEMY		20' MINIMUM
EXTERIOR BUILDING SETBACKS (RESIDENTIAL)	ADJACENT TO COMMERCIAL ZONING		5' MINIMUM
	ADJACENT TO THOROUGHFARE		20' MINIMUM 25' MAXIMUM
	ADJACENT TO ROW		20' MINIMUM
BUILDING HEIGHT (RESIDENTIAL)	ATTACHED DWELLINGS STRUCTURES ADJACENT TO OLD HOLLY SPRINGS APEX ROAD		48' MAXIMUM
	OVERALL BUILDING HEIGHT		60' MAXIMUM
GROUND FLOOR HEIGHT	MIXED-USE BUILDINGS		14' MINIMUM
	LEASING OFFICE/AMENITY BUILDINGS		11' MINIMUM
	RESIDENTIAL BUILDINGS		9' MINIMUM
EXTERIOR BUILDING SETBACKS (COMMERCIAL)	ALONG ALONG NEW HILL HOLLY SPRINGS ROAD		20' MINIMUM
BUILDING HEIGHT (COMMERCIAL)	C-STORE ALONG NEW HILL HOLLY SPRINGS ROAD		20' MINIMUM*
INTERIOR BUILDING SETBACKS (COMMERCIAL)	FRONT		10' MINIMUM**
	SIDE AND REAR		NO MINIMUM**
	SIDE-CORNER		10' MINIMUM**
PERIMETER BUFFERS (COMMERCIAL)	EAST	5' TYPE "A" - ADJACENT TO COMMERCIAL USE	
COMMERCIAL SQUARE FOOTAGE	MAXIMUM	7,500 SF + 12 FUEL PUMPS	

* ONE ELEMENT OF THE COMMERCIAL BUILDING SHALL BE A MINIMUM OF 25'. HOWEVER THE OVERALL BUILDING SHALL BE A MINIMUM OF 20'.

** WHERE APPLICABLE, BUILDING SETBACKS SHALL BE MEASURED FROM THE PERIMETER BOUNDARY PROPERTY LINE OF THE PARCEL, STREET A SHALL BE CONSIDERED A PRIMARY STREET, BUILDING SETBACKS SHALL BE MEASURED FROM THE RIGHT-OF-WAY OF STREET A.

PRELIMINARY DRAWING - NOT RELEASED FOR CONSTRUCTION



McADAMS

The John R. McAdams Company, Inc.
621 Hillsborough Street
Suite 500
Raleigh, NC 27603
phone 919. 361. 5000
fax 919. 361. 2269
license number: C-0293, C-187

www.mcadamsco.com

CONTACT

LAURA HOLLOMAN
holloman@mcadamsco.com
PHONE: 919. 361. 5000

CLIENT

FUSION DEVELOPMENT
213 W. BALLENTINE ST
HOLLY SPRINGS, NC 27540
PHONE: 919. 669. 6895



PROJECT DIRECTORY

OWNERS
FUSION VENTURES LLC
213 W BALLENTINE ST
HOLLY SPRINGS, NC 27540

NEW HILL 1300 LLC
4400 TRILAND WAY
CARY, NC 27518

FUSION 1300 LLC
8004 COUNTRY HAVEN LN
NEW HILL, NC 27562

REVISIONS

NO.	DATE	
1	09. 06. 2024	PER TOWN COMMENTS
2	10. 11. 2024	PER TOWN COMMENTS
3	11. 08. 2024	PER TOWN COMMENTS
4	12. 13. 2024	PER TOWN COMMENTS
5	01. 17. 2025	PER TOWN COMMENTS
6	02. 14. 2025	PER TOWN COMMENTS

MASTER PLAN FOR:

4500 OLD HOLLY SPRINGS APEX ROAD
HOLLY SPRINGS, NC 27540
PROJECT NUMBER: SPEC-23412

McADAMS

The John R. McAdams Company, Inc
621 Hillsborough Street
Suite 500
Raleigh, NC 27603
phone 919. 361. 5000
fax 919. 361. 2269
license number: C-0293, C-187

www.mcadamsco.com

CLIENT

FUSION DEVELOPMENT
213 W. BALLENTINE ST
HOLLY SPRINGS, NC 27540
PHONE: 919. 669. 6895



**4500 OLD HOLLY SPRINGS
APEX ROAD
MASTER PLAN**

REZONING CASE NUMBER: 24-REZ-02/PLRZ202400061
4500 OLD HOLLY SPRINGS APEX RD
HOLLY SPRINGS, NC, 27540

REVISIONS

NO.	DATE	
1	09. 06. 2024	PER TOWN COMMENTS
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3	11. 08. 2024	PER TOWN COMMENTS
4	12. 13. 2024	PER TOWN COMMENTS
5	01. 17. 2025	PER TOWN COMMENTS
6	02. 14. 2025	PER TOWN COMMENTS

PLAN INFORMATION

PROJECT NO.	SPEC-23412
FILENAME	SPEC23412-XC1
CHECKED BY	LH
DRAWN BY	CJ
SCALE	1"=100'
DATE	03. 07. 2024

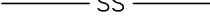
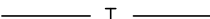
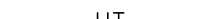
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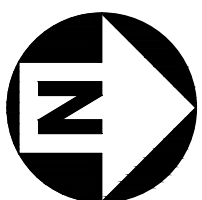
EXISTING CONDITIONS

C1.00



SURVEY LEGEND

	EXISTING IRON PIPE		FIBER OPTIC MARKER
	IRON PIPE SET		FIBER OPTIC VAULT
	CALCULATED POINT		SIGN
	BORE HOLE		BOLLARD
	SANITARY SEWER MANHOLE		STORM DRAIN PIPE
	SANITARY SEWER CLEANOUT		OVERHEAD UTILITY LINES
	WATER VALVE		WATER LINE
	WATER METER		SANITARY SEWER LINE
	FIRE HYDRANT		TELEPHONE LINE
	TELEPHONE PEDESTAL		GAS LINE
	TELEPHONE MANHOLE		UNDERGROUND ELECTRIC
	ELECTRIC BOX		UNDERGROUND TELEPHONE
	LIGHT POLE		FENCE LINE
	POWER POLE		TREE LINE
	GUY WIRE		GUARDRAIL
	CURB INLET		WETLANDS
	STORM DRAINAGE MANHOLE		
	YARD INLET		



GRAPHIC SCALE



1 inch = 100 ft.

PRELIMINARY DRAWING - NOT RELEASED FOR CONSTRUCTION

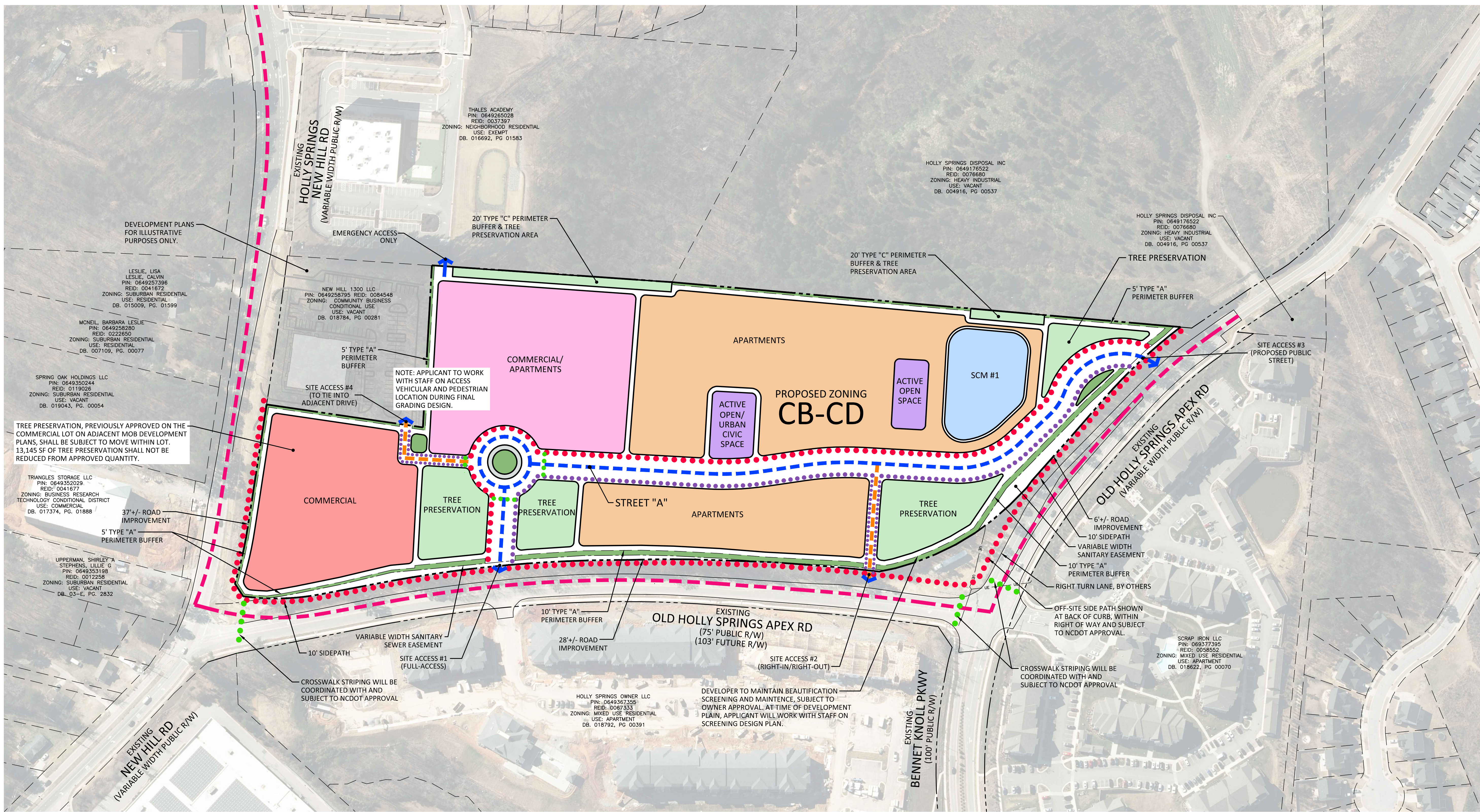
CLIENT
FUSION DEVELOPMENT
213 W. BALLENTINE ST
HOLLY SPRINGS, NC 27540
PHONE: 919. 669. 6895



**4500 OLD HOLLY SPRINGS
APEX ROAD
MASTER PLAN**
REZONING CASE NUMBER: 24-REZ-02/PLR2202400061
4500 OLD HOLLY SPRINGS APEX RD
HOLLY SPRINGS, NC, 27540

REVISIONS			
NO.	DATE	PER TOWN COMMENTS	
1	09.06.2024	PER TOWN COMMENTS	
2	10.11.2024	PER TOWN COMMENTS	
3	11.08.2024	PER TOWN COMMENTS	
4	12.13.2024	PER TOWN COMMENTS	
5	01.17.2025	PER TOWN COMMENTS	
6	02.14.2025	PER TOWN COMMENTS	
PLAN INFORMATION			
PROJECT NO.	SPEC-23412		
FILENAME	SPEC23412-S1		
CHECKED BY	LH		
DRAWN BY	CJ		
SCALE	1"=100'		
DATE	03.07.2024		
SHEET			

CONCEPT PLAN
C2.00



SITE DATA			
OWNER	NAME	PIN	REAL ESTATE ID
	FUSION VENTURES LLC	0649361536	0065323
	NEW HILL 1300 LLC	0649352730	0047145
	FUSION 1300 LLC	0649353581	0031660
DEVELOPER	FUSION DEVELOPMENT		
EXISTING ZONING	HEAVY INDUSTRIAL, COMMUNITY BUSINESS CONDITIONAL DISTRICT, NEIGHBORHOOD RESIDENTIAL		
PROPOSED ZONING	COMMUNITY BUSINESS CONDITIONAL ZONING DISTRICT (CB-CD)		
SITE AREA	GROSS AREA: 20.30 AC R/W DEDICATION: 0.73 AC NET AREA: 19.57 AC		
RIVER BASIN	NEUSE		
WATERSHED OVERLAY	LOWER NEUSE RIVER		
EXISTING USE	VACANT		
PERMITTED USES	APARTMENT DWELLING, HOTEL, BUSINESS SERVICES, CHILDCARE CENTER, MEDICAL OFFICE, OFFICE USES, PERSONAL SERVICES, VETERINARY CLINIC/HOSPITAL, FOOD/RESTAURANT USES, RETAIL USES, CIVIC BUILDING, ASSEMBLY, FUELING STATION, DRIVE-IN/DRIVE-THROUGH		
PERIMETER BUFFERS (RESIDENTIAL)	NORTH 10' TYPE "A" WEST 20' TYPE "C" - ADJACENT TO THALES ACADEMY 5' TYPE "A" - ADJACENT TO INDUSTRIAL ZONING 5' TYPE "A" - ADJACENT TO COMMUNITY BUSINESS EAST 10' TYPE "A" - ADJACENT TO APARTMENTS USE SOUTH 5' TYPE "A" - ADJACENT TO COMMERCIAL USE 5' TYPE "A" - ADJACENT TO COMMUNITY BUSINESS		
DENSITY	ALLOWABLE 10 DU/AC MINIMUM 15 DU/AC MAXIMUM PROPOSED 298 UNITS / 19.85 AC = 14.98 DU/AC		

OPEN SPACE	REQUIRED PROVIDED	3.04 AC (15%) 3.04 AC MIN.
TREE PRESERVATION AREA	REQUIRED PROVIDED	2.03 AC (10%) 2.05 AC MIN.
ACTIVE RECREATION AREA	REQUIRED PROVIDED	0.4 AC (2%) 0.4 AC MIN.
URBAN CIVIC SPACE	REQUIRED PROVIDED	0.1 AC (0.5%) 0.1 AC MIN.
INTERIOR BUILDING SETBACKS (RESIDENTIAL)	FRONT SIDE AND REAR SIDE-CORNER	10' MINIMUM** 10** 10' MINIMUM**
EXTERIOR BUILDING SETBACKS (RESIDENTIAL)	ADJACENT TO THALES ACADEMY ADJACENT TO COMMERCIAL ZONING ADJACENT TO THOROUGHFARE ADJACENT TO ROW	20' MINIMUM 5' MINIMUM 25' MAXIMUM 20' MINIMUM
BUILDING HEIGHT (RESIDENTIAL)	ATTACHED DWELLINGS STRUCTURES ADJACENT TO OLD HOLLY SPRINGS APEX ROAD OVERALL BUILDING HEIGHT	48' MAXIMUM 60' MAXIMUM
GROUND FLOOR HEIGHT	MIXED-USE BUILDINGS LEASING OFFICE/AMENITY BUILDINGS RESIDENTIAL BUILDINGS	14' MINIMUM 11' MINIMUM 9' MINIMUM

EXTERIOR BUILDING SETBACKS (COMMERCIAL)	ALONG ALONG NEW HILL HOLLY SPRINGS ROAD	20' MINIMUM
BUILDING HEIGHT (COMMERCIAL)	C-STORE ALONG NEW HILL HOLLY SPRINGS ROAD	20' MINIMUM*
INTERIOR BUILDING SETBACKS (COMMERCIAL)	FRONT SIDE AND REAR SIDE-CORNER	10' MINIMUM** NO MINIMUM** 10' MINIMUM**
PERIMETER BUFFERS (COMMERCIAL)	EAST MAXIMUM	5' TYPE "A" - ADJACENT TO COMMERCIAL USE 7,500 SF + 12 FUEL PUMPS

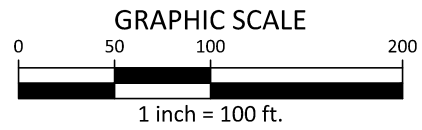
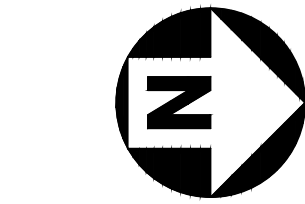
* ONE ELEMENT OF THE COMMERCIAL BUILDING SHALL BE A MINIMUM OF 25'. HOWEVER THE OVERALL BUILDING SHALL BE A MINIMUM OF 20'.
** WHERE APPLICABLE, BUILDING SETBACKS SHALL BE MEASURED FROM THE PERIMETER BOUNDARY PROPERTY LINE OF THE PARCEL, STREET A SHALL BE CONSIDERED A PRIMARY STREET. BUILDING SETBACKS SHALL BE MEASURED FROM THE RIGHT-OF-WAY OF STREET A.

CONCEPT PLAN NOTE

- DEVELOPMENT PODS ARE APPROXIMATE AND SUBJECT TO CHANGE AT TIME OF DEVELOPMENT PLAN PENDING DETAILED DESIGNS.
- TREE PRESERVATION AREA PER APPROVED MOB DEVELOPMENT PLANS.
- TREE PRESERVATION AMOUNT TO BE CONSTANT BUT LOCATION TO BE FLEXIBLE, SUBJECT TO FINAL ROADWAY DESIGN.
- ADDITIONAL PHASING POSSIBLE AT TIME OF DEVELOPMENT PLAN.
- TRAFFIC CIRCLE (AS SHOWN) IS SUBJECT TO NCDOT APPROVAL.

LEGEND

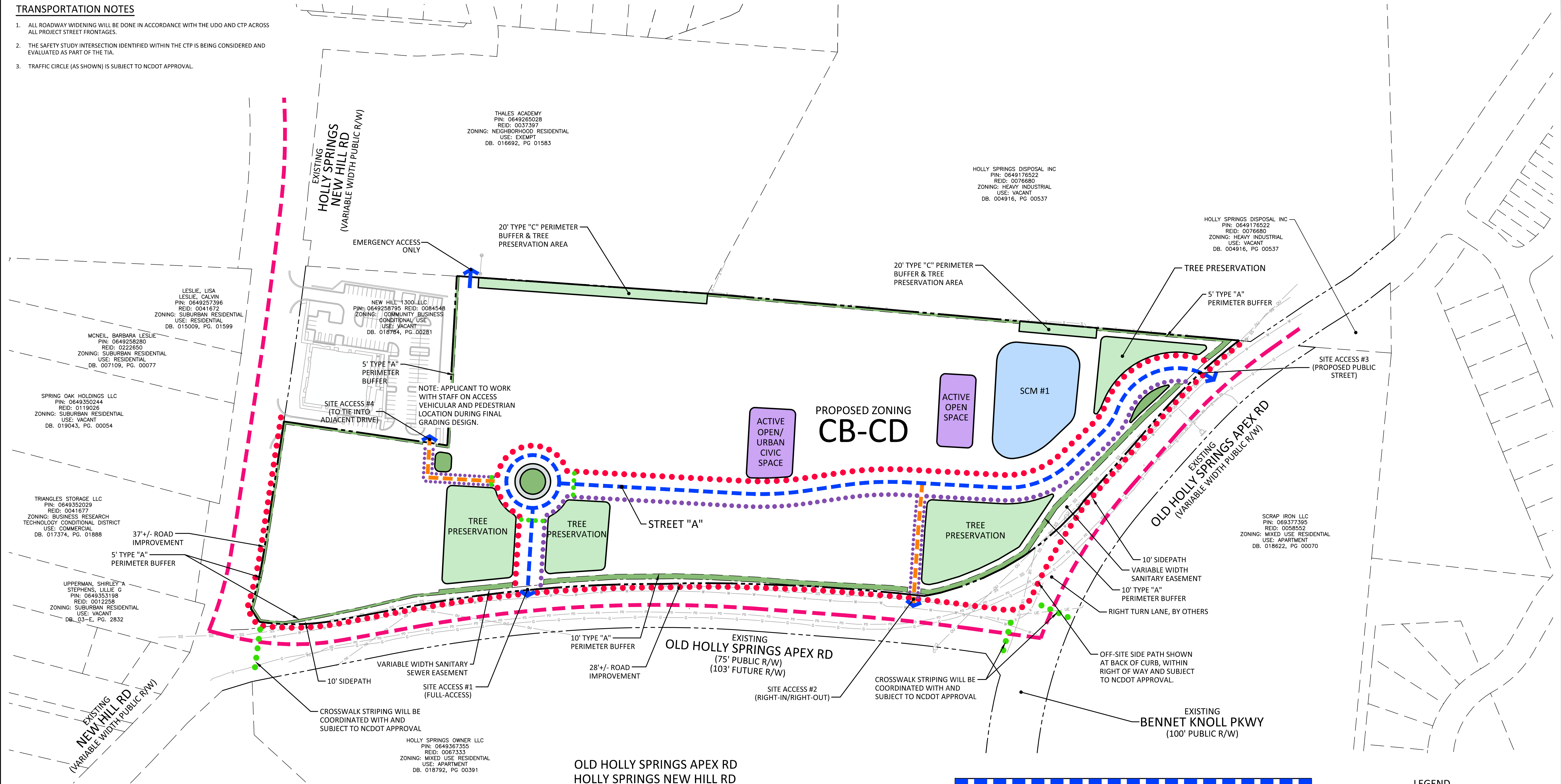
- PROPOSED SITE ACCESS
- 2-LANE COLLECTOR (LC-2A ALT 2)
- 4-LANE THOROUGHFARE (T-4A ALT)
- MINIMUM 26' DRIVE AISLE ACCESS
- TREE PRESERVATION
- ACTIVE OPEN SPACE/URBAN CIVIC SPACE
- BUFFER/PASSIVE OPEN SPACE
- APARTMENTS
- MIXED USE
- PROPOSED SCM
- 10' SIDEPATH
- PEDESTRIAN SIDEWALK
- CROSSWALK



PRELIMINARY DRAWING - NOT RELEASED FOR CONSTRUCTION

TRANSPORTATION NOTES

1. ALL ROADWAY WIDENING WILL BE DONE IN ACCORDANCE WITH THE UDO AND CTP ACROSS ALL PROJECT STREET FRONTAGES.
2. THE SAFETY STUDY INTERSECTION IDENTIFIED WITHIN THE CTP IS BEING CONSIDERED AND EVALUATED AS PART OF THE TIA.
3. TRAFFIC CIRCLE (AS SHOWN) IS SUBJECT TO NCDOT APPROVAL.



SITE DATA

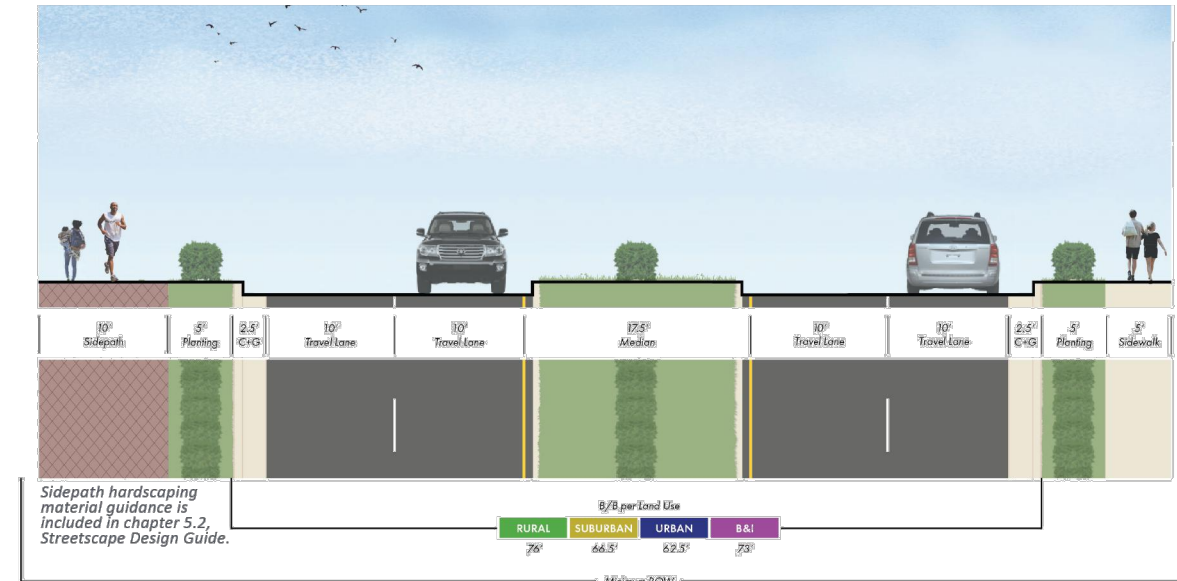
OWNER	NAME	PIN	REAL ESTATE ID
	FUSION VENTURES LLC	0649361536	0065323
	NEW HILL 1300 LLC	0649352730	0047145
	FUSION 1300 LLC	0649353581	0031660
DEVELOPER	FUSION DEVELOPMENT		
EXISTING ZONING	HEAVY INDUSTRIAL, COMMUNITY BUSINESS CONDITIONAL DISTRICT, NEIGHBORHOOD RESIDENTIAL		
PROPOSED ZONING	COMMUNITY BUSINESS CONDITIONAL ZONING DISTRICT (CB-CD)		
SITE AREA	GROSS AREA: 20.30 AC R/W DEDICATION: 0.73 AC NET AREA: 19.57 AC		
RIVER BASIN	NEUSE		
WATERSHED OVERLAY	LOWER NEUSE RIVER		
EXISTING USE	VACANT		
PERMITTED USES	APARTMENT DWELLING, HOTEL, BUSINESS SERVICES, CHILDCARE CENTER, MEDICAL OFFICE, OFFICE USES, PERSONAL SERVICES, VETERINARY CLINIC/HOSPITAL, FOOD/RESTAURANT USES, RETAIL USES, CIVIC BUILDING, ASSEMBLY, FUELING STATION, DRIVE-IN/DRIVE-THROUGH		
PERIMETER BUFFERS (RESIDENTIAL)	NORTH: 10' TYPE "A" WEST: 20' TYPE "C" - ADJACENT TO THALES ACADEMY 5' TYPE "A" - ADJACENT TO INDUSTRIAL ZONING 5' TYPE "A" - ADJACENT TO COMMUNITY BUSINESS EAST: 10' TYPE "A" - ADJACENT TO APARTMENTS USE		
DENSITY	ALLOWABLE: 10 DU/AC MINIMUM 15 DU/AC MAXIMUM		
OPEN SPACE	PROPOSED: 298 UNITS / 19.85 AC = 14.98 DU/AC REQUIRED: 3.04 AC (15%) PROVIDED: 3.04 AC MIN. REQUIRED: 2.03 AC (10%) PROVIDED: 2.05 AC MIN.		
TREE PRESERVATION AREA	REQUIRED: 3.04 AC (15%) PROVIDED: 3.04 AC MIN. REQUIRED: 2.03 AC (10%) PROVIDED: 2.05 AC MIN.		

ACTIVE RECREATION AREA	REQUIRED	0.4 AC (2%) 0.4 AC MIN.
URBAN CIVIC SPACE	REQUIRED	0.1 AC (0.5%) 0.1 AC MIN.
INTERIOR BUILDING SETBACKS (RESIDENTIAL)	FRONT	10' MINIMUM**
	SIDE AND REAR	10'*
	SIDE-CORNER	10' MINIMUM**
EXTERIOR BUILDING SETBACKS (RESIDENTIAL)	ADJACENT TO THALES ACADEMY	20' MINIMUM
	ADJACENT TO COMMERCIAL ZONING	5' MINIMUM
	ADJACENT TO THOROUGHFARE	20' MINIMUM 25' MAXIMUM
	ADJACENT TO ROW	20' MINIMUM
BUILDING HEIGHT (RESIDENTIAL)	ATTACHED DWELLINGS STRUCTURES ADJACENT TO OLD HOLLY SPRINGS APEX ROAD	48' MAXIMUM
GROUND FLOOR HEIGHT	OVERALL BUILDING HEIGHT	60' MAXIMUM
	MIXED-USE BUILDINGS	14' MINIMUM
	LEASING OFFICE/AMENITY BUILDINGS	11' MINIMUM
EXTERIOR BUILDING SETBACKS (COMMERCIAL)	ALONG OLD NEW HILL HOLLY SPRINGS ROAD	20' MINIMUM
BUILDING HEIGHT (COMMERCIAL)	C-STORE ALONG NEW HILL HOLLY SPRINGS ROAD	20' MINIMUM*
INTERIOR BUILDING SETBACKS (COMMERCIAL)	FRONT	10' MINIMUM**
	SIDE AND REAR	NO MINIMUM**
	SIDE-CORNER	10' MINIMUM**
PERIMETER BUFFERS (COMMERCIAL)	EAST	5' TYPE "A" - ADJACENT TO COMMERCIAL USE
COMMERCIAL SQUARE FOOTAGE	MAXIMUM	7,500 SF + 12 FUEL PUMPS

* ONE ELEMENT OF THE COMMERCIAL BUILDING SHALL BE A MINIMUM OF 25'. HOWEVER THE OVERALL BUILDING SHALL BE A MINIMUM OF 20'.
** WHERE APPLICABLE, BUILDING SETBACKS SHALL BE MEASURED FROM THE PERIMETER BOUNDARY PROPERTY LINE OF THE PARCEL. STREET A SHALL BE CONSIDERED A PRIMARY STREET. BUILDING SETBACKS SHALL BE MEASURED FROM THE RIGHT-OF-WAY OF STREET A.

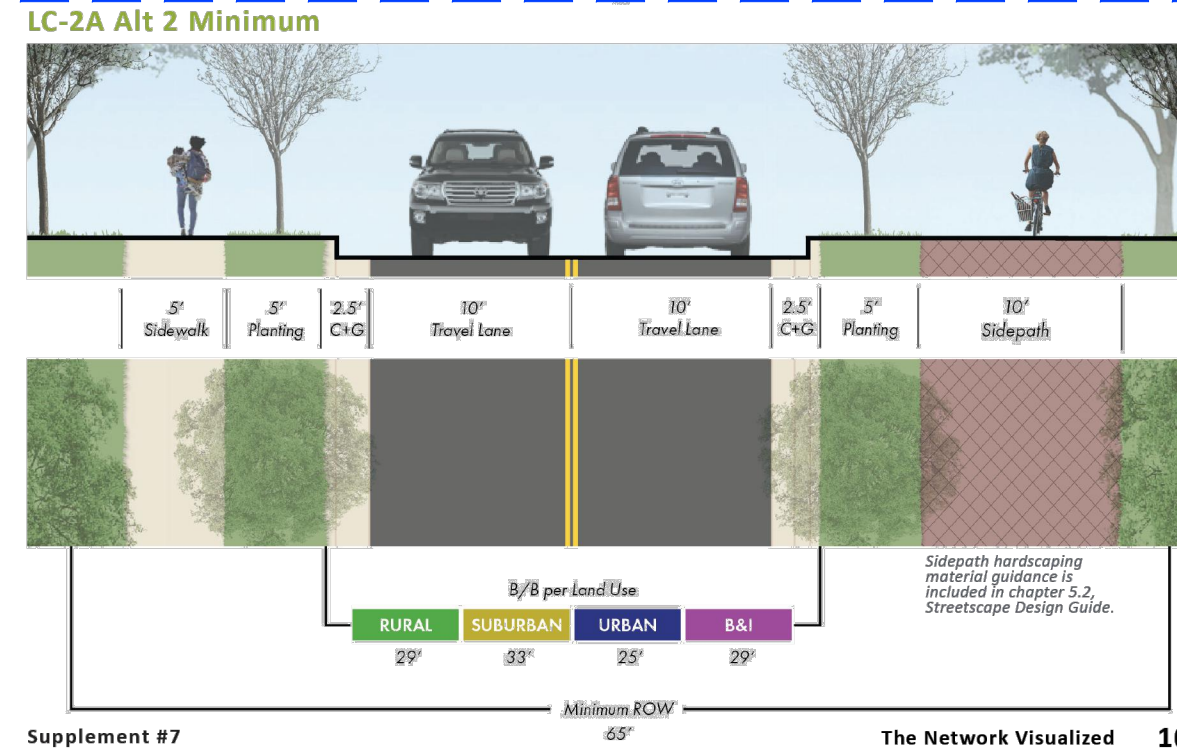
OLD HOLLY SPRINGS APEX RD HOLLY SPRINGS NEW HILL RD

T-4A Alt 1 Minimum



T-4A	Design Elements	Element Included	Minimum Dimension	Rural	Suburban	Urban	Business & Industrial
Right-of-Way (ROW)	Yes	112'	112'	103'	103'	107'	107'
Back of Curb to Back of Curb (B/B)	Yes	73'	76'	66.5'	62.5'	73'	73'
Travel Lanes	4 Lanes	10'	12'	11'	10'	12'	12'
Center Turn Lane	No	-	-	-	-	-	-
Median	Yes	17.5'	23'	17.5'	17.5'	20'	20'
Curbs and Gutter (C+G)	2 Sides	2.5'	2.5'	2.5'	2.5'	2.5'	2.5'
Paved Shoulder	No	-	-	-	-	-	-
Planting	2 Sides	5'	6'	6'	8'	5'	5'
On-Street Parking	No	-	-	-	-	-	-
Sidewalk	0-2 Sides*	10'	10'	10'	10'	10'	10'
Sidewalk	0-2 Sides*	5'	5'	6'	8'	5'	5'
Bicycle Facility	No	-	-	-	-	-	-

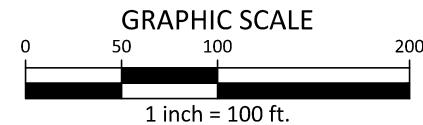
LC-2A Alt 2 Minimum



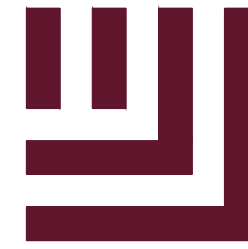
L-2A	Design Elements	Element Included	Minimum Dimension	Rural	Suburban	Urban	Business & Industrial
Right-of-Way (ROW)	Yes	65'	60'	65'	63'	63'	63'
Back of Curb to Back of Curb (B/B)	Yes	25'	29'	33'	25'	29'	29'
Travel Lanes	2 Lanes	10'	12'	14'	10'	12'	12'
Center Turn Lane	No	-	-	-	-	-	-
Median	No	-	-	-	-	-	-
Curbs and Gutter (C+G)	2 Sides	2.5'	2.5'	2.5'	2.5'	2.5'	2.5'
Paved Shoulder	No	-	-	-	-	-	-
Planting	2 Sides	5'	6'	6'	8'	5'	5'
On-Street Parking	Varies	-	-	-	-	-	-
Sidewalk	0-1 Side*	10'	10'	10'	10'	10'	10'
Sidewalk	1-2 Sides*	5'	5'	6'	8'	5'	5'
Bicycle Facility	Sharrow / Wide Outside Lane*	-	-	-	-	-	-

LEGEND

- PROPOSED SITE ACCESS
- 2-LANE COLLECTOR (LC-2A ALT 2)
- 4-LANE THOROUGHFARE (T-4A ALT)
- MINIMUM 26' DRIVE AISLE ACCESS
- TREE PRESERVATION
- ACTIVE OPEN SPACE/URBAN CIVIC SPACE
- BUFFER/PASSIVE OPEN SPACE
- PROPOSED SCM
- 10' SIDE PATH
- PEDESTRIAN SIDEWALK
- CROSSWALK



PRELIMINARY DRAWING - NOT RELEASED FOR CONSTRUCTION



McADAMS

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CLIENT

FUSION DEVELOPMENT
213 W. BALLENTINE ST
HOLLY SPRINGS, NC 27540
PHONE: 919. 669. 6895



4500 OLD HOLLY SPRINGS APEX ROAD MASTER PLAN REZONING CASE NUMBER: 24-REZ-02/PLR2202400061 4500 OLD HOLLY SPRINGS APEX RD HOLLY SPRINGS, NC, 27540

REVISIONS

NO.	DATE	PER TOWN COMMENTS
1	09. 06. 2024	PER TOWN COMMENTS
2	10. 11. 2024	PER TOWN COMMENTS
3	11. 08. 2024	PER TOWN COMMENTS
4	12. 13. 2024	PER TOWN COMMENTS
5	01. 17. 2025	PER TOWN COMMENTS
6	02. 14. 2025	PER TOWN COMMENTS

PLAN INFORMATION

PROJECT NO.	SPEC-23412
FILENAME	SPEC23412-T1
CHECKED BY	LH
DRAWN BY	CJ
SCALE	1"=100'
DATE	03. 07. 2024

SHEET

TRANSPORTATION PLAN

C2.01

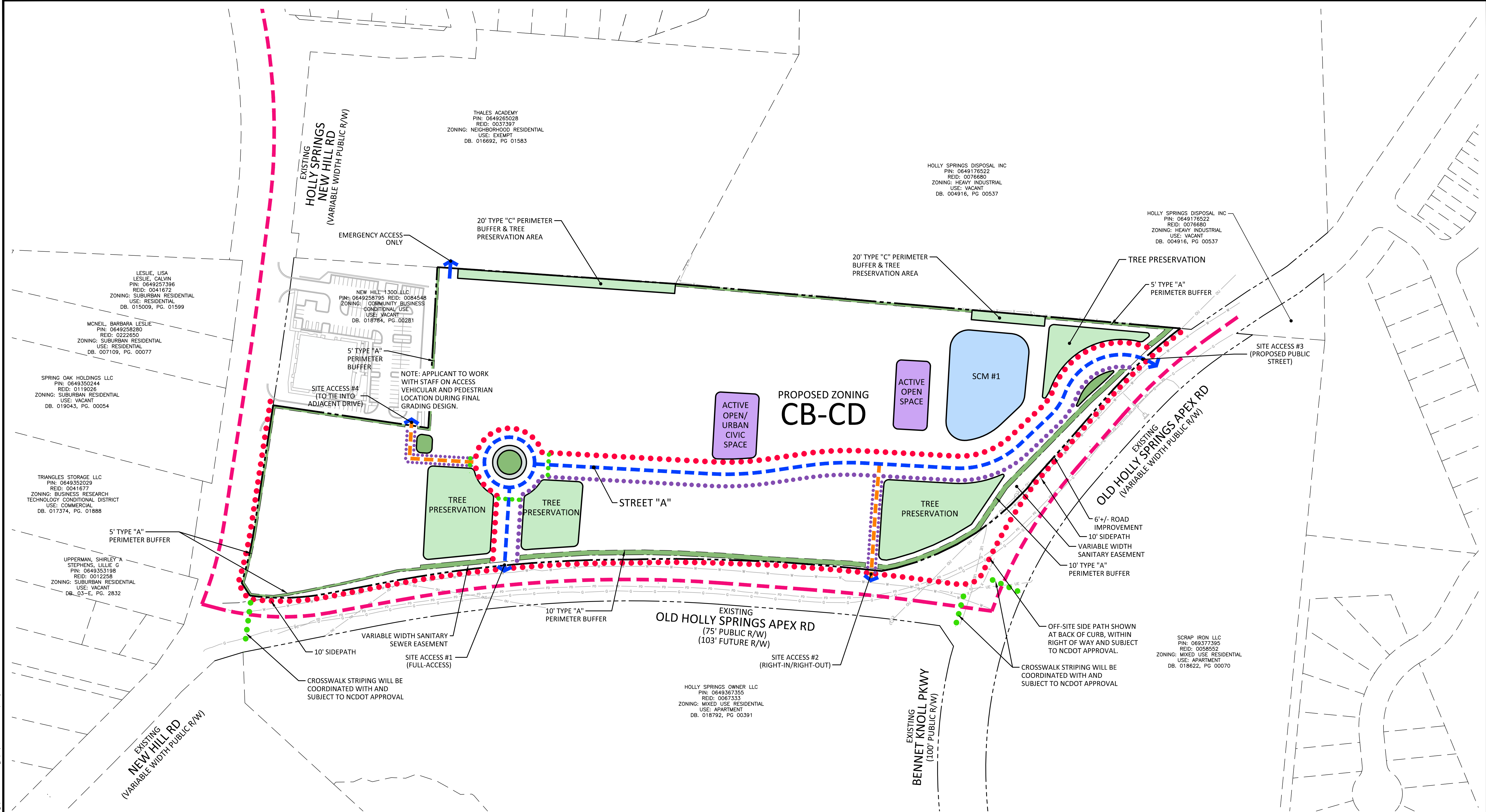
CLIENT
FUSION DEVELOPMENT
213 W. BALLENTINE ST
HOLLY SPRINGS, NC 27540
PHONE: 919. 669. 6895



**4500 OLD HOLLY SPRINGS
APEX ROAD
MASTER PLAN**
REZONING CASE NUMBER: 24-REZ-02/PLRZ202400061
4500 OLD HOLLY SPRINGS APEX RD
HOLLY SPRINGS, NC, 27540

REVISIONS			
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3	11. 08. 2024	PER TOWN COMMENTS	
4	12. 13. 2024	PER TOWN COMMENTS	
5	01. 17. 2025	PER TOWN COMMENTS	
6	02. 14. 2025	PER TOWN COMMENTS	
PLAN INFORMATION			
PROJECT NO.	SPEC-23412		
FILENAME	SPEC23412-S1		
CHECKED BY	LH		
DRAWN BY	CJ		
SCALE	1"=100'		
DATE	03. 07. 2024		
SHEET			

**OPEN SPACE &
PRESERVATION PLAN
C2.02**



SITE DATA

OWNER	NAME	PIN	REAL ESTATE ID
FUSION VENTURES LLC	FUSION VENTURES LLC	0649361536	0065323
	NEW HILL 1300 LLC	0649352730	0047145
	FUSION 1300 LLC	0649353581	0031660
DEVELOPER	FUSION DEVELOPMENT		
EXISTING ZONING	HEAVY INDUSTRIAL, COMMUNITY BUSINESS CONDITIONAL DISTRICT, NEIGHBORHOOD RESIDENTIAL		
PROPOSED ZONING	COMMUNITY BUSINESS CONDITIONAL ZONING DISTRICT (CB-CD)		
SITE AREA	GROSS AREA:	20.30 AC	
	R/W DEDICATION:	0.73 AC	
	NET AREA:	19.57 AC	
RIVER BASIN	NEUSE		
WATERSHED OVERLAY	LOWER NEUSE RIVER		
EXISTING USE	VACANT		
PERMITTED USES	APARTMENT DWELLING, HOTEL, BUSINESS SERVICES, CHILDCARE CENTER, MEDICAL OFFICE, OFFICE USES, PERSONAL SERVICES, VETERINARY CLINIC/HOSPITAL, FOOD/RESTAURANT USES, RETAIL USES, CIVIC BUILDING, ASSEMBLY, FUELING STATION, DRIVE-IN/DRIVE-THROUGH		
PERIMETER BUFFERS (RESIDENTIAL)	NORTH	10' TYPE "A"	
	WEST	20' TYPE "C" - ADJACENT TO THALES ACADEMY 5' TYPE "A" - ADJACENT TO INDUSTRIAL ZONING 5' TYPE "A" - ADJACENT TO COMMUNITY BUSINESS	
	EAST	10' TYPE "A" - ADJACENT TO APARTMENTS USE	
	SOUTH	5' TYPE "A" - ADJACENT TO COMMERCIAL USE 5' TYPE "A" - ADJACENT TO COMMUNITY BUSINESS	
DENSITY	ALLOWABLE	10 DU/AC MINIMUM 15 DU/AC MAXIMUM	
	PROPOSED	298 UNITS / 19.85 AC = 14.98 DU/AC	

OPEN SPACE	REQUIRED PROVIDED	3.04 AC (15%) 3.04 AC MIN.
TREE PRESERVATION AREA	REQUIRED PROVIDED	2.03 AC (10%) 2.05 AC MIN.
ACTIVE RECREATION AREA	REQUIRED PROVIDED	0.4 AC (2%) 0.4 AC MIN.
URBAN CIVIC SPACE	REQUIRED PROVIDED	0.1 AC (0.5%) 0.1 AC MIN.
INTERIOR BUILDING SETBACKS (RESIDENTIAL)	FRONT	10' MINIMUM**
	SIDE AND REAR	10**
	SIDE-CORNER	10' MINIMUM**
	ADJACENT TO THALES ACADEMY	20' MINIMUM
EXTERIOR BUILDING SETBACKS (RESIDENTIAL)	ADJACENT TO COMMERCIAL ZONING	5' MINIMUM
	ADJACENT TO THOROUGHFARE	20' MINIMUM 25' MAXIMUM
	ADJACENT TO ROW	20' MINIMUM
BUILDING HEIGHT (RESIDENTIAL)	ATTACHED DWELLINGS STRUCTURES ADJACENT TO OLD HOLLY SPRINGS APEX ROAD	48' MAXIMUM
	OVERALL BUILDING HEIGHT	60' MAXIMUM
GROUND FLOOR HEIGHT	MIXED-USE BUILDINGS	14' MINIMUM
	LEASING OFFICE/AMENITY BUILDINGS	11' MINIMUM
	RESIDENTIAL BUILDINGS	9' MINIMUM

EXTERIOR BUILDING SETBACKS (COMMERCIAL)	ALONG ALONG NEW HILL HOLLY SPRINGS ROAD	20' MINIMUM
BUILDING HEIGHT (COMMERCIAL)	C-STORE ALONG NEW HILL HOLLY SPRINGS ROAD	20' MINIMUM*
INTERIOR BUILDING SETBACKS (COMMERCIAL)	FRONT	10' MINIMUM**
	SIDE AND REAR	NO MINIMUM**
	SIDE-CORNER	10' MINIMUM**
PERIMETER BUFFERS (COMMERCIAL)	EAST	5' TYPE "A" - ADJACENT TO COMMERCIAL USE
COMMERCIAL SQUARE FOOTAGE	MAXIMUM	7,500 SF + 12 FUEL PUMPS

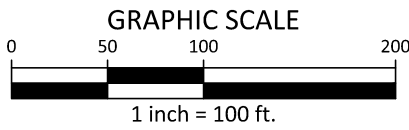
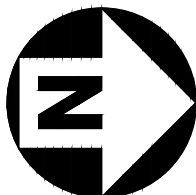
* ONE ELEMENT OF THE COMMERCIAL BUILDING SHALL BE A MINIMUM OF 25'. HOWEVER THE OVERALL BUILDING SHALL BE A MINIMUM OF 20'.
** WHERE APPLICABLE, BUILDING SETBACKS SHALL BE MEASURED FROM THE PERIMETER BOUNDARY PROPERTY LINE OF THE PARCEL. STREET A SHALL BE CONSIDERED A PRIMARY STREET. BUILDING SETBACKS SHALL BE MEASURED FROM THE RIGHT-OF-WAY OF STREET A.

TREE PRESERVATION NOTE

TREE PRESERVATION, PREVIOUSLY APPROVED ON THE COMMERCIAL LOT ON ADJACENT MOB DEVELOPMENT PLANS, SHALL BE SUBJECT TO MOVE WITHIN LOT. AMOUNT OF TREE PRESERVATION SHALL NOT BE REDUCED FROM APPROVED QUANTITY.

LEGEND

- PROPOSED SITE ACCESS
- 2-LANE COLLECTOR (LC-2A ALT 2)
- 4-LANE THOROUGHFARE (T-4A ALT)
- MINIMUM 26' DRIVE AISLE ACCESS
- TREE PRESERVATION
- ACTIVE OPEN SPACE/URBAN CIVIC SPACE
- BUFFER/PASSIVE OPEN SPACE
- PROPOSED SCM
- 10' SIDEPATH
- PEDESTRIAN SIDEWALK
- CROSSWALK



PRELIMINARY DRAWING - NOT RELEASED FOR CONSTRUCTION

CLIENT
FUSION DEVELOPMENT
213 W. BALLENTINE ST
HOLLY SPRINGS, NC 27540
PHONE: 919. 669. 6895



**4500 OLD HOLLY SPRINGS
APEX ROAD
MASTER PLAN**
REZONING CASE NUMBER: 24-REZ-02/PLR202400061
4500 OLD HOLLY SPRINGS APEX RD
HOLLY SPRINGS, NC, 27540

REVISIONS

NO.	DATE	PER TOWN COMMENTS
1	09. 06. 2024	PER TOWN COMMENTS
2	10. 11. 2024	PER TOWN COMMENTS
3	11. 08. 2024	PER TOWN COMMENTS
4	12. 13. 2024	PER TOWN COMMENTS
5	01. 17. 2025	PER TOWN COMMENTS
6	02. 14. 2025	PER TOWN COMMENTS

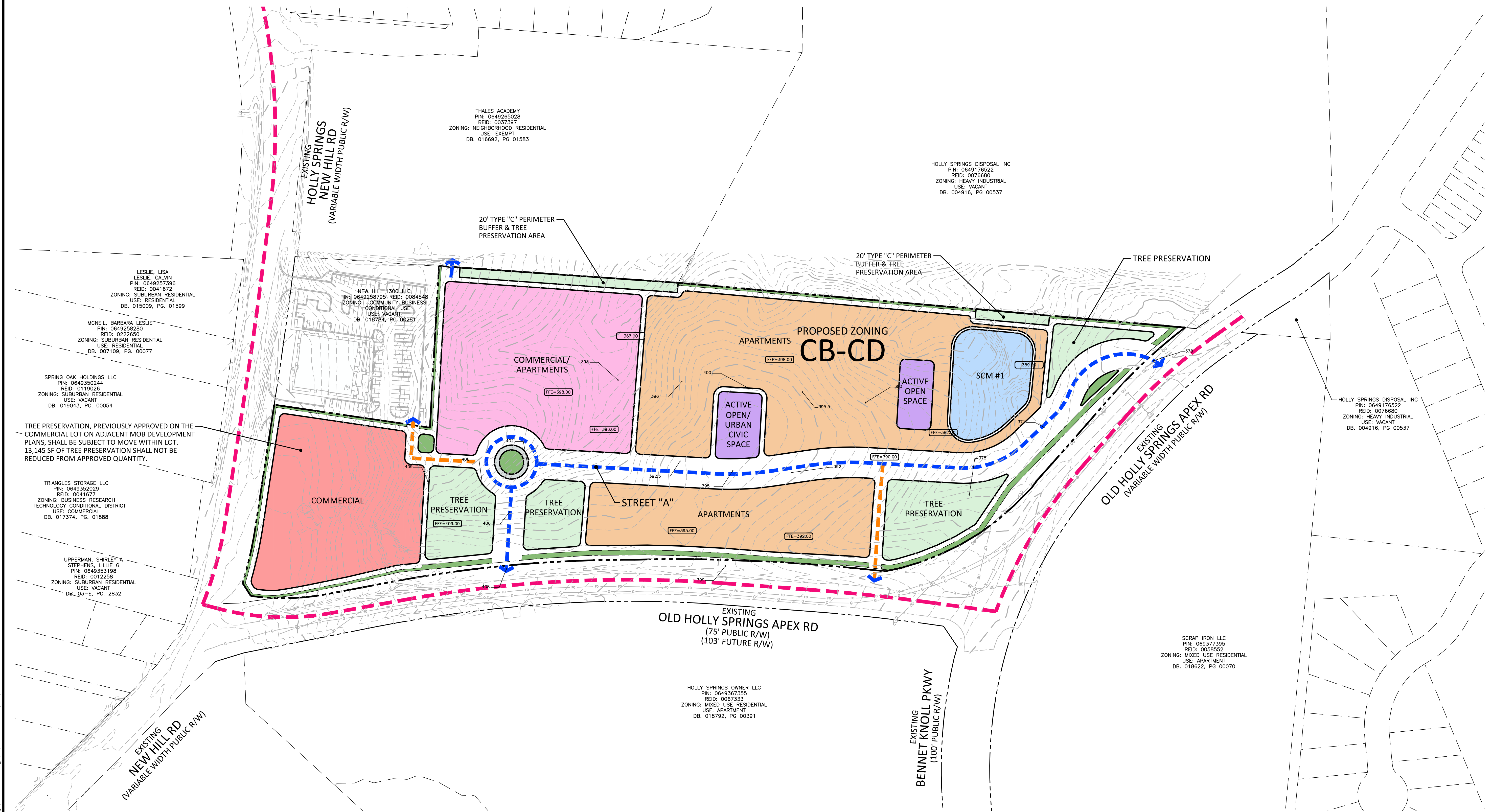
PLAN INFORMATION

PROJECT NO. SPEC-23412
FILENAME SPEC23412-G1
CHECKED BY LH
DRAWN BY CJ
SCALE 1"=100'
DATE 03. 07. 2024

SHEET

GRADING PLAN

C3.00



SITE DATA

OWNER	NAME	PIN	REAL ESTATE ID
	FUSION VENTURES LLC	0649361536	0065323
	NEW HILL 1300 LLC	0649352730	0047145
	FUSION 1300 LLC	0649353581	0031660
DEVELOPER	FUSION DEVELOPMENT		
EXISTING ZONING	HEAVY INDUSTRIAL, COMMUNITY BUSINESS CONDITIONAL DISTRICT, NEIGHBORHOOD RESIDENTIAL		
PROPOSED ZONING	COMMUNITY BUSINESS CONDITIONAL ZONING DISTRICT (CB-CD)		
SITE AREA	GROSS AREA: 20.30 AC R/W DEDICATION: 0.73 AC NET AREA: 19.57 AC		
RIVER BASIN	NEUSE		
WATERSHED OVERLAY	LOWER NEUSE RIVER		
EXISTING USE	VACANT		
PERMITTED USES	APARTMENT DWELLING, HOTEL, BUSINESS SERVICES, CHILDCARE CENTER, MEDICAL OFFICE, OFFICE USES, PERSONAL SERVICES, VETERINARY CLINIC/HOSPITAL, FOOD/RESTAURANT USES, RETAIL USES, CIVIC BUILDING, ASSEMBLY, FUELING STATION, DRIVE-IN/DRIVE-THROUGH		
PERIMETER BUFFERS (RESIDENTIAL)	NORTH 10' TYPE "A" WEST 20' TYPE "C" - ADJACENT TO THALES ACADEMY 5' TYPE "A" - ADJACENT TO INDUSTRIAL ZONING 5' TYPE "A" - ADJACENT TO COMMUNITY BUSINESS EAST 10' TYPE "A" - ADJACENT TO APARTMENTS USE SOUTH 5' TYPE "A" - ADJACENT TO COMMERCIAL USE 5' TYPE "A" - ADJACENT TO COMMUNITY BUSINESS		
DENSITY	ALLOWABLE 10 DU/AC MINIMUM 15 DU/AC MAXIMUM PROPOSED 298 UNITS / 19.85 AC = 14.98 DU/AC		

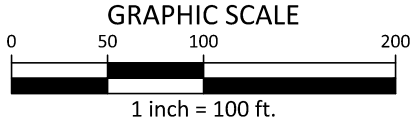
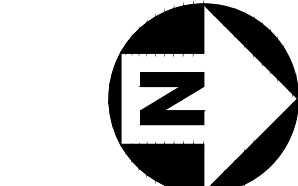
OPEN SPACE	REQUIRED	3.04 AC (15%) 3.04 AC MIN.
TREE PRESERVATION AREA	REQUIRED	2.03 AC (10%) 2.05 AC MIN.
ACTIVE RECREATION AREA	REQUIRED	0.4 AC (2%) 0.4 AC MIN.
URBAN CIVIC SPACE	REQUIRED	0.1 AC (0.5%) 0.1 AC MIN.
INTERIOR BUILDING SETBACKS (RESIDENTIAL)	FRONT	10' MINIMUM**
	SIDE AND REAR	10' **
	SIDE-CORNER	10' MINIMUM**
EXTERIOR BUILDING SETBACKS (RESIDENTIAL)	ADJACENT TO THALES ACADEMY	20' MINIMUM
	ADJACENT TO COMMERCIAL ZONING	5' MINIMUM
	ADJACENT TO THOROUGHFARE	20' MINIMUM 25' MAXIMUM
	ADJACENT TO ROW	20' MINIMUM
BUILDING HEIGHT (RESIDENTIAL)	ATTACHED DWELLINGS STRUCTURES ADJACENT TO OLD HOLLY SPRINGS APEX ROAD	48' MAXIMUM
	OVERALL BUILDING HEIGHT	60' MAXIMUM
GROUND FLOOR HEIGHT	MIXED-USE BUILDINGS	14' MINIMUM
	LEASING OFFICE/AMENITY BUILDINGS	11' MINIMUM
	RESIDENTIAL BUILDINGS	9' MINIMUM

EXTERIOR BUILDING SETBACKS (COMMERCIAL)	ALONG NEW HILL HOLLY SPRINGS ROAD	20' MINIMUM
BUILDING HEIGHT (COMMERCIAL)	C-STORE ALONG NEW HILL HOLLY SPRINGS ROAD	20' MINIMUM*
INTERIOR BUILDING SETBACKS (COMMERCIAL)	FRONT	10' MINIMUM**
	SIDE AND REAR	NO MINIMUM**
	SIDE-CORNER	10' MINIMUM**
PERIMETER BUFFERS (COMMERCIAL)	EAST	5' TYPE "A" - ADJACENT TO COMMERCIAL USE
COMMERCIAL SQUARE FOOTAGE	MAXIMUM	7,500 SF + 12 FUEL PUMPS

* ONE ELEMENT OF THE COMMERCIAL BUILDING SHALL BE A MINIMUM OF 25'. HOWEVER THE OVERALL BUILDING SHALL BE A MINIMUM OF 20'.
** WHERE APPLICABLE, BUILDING SETBACKS SHALL BE MEASURED FROM THE PERIMETER BOUNDARY PROPERTY LINE OF THE PARCEL, STREET A SHALL BE CONSIDERED A PRIMARY STREET. BUILDING SETBACKS SHALL BE MEASURED FROM THE RIGHT-OF-WAY OF STREET A.

LEGEND

- PROPOSED SITE ACCESS
- 2-LANE COLLECTOR (LC-2A ALT 2)
- 4-LANE THOROUGHFARE (T-4A ALT)
- MINIMUM 26' DRIVE AISLE ACCESS
- TREE PRESERVATION
- ACTIVE OPEN SPACE/URBAN CIVIC SPACE
- BUFFER/PASSIVE OPEN SPACE
- APARTMENTS
- MIXED USE
- PROPOSED SCM
- +250.60 SPOT ELEVATION



PRELIMINARY DRAWING - NOT RELEASED FOR CONSTRUCTION

CLIENT
FUSION DEVELOPMENT
213 W. BALLENTINE ST
HOLLY SPRINGS, NC 27540
PHONE: 919. 669. 6895



**4500 OLD HOLLY SPRINGS
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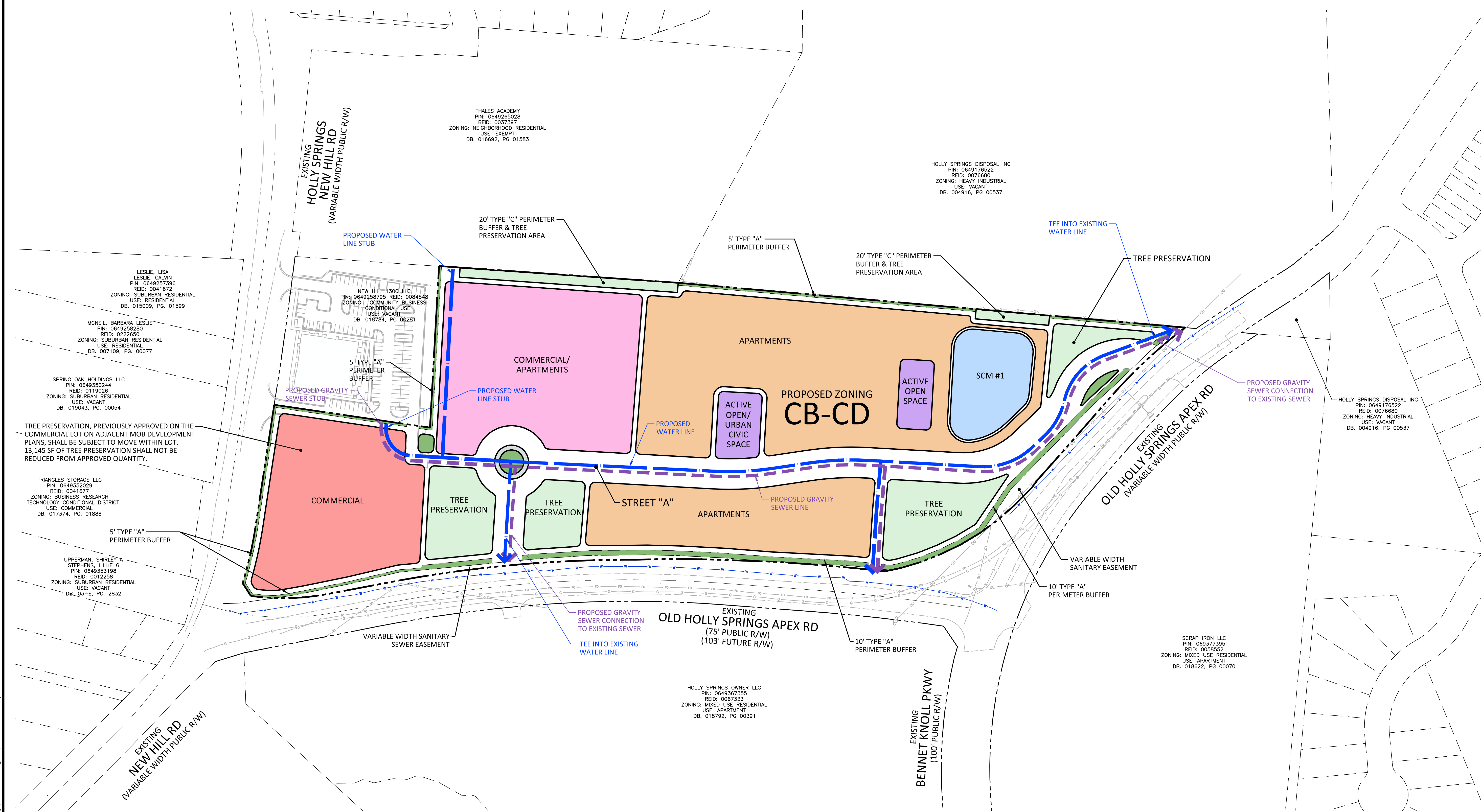
PLAN INFORMATION

PROJECT NO. SPEC-23412
FILENAME SPEC23412-U1
CHECKED BY LH
DRAWN BY CJ
SCALE 1"=100'
DATE 03. 07. 2024

SHEET

UTILITY PLAN

C4.00



SITE DATA

OWNER	NAME	PIN	REAL ESTATE ID
DEVELOPER	FUSION VENTURES LLC	0649361536	0065323
	NEW HILL 1300 LLC	0649352730	0047145
	FUSION 1300 LLC	0649353581	0031660
EXISTING ZONING	HEAVY INDUSTRIAL, COMMUNITY BUSINESS CONDITIONAL DISTRICT, NEIGHBORHOOD RESIDENTIAL		
PROPOSED ZONING	COMMUNITY BUSINESS CONDITIONAL ZONING DISTRICT (CB-CD)		
SITE AREA	GROSS AREA:	20.30 AC	
	R/W DEDICATION:	0.73 AC	
	NET AREA:	19.57 AC	
RIVER BASIN	NEUSE		
WATERSHED OVERLAY	LOWER NEUSE RIVER		
EXISTING USE	VACANT		
PERMITTED USES	APARTMENT DWELLING, HOTEL, BUSINESS SERVICES, CHILDCARE CENTER, MEDICAL OFFICE, OFFICE USES, PERSONAL SERVICES, VETERINARY CLINIC/HOSPITAL, FOOD/RESTAURANT USES, RETAIL USES, CIVIC BUILDING, ASSEMBLY, FUELING STATION, DRIVE-IN/DRIVE-THROUGH		
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	DENSITY	ALLOWABLE	10 DU/AC MINIMUM 15 DU/AC MAXIMUM
	PROPOSED	298 UNITS / 19.85 AC = 14.98 DU/AC	

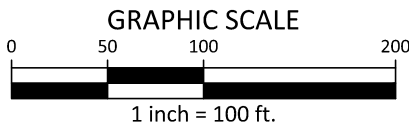
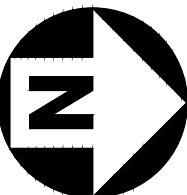
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	SIDE-CORNER	10' MINIMUM**
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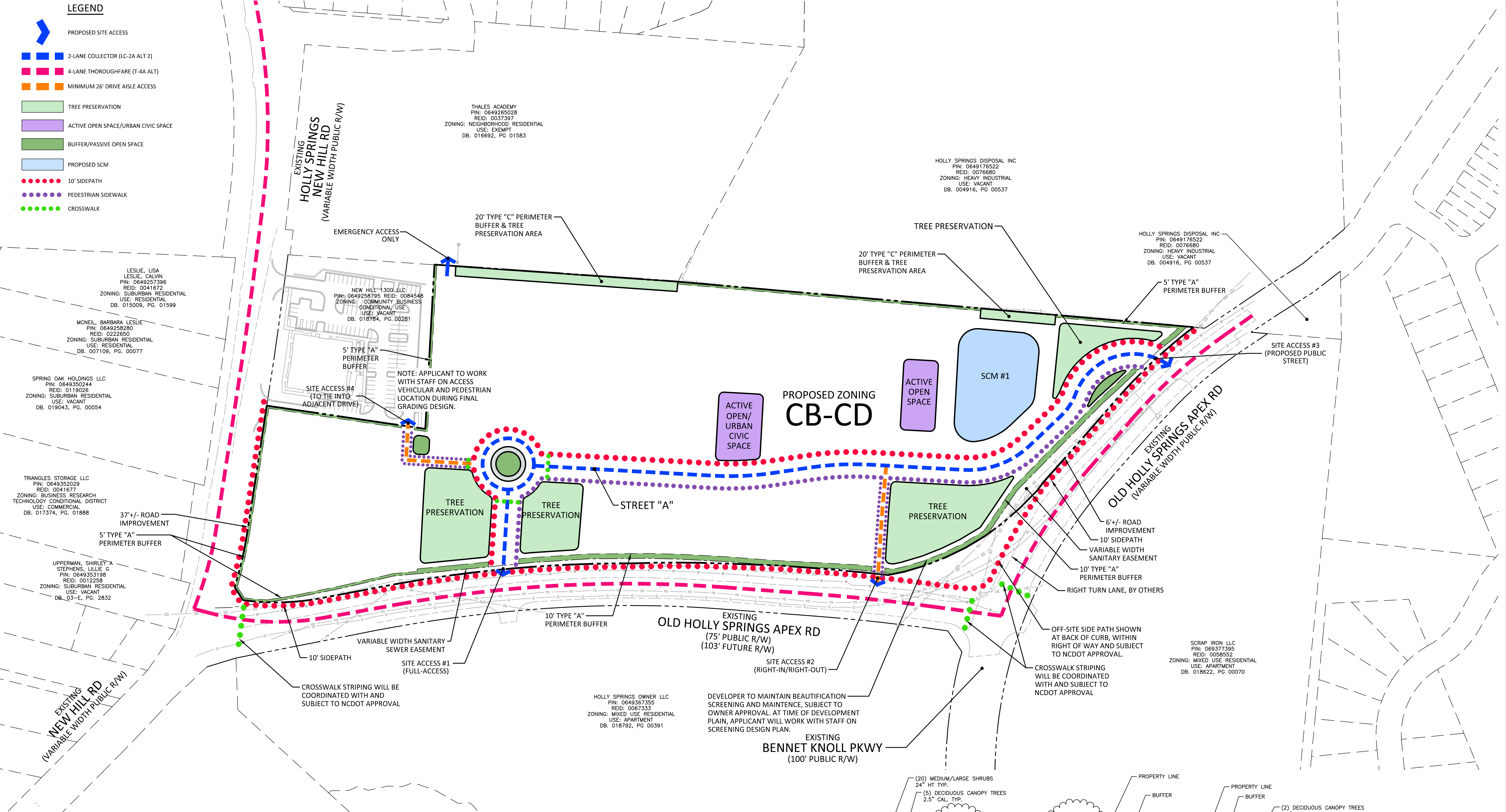
LEGEND

- PROPOSED GRAVITY SEWER LINE
- PROPOSED WATER LINE
- TREE PRESERVATION
- ACTIVE OPEN SPACE/URBAN CIVIC SPACE
- BUFFER/PASSIVE OPEN SPACE
- APARTMENTS
- MIXED USE
- PROPOSED SCM



PRELIMINARY DRAWING - NOT RELEASED FOR CONSTRUCTION

\\Projects\SPEC\2023\SPEC-2023\4500 Old Holly Springs Apex Rd\02a-Production\Planning and L\Master Plan\Current Drawings\SPEC23412-LS1.dwg, 2/14/2025 10:00:24 AM, Cody James



SITE DATA			
OWNER	NAME	PIN	REAL ESTATE ID
	FUSION VENTURES LLC	0649361536	0065323
	NEW HILL 1300 LLC	0649352730	0047145
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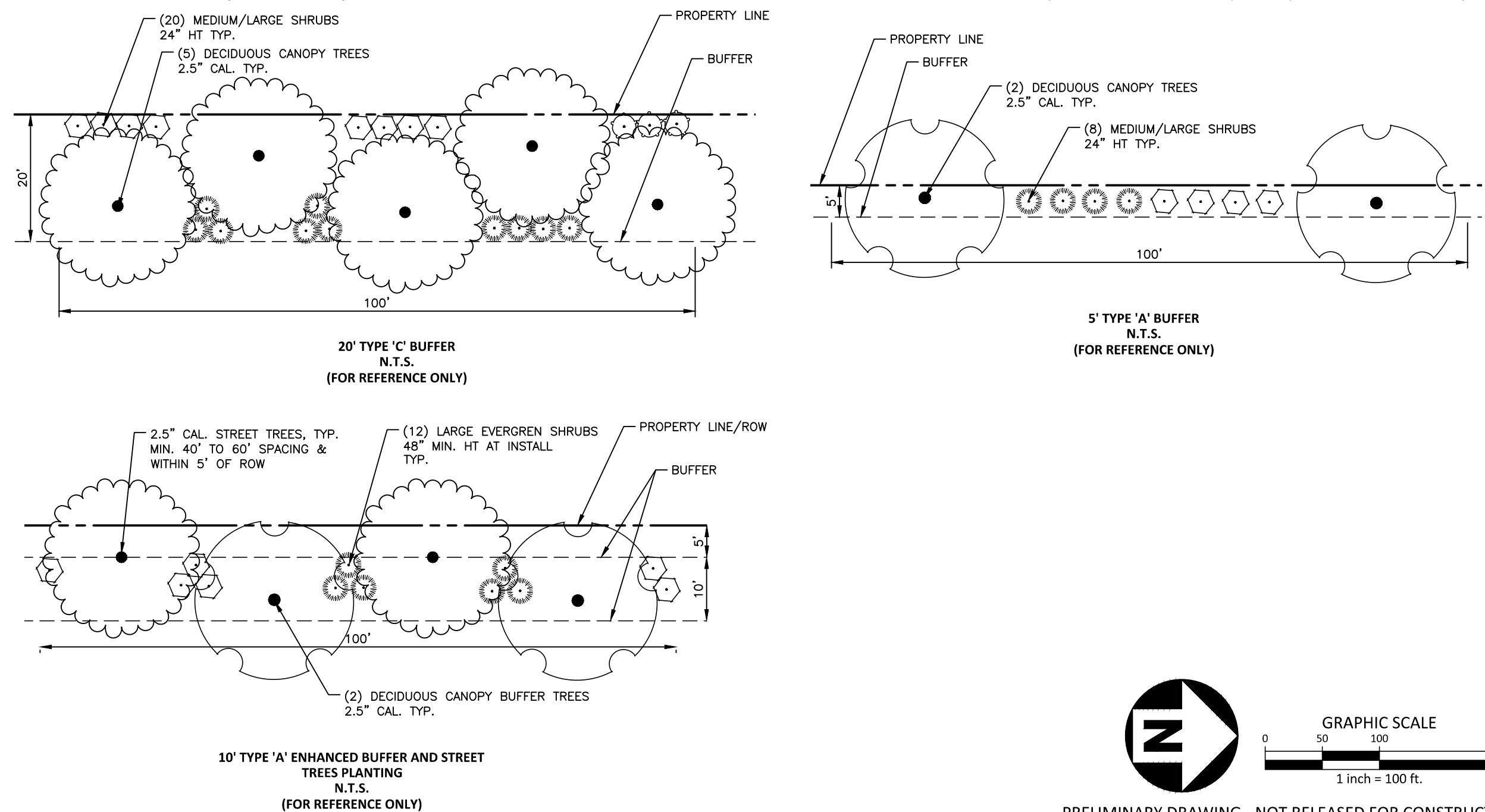
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TREE PRESERVATION NOTE

TREE PRESERVATION, PREVIOUSLY APPROVED ON THE COMMERCIAL LOT ON ADJACENT MOB DEVELOPMENT PLANS, SHALL BE SUBJECT TO MOVE WITHIN LOT. AMOUNT OF TREE PRESERVATION SHALL NOT BE REDUCED FROM APPROVED QUANTITY.



McADAMS
The John R. McAdams Company, Inc.
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Suite 500
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license number: C-0293, C-187
www.mcadamsco.com

CLIENT
FUSION DEVELOPMENT
213 W. BALLENTINE ST
HOLLY SPRINGS, NC 27540
PHONE: 919. 669. 6895



4500 OLD HOLLY SPRINGS APEX ROAD MASTER PLAN

REZONING CASE NUMBER: 24-REZ-02/PLR2202400061
4500 OLD HOLLY SPRINGS APEX RD
HOLLY SPRINGS, NC, 27540

REVISIONS			
NO.	DATE		
1	09.06.2024	PER TOWN COMMENTS	
2	10.11.2024	PER TOWN COMMENTS	
3	11.08.2024	PER TOWN COMMENTS	
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6	02.14.2025	PER TOWN COMMENTS	
PLAN INFORMATION			
PROJECT NO.	SPEC-23412		
FILENAME	SPEC23412-LS1		
CHECKED BY	LH		
DRAWN BY	CJ		
SCALE	1"=100'		
DATE	03.07.2024		
SHEET			

LANDSCAPE PLAN

L5.00

4500 Old Holly Springs Apex Road

Development and Design Manual



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BUILDING DESIGN STANDARDS
PUBLIC REALM STANDARDS
LANDSCAPE DESIGN
GATHERING & OPEN SPACE

4500 Old Holly Springs Apex Road



DEVELOPER

FUSION DEVELOPMENT
213 BALENTINE ROAD
HOLLY SPRINGS, NC, 27312

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919.669.6895
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SHAWNDA ROSSI
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TRILAND COMMERCIAL
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CARY, NC 27518

REHAB HAMAD
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RHAMAD@TRILANDPROPERTY.COM



CIVIL ENGINEERING, PLANNING, LANDSCAPE ARCHITECTURE

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JOSHUA KARRICK
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LEGAL

MORNINGSTAR
421 FAYETTEVILLE STREET SUITE 530
RALIEGH, NC 27601

JASON BARRON
919.590.0731
JBARRON@MORNINGSTARLAWGROUP.COM



1 Introduction

PURPOSE

4500 Old Holly Springs Apex Road is located at a key gateway into Holly Springs, at the intersection of Old Holly Springs Apex Road, Bennet Knoll Parkway and New Hill Road. This mixed-use community will allow for high-quality multifamily housing, townhome style multi-family units, and a neighborhood-scale commercial option. This Design Manual utilizes conceptual images to properly convey design elements which speak to: caliber of design, overall quality of materials, and the type, character, and relationship of design elements that may be used and combined to create a unique sense of place. As a result, the actual design will naturally vary from the Town's architectural standards with the overall design including materials and design elements substantially similar to those pictured and described in this Design Manual to achieve a high quality development.

This Manual is also designed to provide the developer with opportunities for flexibility and creativity in achieving the committed level of design and quality. The pictures and descriptions in this Manual are conceptual examples of the high quality of materials and caliber of design envisioned for 4500 Old Holly Springs Apex Road. The materials, architectural features, fixtures, hardscape, and landscape components depicted ("design elements") are i) not intended to be exclusive, (ii) not exhaustive examples of design elements that will meet the level of quality required, and (iii) not required to be duplicated in the design or construction of 4500 Old Holly Springs Apex Road. Instead, these design elements are intended to be used as examples of acceptable building massing and articulation, street level architecture, fenestration and materials, lighting and art, landscaping, and gathering and open spaces (together "Guideline elements"). Guideline elements are intended to be applied in a manner that promotes variability and variation, in order to achieve the overall goal of creating 4500 Old Holly Springs Apex Road as a high quality development all its own.

VISION

Generally, 4500 Old Holly Springs Apex Road will accomplish the design objectives by:

- » Including a high level of sophistication in style, character, and design throughout 4500 Old Holly Springs Apex Road, in a manner that accentuates the individual uses while weaving an overall blended fabric that speaks to the project's unique amenities and architecture;
- » Designing each building in a manner to present the building in a distinguished and appealing way, consistent with the overall development;
- » Thoughtfully integrating attractive hardscaping and performance landscaping throughout well-designed community gathering spaces; and
- » Utilizing high quality materials to construct the buildings, architectural features, fixtures, hardscaping, and landscaping.

APPLICATION

This Design Manual was developed for the 4500 Old Holly Springs Apex Road rezoning as a zoning condition for the project to help facilitate the development as a high quality, mixed use development. The purpose of this Design Manual is to ensure that 4500 Old Holly Springs Apex Road is developed with a higher level of quality and an overall higher caliber of design than would otherwise be required by the Town of Holly Springs' existing building & design standards which are contained in the Town's Unified Development Ordinance ("UDO").

The Manual pursues these purposes by identifying specific types of design elements and then illustrating the level of quality required for 4500 Old Holly Springs Apex Road. This Design Manual utilizes pictures to convey the caliber of design, overall quality of materials, and the type, character, and relationship of design elements that may be used and combined to create a unique and special sense of place for 4500 Old Holly Springs Apex Road.

1 Introduction

2 Land Use

VICINITY MAP

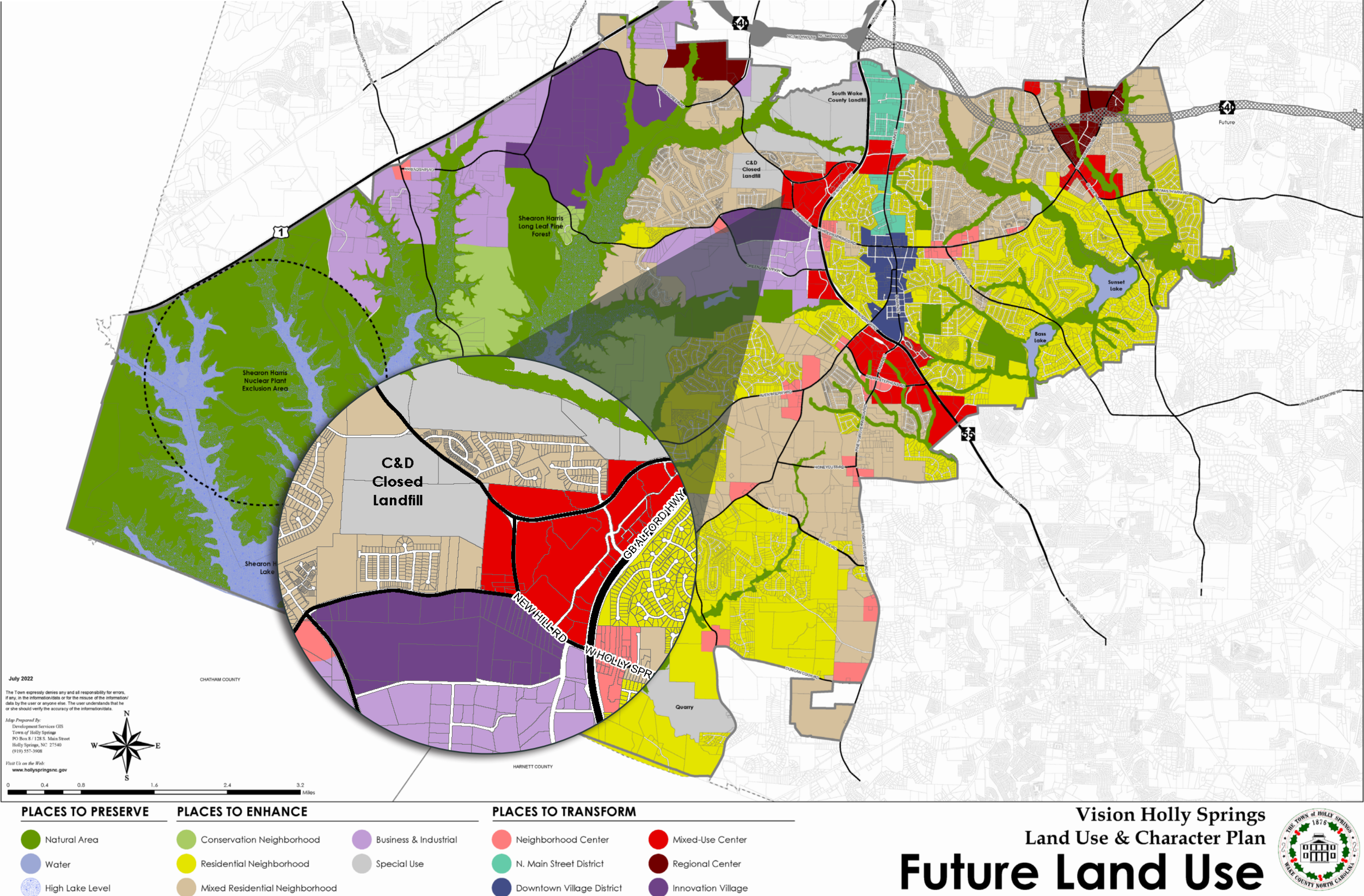
dated October 2023



The proposed rezoning to Community Business - Conditional District (CB-CD) from Heavy Industrial is aligned with Town's Comprehensive Plan. The Comprehensive Plan Future Land Use Map has identified this site as a Mixed-Use Center. The proposed rezoning to CB-CD will allow for a mix of uses to be developed on this site, in close proximity to larger scale commercial centers, schools, and existing residential and mixed-use areas along Old Holly Springs Apex Road. A blend of neighborhood scaled commercial uses and multi-family units will create a vibrant development that enhances housing choice and commercial space in a growing community. A fueling station is contemplated on the southern portion of the property along Holly Springs New Hill Road which will serve as the primary commercial center of this development.

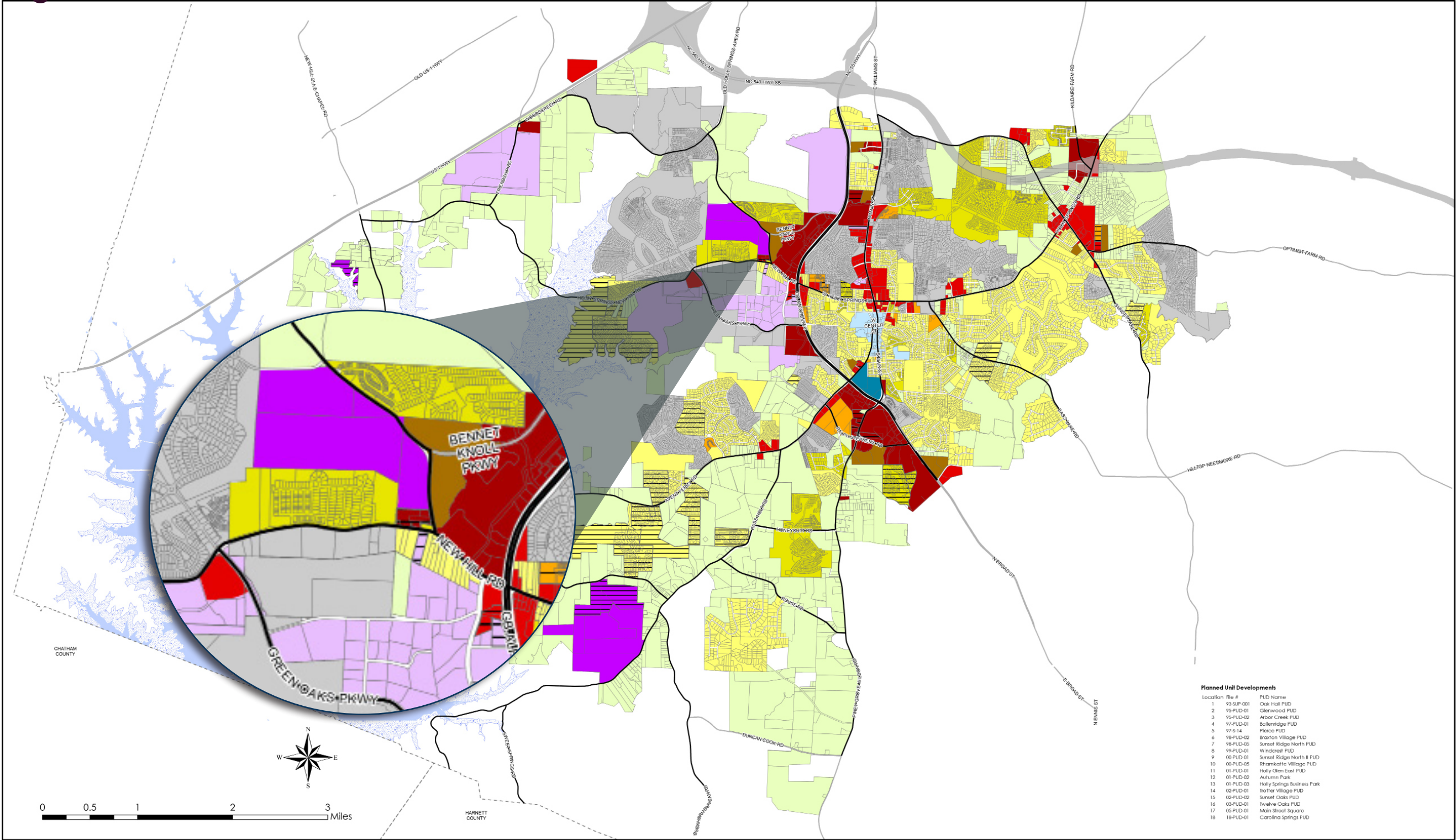
2 Land Use

dated July, 2022



3 Zoning

dated March 2022



Planned Unit Developments

Location	File #	PUD Name
1	93-SUP-001	Oak Hall PUD
2	95-PUD-01	Glenwood PUD
3	95-PUD-02	Arbor Creek PUD
4	97-PUD-01	Balfordridge PUD
5	97-S-14	Pierce PUD
6	98-PUD-02	Branton Village PUD
7	98-PUD-05	Sunset Ridge North PUD
8	99-PUD-01	Windcrest PUD
9	00-PUD-01	Sunset Ridge North II PUD
10	00-PUD-05	Rhankelville Village PUD
11	01-PUD-01	Holly Glen East PUD
12	01-PUD-02	Autumn Park
13	01-PUD-03	Holly Springs Business Park
14	02-PUD-01	Trotter Village PUD
15	02-PUD-02	Sunset Oaks PUD
16	03-PUD-01	Twelve Oaks PUD
17	05-PUD-01	Main Street Square
18	18-PUD-01	Carolina Springs PUD

Parcels

Shearon Harris Lake

Proposed Shearon Harris Lake Level

Conditional Use

RR Rural Residential

SR Suburban Residential

NR Neighborhood Residential

NCR Neighborhood Center Res

MXR Mixed Use Residential

NMX Neighborhood Mixed Use

DMX Downtown Mixed Use

PUD Planned Unit Development

CB Community Business

SP CU Special District

BRT Business Research Technology

HI Heavy Industrial

The Town expressly denies any and all responsibility for errors, if any, in the information/data or for the misuse of the information/data by the user or anyone else. The user understands that he or she should verify the accuracy of the information/data.

Map Prepared By:
Developer Services GIS
Town of Holly Springs
PO Box 8 / 128 S. Main Street
Holly Springs, NC 27540
(919) 557-3908

Visit Us on the Web:
www.hollyspringsnc.gov

Town of Holly Springs
Zoning Map



Updated: March 22, 2022

3 Zoning

The proposed rezoning to Community Business - Conditional District (CB-CD) is compatible with both the Comprehensive Plan and the surrounding developments. A CB-CD zoning would allow for a mix of multi-family residential uses along with appropriate neighborhood scale commercial uses to develop at the site, which will complement the larger-scale commercial center to and the Mixed-Use Residential areas east of the site, directly across Old Holly Springs Apex Road. The proposed development will consist of apartment dwellings and a fueling station is contemplated on the southern portion of the property along Holly Springs New Hill Road which will serve as the primary commercial center of this development. There is a need for continued residential and neighborhood commercial needs west of GB Alford Highway. The emergence of the Amgen, Fuji, and Green Oaks Tech Center will bring many professionals needing readily available, convenient housing. This development will create a lively and welcoming community center for folks to live, work, and play.

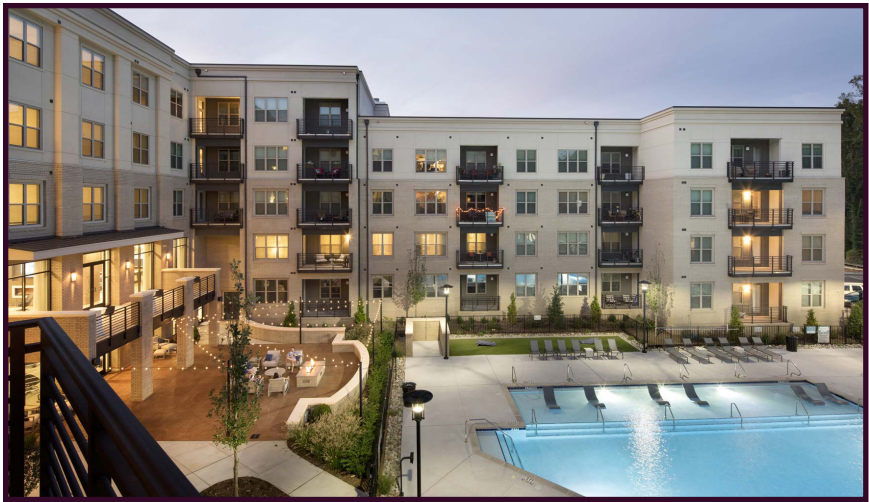
PERMITTED USE TABLE

The uses listed in the permitted use table shall be the only uses permitted as part of this development.

Use	
Apartment Dwelling	PS
Hotel	P
Business Services	P
Childcare Center	PS
Medical Office	P
Office Use	P
Personal Services	P
Veterinary Clinic/Hospital	P
Food/Restaurant Uses	P
Retail Uses	P
Civic Building	PS
Assembly	P
Fueling Station	PS
Drive-In/Drive-Through	PS
P = Permitted, PS= Permitted with additional standards	

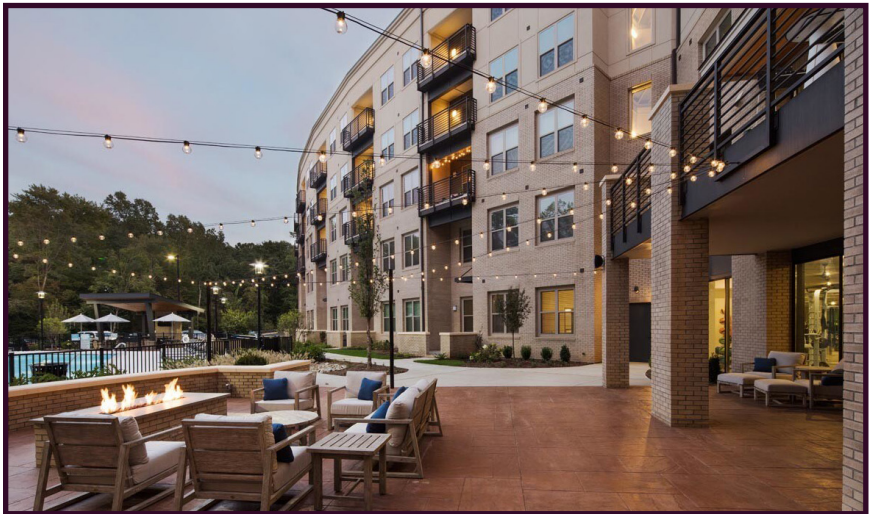
4 Proposed Development

The proposed development will consist of both multi-family and commercial uses, as well as a variety of open spaces across the site. Townhome style multi-family units will front along Old Holly Springs Apex Road with traditional multi-family units towards the center of the site, Open space will be distributed throughout the site, giving all residents and users convenient access to green space for gathering and recreating. A central plaza area will be located near the center of the site. A vehicle fuel service station and convenience market are contemplated on the southern portion of the site along Holly Springs New Hill Road. The development will serve as an inviting and welcoming transition from the higher intensity developments along GB Alford Highway.

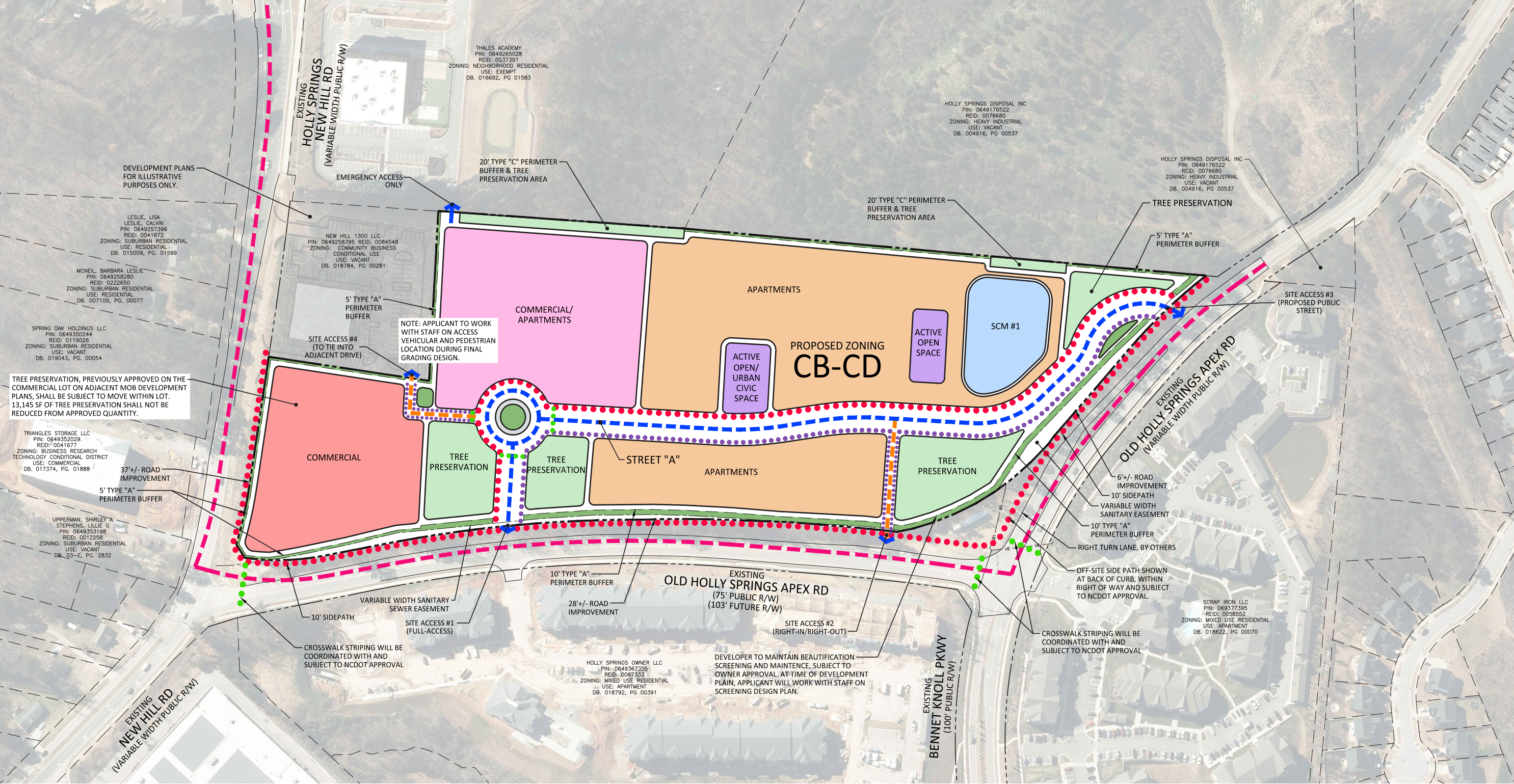


Proposed Uses	Units/Square Footage
Commercial	7500 sf + 12 fuel pumps
Apartment Dwellings	298 units
Open Space	15%

*Villa style apartment units shall not exceed 10% of the total unit count.



4 Proposed Development



SITE DATA			
OWNER	NAME	PIN	REAL ESTATE ID
	FUSION VENTURES LLC	0649361536	0065323
	NEW HILL 1300 LLC	0649352730	0047145
	FUSION 1300 LLC	0649353581	0031660

OPEN SPACE	REQUIRED	3.04 AC (15%)
	PROVIDED	3.04 AC MIN.
TREE PRESERVATION AREA	REQUIRED	2.03 AC (10%)
	PROVIDED	2.05 AC MIN.

EXTERIOR BUILDING SETBACKS (COMMERCIAL)	ALONG ALONG NEW HILL HOLLY SPRINGS ROAD	20' MINIMUM
	C-STORE ALONG NEW HILL HOLLY SPRINGS ROAD	20' MINIMUM*

LEGEND

4 Proposed Development

DEVELOPMENT STANDARDS- RESIDENTIAL

The following standards shall apply to all proposed buildings within the development. Building and Site Design shall be in accordance with UDO Sections 3,4,and 5, except as modified in this section:

Development Intensity	UDO Standard	Proposed Standard
Maximum Gross Density		
Maximum Gross Residential Density Allowed	15 units/acre	14.98 units/acre
Maximum Gross Floor Area		
Floor Area: Ground Floor Story Allowed	no max	n/a
Open Space and Gathering Area		
Overall Minimum Open Space Required**	15%	15%
Exterior Building Setbacks - All Structures (ft)		
Exterior Setback to Adjacent All Other Residential Districts (minimum)	50'	20'
Exterior Setback to Adjacent Commercial	5'	5'
Adjacent to Thoroughfare	25'	Min: 20'
Interior Building Setbacks*		
Front	30'	Min: 10'
Side and Rear	5'	10'
Side Corner	30'	Min: 10'
Buffers		
CB(CD) Buffer	10' Type B	5' Type A
HI Buffer	5' Type A	5' Type A
NR Buffer	20' Type C	20' Type C
Thoroughfare Buffer	5' Type A	Residential: 10' Type A
Building Height		
All Primary Structures (minimum)	25'	20'*
Primary Structures - Minimum number of stories	1	1
Primary Structures - Maximum Height	60'	60'
Attached Dwellings adjacent to Old Holly Springs Apex Road	n/a	48'
Accessory Structures (maximum)	n/a	n/a
All other applicable development standards not listed here shall follow UDO standards and requirements.		

* Where applicable, building setbacks shall be measured from the perimeter boundary property line of the parcel. Street A shall be considered a primary street. Building setbacks shall be measured from the right-of-way of Street A.
**Open space is calculated and required for the overall site.

DEVELOPMENT STANDARDS- COMMERCIAL

The following standards shall apply to all proposed buildings within the development. Building and Site Design shall be in accordance with UDO Sections 3,4,and 5, except as modified in this section:

Development Intensity	UDO Standard	Proposed Standard
Maximum Gross Floor Area		
Floor Area: Ground Floor Story Allowed	no max	n/a
Open Space and Gathering Area		
Overall Minimum Open Space Required**	15%	15%
Exterior Building Setbacks - All Structures (ft)		
Exterior Setback to Adjacent All Other Residential Districts (minimum)	50'	20'
Exterior Setback to Adjacent Commercial	5'	5'
Exterior Setback Along New Hill Holly Springs Road	25'	20'
Interior Building Setbacks*		
Front	30'	Min: 10'
Side and Rear	5'	No Minimum
Side Corner	30'	Min: 10'
Buffers		
CB(CD) Buffer	10' Type B	5' Type A
HI Buffer	5' Type A	5' Type A
NR Buffer	20' Type C	20' Type C
Thoroughfare Buffer	5' Type A	Commercial: 5' Type A
Building Height		
Minimum Building Height	25'	20'***
All other applicable development standards not listed here shall follow UDO standards and requirements.		

* Where applicable, building setbacks shall be measured from the perimeter boundary property line of the parcel. Street A shall be considered a primary street. Building setbacks shall be measured from the right-of-way of Street A
**Open space is calculated and required for the overall site.
***One element of the commercial building shall be a minimum of 25'; however the overall building shall be a minimum of 20'.

PUBLIC ART

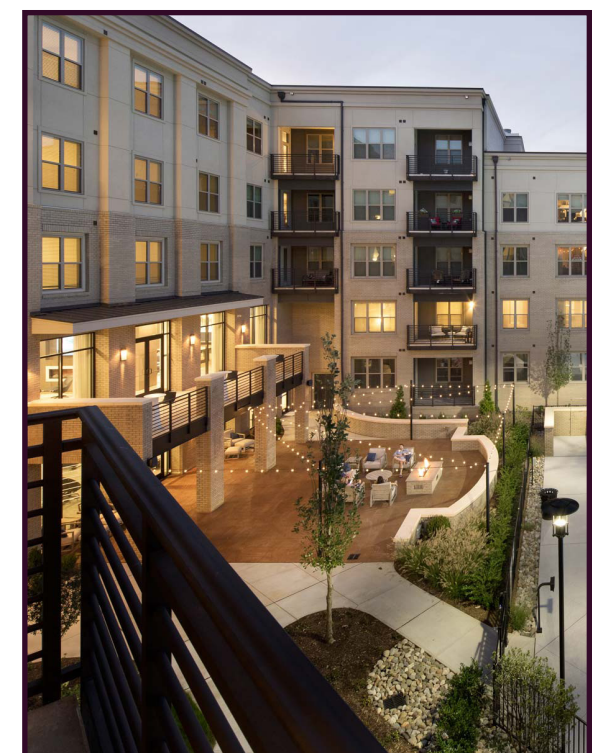
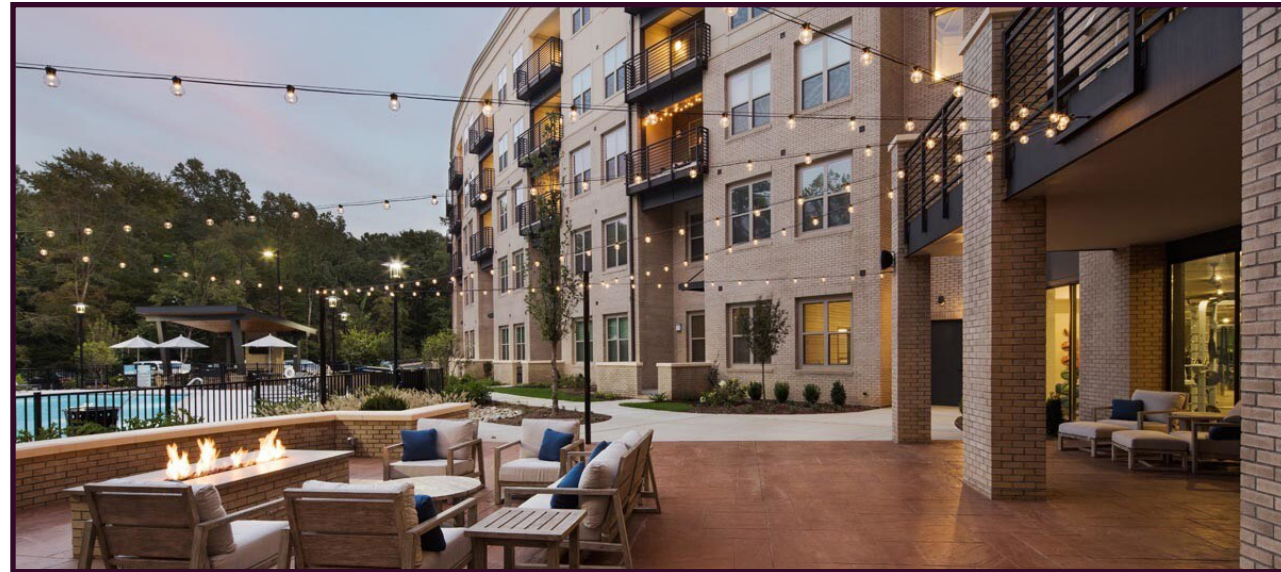
Public art shall be provided on site. The location of the art shall be coordinated and determined at time of site plan. This shall not apply to the portion of the site where the fueling station will be located.

PARKING STANDARDS

The following shall apply to all proposed residential and commercial buildings within the development. Parking Standards shall be in accordance with UDO section: 6.

4 Proposed Development (Apartment Dwelling)

Precedent imagery are for demonstration purposes only.



4 Proposed Development (Apartment Dwelling) Along Old Holly Springs Apex Road

Precedent imagery are for demonstration purposes only.



4 Proposed Development (Commercial)

Precedent imagery are for demonstration purposes only.



5 Building Design Standards

The following standards shall apply to all proposed buildings within the development. Building and Site Design shall be in accordance with UDO Section 8, except as modified in this section:

VERTICAL VARIATIONS

Building walls shall consist of a building bay or structural building system visually established by architectural features including but not limited to columns, ribs, pilasters or piers, changes in plane, or an equivalent element that subdivides the wall into human scale proportions. Minimum changes shall be two (2) inches in depth. The maximum spacing for a vertical variation shall be no greater than thirty-six (36) feet. In lieu of vertical variations either material changes or balconies may be utilized to meet this requirement.

BUILDING HEIGHT (ALL BUILDINGS)

The current (October 2023) Town of Holly Springs Definition of building height shall be referenced for conformance with height restrictions for the subject property:

- » *The vertical distance measured from the average elevation of the proposed finished grade at the front of the building or structure to the uppermost eave line, provided, however, appurtenances such as chimneys, spires, cupolas, steeples, parapet walls, antenna attached to a building or structure shall not be included in the calculation of building height. The extension of a roof line beyond the vertical wall of a building.*

OLD HOLLY SPRINGS APEX ROAD:

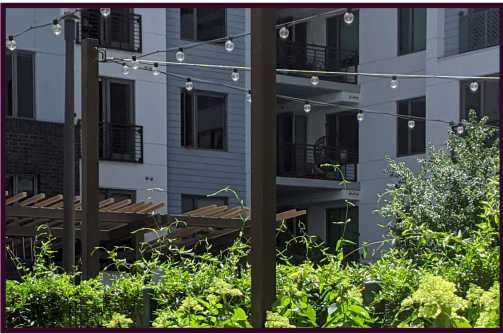
Apartment buildings located adjacent to Old Holly Springs Apex Road shall be limited in height and provide enhanced design standards as follows:

- » 60' Maximum Building Height
- » No parking shall be allowed between a residential building and the public right-of-way of Old Holly Springs Apex Road.
- » A minimum of one (1) street-facing pedestrian entrance facing Old Holly Springs Apex Road shall be provided.
- » Where the topography falls away from the Old Holly Springs Apex Road public right of way, an additional level shall be allowed on the downhill side of the building. Building height shall be measured/established on the street-facing elevation.

INTERIOR APARTMENT BUILDINGS:

Buildings located within the interior of the property and not fronting on Old Holly Springs Apex Road shall be limited in height as follows:

- » No additional tuck-under level shall be allowed



5 Building Design Standards

The following standards shall apply to all proposed apartment dwelling buildings within the development. Building and Site Design shall be in accordance with UDO Section 8, except as modified in this section:

APARTMENT DWELLING FACADE STANDARDS

PRIMARY FACADES

- » Shall comply with UDO Section 8.

SECONDARY FACADES

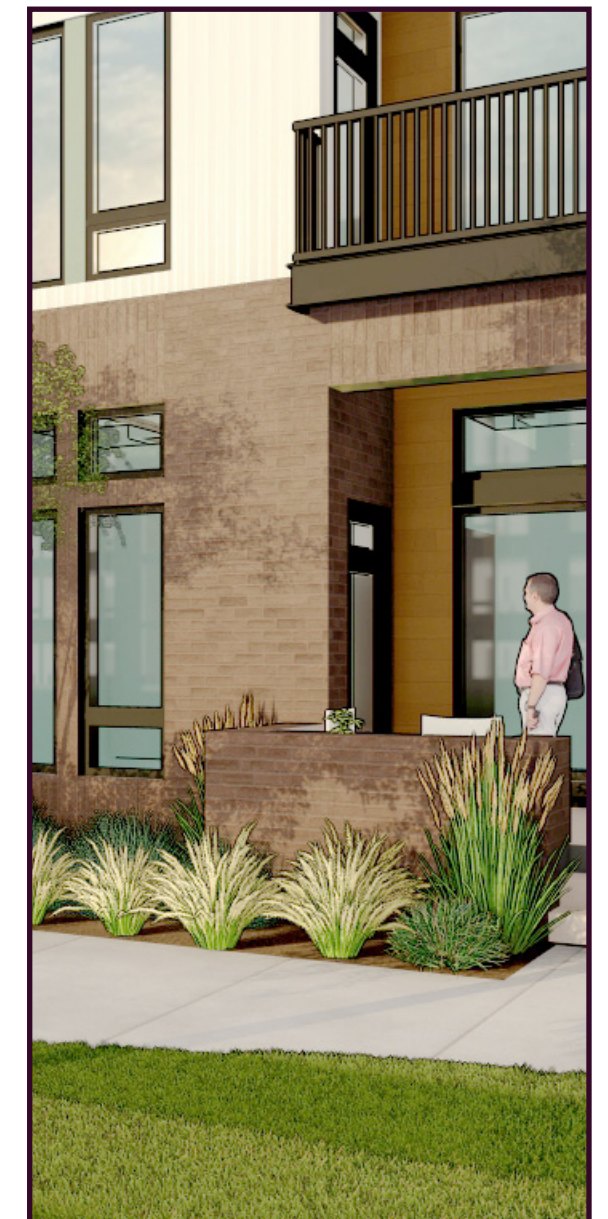
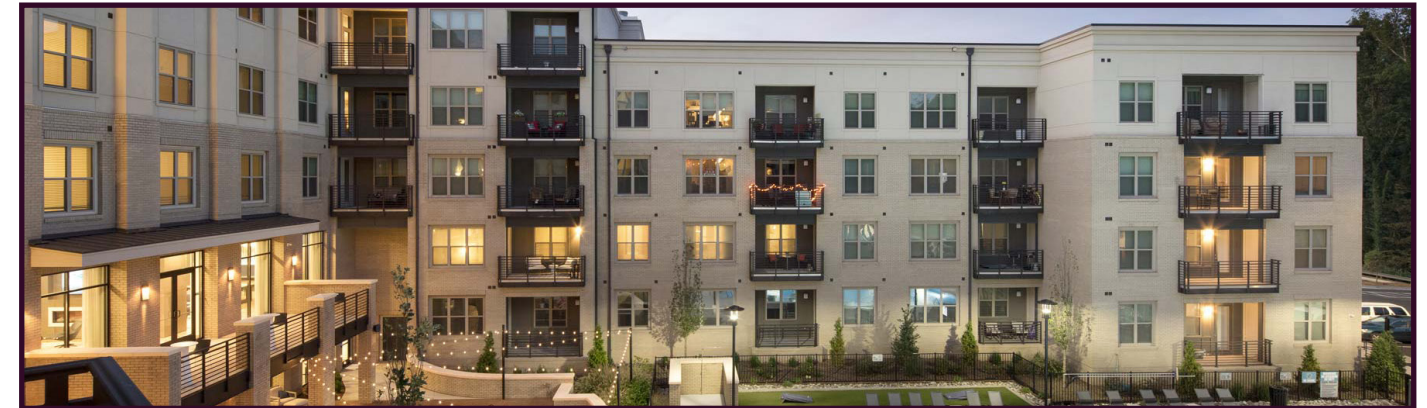
- » Shall comply with UDO Section 8.

ACCENTS

- » Shall comply with UDO Section 8.

ADDITIONAL APARTMENT DWELLING STANDARDS

- » To create architectural interest, no less than three (3) distinct colors, textures, and finishes shall be incorporated into the building design.
- » Building materials and colors shall be cohesive and complimentary for all buildings within the development
- » Decks, patios, and balconies may incorporate concrete, lightweight concrete, treated wood, composite decking (ie. Trex), or similar decking.
- » Building footprint plan offsets shall be a minimum of six (6) inches
- » Building soffits may incorporate wood, synthetic wood, fiber cement, or metal.
- » Residential dwellings located within 100' of the Old Holly Springs Apex Road right of way shall provide windows and doors with a Sound Transmission Coefficient Rating of 35 or greater. These standards shall not apply to a service door (i.e. - sprinkler riser room, maintenance room, etc.) or to a vehicle garage door
- » A minimum of 50% of HVAC equipment shall be roof-mounted.
- » A centralized village area will be created as a focal point of development intended to elevate the human experience in activated public spaces
- » The primary roof of an apartment building shall incorporate either a low-pitch roof (equal to or less than a 4:12 pitch) or a flat roof with a parapet. This standard shall not apply to incidental roofs for gables, stoops, porches, or similar building features.



5 Building Design Standards

The following shall be in place of UDO Section 8.2.G.4.a in order to create an urban character that aligns with the surrounding areas:

COMMERCIAL FACADE STANDARDS

PRIMARY FACADES

- » Minimum 60% Type 1 Materials.
- » Building(s) shall be designed with primary facades along all street intersections

SECONDARY FACADES

- » Type 2 Materials. Secondary facades are defined as facades not facing the primary public road (Old Holly Springs Apex Road) or the internal Main Street.

ACCENTS

- » Maximum 10% Type 3 Materials.

ADDITIONAL COMMERCIAL/MIXED-USE STANDARDS

- » Wood, synthetic wood, metal or fiber cement soffits;
- » Commercial/Mixed Use buildings less than 25,000sf shall have a minimum 40% transparency at the ground-floor commercial spaces up to 10' above the finish floor to maintain the urban character of the development.
- » Building design shall incorporate architectural accent lighting (eg. goose neck lights, wall scones, etc)
- » Lighting fixtures shall be compatible with the principal building and adjacent areas of the development.
- » Light fixtures and poles shall be finished in black, dark brown, or architectural bronze.
- » Gas canopies shall be predominantly a dark, neutral, or muted color.
- » The fueling station will comply with the requirements of UDO section 3.3.5 G



5 Design Standards

LANDSCAPE DESIGN

KEY ELEMENTS

- » Plant species shall be selected that offer strong, bold seasonal colors and a variety of textures.
- » Placemaking shall be encouraged in commercial areas, which may contain decorative pavers, benches, trash receptacles, as well as supplemental plantings.
- » Whenever foundation landscaping is not feasible along commercial buildings, potted planters shall be installed along the front building facade. Final pot design and placement shall be approved by Development Services.
- » Concrete, concrete paver, or brick paver accents at walkways.

NATIVE PLANTS

- » The Planting Plan for any proposed community on the property shall feature native plants to provide habitat for insects, pollinators, birds, and wildlife. The plant list may include non-native plants, but native plant species shall comprise no less than seventy-five percent (75%) of proposed plantings. (Native Plant species shall be selected in accordance with published criteria provided by the Town of Holly Springs and North Carolina State University, or similar institution.)

GREEN STORMWATER INFRASTRUCTURE

- » Planting design and stormwater management design shall be integrated for any proposed above ground surface stormwater management facilities. Any new site plan for the property shall provide no less than three (3) Green Stormwater Infrastructure (GIS) features. The features may be the same type or be composed of a variety of different features including but not limited to: bioretention basin, rain garden, vegetated swale, planter box, or other GIS measure; subject to approval by Town of Holly Springs Stormwater Review Staff.

TURF LAWN GRASS:

- » Proposed turf lawn grass shall be selected to minimize the use of chemical treatments and to minimize the use of irrigation. Warm season turf species (such as Zoysia, Centipede, St. Augustine, etc.) shall be specified; exceptions for shade dominant areas and for temporary erosion control shall be allowed. Lawn turf grass selection shall incorporate guidance from North Carolina State University Extension Service.



Native plantings provide a habitat for local wildlife



Planters create visual interest



Pollinator species protect endangered wildlife



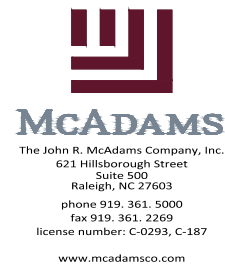
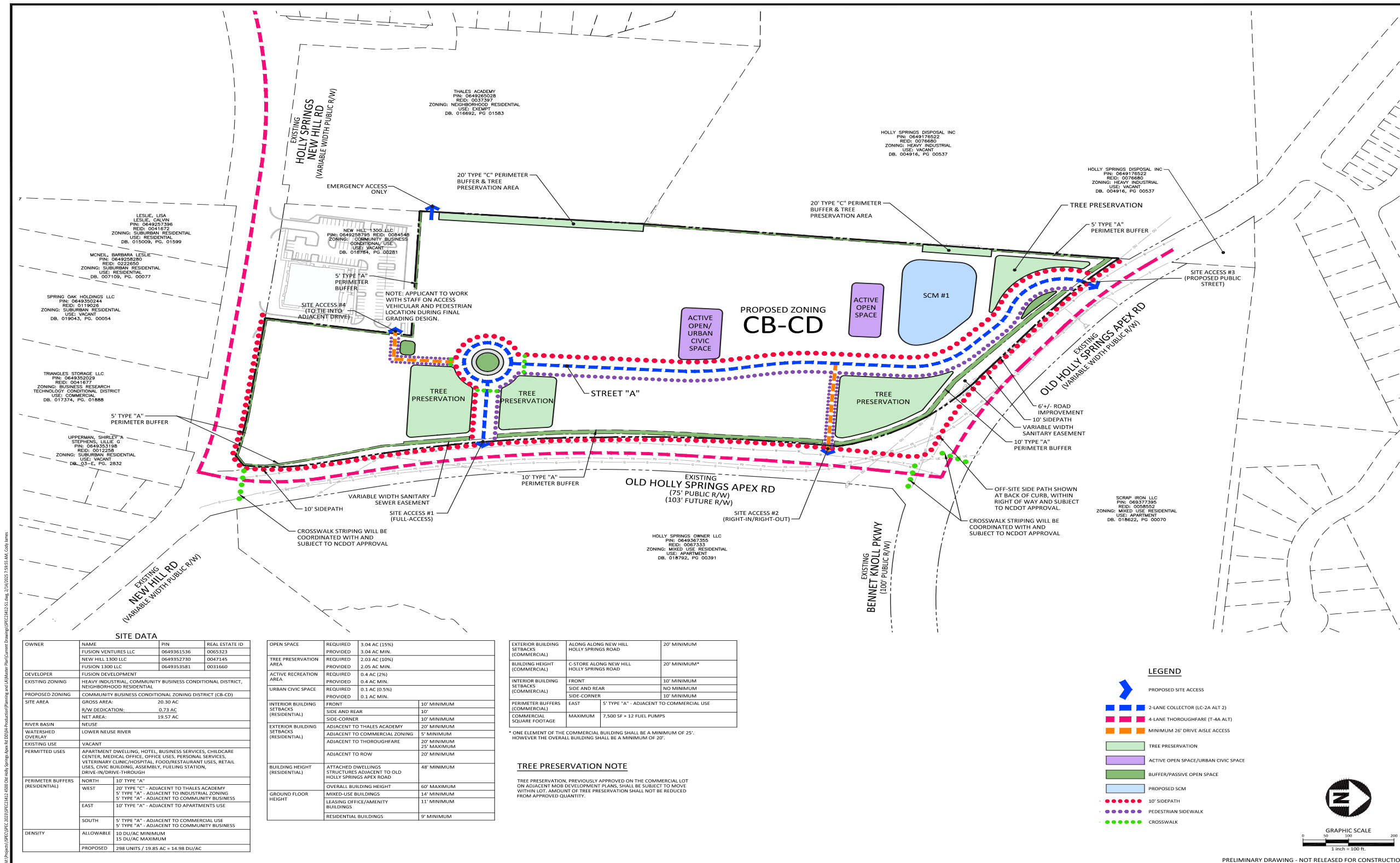
Green Stormwater Devices mitigate runoff



Supplemental plantings enhance the sense of place

5 Design Standards

Gathering and Open Space



CLIENT

FUSION DEVELOPMENT
213 W. BALLENTINE ST
HOLLY SPRINGS, NC 27540
PHONE: 919. 669. 6895



**4500 OLD HOLLY SPRINGS
APEX ROAD
MASTER PLAN**

REZONING CASE NUMBER: 24-REZ-02/PLR2202400061

4500 OLD HOLLY SPRINGS APEX RD
HOLLY SPRINGS, NC 27540

REZONING CASE NUMBER: 24-REZ-02/PLR202400061
4500 OLD HOLLY SPRINGS APEX RD
HOLLY SPRINGS, NC, 27540

REVISIONS

NO.	DATE	
1	09. 06. 2024	PER TOWN COMMENTS
2	10. 11. 2024	PER TOWN COMMENTS
3	11. 08. 2024	PER TOWN COMMENTS
4	12. 13. 2024	PER TOWN COMMENTS
5	01. 17. 2025	PER TOWN COMMENTS
6	02. 14. 2025	PER TOWN COMMENTS

PLAN INFORMATION

PROJECT NO.	SPEC-23412
FILENAME	SPEC23412-S1
CHECKED BY	LH
DRAWN BY	CJ
SCALE	1"=100'
DATE	03. 07. 2024
SHEET	

OPEN SPACE & PRESERVATION PLAN

C2.02

5 Design Standards

GATHERING & OPEN SPACE

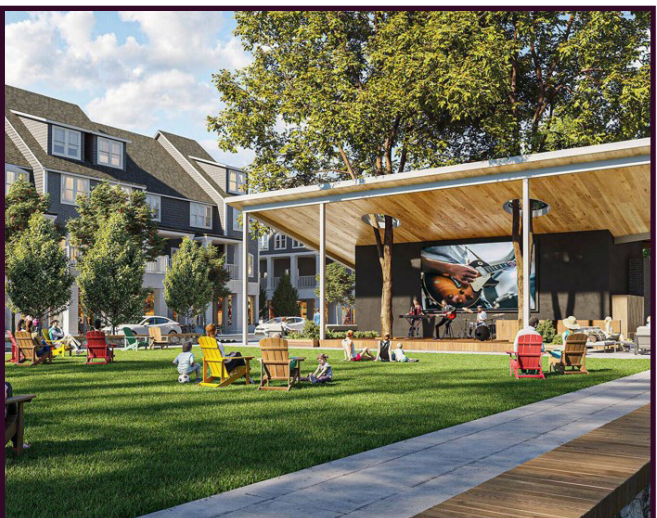
KEY ELEMENTS

- » Urban civic space shall be met by introducing plaza areas that will be available for all residents and business patrons alike. These plaza areas shall contain the following elements: benches, trash receptacles, decorative pavers and supplemental planters.
- » Activated open spaces shall include:
 - Tot Lots
 - Athletic Fields
 - Outdoor courts (Pickleball)
 - Indoor Courts
 - Swimming Pools
 - Greenway Trails
 - Meeting or Activity Rooms
 - Community Gardens
 - Play Apparatus
- » Urban Civic Spaces:
 - Patio/plaza Places
 - Shelter Structures
 - Benches
 - Tables
 - Landscape Planters
 - Gardens
 - Play Apparatus

OPEN SPACE SITE DATA TABLE		
Total Site Area: 19.71 acres	UDO Standard	Proposed Standard
Total On-site Private Open Space	15%	15%
Active Recreation Area	2%	2%
Urban Civic Space	.5%	.5%
Tree Preservation	10%	10%



Open spaces dispersed across the project area



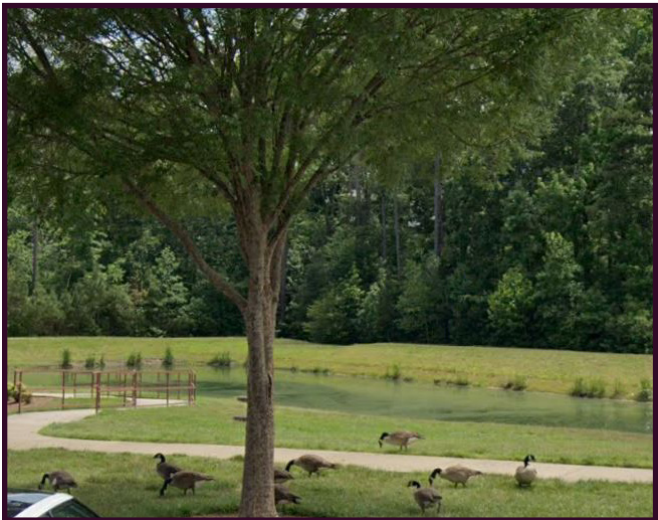
Balance of hardscape and landscape



Benches, seating and other amenities will activate open spaces



Supplemental plantings and varied planters add visual interest



Pedestrian connections



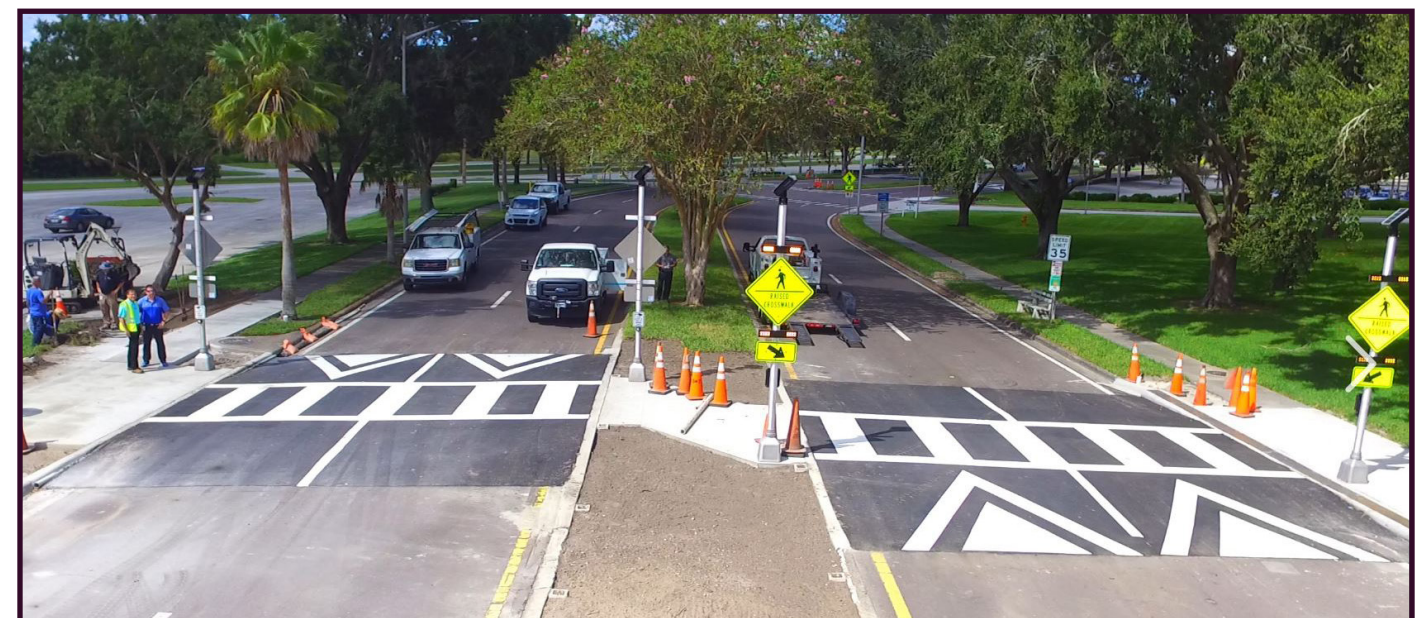
Variation assures interest is maintained within the gathering space

6 Streetscape and Mobility Standards

Streetscapes

- » All streets external to the site, shall comply with all UDO and CTP standards.
- » All interior drives and drive aisles will comply with UDO and Fire Code standards.

» Crosswalk Precedents





Holly Springs Planning Board

Planning Board Meeting Agenda Cover Sheet

Agenda Item#: 7.

Development Services

Title: Seminannual UDO Text Amendments 25-UDO-01

Strategic Priority Area: Vibrant Community
Growth Management & Economic Vitality

Staff Resource: Cheryl Caines, Development Services

Action(s):

- Adopt Consistency Statement.
- Recommend the Town Council approve/deny Unified Development Ordinance Text Amendment 25-UDO-01.

Explanation:

- This Unified Development Ordinance (UDO) text amendment package contains the Spring 2025 amendments for consideration as part of the Town's normal twice-yearly initiative to review and amend the ordinance where appropriate.
- The proposed UDO text amendment package contains a series of amendments to various sections of the UDO identified by staff during the implementation and administration of the ordinance. Amendments contained in the attached draft ordinance include relocating encroachment allowances into one table, modifications of definitions related to corner and interior sides and development restrictions within side yards, updates to reflect changes in the Parkland Dedication & Fee-in-Lieu policy, and various clarifications and technical corrections.
- Detailed language of the proposed amendment can be found in the attached draft ordinance 25-06.
- As a living document, it is customary for the ordinance to need clarification or changes as town policies change, interpretations are made, or community expectations evolve.

Town Council Public Hearing

- The legislative public hearing process for Type 6 Reviews, including UDO Text Amendments, is prior to the Planning Board Review and Recommendation.
- The public hearing was held on March 18, 2025. A link to the Public Hearing Video is included in the staff report.
- No issues or concerns were raised during the public hearing.

Background:

- The Town Council adopted an amendment to the UDO in 2024 that updated the process for legislative cases such as Rezoning and Unified Development Ordinance Amendments.
- Included in this update was a change to the timing of the public hearing - changing the public hearing to occur prior to the Planning Board meeting instead of immediately prior

Planning Board Meeting
March 25, 2025

to the Town Council decision.

- In accordance with the updated process, consideration of these amendments will take place on the following schedule:
 - Tuesday, March 18 - Town Council Public Hearing
 - Tuesday, March 25 - Planning Board review and recommendation
 - Tuesday, April 15 - Town Council consideration and decision
- Staff provided an overview of some of these amendments at the February 6, 2025 Mayor and Council Retreat.
- The Parkland Dedication Report and updated dedication and fee-in-lieu methodologies were presented and accepted at the November 12, 2024 Town Council Workshop with next steps to be incorporated into the UDO.
- In October 2021, the Town Council adopted the 2022 UDO with an effective date of March 1, 2022.

Funding Source(s):

Attachment(s):

1. 25UDO01_Spring2025_StaffRpt_031825
2. 25UDO01_Supp5_FinalDraft_031825



Project Type: Unified Development Ordinance (UDO) Text Amendment

Applicant / Petitioner:

Town of Holly Springs

Amendment Overview

This UDO text amendment package contains the Spring 2025 amendments for consideration as part of the Towns twice-yearly initiative to update the Ordinance. Detailed language of the proposed amendment can be found in the attached draft ordinance.

In October 2021, the Town Council adopted the 2022 UDO with an effective date of March 1, 2022. Following adoption, staff has been working with residents, businesses, and the development community to implement the ordinance and has determined a list of amendments needed to make technical corrections and minor modifications. The proposed UDO text amendment package contains a series of edits to various UDO sections that have been identified by staff during implementation and administration of the ordinance. As a living document, it is customary for the ordinance to need clarifications or changes as town policies change, interpretations are made, or community expectations evolve. This amendment package also contains updates to Public Parkland dedication and fees-in-lieu, which implement updated methodologies accepted by the Town Council in November 2024.

Requested Action:

Legislative Decision: The Town Council must hold a Legislative public hearing to receive public comments regarding the proposal. The Amendments will be forwarded to the Planning Board for review and recommendation.

Table of Contents:

Unified Development Ordinance (UDO) Text Amendment Information	Page 2
Decision-Making Information	Page 4



Unified Development Ordinance (UDO) Text Amendment Information

The proposed amendments table below provides a summary of the proposed changes to the Town of Holly Springs Unified Development Ordinance (UDO) and an explanation of why the change is needed.

Purpose of Amendment Key	
Legal Compliance	Change made to comply with North Carolina General Statutes or other legal change.
Clarification or Correction	Change made to provide clarification on UDO intent, prevent misinterpretations, or correct grammatical errors.
Minor Change	Minor changes made to further achieve goals and policies outlined in the Comprehensive Plan or changes made to better implement the established policy based on resident, business, and development community feedback.
Major Change	Major changes to support a specific town policy or substantially change current UDO regulations.

List of Amendments		
Ordinance Part	Purpose of Amendment	Amendment Summary
1, 2, 3	Clarification or Correction	Update table notes to reflect section references based on proposed amendments.
4	Clarification or Correction	Moving the existing Standards for Outlots from the Setback Encroachment Allowances section as these standards relate to setback and perimeter buffer requirements for Outlot development and not encroachments;
	Minor Change	Updating the Encroachment Allowances table to address conflicts with other code sections and place all encroachments allowed in the code into one location;
		Updating figures to reflect proposed definition changes.
5	Clarification or Correction	Update Conditional District Ineligible Activities language regarding Public Parks to reflect proposed changes in Parkland Dedication and Fee-in-Lieu (Chapter 4).
6, 7	Clarification or Correction	Clarify that uses within Conditional Zoning Districts shall meet additional use standards.
8	Clarification or Correction	Specify the permitted locations of Drive in/Drive Through uses with additional standards based on the updated side and rear yard definitions.
9	Clarification or Correction	Clarify restrictions on locating fueling station canopies within easements, perimeter buffers, and setbacks based on the updated side and rear yard definitions.



10	Clarification or Correction	Specify and clarify the permitted locations of accessory structures based on the updated side and rear yard definitions.
11, 12, 13, 14	Clarification or Correction	Correct terminology to be consistent with use in other code sections and with defined terms. Specify and clarify the permitted locations of accessory structures based on the updated side and rear yard definitions.
15, 16	Clarification or Correction	Correct terminology to be consistent with use in other code sections.
17	Clarification or Correction	Correct section reference.
18	Clarification or Correction	Correct a defined term and Land Use & Character designation; clarify the open space requirements for sites within the Downtown Village District.
19	Clarification or Correction	Update section reference for Public Park Land requirements; specify that open space requirements do not apply to Infrastructure Uses such as substations, waste treatment plants, pump stations, and telecommunications.
	Minor Change	
20	Clarification or Correction	Correct section reference and clarify components required for Open Space Calculation
21	Clarification or Correction	Grammatical correction.
22	Clarification or Correction	Remove duplicative text.
23	Clarification or Correction	Update Public Park Land fee-in-lieu criteria to determine when it may be allowed in lieu of dedication; update methodologies for public park land dedication and fee-in-lieu calculation; update administration language of dedication and fees-in-lieu.
	Legal Compliance	
24	Clarification or Correction	Correct UDO chapter reference.
25	Clarification or Correction	Clarify standard; correct spelling error.
26	Clarification or Correction	Move Forecourt regulations into a more appropriate location (Building Placement and Orientation); delete encroachment language which is being relocated to a centralized Encroachment Allowances table in Chapter 2.
27, 28	Clarification or Correction	Update Public Park "Space" to "Land" to be consistent with Chapter 4 amendments.
29	Clarification or Correction	Modify definitions to be consistent with and support administration of other proposed amendments.
	Minor Change	



Decision-Making Information

Comprehensive Plan Summary Table

Vision Holly Springs Comprehensive Plan	
Land Use & Character Plan (Section 1)	☒ Consistent ☐ Inconsistent
Comprehensive Transportation Plan (Section 2)	☒ Consistent ☐ Inconsistent
Parks, Recreation & Greenways Master Plan (Section 3)	☒ Consistent ☐ Inconsistent
Community Facilities Plan (Section 4)	☒ Consistent ☐ Inconsistent
Infrastructure & Utilities Plan (Section 5)	☒ Consistent ☐ Inconsistent
Natural Resources Plan (Section 6)	☒ Consistent ☐ Inconsistent

Unified Development Ordinance (UDO) Text Amendment Staff Analysis

Staff has reviewed the application and has determined the requested Zone Map Change is:

- | | |
|---|--|
| ☒ Consistent with Adopted Plans | ☐ Inconsistent with Adopted Plans |
| ☒ Reasonable and in the Public Interest | ☐ Not Reasonable and in the Public Interest |

The proposed UDO amendments further the implementation of the character-based land use approaches outlined in Section 1: Land Use & Character Plan and Section 3: Parks, Recreation, and Greenways Master Plan, and provides the tools necessary for staff and the development community to implement the goals and objectives stated in the Plan.

- Allows greater use of residential lots for accessory uses while protecting community character and minimizing impacts on adjacent properties.
- Ensures for the provision of public parks and recreation facilities.
- Corrects technical errors and makes clarifications to ensure consistent interpretation.

Staff Recommendation: ☒ Approve ☐ Deny

Previous Case Related Items

Staff provided an overview of some of these amendments at the February 6, 2025 Mayor and Council Retreat. The Parkland Dedication Report and updated dedication and fee-in-lieu methodologies were presented and accepted at the November 12, 2024 Town Council Workshop.



Legislative Public Hearing

Public Hearing Date: 3/18/2025

Public Hearing Video: <https://hollyspringsnc.portal.civicclerk.com/event/561/overview> (Public Hearing begins at 3:07:30)

Legislative Public Hearing Summary

Prior to the Legislative Public Hearing:

- Published notice was made twice in the News & Observer.

Public Hearing Discussion:

- No issues or concerns were raised during the public hearing.

Planning Board Consideration & Action

Planning Board Decision Type: Advisory Decision

Advisory Decision

The Planning Board must review the application and make a recommendation to the Town Council.

The Planning Board should consider whether or not the Unified Development Ordinance (UDO) Text Amendments are consistent with the Vision of Holly Springs Comprehensive Plan and are reasonable and in the public interest.

Action #1: Plan Consistency Statement

The Planning Board must determine whether the Unified Development Ordinance (UDO) Amendment is consistent or inconsistent with Vision Holly Springs Comprehensive Plan.

Per NCGS § 160D-604(d), the Planning Board shall advise and comment on whether the proposed action is consistent with all applicable officially adopted plans, and provide a written recommendation to the Town Council that addresses plan consistency and other matters as deemed appropriate by the Planning Board, but a comment by the Planning Board that a proposed amendment is inconsistent with the officially adopted plans shall not preclude consideration or approval of the proposed amendment by the Town Council.



Motion to Adopt the following Plan Consistency Statement (choose the appropriate Plan Consistency Statement):

Option 1: Staff Recommended Plan Consistency Statement

The Planning Board may adopt the staff recommended Plan Consistency Statement or modify the staff recommended Plan Consistency Statement.

The proposed Unified Development Ordinance (UDO) amendments provide the Town of Holly Springs the necessary policies and development standards to implement *Vision Holly Springs*. Specifically, the proposed UDO implements the character-based land use approaches outlined in *Section 1: Land Use & Character Plan* and provides opportunities for more mixed-use activity centers throughout Holly Springs, provides context sensitive infill opportunities, and provides increased opportunities to diversify home & neighborhood choices in the community. The proposed UDO amendments also implement the goals and policies of Section 2: Comprehensive Transportation Plan, by providing the standards needed to implement the Town's transportation infrastructure needs and Section 3: Parks, Recreation and Greenways Master Plan by providing the standards to implements the Town's Parks and Recreation needs. Finally, the proposed UDO text amendments provide the tools necessary for staff and the development community to implement the goals and objectives stated in the Plan

Option 2: Alternate Plan Consistency Statement

The Planning Board may adopt an alternate Plan Consistency Statement using the guidance below.

☐ The requested amendment is **consistent** with
Vision Holly Springs Comprehensive Plan

or

☐ The requested amendment is **inconsistent** with
Vision Holly Springs Comprehensive Plan

for the following reasons:

Option 3: Plan Consistency cannot be Determined

The Planning board is unable to agree by majority vote on whether the Unified Development Ordinance (UDO) Amendment is consistent with Vision Holly Springs Comprehensive Plan.

**Action #2: Unified Development Ordinance (UDO) Text Amendment Petition Motion**

Motion to recommend that the Town Council approve / deny Unified Development Ordinance (UDO) Text Amendment 25-UDO-01 to modify the Unified Development Ordinance as submitted by the Town of Holly Springs, and to forward the Planning Board Action Report, to include the adopted Plan Consistency Statement and Recommendation, to the Town Council.

Next Steps**Town Council Consideration & Decision**

Town Council Decision: Legislative Decision

Legislative Decision:

Legislative public hearings are held prior to a change in policy that may affect the entire community, including decisions on the Unified Development Ordinance (UDO). The public hearing allows the Town Council to receive public comments regarding the proposal and then have discussion and deliberation. Based on the information provided on the proposal, the Town Council will make a determination on whether or not to approve the policy or modification.

Anticipated Town Council Consideration and Decision: April 15, 2025



Ordinance No. 25-06

Date Submitted: March 18, 2025

Date Adopted:

**AN ORDINANCE TO AMEND SECTIONS OF THE CODE OF ORDINANCES
TO MODIFY APPENDIX A: UNIFIED DEVELOPMENT ORDINANCE
AND ADOPT THE COMPATIBILITY STATEMENT REQUIRED BY
NORTH CAROLINA GENERAL STATUTES 160D**

WHEREAS, the Town of Holly Springs Town Council adopted *Vision Holly Springs: Town of Holly Springs Comprehensive Plan* in November 2007; and

WHEREAS, the Town of Holly Springs Town Council has maintained and updated *Vision Holly Springs: Town of Holly Springs Comprehensive Plan* by adopting *Section 1: Land Use & Character Plan* in 2019; *Section 3: Parks, Recreation and Greenways Master Plan* in 2021; *Section 2: Comprehensive Transportation Plan* in 2022; *Section 1: Land Use & Character Plan Appendix E: Downtown Area Plan* in 2023; and *Section 1: Land Use & Character Plan Appendix F: Northeast Gateway Master Plan* in 2022, and

WHEREAS, Town of Holly Springs desires to amend the Unified Development Ordinance in accordance with the goals and policies contained within *Vision Holly Springs: Town of Holly Springs Comprehensive Plan*; and

WHEREAS, the Holly Springs Planning Board has reviewed this request at a Public Meeting and recommended approval; and

WHEREAS, an opportunity for public input into the suggested amendment has been offered in a public hearing before the Town Council; and

WHEREAS, the Holly Springs Town Council finds that the proposed UDO amendments are consistent with the *Vision Holly Springs: Town of Holly Springs Comprehensive Plan* as follows: The proposed Unified Development Ordinance (UDO) amendments provide the Town of Holly Springs the necessary policies and development standards to implement *Vision Holly Springs*. Specifically, the proposed UDO implements the character-based land use approaches outlined in *Section 1: Land Use & Character Plan* and provides opportunities for more mixed-use activity centers throughout Holly Springs, provides context sensitive infill opportunities, and provides increased opportunities to diversify home & neighborhood choices in the community. The proposed UDO amendments also implement the goals and policies of *Section 2: Comprehensive Transportation Plan*, by providing the standards needed to implement the Town's transportation infrastructure needs and *Section 3: Parks, Recreation and Greenways Master Plan* by providing the standards to implements the Town's Parks and Recreation needs. The proposed UDO text amendments are reasonable and in the public interest since they provide the tools necessary for staff and the development community to implement the goals and objectives stated in the Plan; and

THEREFORE, BE IT ORDAINED by the Holly Springs Town Council of the Town of Holly Springs,

North Carolina, that the Code of Ordinances Appendix A: Unified Development Ordinance of the Town is amended as follows:

Part 1: Chapter 2 Development Standards; District Standards, Development Standards for Residential Use Districts, Table 2.2.1-A Notes.

Modify text as indicated in **bold** and remove text as indicated in ~~strikethrough~~ to maintain section reference consistency throughout the UDO, as follows:

Table 2.2.1-A Notes	
N9	The Building Placement standards shall apply to all buildings and structures, unless specifically permitted otherwise. Refer to Section 2.3. 56 Setback Encroachment Allowances.
N10	Residential Dwellings in established neighborhoods may be eligible for a Front Setback reduction based on the Building placement on adjacent Lots. See Section 2.3. 54 for allowances.

Part 2: Amending Chapter 2 Districts, District Standards, Development Standards for Commercial & Mixed-Use Districts; Table 2.2.2-A Notes.

Modify text as indicated in **bold** and remove text as indicated in ~~strikethrough~~ to maintain section reference consistency throughout the UDO, as follows:

Table 2.2.2-A - Notes	
N8	The Building Placement standards shall apply to all buildings and structures, unless specifically permitted otherwise. Refer to Section 2.3. 56 Setback Encroachment Allowances.

Part 3: Amending Chapter 2 Districts, District Standards, Development Standards for Employment/Campus Use Districts; Table 2.2.3-A Notes.

Modify text as indicated in **bold** and remove text as indicated in ~~strikethrough~~ to maintain section reference consistency throughout the UDO, as follows:

Table 2.2.3-A - Notes	
N6	The Building Placement standards shall apply to all buildings and structures, unless specifically permitted otherwise. Refer to Section 2.3. 56 Setback Encroachment Allowances.

Part 4: Amending Chapter 2 Districts; Application and Interpretation of Development Standards, Section 2.3.5 Setback Encroachment Allowances.

Add or modify text as indicated in **bold** and remove text as indicated in ~~strikethrough~~ to move the outlot setback standards from the encroachment allowances and create a separate subsection allowing outlot standards to be found more easily by applicants, modify Setback and Right-of-way Encroachments, and figures, as follows:

2.3.5 ~~Setback Encroachment Allowances~~ **Standards for Outlots**

A. Outlots or multi-tenant Buildings within an Integrated Center may provide a Minimum Setback of 0 feet along all Lot Lines in common with other Outlots or in common with the main portion of the Integrated Center.

B. If any portion of an Outlot abuts the perimeter of the Project, that portion of the Outlot shall comply with the applicable Thoroughfare, Front, Side or Rear Setback requirements established in this Chapter.

C. The main portion of the Integrated Center is not required to provide a Minimum Setback along the Lot Line in common with an Outlot.

D. If an Outlot is for an individual tenant space within a multitenant Building, there shall be no minimum setbacks required.

E. A Type A Perimeter Buffer is required for Outlots along all Lot lines in common with other Outlots or the main portion of the Integrated Center. Vehicle parking areas, loading areas, interior drives, or Interior Access Drives may be within Perimeter Buffers between Outlots if the landscape material that would have been required to be installed is provided elsewhere on each of the affected Outlots as either additional Foundation Landscaping are or additional interior Parking Area landscaping.

2.3.6 Setback and Right-of-Way Encroachment Allowances

A. Encroachment Allowances. Certain Structures and Building elements are permitted to encroach within the minimum required Setbacks, **or Rights-of-Way** ~~or easements~~ if permitted **by the Right-of-Way Owner** as specified below in **Table 2.3.6-A**. ~~Further encroachments related to Building elements are described in Chapter 8. Additional standards may apply to the type of Structures or Building elements listed in the table.~~

~~B. Minimum Setbacks for Outlots. Outlots or multi-tenant Buildings within an Integrated Center may provide a Minimum Setback of 0 feet along all Lot lines in common with other Outlots or in common with the main portion of the Integrated Center. If any portion of an Outlot abuts the perimeter of the Project, that portion of the Outlot shall comply with the applicable Thoroughfare, Front, Side, or Rear Setback requirements established in this Chapter. The main portion of the Integrated Center is not required to provide a Minimum Setback along the Lot line in common with an Outlot. If an Outlot is for an individual tenant space within a multi-tenant Building, there shall be no Minimum Side Setback required. The Minimum Setback for Outlots along all Lot lines in common with other Outlots may be used for Vehicle Parking Areas, loading areas, interior drives or interior Access Drives provided that the area of each Minimum Setback that would have been devoted to landscaping and the amount of landscape material that would have been required to be installed in that Setback are provided elsewhere on each of the affected Outlots as either additional Foundation Landscaping area or additional interior parking area landscaping.~~

Table 2.3.56-A – Permitted Setback and Right-of-Way Encroachments		
Type of Encroachment	Standards	Additional Standards (N1)
Accessory ground-mounted solar energy system	No closer than 1/2 of the Setback that would otherwise apply from the Front, Side, or Rear Lot Line.	Section 3.3.9.A.2.
ADA ramps and Fire Escapes	3 ft Setback from any Side/Rear property Lot Line.	
Awnings, Canopies, and Marquees (without signage) (N2) (N3)	Up to a maximum of 8 ft from the Building into the Right-of-Way up to the back of the curb. Awnings may be made of fabric, but high gloss and plasticized fabrics are prohibited.	
Balconies (N2) (N3)	3 ft encroachment into Front Setback or Right-of-Way. May have roofs but cannot be screened or glassed.	
Bollards (N2)	Within the Right-of-Way but must be painted either black or match the color scheme of the Building.	
Building Stairs	5 ft into any Setback, or more in a Front Setback if needed to meet Building code requirements. May not encroach into the Right-of-Way.	
Colonnades/Arcades (N2) (N3)	Into the Right-of-Way. Support Structures must be at least 8 ft from the Building to allow for pedestrian Sidewalk clearance.	
Fences & Walls in Residential Use Districts	Up to property Lot Line, unless restricted by additional standards. Fences along Side-Corner Lot Lines shall not be placed closer to the front of the Lot than 1/2 the depth of the Building footprint.	Section 3.4.2.H
Fences & Walls in Commercial & Mixed-Use Districts and Employment/Campus Use Districts	Up to Lot line, unless restricted by additional standards.	Section 3.4.3.C.

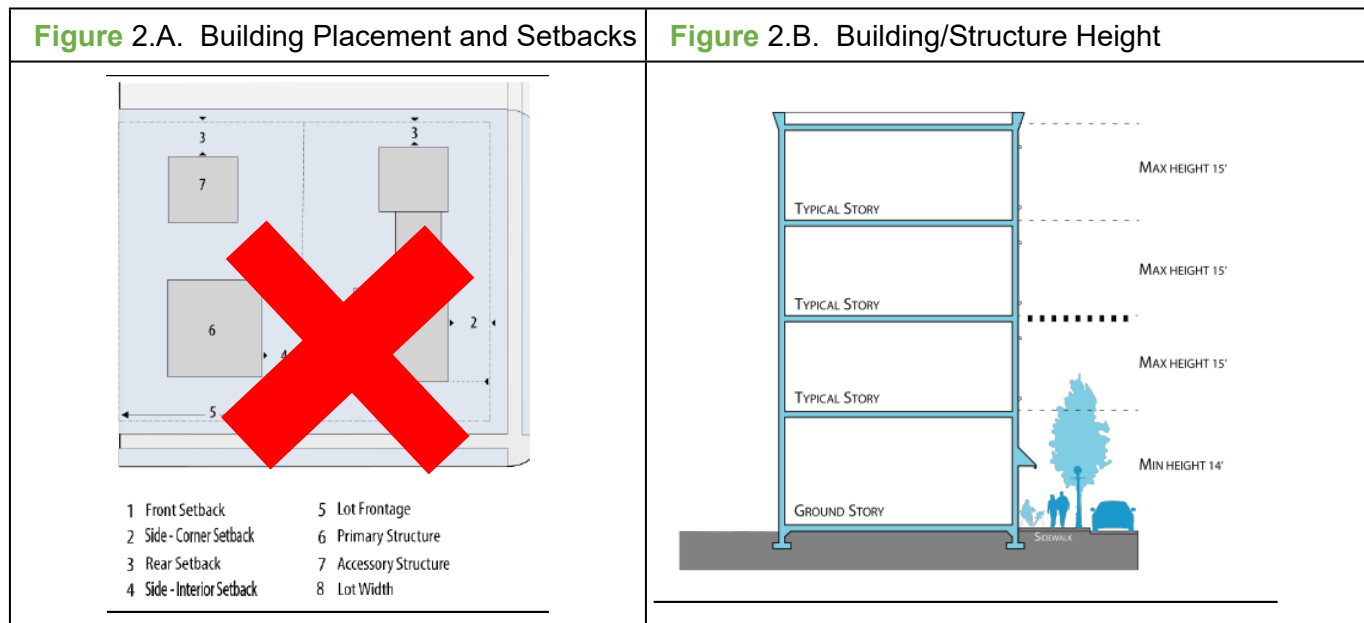
Table 2.3.56-A – Permitted Setback and Right-of-Way Encroachments		
Type of Encroachment	Standards	Additional Standards (N1)
Grade Level Improvements (e.g. walkways, driveways, uncovered patios and stoops) in Residential Use Districts	Up to the Lot line, unless restricted by additional standards.	Section 3.4.2.J.
Laterally-supported extensions (e.g., eaves, cornices, bay windows, roof overhangs)	Up to 3 ft into any required Setback.	
Mechanical Equipment (e.g., utility boxes, HVAC equipment, swimming pool filtration)	5 ft Setback from any Side/ Rear property Lot Line.	
Outdoor Light Fixtures	Within a required Front, Side, or Rear Setback, or required Perimeter Buffer, provided that the outdoor light fixture is located adjacent to the interior edge of such Setback or Perimeter Buffer.	Section 8.4.E.2.
Swimming Pools in Residential Use Districts	5 ft Setback from any Side - Interior or Rear Lot Line. 5 ft Setback from any Side - Corner Lot Line between the Rear Building Line and Rear Lot Line.	Section 3.4.2.Q.
Porches and Stoops	May be constructed within Within the Minimum required Front Setback but shall not extend into the Right-of-Way.	
Temporary Outdoor Storage of Personal Property (short-term)	See additional standards.	Table 3.5-A.
Uncovered Residential Decks (maximum 5' in height above finished grade measured to top of rail) and Pools	5 ft Setback from any side/ Side or Rear property Lot Line.	
Notes: Additional Standards for these encroachments found in Section 3.4.2. N1: Additional standards are found in the referenced section. N2: Encroachment into the Right-of-Way requires an encroachment agreement with the jurisdiction. N3: Minimum Vertical Clearances		

Table 2.3.56-A – Permitted Setback and Right-of-Way Encroachments		
Type of Encroachment	Standards	Additional Standards (N1)
	a. Minimum 10 feet of vertical clearance must be maintained from Sidewalk Grade. b. Minimum of 15 feet of vertical clearance must be provided over a Driveway, interior Access Drive, or alley.	

2.3.6 2.3.7 Building/Structure Height Measurement.

A. Measurement Method. Building/Structure height shall be measured from the average elevation of the proposed finished Grade at the front of the Building or Structure to the uppermost Eave Line.

B. Height Exemptions. Appurtenances/features such as parapet walls, chimneys, spires, cupolas, steeples, Antenna attached to a Building or Structure shall not be included in the calculation of Building Height and compliance with the limitations of the Base District.



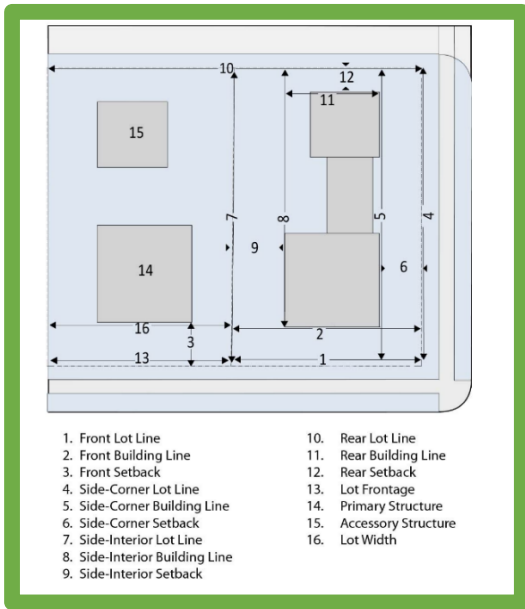


Figure 2.B. Building/Structure Height Cont'd

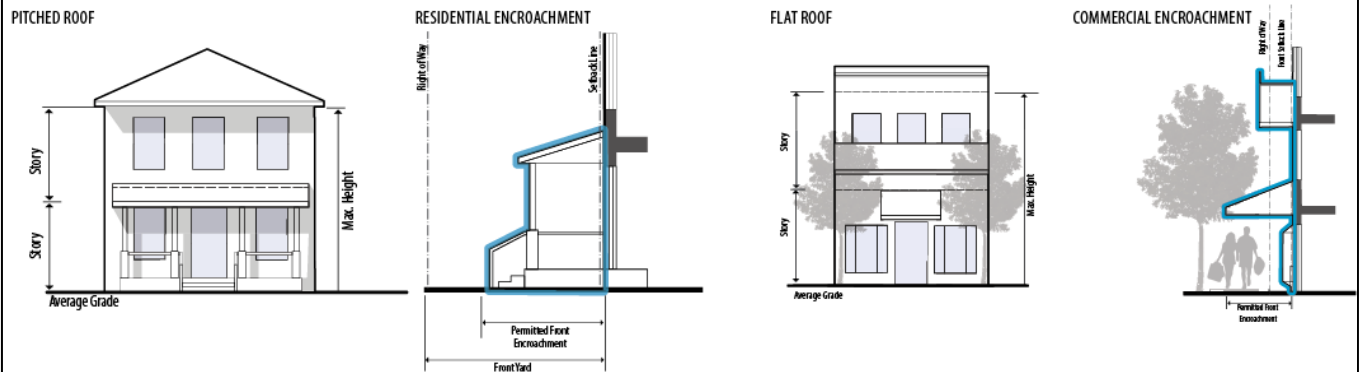


Figure 2.C. Infill Lot Setbacks

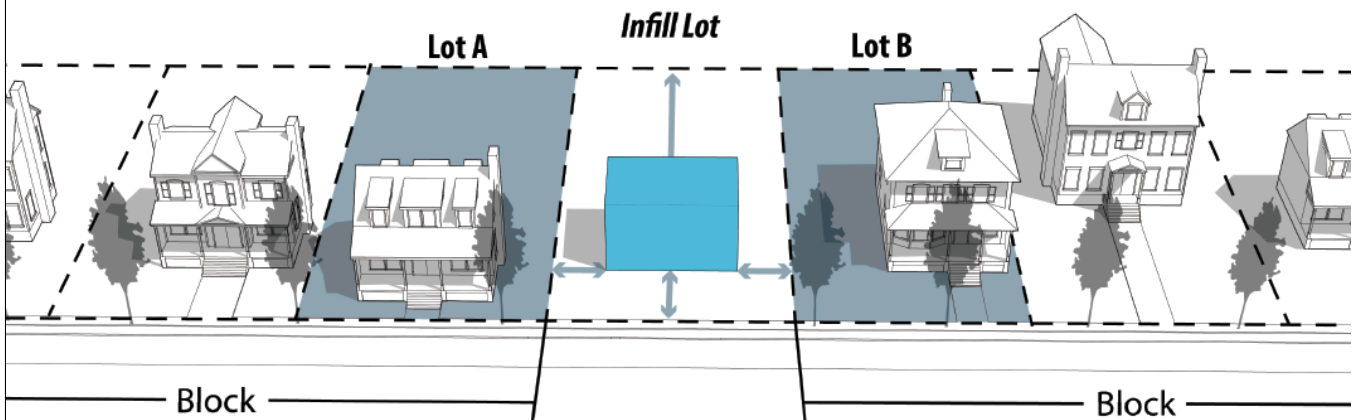


Figure 2.D. Encroachment
Colonnade/Arcade

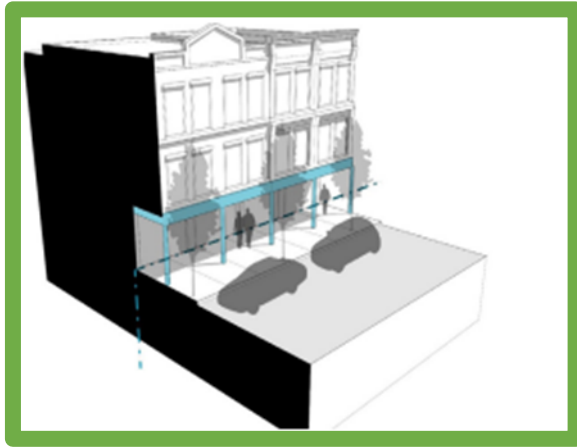


FIGURE 2.E. Encroachment
Balconies Into the Right-Of-Way

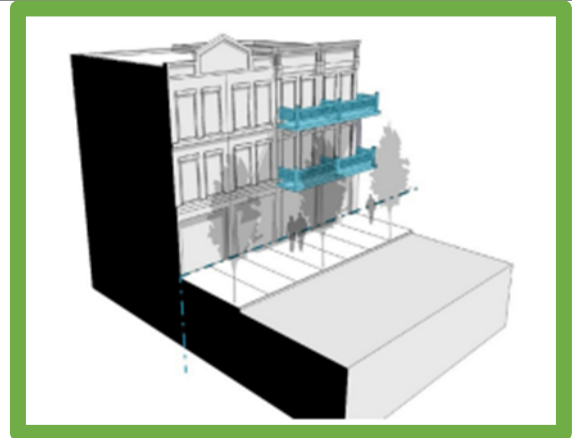


Figure 2.F. Encroachment – Awnings



Part 5: Chapter 2 Districts, Conditional Zoning Districts, Section 2.4.2.C. Conditional Zoning District (CD) Procedure, Ineligible Activities.

Add text as indicated in **bold** and remove text as indicated in ~~strikethrough~~ to update Public Park Space to Land for consistency with Chapter 4 amendments, as follows:

C. Ineligible Activities. The following activities are ineligible for CDs.

1. Prohibited Land Use Establishment: Uses which are not expressly allowed in the underlying base district are prohibited in the CD District.
2. Public Park ~~Space~~ **Land**, Conservation Areas and Environmental Reductions: A reduction in the amount of required On-Site Private Open Space, Public Park ~~Space~~ **Land**, or Conservation Areas pursuant to Chapter 4 shall not be permitted.

Part 6: Chapter 3 Uses, Purpose and Applicability, Section 3.1.1 Applicability of Use Standards.

Add text as indicated in **bold** to clarify additional use standards shall also apply to Conditional Zoning Districts, as follows:

3.1.1 Applicability of Use Standards

The Use Table (3.2-A) assigns 1 of 5 permissions to each use in each District as follows:

- A. Permitted Use (P). The Use is permitted by right with no additional requirements and is subject only to the other general standards throughout this Ordinance.
- B. Permitted Use with Additional Standards (PS). The use is permitted by right, provided that the additional Use standards set forth in this chapter are met. The specified standards are intended to ensure that these Uses are compatible with other development permitted within the Districts.
- C. Accessory Use (A). The Use is permitted only as an accessory to another permitted Use in that district.
- D. Special Use Permit (SUP). The Use is permitted only when a Special Use Permit has been approved in accordance with Section 11.12.
 - 1. Special Use Permits are required for Uses which are generally compatible with other Uses permitted in a District but which, because of their unique characteristics or potential impacts on the surrounding neighborhood and/or the Town as a whole, require individual consideration in their location, design, configuration, and/or operation at the particular location proposed.
 - 2. All applications for Special Use Permits shall, at a minimum, meet the standards for the District in which they are located and the additional standards set forth in this chapter for that Use.
- E. Conditional Zoning District (CD). The Use is permitted only subject to a Conditional Zoning District (CD) rezoning or is otherwise permitted in a previously rezoned Conditional Zoning District (CD). **The Use shall meet the additional standards set forth in this Chapter for that Use.**
- F. Prohibited Uses (—). The Use is prohibited in the specified District.

Part 7: Chapter 3 Uses, Section 3.3 Additional Use Provisions and Special Use Permit Standards.

Add text as indicated in **bold** and remove text as indicated in ~~strikethrough~~ to clarify additional use standards shall also apply to Conditional Zoning Districts, as follows:

3.3 Additional Use Provisions ~~and Special Use Permit Standards~~

3.3.1 General Purpose and Applicability Provisions

- A. Purpose and Intent.

1. The purpose of this Section is to establish Additional Use and design standards to ensure Compatibility amongst adjacent properties, protect and strengthen neighborhood character, and to achieve quality urban design within the Town.
2. The provisions of this Section are intended to support a mixed-use character throughout the town by allowing land Use variety yet limiting development intensities at certain locations.
3. The provisions of this Section are also intended to guide the ~~approving authority~~ **decision-making body**'s decisions and Project review so that land Use/development proposals are compatible to the scale, character, and urban design of the neighborhood in which they are located. These provisions will support the Town's decision to approve, approve with conditions, or deny a particular proposal.

B. Applicability.

1. Specific Uses. The provisions of this Section are applicable to those Uses listed as "PS – Permitted Uses with Additional Standards," ~~and/or~~ "SUP – Special Use Permit," **and/or "CD – Conditional Zoning District"** pursuant to Table 3.2-A.
2. New Uses and Expansions of Existing **Uses**. These provisions are applicable to new Uses and expansions of existing Uses. Where an existing Use exists, these provisions shall only apply to the new Building elements. Where the existing portions of the Use do not comply with the provisions of this Section, the nonconforming provisions/allowances of Chapter 10 shall apply.
3. Conflict. Where there are potential regulatory conflicts between the District (or Zone) standards of Chapter 2, the Building, Site & Subdivision Lot Design Standards of Chapter 8, and the provisions of this Section, the provisions herein shall apply.
4. Additional Conditions of Approval. The ~~approving authority~~ **decision-making body** may impose additional conditions of approval for Special Use Permits, ~~Conditional Zoning District (CD) applications, and Projects subject to Development Plan review~~ which may be in addition to the provisions of this Section. In doing so, the conditions of approval may further limit development scale, size, and intensity to ensure compatibility with neighboring properties.

Part 8: Chapter 3 Use Provisions, Section 3.3.5. D. Retail, Dining, and Entertainment Uses – Additional Uses Provisions; Drive in/Drive Through.

Add text as indicated in **bold** to clarify the permitted locations of accessory structures consistent with defined terms, as follows:

3.3.5.D. Drive in/Drive Through.

1. Applicability. The provisions of this subsection apply to facilities where food or other products/services may be purchased or services may be obtained by motorists without leaving their vehicles and by maneuvering around the site in a dedicated lane. The provisions of this section are not applicable to public voting establishments, medical testing/treatment enters, and/or charity/food bank distribution.
2. Locational Limitations. Drive Through windows shall be located on the side or rear Building façades – the service windows shall not be located on the front, Street-facing façade.
3. Service speakers. Service speakers shall be oriented away from adjacent Residential Use Districts and their audible impact shall be mitigated through volume control, deflective screens or similar features.
4. Drive Through Circulation Lanes.
 - a. Except in the CB District, no circulation lane is permitted between the Building and the Street. All such circulation must occur in the Side – **Interior** or Rear **Yard** of the site.
 - b. Where permitted in the CB District, circulation in the Front **Yard** of the Building is permitted provided that screening is provided a minimum 4 feet in height. The screening must be comprised of a wall that matches the materials of the principal Structure with foundation plantings to Buffer the wall from the Sidewalk.
 - c. At least 6 stacking spaces must be provided per Drive Through lane, beginning behind the first point at which the vehicle must stop (which may be the order board, a pre-order board or payment/pick-up window).
 - d. Door openings for Drive Through Uses that include an overhead door for cars (such as car washes) must not face the Street.

Part 9: Chapter 3 Use Provisions, Section 3.3.5. F. Retail, Dining, and Entertainment Uses – Additional Uses Provisions; Fueling Stations, Canopies.

Add text as indicated in **bold** to clarify the permitted locations of accessory structures consistent with defined terms, as follows:

2. Canopies.

- a. Canopies are considered an Accessory Structure to the Fueling Station and shall not be located in the Front **or Side – Corner Yard** ~~as defined in this UDO~~.
- b. All fueling pumps shall be covered with a Canopy or roof Structure.
- c. Canopies and related elements, including fuel dispensers, support columns, planters, etc., shall be constructed of the same Building materials, colors, and textures as the primary Structure.
- d. Canopies/roof Structures shall be Setback a minimum of 15 feet from the Right-of-Way and shall be outside of all required Setbacks. Canopies shall be designed to only cover the pump islands and drive up lanes for fueling.
- e. Interest shall be added to the Canopy through the use of: roof line variations; separation of roof pitches; varying the direction of roof pitches; use of mansard roofs, hip roofs, gambrel roofs; inclusion of dormers; or, other variation in roof design.

Part 10: Chapter 3 Use Provisions, Accessory Structures and Uses, General Applicability, Section 3.4 Accessory Structures and Uses.

Add text as indicated in **bold** and remove text as indicated in ~~striketrough~~ to clarify terminology and specify the permitted locations of accessory structures, as follows:

3.4 Accessory ~~Structures and~~ Uses, **Buildings, or Structures**

3.4.1 General Applicability

A. Accessory Uses, Buildings or Structures are those which are clearly incidental and subordinate to a primary Use or Structure located on the same Lot.

B. Accessory Uses, Buildings or Structures are permitted in all Districts, provided that the primary Use is a Permitted Use within the zoning District.

C. Accessory Uses, Buildings or Structures are not permitted on a Lot without a primary Building.

D. ~~Excluded Locations~~ **Location Restrictions.**

a. Easements. Accessory Uses, Buildings or Structures shall not encroach upon any **platted or recorded easements unless specifically authorized by the terms of the** easement or by written consent of the agency in whose favor the easement is granted, and in the case of a Town Easement or an access easement, authorized by the Administrator.

b. Septic Areas. Accessory Buildings or Structures (including fences, Patios, Decks, etc.) shall not be located above a septic system or septic repair area.

c. Sight Distance Triangles. Accessory Uses, Buildings or Structures shall not encroach upon any sight distance triangles, as specified in the Town's Engineering Design & Construction Standards.

d. Perimeter Buffers. Accessory Uses, Buildings or Structures shall not encroach upon a Perimeter Buffer unless otherwise permitted.

e. Setbacks. Accessory Uses, Buildings or Structures shall comply with the required Setbacks of Section 2.2. unless otherwise modified by this Section. Encroachments are allowed as permitted in Table 2.3.6-A.

Part 11: Chapter 3 Uses, 3.4 Accessory Structures and Uses, 3.4.2 Residential Use Districts and Residential Uses in All Other Districts.

Add text as indicated in **bold** and remove text as indicated in ~~strikethrough~~ to maintain section reference consistency throughout the UDO, as follows:

B. Accessory Building Limitations

1. Area. The total square foot area of all detached Accessory Buildings on a Lot shall not exceed 50% of the Finished Floor Area of the primary Dwelling. For Lots greater than 2 acres in the RR District, the total square foot area of all detached Accessory Buildings on a Lot shall not exceed 100% of the Finished Floor Area of the primary Dwelling.

2. Maximum Number. The maximum number of detached Accessory Buildings on a Lot shall not exceed the following:

a. In the RR District: Not applicable

b. In all other Residential Use Districts: 2

3. Location. Detached Accessory Buildings ~~shall not be located in the Front Yard~~ **are permitted in Rear and Side - Interior Yards only.**

Part 12: Chapter 3 Uses, 3.4 Accessory Structures and Uses, 3.4.2 Residential Use Districts and Residential Uses in All Other Districts.

Add text as indicated in **bold** and remove text as indicated in ~~strikethrough~~ to clarify allowances based on permitted encroachments table and to maintain section reference consistency throughout the UDO, as follows:

F. ~~Covered Porches, Gazebos, and~~ **Decks and Stairs**

~~Covered Porches, and~~ **Decks and gazebos** shall comply with ~~Setback encroachment~~ all Setback requirements that apply to the primary Structure, **except for permitted encroachments allowances** in Section 2.3.56, ~~and Maximum Building Height regulations of the applicable Zoning District for primary Buildings unless permitted in Table 2.3.5-A.~~

G. Family Child Care Home.

1. Play Areas. All play equipment shall be located in a fenced area away from any parking, loading, or service areas. Front yards shall not be used as play areas.

2. Resident Operator Required. A Family Child Care Home is permitted in a private

residence occupied by the authorized operator only.

3. Buffering. A Type B buffer shall be provided along any rear or side property line adjoining Residential Use Districts.

H. Fences and Walls.

1. Applicability. These provisions are applicable to all fences and walls.

2. Maximum Heights (as measured above grade)

a. Front Yard: 4 feet

b. Side-Corner Yard: ~~6~~ 4 feet, **except fences in Side - Corner Yards located behind ½ of the depth of the Building footprint shall not exceed 6 feet**

c. **Side – Interior** and Rear Yards: 6 feet

d. Perimeter Street Frontage of a Subdivision: 6 feet

3. Finished Side to Face Outward. The finished side of the fence shall face outward from the Lot upon which the fence is placed.

4. Permitted Materials.

a. Front Yard, Side-Corner Yard, or Perimeter Street Frontage of a Subdivision: Wood or vinyl picket, brick wall or ornamental only.

b. Side or Rear Yard: Wood, vinyl, ornamental, brick wall, or chain link.

5. Control of Access Fencing. All new or replacement of control of access fencing along the Right-of-Way shall be black Ornamental.

I. Game Courts. Game courts shall not be located in any primary Structure Front Yard or primary Minimum Side or Rear Setback provided, however, a basketball goal may be located in a Driveway in any Residential Use District.

J. Grade Level Improvements

1. Front **and Side-Corner** Yards. Permitted improvements include:

a. Stoops;

b. Walkways with a maximum width of up to 6 feet; and,

c. Driveways and Parking Areas, provided that Driveways and Parking Areas shall meet the following standards:

- i. Lots 60 feet or wider, the width of the Driveway or Parking Area shall not exceed 20 feet or 50% of the Lot Width, whichever is greater, but not to exceed 45 feet; and
- ii. On Lots narrower than 60 feet, the width of Driveways or Parking Areas constructed after the date of adoption of this UDO shall not exceed 12 feet; and
- iii. The maximum width at the Right-of-Way is in accordance with the Engineering Design & Construction Standards; and
- iv. Only 1 Driveway shall be permitted on an individual Lot or subplot.

2. Side-**Interior** Yards. Permitted improvements include:

- a. General ~~ground~~-**Grade** level improvements, and
- b. Interior Access Drives, provided, however that an interior Access Drive may only be located in 1 Side Yard and shall not exceed 12 feet wide and that the remainder of said Side Yard and any other Side Yard shall otherwise be maintained as Open Space free from Buildings or Structures.

3. Rear Yards. Permitted improvements include:

- a. General ~~ground~~-**Grade** level improvements, and
- b. Driveways and Parking Areas, provided that Driveways and Parking Areas shall meet the following standards:
 - i. The width of the Driveway or Parking Area shall not exceed 20 feet or 50% of the Lot Width, whichever is greater, but not to exceed 45 feet; and
 - ii. The maximum width at the property line is in accordance with the Town's Engineering Design & Construction Standards; and
 - iii. Only 1 Driveway shall be permitted on an individual Lot or subplot.
- c. Interior Access Drives, where necessary to provide access to an abutting rear alley with a maximum width of up to 20 feet.

Part 13: Chapter 3 Uses, 3.4 Accessory Structures and Uses, 3.4.2 Residential Use Districts and Residential Uses in All Other Districts.

Add text as indicated in **bold** and remove text as indicated in ~~strikethrough~~ to clarify allowances based on permitted encroachments table and to maintain section reference consistency throughout the UDO, as follows:

O. Satellite Dish Antennas.

1. Intent and Purpose. These regulations are intended to allow satellite Dish Antennas to be located in a manner that does not unreasonably delay or prevent the installation, maintenance or use of the Antenna; does not unreasonably increase the cost of installation, maintenance or use of the Antenna; or preclude reception of an acceptable quality signal. The following regulations are intended to meet the above objectives without unnecessarily burdening the Federal interests in ensuring the availability of satellite services and in promoting fair and effective competition among competing communication service providers.

2. General Provisions. In any Residential Use District, satellite Dish Antennas shall be no greater than 1 meter (39.37") in diameter shall be permitted as either ground mounted or roof mounted, provided that:

a. If ground mounted, satellite Dish Antennas shall:

i. Not be located in any Front, ~~or Side, or Rear~~ Yard, or ~~between the established front building line and the front lot line~~ **within the minimum primary Rear Setback**; and,

ii. Not exceed the Maximum Building Height allowed for an Accessory Structure.

Part 14: Chapter 3 Uses, 3.4 Accessory Structures and Uses, 3.4.2 Residential Use Districts and Residential Uses in All Other Districts.

Add text as indicated in **bold** and remove text as indicated in ~~strikethrough~~ to clarify allowances based on permitted encroachments table and to maintain section reference consistency throughout the UDO, as follows:

Q. Swimming Pools

1. A Swimming Pool shall not be located in any Front Yard or in any ~~primary Side – Corner~~ Yard, **except for permitted encroachments in Section 2.3.6 or Rear Setback.**

2. Abandoned or unused Swimming Pools, situated on a premises which are not occupied for periods of 30 days or more, shall be drained or equipped with a cover adequate to prevent persons, children or animals from danger or harm.

Part 15: Chapter 4 Open Space and Conservation.

Modify text as indicated in **bold** and ~~strikethrough~~ to term "Tree Protection Area" throughout the Chapter to be consistent with terminology and defined terms, as follows:

Replace all instances of "~~Tree Protection Area~~" with "**Tree Preservation Area.**"

Part 16: Chapter 4 Open Space and Conservation.

Modify text as indicated in **bold** and ~~strikethrough~~ to term "Public Park Space" throughout the Chapter to be consistent with terminology and defined terms, as follows:

Replace all instances of "~~Public Park Space~~" with "**Public Park Land.**"

Part 17: Chapter 4 Open Space and Conservation, Purpose and Intent, Applicability, 4.1.2.A. General.

Add text as indicated in **bold** and remove text as indicated in ~~strikethrough~~ to correct section reference, as follows:

All Subdivisions and development Projects (i.e., new construction, Building additions, Parking Area expansions, etc.) shall conform to the requirements of this Chapter subject to the exceptions ~~below.~~ **in this subsection.**

Part 18: Chapter 4 Open Space and Conservation, Purpose and Intent, Applicability, 4.1.2.C. Exemptions.

Add text as indicated in **bold** and remove text as indicated in ~~strikethrough~~ to correct defined terms and Land Use and Character designation name, and clarify Open Space requirements in the Downtown Village District as follows:

2. Minor Residential Subdivisions and individual Buildings not a part of a larger Project or Subdivision (e.g., infill Project on previously subdivided Lot) with 4 or fewer units (i.e., ~~quadplex~~ **Quadruplex**/small multifamily Building) are exempt from all on-site Private Open Space requirements but remain subject to Public Park Space and Conservation Area standards.

3. Downtown Village District – Land Use & Character Plan Exemption. Subdivisions and/or development Projects located within the Downtown Village **District** Future Land Use category (from the Comprehensive Plan) are ~~not~~ subject to the following **modified** standards:

a. **Residential Use Districts: Exempt from the** On-Site Private Open Space requirements **of this Chapter** ~~in the SR, NR, NCR and MXR Districts~~ **except for Tree Preservation Area requirements as modified by 4.1.2.C.b.**

b. **Non-Residential Use Districts: Subject to all On-Site Private Open Space requirements of this Chapter,** ~~On-Site Private Open Space–Tree Preservation Area requirements of this Chapter provided, however~~ **but subject to the following modified Tree Preservation Area requirements:**

i. The removal of any tree 20 inches or greater diameter at breast height (DBH) must be approved through a Type 1 review procedure or through a Development Plan. The proposed tree removal activities shall not be in conflict with any condition of approval that may have been imposed on the site/development.

ii. Existing tree canopies shall be prioritized in meeting the minimum On-Site Private Open Space requirements (e.g. required Active Recreation Areas and/or Urban Civic Spaces).

Part 19: Chapter 4 Open Space and Conservation, Consolidated Open Space and Conservation Requirements, Table 4.2-A Minimum Open Space Requirements by Zoning District Table.

Add text as indicated in **bold** and remove text as indicated in ~~strikethrough~~ to update Public Park Land Requirement and exempt Infrastructure Uses from active recreation area requirements, as follows:

TABLE 4.2-A – MINIMUM OPEN SPACE REQUIREMENTS BY ZONING DISTRICT TABLE													
	RESIDENTIAL USE DISTRICTS					COMMERCIAL & MIXED-USE DISTRICTS				EMPLOYMENT/CAMPUS USE DISTRICTS			
	RR	SR	NR	NCR	MXR	NMX	DMX	RMX	CB	SP	IVMX	BRT	HI
ON-SITE PRIVATE OPEN SPACE													
Method 1: Standard Projects (N1, N2 & N3)													
Total Minimum Required (% of total Project site)	30%	30%	30%	15%	15%	12%	1%	15%	15%	10%	1%	3%	3%
The <i>Total Minimum Required</i> Open Space may include a combination of 3 components: Tree Preservation, Active Recreation, and/or Urban Civic Space in addition to minimums listed below, as applicable.													
Component 1. Tree Preservation Area (minimum) (N5)	25%	20%	20%	10%	10%	10%	0%	0%	10%	0%	0%	0%	0%
Component 2. Active Recreation Area (minimum) (N5)	0%	5%	5%	5%	5%	0%	0%	2%	2%	0%	0%	2%	2%
Component 3. Urban Civic Space (minimum)	n/a	n/a	n/a	n/a	n/a	200 sf/0.5% (N4)	200 sf/0.5% (N4)	200 sf/0.5% (N4)	200 sf/0.5% (N4)	200 sf/0.5% (N4)	200 sf/0.5% (N4)	n/a	n/a
Flexible Space	5%	5%	5%	0%	0%	1.5%	0.5%	12.5%	2.5%	9.5%	0.5%	1%	1%

Method 2: Conservation Subdivision													
Total Minimum Required (% of total Project site)	50%	40%	40%	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
PUBLIC PARK SPACE LAND REQUIREMENT (RESIDENTIAL DWELLING UNITS) (N6)													
Public Park Space Land (required in addition to On-Site Private Open Space minimum)				Refer to Section 4.7 Public Park Land 1/20-acre X total number of Dwelling Units									
CONSERVATION AREA REQUIREMENT (WHERE PRESENT)													
Minimum Conservation Area	Conservation areas and their associated buffers shall be provided where natural features (such as riparian corridors and designated greenways) exist on the subject site pursuant to subsection 4.8 of this Chapter. Required Conservation Areas may be used to meet portions of On-Site Private Open Space requirements.												
Notes: N1. Non-residential Uses located in a Residential Use District shall follow the requirements listed for the NMX District. N2. On-site Private Open Space is required for all Major Subdivisions - Residential where the resulting plat/Subdivision action results in 5 or more Lots and Development Plans that include Attached or Apartment Dwellings N3. The total minimum required On-site Private Open Space is inclusive of other requirements including tree preservation/conservation areas, floodplains, Perimeter Buffers, landscaping etc. N4. Where two standards are listed in the table for a specific zone and Open Space type, the greater standard shall apply. Infrastructure Uses shall not be required to provide Urban Civic Space. N5. For Projects that could be considered in multiple Open Space categories, the most stringent requirements shall apply. Infrastructure Uses shall not be required to provide Active Recreation Area. N6. Applicant may pay the Town a payment in lieu of providing Public Park Space pursuant to the limits of outlined in this table and the standards outlined in Section 4.7.2.													

Part 20: Chapter 4 Open Space and Conservation, On-Site Private Open Space Standards, General Standards and Methodology, Calculation Methodology, Section 4.3.1.C.2 Method 1 – Standard Projects.

Add text as indicated in **bold** and remove text as indicated in ~~strikethrough~~ to correct terminology and section reference, as follows:

2. Each development/Subdivision Project shall provide the “Total Minimum Required” pursuant to Method 1 in Table 4.2-A. For some **Use** Districts, a proportion of the minimum On-Site Private Open Space shall be provided as a combination of the following components:

- a. Tree Preservation Area,
- b. Active Recreation Area, and/or
- c. Urban **Open Civic** Space. ~~pursuant to the minimum percentages listed in Table 4.2-A.~~
- d. **The minimum percentages for each On-Site Private Open Space component shall be provided pursuant to UDO Table 4.2-A.**

Part 21: Chapter 4 Open Space and Conversation, On-Site Private Open Space Standards, Table 4.3-A
Types of Permitted Open Space Configurations Table

Add text as indicated in **bold** and remove text as indicated in ~~strikethrough~~ to correct section grammar, as follows:

Table 4.3-A – Types of Permitted Open Space Configurations Table				
Open Space Type	Illustration	Recommended Size	Description & Key Features	Typical Facilities & Requirements
Mini-Park		Min: 2,000 sq. ft. Max: None	Mini-Parks are small spaces typically designed for small-scale passive recreation (e.g., courtyard seating) and active recreation (e.g., playgrounds). recreation.	Playgrounds may be fenced and shall be equipped with playground equipment and/or fountain/splash pad, seating, and an open shelter or other shading Structure. Courtyards are spaces with more than 50% of its perimeter defined by Building edges that is available for informal activities and seating. Courtyards are usually paved.
Close		Min: 2,500 sq. ft. Max: None	Closes are alternatives to a paved cul-de-Sac that are available for informal activities near the fronting residences.	Passive recreation, formal landscaping, and seating.
Plaza		Min: 2,000 sq. ft. Max: 2 acres	A Plaza shall be located adjacent to or as a part of a civic Building or common	It shall maintain all surface areas at a slope of less than 3% and

Table 4.3-A – Types of Permitted Open Space Configurations Table				
Open Space Type	Illustration	Recommended Size	Description & Key Features	Typical Facilities & Requirements
			area facility developed as a Project amenity and shall be spatially defined by Building frontages. a Plaza shall not exceed in horizontal length or width more than 3 times the height of adjacent Buildings.	may include passive recreation, accessory Structure, drinking fountains, paths and trails, seating, primary surfaces with brick or other paver materials. Surface areas may be stepped, in a manner approved as being appropriate and necessary to accommodate natural topography.
Square		Min: 2,000 sq. ft. Max: 2 acres	A Square is a defined space available for civic purposes, unstructured, and limited amounts of Structured recreation. Squares are generally spatially defined by Building frontages and located at the intersection of important Streets.	Passive and active unstructured or Structured recreation, accessory Structure, drinking fountains, community facility <5,000 gross square feet, paths and trails, seating. It may be surfaced in any combination of grass, crushed gravel, brick pavers, or other suitable ground cover.
Green		Min: 2,000 sq. ft. Max: 5 acres	Greens are informal spaces typically sited to preserve key natural features and may include passive and limited active recreational amenities.	Passive and active unstructured or Structured recreation, accessory Structure, drinking fountains, community facility <5,000 gross square feet, paths and trails, seating. The surface is predominately grass or other natural ground cover and tree stand areas.

Table 4.3-A – Types of Permitted Open Space Configurations Table				
Open Space Type	Illustration	Recommended Size	Description & Key Features	Typical Facilities & Requirements
Park		Min: 1 acre Max: None	Parks are available for unstructured recreation and a limited amount of Structured recreation including some athletic fields.	Facilities may include, but not be limited to, such passive recreational Use amenities as benches, picnic tables, paths and trails, drinking fountains, gazebos, playground, stages or band stands as well as active recreational Uses such as athletic fields and their related facilities.
Parkway		Min: 1 acre Max: None	Parkways are areas that share more than 25% of their perimeter along a Street with a minimum depth of 50 feet from the back of curb / edge of pavement. Parkway shall retain, to the greatest extent possible, natural or pre-existing contours, topography, water courses and vegetation.	Parkways often contain trails. If the Parkway is sparsely vegetated, it shall be provided with supplemental interior landscaping of an informal design.
Greenbelt		Min: 20 feet in width	greenbelts are generally conservation areas that shall retain, to the greatest extent possible, natural or pre-existing contours, topography, water courses and vegetation.	Passive and active recreation, greenways, trails, and seating.

Part 22: Chapter 4 Open Space and Conservation, Tree Preservation Areas, Tree Preservation Priorities, Section 4.4.1.C Significant Natural Resource Areas.

Remove text as indicated in **strikethrough** to remove duplicative text, as follows:

The applicant shall also prioritize designated Tree Protection Areas around existing significant natural resource areas that may exist on the site. To qualify as a significant natural resource area, the Project Area must have an observed presence of species of special concern, threatened or endangered species as determined by the North Carolina Wildlife Resources Commission (NCWRC) and North Carolina Plant Conservation Program (NCPCP), or other important ecological or geologic features. Significant Natural Resource Areas may or may not include trees. ~~Significant natural resource areas may or may not include trees.~~ The following qualifications apply to specific natural resource features:

Part 23: Chapter 4 Open Space and Conservation, Public Park Land (Space), Section 4.7 Public Park Land (Space)

Add text as indicated in **bold** and remove text as indicated in ~~strikethrough~~ to update Public Park Land (Space) Requirement Fee Determination, as follows:

4.7 Public Park ~~Space~~ **Land**

4.7.1 General Standards **& Criteria**

A. Requirement. Development Projects and Subdivision activities that would result in additional residential Dwelling Units shall provide Public Park ~~Space~~ **Land** pursuant to Table 4.7.2-A **and a fee-in-lieu of Improvement Cost pursuant to Table 4.7-C and** based on the resulting residential **Dwelling** Units. The applicant may provide its required Public Park ~~Space~~ **Land** pursuant to 1 or more of the following options.

1. The applicant may dedicate a portion of the ~~subject~~ **Project** site for Public Park ~~Space~~ **Land**;
2. The applicant may dedicate other lands (separate from the ~~subject~~ **Project** site) for Public Park ~~Space~~ **Land**; and/or
3. The applicant may provide a ~~payment-in-lieu~~ **fee-in-lieu** of dedicating physical land to the Town **pursuant to Table 4.7-B.**

~~B. Dedication Timing. Where the applicant provides physical land to meet the Public Park Space requirements, said land shall be dedicated or a payment in lieu shall be remitted to the Town pursuant to the following Project milestones:~~

- ~~1. For Detached and Attached Dwellings, payment shall be made on or before the submittal date for approval of the Final Plat mylar for signatures to be recorded with the Wake County Register of Deeds, in the amount per Dwelling Unit as specified in the current Town Schedule.~~
- ~~2. For Apartment Dwellings, payment shall be made prior to the issuance of a Building permit, in the amount per Dwelling Unit specified in the current Town Schedule.~~

~~C-B.~~ Criteria for **Land** Dedication. All land dedicated to the Town for ~~recreation and Park development~~ **Public Park Land** shall substantially meet the following criteria:

1. Unit. The dedicated land shall form a single parcel of land except where the decision-making body determines that multiple parcels would be in the public interest.
2. Shape. The shape of the dedicated land shall be sufficiently square or configured to be usable for recreational activities.
3. Location. Location should support the Uses specified in the Park Search Area recommendations of the Comprehensive Plan.
4. Access. Public access to the dedicated land shall be provided either by direct Street Frontage or public easement at least 30 feet in width.
5. Topography. Generally, dedicated land reserved for ~~recreational purposes~~ **Public Park Land** shall not exceed a 5% slope for the majority of the land area. The decision-making body may allow for larger slopes where the **decision-making** body determines the land has recreational value and would meet existing deficiencies in the adopted level of service in the immediate vicinity.
6. Usableness. The dedicated land shall be usable for recreation. Lakes and wetlands ~~may~~ **should** not be included in computed dedicated land area. ~~Where the decision-making body determines that recreational needs are being adequately met, either by other dedicated parcels of land or existing recreational facilities, then land that is not usable for recreation may be dedicated as Public Park Space.~~
7. Plans. Town and County plans shall be taken into consideration when evaluating proposals for the dedication of land for Public Park ~~Space~~ **Land** purposes.

C. Criteria for Fee-in-Lieu. Applicants may provide a fee-in-lieu to the Town for all or portions of the required Public Park Land pursuant to Table 4.7-B. The fee-in-lieu option may be allowed in the following situations:

1. The site topography is not suitable for parkland Use which may include excessive slopes of 5% or greater, devoid of mature tree canopies, specimen trees, and/or solely contains riparian areas and wetlands.
2. The site has topographic features that make publicly accessible parkland impractical.
3. The fee-in-lieu option would provide a greater public benefit in the general site vicinity that could be achieved on the subject site.
4. The immediate vicinity is currently well-served by Public Park Lands and the area exceeds the Town's adopted level of service for Parks and recreation.
5. The proposed development/Subdivision involves fewer than 35 Lots or Dwelling Units.

D. Criteria for Choice Between **Land** Dedication and Fee-in-Lieu.

1. Whether the Town Council accepts the dedication of land or elects to require payment of a fee-in-lieu thereof, or a combination of both, shall be determined by but not limited to the following:

- a. An adopted plan of the Town;
- b. The recommendations of the Planning Board;
- c. Topography, geology, access and location of land available for dedication; and,
- d. Size and shape of the land available for dedication.

2. The determination of the Town Council as to whether land shall be dedicated or whether a fee-in-lieu should be charged, or a combination of both, shall be final and conclusive. In development/Subdivision Projects involving fewer than 35 Lots or Dwelling Units, only the payment of fees-in-lieu shall be required.

4.7.2 ~~Payment in lieu of Public Park Spaces~~ **Public Park Land Dedication or Fee-in-Lieu Calculation.**

A. ~~Applicability and Allowances.~~ **Calculation Method.**

1. **Public Park Land Dedication.** Where it is determined that Public Park Land dedication is appropriate to satisfy the requirements of this UDO, the amount of the Public Park Land to be dedicated shall be calculated as follows:

Table 4.7-A - Public Park Land Dedication Calculation				
Number of Dwelling Units (by Residential Use)	X	Required Acres/Unit	=	Total Public Park Land Dedication Required (acres)
Residential Uses		Required Acres/Unit		
Detached Dwelling (except Detached Dwelling – Cottage)		0.0363		
Attached Dwelling - Townhome				

Detached Dwelling – Cottage	0.0163
Attached Dwelling (except Attached Dwelling – Townhome)	
Apartment Dwelling	

~~Payment in Lieu Option. Applicants may provide a payment in lieu to the Town for all or portions of the required Public Park Space(s) pursuant to Table 4.2-A. The payment in lieu option may be allowed in the following situations:~~

- ~~a. The site is devoid of mature tree canopies, Specimen Trees, and/or environmental features (e.g., riparian areas and wetlands).~~
- ~~b. The site has topographic features that make publicly accessible Open Space impractical.~~
- ~~c. The payment in lieu option would provide a greater public benefit in the general site vicinity that could be achieved on the subject site.~~
- ~~d. The immediate vicinity is currently well-served by Public Park Spaces and the area exceeds the Town's adopted level of service for Parks and recreation.~~
- ~~e. The proposed development/Subdivision involves fewer than 35 Lots or Dwelling Units.~~

2. Fee-in-Lieu. Where it is determined that a fee-in-lieu is appropriate to satisfy the requirements of this UDO, the amount of the Public Park fee-in-lieu shall be calculated as follows:

Table 4.7-B - Fee-in-Lieu of Public Park Land Dedication Calculation				
Total Public Park Land Dedication Required (acres) (N1)	X	Land Value per acre (N2)	=	Total Fee-in-Lieu of Public Park Land Dedication
Notes: N1: Refer to Table 4.7-A N2: Applicant shall provide the pre-development appraised land value of the land prior to development Project/Subdivision activity or site construction pursuant to the most current property records from the Wake County Assessor.				

3. Improvement Cost. In addition to the Public Park Land dedication and/or fee-in-lieu requirement, a fee-in-lieu of improvement cost shall be required and shall be calculated as follows:

Table 4.7-C – Improvement Cost Calculation				
Total Public Park Land Dedication Required (acres) (N1)	X	\$41,394	=	Total Improvement Cost
Notes: N1: Refer to Table 4.7-A				

B. ~~Fee Determination and Disbursement.~~ Disagreements.

~~Payment in lieu of dedication shall be the product of the pre-development appraised value of the land to be developed (per gross acre) multiplied by the number of acres to be dedicated. The following formula shall be used to determine the fee:~~

Fee Determination Calculation				
Pre-Development Appraised Value of Entire Development (per gross acre)	X	Required Park Space Dedication (acres)	=	Payment in Lieu of Dedication Fee

1. ~~Determination of Pre-Development Appraised Value.~~ Public Park Land Dedication.

~~The applicant shall provide the Pre-Development Appraised Value of the land prior to Subdivision activity or site construction pursuant to the most current property records from the Wake County Assessor.~~

a. In the event that the Town and the applicant or Subdivider of land cannot agree upon the location, terrain, size or shape of the land necessary to be dedicated for Public Park Land, or cannot agree upon the details of provisions for an equitable amount of land in another location or where there is disagreement between the Town and the applicant or Subdivider, such disagreement shall be determined by a special committee.

b. Such special committee shall consist of 3 members appointed as follows: 1 member shall be a professional land appraiser appointed by the Town Council; 1 member shall be a professional land

appraiser appointed by the Subdivider; and, 1 member shall be a professional land appraiser appointed by the 2 appointed members. The special committee shall view the land and hear the contentions of both the Town and the Subdivider. The findings of the special committee shall be by majority vote and shall be certified to the Town Council within 45 days of the time of appointment of the third member of the special committee. The costs of the professional land appraiser appointed by the Subdivider and 1/2 the cost of the professional land appraiser appointed by the appraisers shall be borne by the Subdivider. The costs of the professional land appraiser appointed by the Town Council and 1/2 the cost of the professional land appraiser appointed by the appraisers shall be borne by the Town Council.

2. ~~Disagreements Regarding Payments In Lieu.~~ **Fee-in-Lieu.**

a. Any disagreement in the amount of required ~~payment~~ **fee-in-lieu** shall be resolved by conducting a professional appraisal of the fair market value of the property. The professional appraiser shall be mutually agreed upon by the ~~developer~~ **applicant** and the Town. An appraiser shall be appointed by the Town, at the ~~developer~~ **applicant's** expense, should an agreement not be reached.

C. ~~Use of Land by Town; Use of Funds Received in Lieu of Dedication.~~ **Timing.**

~~1. The land received by the Town under this Section shall be Used only for the purpose of providing Public Park Space and Park and recreational areas, but shall not be so restricted should the Town decide to sell such land as provided by the following paragraph.~~

~~2. The Town shall have the right to sell any land dedicated to the Town for Public Park Space or Parks and recreation purposes on finding by the Town Council and the Administrator that a particular piece of property is not feasible or compatible with adopted plans of the Town.~~

~~Fees collected in lieu of dedications and any proceeds from such transactions or sales shall be held in a special fund by the Town, and the funds shall be Used by the Town for the purpose of acquiring and developing Park spaces as shown on the Comprehensive Plan and for no other purpose. The depository for such funds may be the same as permitted for other funds of the Town and, pending their expenditure in accordance with the terms of this Section, such funds may be invested as other funds of the Town. The Town may, at its discretion, add additional monies to the fund for the purpose of purchasing public recreational land to be Used for public recreational purposes. On all matters not specifically provided for in this Section, the Local Government Budget and Fiscal Control Act shall be controlling.~~

Land shall be dedicated or a fee-in-lieu shall be remitted to the Town pursuant to the following Project milestones:

1. For Detached and Attached Dwellings, land shall be dedicated or a fee-in-lieu shall be made on or before the submittal date for approval of the Final Plat mylar for signatures to be recorded with the Wake County Register of Deeds, in the amount per Dwelling Unit as required pursuant to Section 4.7.2.

2. For Apartment Dwellings, land shall be dedicated or a fee-in-lieu shall be made prior to the issuance of a Building permit, in the amount per Dwelling Unit as required pursuant to Section 4.7.2.

~~D. Special Committee to Settle Disagreements Between Town and Subdivider.~~

~~1. In the event that the Town and the developer or Subdivider of land cannot agree upon the location, terrain, size or shape of the land necessary to be dedicated for a Public Park Space, or cannot agree upon the details of provisions for an equitable amount of land in another location or where there is disagreement between the Town and the developer or Subdivider, such disagreement shall be determined by a special committee.~~

~~2. Such special committee shall consist of 3 members appointed as follows: 1 member shall be a professional land appraiser appointed by the Town Council; 1 member shall be a professional land appraiser appointed by the Subdivider; and, 1 member shall be a professional land appraiser appointed by the 2 appointed members. The special committee shall view the land and hear the contentions of both the Town and the Subdivider. The findings of the special committee shall be by majority vote and shall be certified to the Town Council within 45 days of the time of appointment of the third member of the special committee. The costs of the professional land appraiser appointed by the Subdivider and 1/2 the cost of the professional land appraiser appointed by the appraisers shall be borne by the Subdivider. The costs of the professional land appraiser appointed by the Town Council and 1/2 the cost of the professional land appraiser appointed by the appraisers shall be borne by the Town Council.~~

4.7.3 Use of Land by Town; Use of Fees Received in-Lieu of Dedication.

A. The land received by the Town under this Section shall be Used only for the purpose of providing Public Park Land and Park and recreational areas, but shall not be so restricted should the Town decide to sell such land as provided by the following:

1. The Town shall have the right to sell any land dedicated to the Town for Public Park Land or Parks and recreation purposes on finding by the Town Council and the Administrator that a particular piece of property is not feasible or compatible with adopted plans of the Town.

2. Fees collected in-lieu of dedications and any proceeds from such transactions or sales shall be held in a special fund by the Town, and the funds shall be Used by the Town for the purpose of acquiring and developing Public Park Land as shown on the Comprehensive Plan and for no other purpose. The depository for such funds may be the same as

permitted for other funds of the Town and, pending their expenditure in accordance with the terms of this Section, such funds may be invested as other funds of the Town. The Town may, at its discretion, add additional monies to the fund for the purpose of purchasing Public Park Land to be Used for public recreational purposes. On all matters not specifically provided for in this Section, the Local Government Budget and Fiscal Control Act shall be controlling.

B. Service Zones.

1. **West Zone.** When Public Park Land is dedicated and/or fees-in-lieu are collected for Development Projects and Subdivision activities west of NC 55, such land and or fees shall be used for the purpose of providing Public Park Land and Park and recreational areas west of NC 55.

2. **East Zone.** When Public Park Land is dedicated and/or fees-in-lieu are collected for Development Projects and Subdivision activities east of NC 55, such land and or fees shall be used for the purpose of providing Public Park Land and Park and recreational areas east of NC 55.

3. **When Public Park Land is dedicated and/or fees-in-lieu are collected for Development Projects and Subdivision activities in close proximity to NC 55, the Town shall have the discretion to determine if acquiring land across the service areas would better align with the established park search areas, and other projects that the Town plans to construct in the future, as outlined in the Vision Holly Springs Comprehensive Plan.**

Part 24: Chapter 4 Open Space, Conservation Buffer Areas, Maintenance of Conservation Buffer Areas, Employment / Campus Use Districts, Section 4.8.2.C.2.

Add text as indicated in **bold** and remove text as indicated in ~~strikethrough~~ to correct UDO reference, as follows:

1. No accessory Building or Accessory Structure of any kind, other than a Freestanding Sign authorized by ~~Section~~ **Chapter** 9 of this UDO, shall be permitted in the required Conservation Buffer Area.

Part 25: Chapter 4 Open Space, Conservation Buffer Areas, Table 4.8-C – Table of Approved Uses

Add text as indicated in **bold** and remove text as indicated in ~~strikethrough~~ to clarify standards and correct spelling errors, as follows:

Table 4.8-C – Table of Approved Uses				
	Neuse River Basin Subject to 15A NCAC 02B	Cape Fear River Basin		
	Zone NRB1 & NRB2*	Zone NRB3	Zone CFB1	Zone CFB2
Greenway/hiking trails located	Allowable	Allowable	Exempt	Exempt

<i>Temporary roads used for bridge construction or replacement provided that restoration activities, such as soil stabilization and re-vegitating vegetating, are conducted immediately after construction</i>	Allowable	Allowable	Allowable	Allowable
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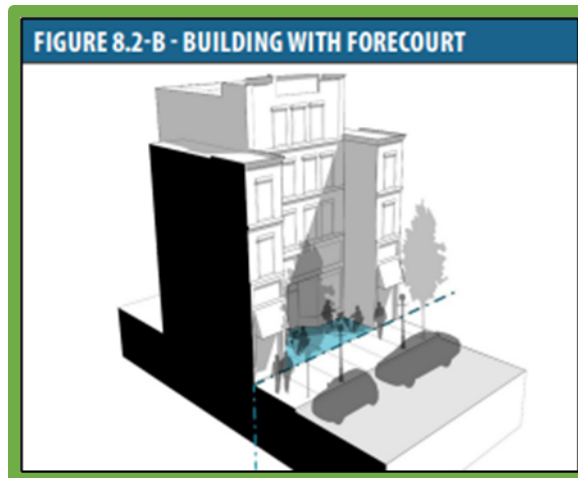
Part 26: Chapter 8 Building, Site & Subdivision Lot Design Standards, Section 8.4.2 Building Design Standards.

Add text as indicated in **bold** and remove text as indicated in ~~strikethrough~~ to move Forecourt regulations into a more appropriate location, as follows:

8.4.2 Building Design Standards

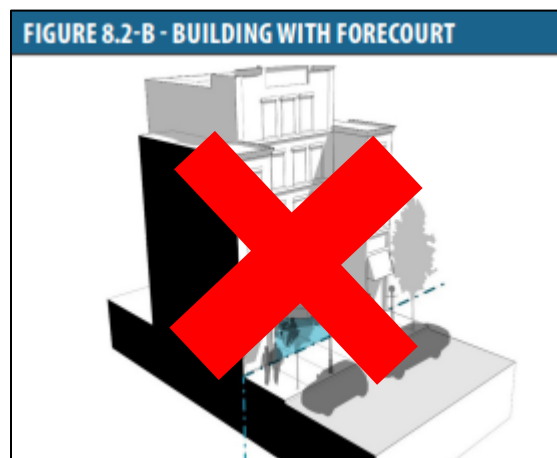
E. Building Placement and Orientation

- 1.The placement of Buildings should reinforce the Street wall, maximize natural surveillance and visibility, and facilitate pedestrian access and circulation.
2. Building façades should be parallel to the Lot Line unless an alternative is approved during development review.
3. The area between the Building and the Front Lot Line shall include amenities such as landscaping, tables, and seating.
- 4.When a Commercial/Mixed-Use Building is located less than 50 feet from a Street, the Building shall be oriented so that at least 1 principal entrance faces the Public Street rather than the interior of the site. In the case of a Corner Lot, the principal entrance shall face the Front Lot Line.
5. Principal entrances to Buildings should be located to provide easy access to public transit stops where applicable.
6. Buildings shall not significantly overshadow private Open Spaces or the common/ public area windows of adjacent Buildings to prevent the significant loss of amenity to adjacent Buildings and private Open Spaces.
- 7. Forecourts may be used to provide entry yards or for outdoor dining, display merchandise, and/or entries to individual tenants or units.**

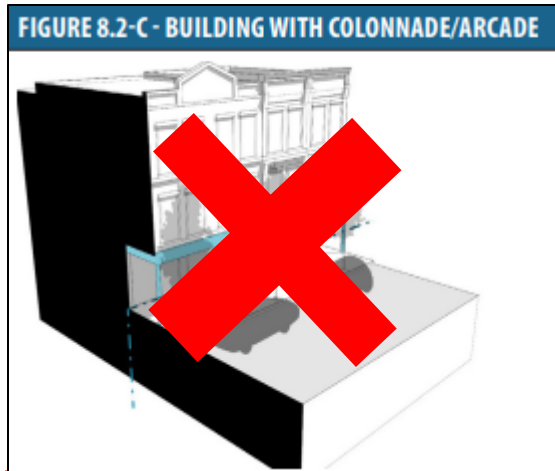


~~F. Encroachments. In addition to the encroachment allowances in Section 2.3.56, the following Building element encroachments may be allowed:~~

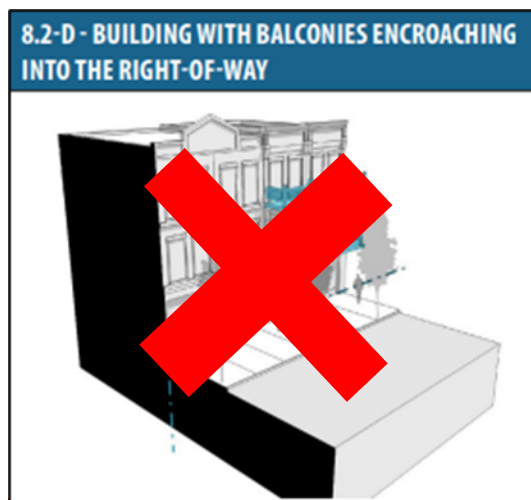
- ~~1. Forecourts. Forecourts may be used to provide entry yards or for outdoor dining, display of merchandise, and/or entries to individual tenants or units.~~
- ~~Building Stairs.~~



- ~~2. Colonnades/Arcades. Where provided, colonnades/arcades may encroach over the public Sidewalk with a Right-of-Way encroachment agreement but must maintain a minimum horizontal Sidewalk clearance of 8 feet for pedestrian circulation. A minimum of 10 feet of vertical clearance must be maintained from the Sidewalk grade.~~

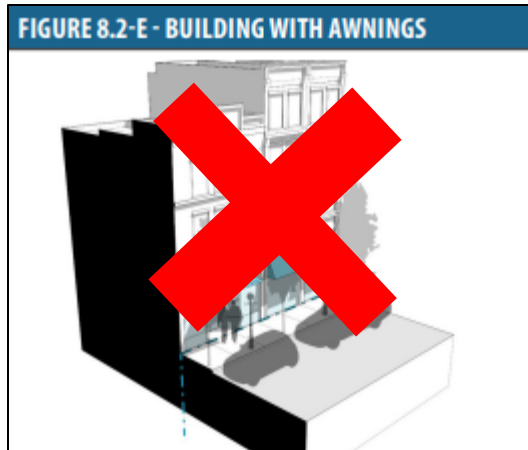


3. ~~Balconies. Upper level balconies may encroach into the required Setback or Right-of-Way, with an encroachment agreement, by up to 3 feet. A minimum of 10 feet of vertical clearance must be maintained from the Sidewalk grade. Balconies may have roofs but cannot be screened or glassed.~~



4. ~~Laterally-Supported Extensions (eaves, cornices, bay windows, roof overhangs). Extensions may encroach up to 3 feet into any required Setback.~~

5. ~~Awnings, Canopies, and Marquees. Where provided, Awnings (without signage), Canopies, and Marquees may extend into the Right-of-Way up to the back of the curb, subject to an encroachment agreement, up to a maximum of 8 feet from the Building. A minimum of 8 feet of vertical clearance must be maintained from a Walkway. A minimum of 15 feet of vertical clearance must be provided over a Driveway, interior Access Drive, or alley. Awnings may be made of fabric, but high-gloss and plasticized fabrics are prohibited.~~



~~6. Building stairs may encroach up to 5 feet into any Setback, or more if needed to meet Building code requirements, but may not encroach into the Right-of-Way.~~

~~7. Bollards. Traffic bollards may encroach into the Right-of-Way, but must be painted either black or to match the color scheme of the building.~~

Part 27: Chapter 11 Administration & Decision-Making Bodies, Development Plans, Section 11.10.E., Review Criteria.

Add text as indicated in **bold** and remove text as indicated in ~~strikethrough~~ to update Public Park Space to Land for consistency with Chapter 4 amendments, as follows:

E. Review Criteria. For Type 5 - Quasi-judicial Actions, the decision-making body shall consider the following review criteria in determining whether to approve, approve with conditions, or deny a Development Plan. These criteria shall be used to evaluate whether the proposal will cause significant adverse impacts on adjacent properties.

1. Criterion 1: The land Uses and development intensity of the proposed Project will not have significant adverse impacts on adjacent properties and are consistent with the character of the Zoning District and the land Uses authorized therein.
2. Criterion 2: The proposed Project provides for the preservation, improvement, and/or enhancement of Open Spaces and provides sufficient land dedicated for public parks ~~space~~ or an equivalent fee-in-lieu.
3. Criterion 3: The proposed layout of Streets, Lots, utilities, water metering, and public improvements, and their relation to the topography of the land, reflect a design which can be economically served by the Town with public services and facilitates the use and future development of adjacent properties.
4. Criterion 4: The proposed Building or site design enhances the public realm, maximizes natural surveillance and visibility, facilitates pedestrian access and circulation, and reinforces the Town's character.

5. Criterion 5: The design of the Project furthers the goals and policies of the Comprehensive Plan.

Part 28: Chapter 11 Administration & Decision-Making Bodies, Development Plans, Section 11.11.D., Review Criteria.

Add text as indicated in **bold** and remove text as indicated in ~~strikethrough~~ to update Public Park Space to Land for consistency with Chapter 4 amendments, as follows:

E. Review Criteria. For Type 5 - Quasi-judicial Actions, the decision-making body shall consider the following review criteria in determining whether to approve, approve with conditions, or deny a Major Subdivision. These criteria shall be used to evaluate whether the proposal will cause significant adverse impacts on adjacent properties.

1. Criterion 1: The land Uses and development intensity of the proposed Project will not have significant adverse impacts on adjacent properties and are consistent with the character of the Zoning District and the land Uses authorized therein.

2. Criterion 2: The proposed Project provides for the preservation, improvement, and/or enhancement of Open Spaces and provides sufficient land dedicated for public parks ~~space~~ or an equivalent fee-in-lieu.

3. Criterion 3: The proposed layout of Streets, Lots, utilities, water metering, and public improvements, and their relation to the topography of the land, reflect a design which can be economically served by the Town with public services and facilitates the use and future development of adjacent properties.

4. Criterion 4: The proposed Building or site design enhances the public realm, maximizes natural surveillance and visibility, facilitates pedestrian access and circulation, and reinforces the Town's character.

5. Criterion 5: The design of the Project furthers the goals and policies of the Comprehensive Plan.

Part 29: Chapter 13 Definitions

Add text as indicated in **bold** and remove text as indicated in ~~strikethrough~~ to modify definitions to correspond with other ordinance changes made within this amendment, as follows:

Building Line, Rear. A line parallel to any Rear Lot Line which passes through the nearest point of any Building or Structure and terminates at the point of contact with any Side ~~Lot~~ **Building** Line.

Building Line, Side-**Interior**. A line parallel to any Side-**Interior** Lot Line which passes through the nearest point of any Building or Structure and terminates at the point of contact with any Front ~~Lot~~ **Building** Line or Rear Lot Line.

Building Line, Side-Corner. A line parallel to any Side-Corner Lot Line which passes through the nearest point of any Building or Structure and terminates at the point of contact with any Front or Rear Lot Line.

~~Lot, Interior. A Lot which is not a Corner Lot or a Double Frontage Lot.~~

Lot Line, Front. The Lot Line separating a Lot from any abutting Street. **In the case of a Corner Lot, the Administrator shall determine the Front Lot Line based on the highest abutting Street classification. If both Streets are the same classification, then the Front Lot Line is the shortest of the 2 Lot Lines.**

Lot Line, Side - Corner. The Lot Line separating a Lot from any abutting Street that is not a Front Lot Line.

Lot Line, Side - **Interior**. Any Lot Line not designated as a Front Lot Line, **Side-Corner Lot Line**, or Rear Lot Line.

~~Lot, Interior. A Lot which is not a Corner Lot or a Double Frontage Lot.~~

~~Lot Width. The full width of a Lot measured from the midpoint of the Front Lot Line to the midpoint of the Minimum Front Yard and Minimum Building Front Setback Line required by this UDO.~~ **The horizontal distance from one Side (-Corner or -Interior) Lot Line to the parallel or opposite Side (-Corner or -Interior) Lot Line measured along the Front Setback line.**

Public Park Land. Land dedicated to the Town of Holly Springs for the purpose of developing public recreation, park, or Open Space sites.

Setback, Minimum Front. The minimum distance required by this UDO from ~~a~~ **the** Front Lot Line to the closest point of the Building, Structure, Sign Structure, Parking Area, Loading Area, storage area, or any other permanent improvement. Said distance shall be measured perpendicularly from the Front Lot Line.

Setback, **Minimum** Side-Corner. ~~The Side Setback applied to that side of a Lot that has a Side Yard facing a Private or Public Street or Access corridor that serves more than 1 lot. Front door or address shall not be located on the side-corner facing Street.~~ **The minimum distance required by this UDO from a Side-Corner Lot Line to the closest point of the Building, Structure, Sign Structure, Parking Area, Loading Area, storage area, or any other permanent improvement. Said distance shall be measured perpendicularly from the Side-Corner Lot Line.**

Setback, Minimum Side-**Interior**. The minimum distance required by this UDO from a Side-**Interior** Lot Line to the closest point of the Building, Structure, Sign Structure, Parking Area, Loading Area, storage area, or any other permanent improvement. Said distance shall be measured perpendicularly from the Side-**Interior** Lot Line.

~~Setback, Side – Interior. A Side Setback on that portion of a Lot that is not adjacent to a Private or Public Street. It extends from the rear line of the required Front Yard, or the front property line of the site where no Front Yard is required, to the front line of the required Rear Yard, or the rear property line of the site where no Rear Yard is required, the width of which is the horizontal distance between the side property line and a line parallel thereto on the site, except that the side-corner Yard shall extend to the Rear Lot Line~~

Yard. An Open Space, unobstructed to the sky, extending fully across the Lot while situated between the Front Lot Line, Side-Corner or -Interior Lot Line, or Rear Lot Line and the established Front Building Line, Side-Corner or -Interior Building Line, or Rear Building Line.

Yard, Front. An Open Space unobstructed to the sky, extending fully across the Lot while situated between the Front Lot Line and the established Front Building Line. ~~In the case of a corner or double frontage lot, the front shall be the side where the front door of the building faces.~~

Yard, Rear. An Open Space, unobstructed to the sky, extending fully across the Lot while situated between the Rear Lot Line and the established Rear Building Line.

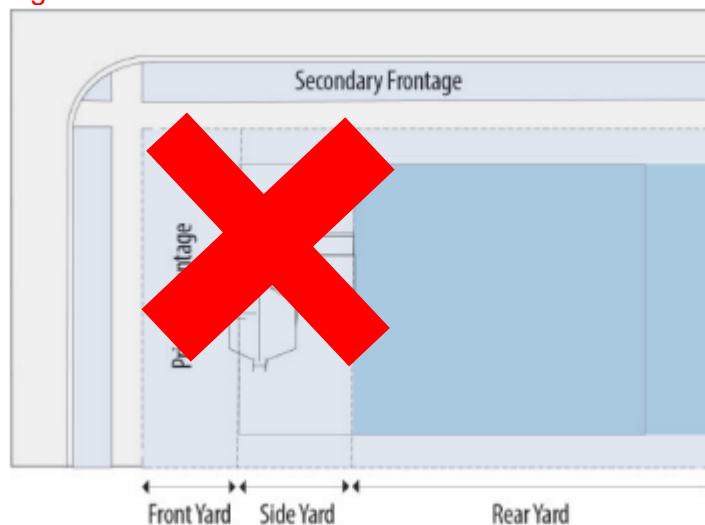
~~Yard, Side. An Open Space, unobstructed to the sky, extending fully across the Lot while situated between a Side Lot Line and the established Side Building Line.~~

Yard, ~~Corner~~ Side - Corner. An Open Space, unobstructed to the sky, situated between the Side-Corner Lot Line and the established Side-Corner Building line. Any area of a Side-Corner Yard that intersects with a Front Yard shall be considered part of the Front Yard.

Yard, Side - Interior. An Open Space, unobstructed to the sky, situated between the Side-Interior Lot Line and the established Side-Interior Building line.

~~Yard, Interior. An Open Space, unobstructed to the sky, extending out from the wall of a Attached multifamily Dwelling.~~

~~Figure 13.1~~



Part 30: **REPEAL OF CONFLICTING ORDINANCES**

All ordinances or parts of the UDO of the Town of Holly Springs conflicting or inconsistent with the provisions of this Ordinance are hereby repealed.

Part 31: SEVERABILITY

If any section, part of a section, paragraph, sentence, clause, phrase, or word of this Ordinance is for any reason held or declared to be unconstitutional, inoperative or void, such holdings shall not affect the remaining portion of this Ordinance and it shall be construed to have been the legislative intent to pass the Ordinance without such unconstitutional, invalid or inoperative part therein, and the remainder of this Ordinance after the exclusion of such part or parts shall be deemed to be held valid as if such part or parts had not been included therein, or if this Ordinance or any of the provisions thereof shall be held inapplicable to any person, group of persons, property, kind of property, circumstances, or set of circumstances, such holdings shall not affect the applicability thereof to any other person, property or circumstances.

Part 32: INCLUSION IN CODE

It is the intention of the Town Council entered as hereby ordained, that the provisions of this Ordinance shall become and be made part of the Unified Development Ordinance of the Town of Holly Springs, North Carolina; that the Section(s) of this Ordinance may be renumbered or relettered to accomplish such intention, and that the word "Ordinance" may be changed to "Section, or "Article" or other word.

Part 33: EFFECTIVE DATE

The provisions of this ordinance shall become effective April 15, 2025 in accordance with the laws of the State of North Carolina.

Adopted this, the ____ day of _____ 2025.

Town of Holly Springs by

Sean Mayefskie, Mayor

ATTEST:

Linda McKinney, Town Clerk





Holly Springs Planning Board

Planning Board Meeting Agenda Cover Sheet

Agenda Item#: 8.

Development Services

Title: Historical Markers Application Review

Strategic Priority Area: Growth Management & Economic Vitality
Vibrant Community

Staff Resource: Cheryl Caines, Development Services

Action(s):

- Approve/deny/defer Historical Marker application for Cape Fear & Southern/Durham & Northern railroad.
- Approve/deny/defer Historical Marker application for 237 Raleigh Street Residence.

Explanation:

- Historical markers are signs intended to recognize significant historical events, locations, or individuals in Holly Springs.
- Two applications were submitted for the Annual Historical Marker Program and were reviewed by the Historical Marker Program Committee.
 - Cape Fear & Southern/Durham & Northern railroad
 - A home located at 237 Raleigh Street.
- The Planning Board is charged with reviewing the applications and Committee recommendation and approve, disapprove, or defer consideration of recommended historical markers.
- Attachments include application materials, Historical Marker Program Policy P-052, and the staff report with committee recommendation details.

Committee Recommendations

Recommended for Approval

- Cape Fear & Southern/Durham & Northern Railroad

Not recommended for Approval

- 237 Raleigh Stree Residence

Background:

- In June 2023 the Town Council adopted Policy & Procedure Statement P-052 to establish criteria and outline an application review process to select topics and locations for future historic markers. The policy established a review committee.
- The Planning Board is designated by the Policy as the decision-making authority.
- Funding for any approved marker will be from the 2025-2026 fiscal year budget which

Planning Board Meeting
March 25, 2025

has not yet been approved; however, there will be funding for at least one marker.

Funding Source(s):

Attachment(s):

1. HistoricalMarker2025_StaffReport_PB032525
2. Durham&Southern_Application
3. 237RaleighSt_Application
4. P-052 Historic Marker Program Policy



Planning Board

Subject Title: Historical Marker Program 2025
Meeting Date: March 25, 2025
Presenter: Cheryl Caines, Development Services
Attachments: Historical Marker Application Materials

Historical Marker Program

Since 2011, the Historical Marker Program has guided the placement of historical marker signs or placards on properties to recognize significant historic events, locations, and individuals for Holly Springs. In June 2023, the Town Council adopted Policy & Procedure Statement P-052 that updated and formalized the application process and established the selection criteria and review process for historical markers in the Town. The Planning Board was designated as the decision-making body in the selection process.

The updated policy, administered by the Town Clerk's Office, established a committee to review applications comprised of staff from the Administration, Communications & Marketing, Town Clerk, Parks & Recreation, and Development Services Departments and one Town Council member. The committee makes an annual recommendation to the Planning Board based on satisfaction of the criteria and allotted budget. The Planning Board shall approve, disapprove, or defer consideration of the recommended historical marker. The applicant may appeal a denied application to the Town Council.

Review and Selection Criteria

A. Local Historical Significance

Local historical significance shall be determined by the Committee based on the following factors:

1. The relationship of the subject to Holly Springs' history.
2. The relationship of the subject to existing historical markers, such as whether the subject is included on an existing marker.
3. The subject's contributions to the Town of Holly Springs.
4. Consequence of the subject on the Town of Holly Springs' history.

B. Special Consideration

The Committee shall give special consideration for applications that demonstrate the following:

1. The subject has had a significant and lasting local, state, or national impact on the Town of Holly Springs.
2. The subject is related to historically underrepresented groups in the Holly Springs community.

C. Limitations for Consideration

The Committee shall limit its consideration of applications as follows:

1. The subject cannot be considered until at least ten (10) years after the death or date of occurrence of the subject.
2. Individual structures listed on the National Register of Historic Places and/or recognized as local, county, state or national landmarks may receive consideration but should not receive a historical marker for their individual architectural value. Rather, an individual or historic event associated with a site is more likely to receive consideration.
3. Subjects already marked with existing monuments or historical markers shall receive less consideration.
4. Cemeteries and burial places shall not be considered unless the application demonstrates that the cemetery or burial place meets the listed criteria.

Historical Marker Applications (2025):

The Town Clerk received two applications:

- 1) Cape Fear & Northern Railroad/Durham & Southern Railroad
- 2) 237 Raleigh Street Residence

The Historical Marker Program Committee reviewed the applications on February 21, 2025, based on the criteria. Funding for the marker will come from the 25-26 fiscal year budget, which has not yet been approved. There will be adequate funding in the budget for the installation of at least one marker.

Cape Fear & Northern Railroad/Durham & Southern Railroad

The Cape Fear & Northern Railroad/Durham & Southern Railroad was chartered by Holly Springs resident George Benton Alford in 1892. The first shovelful of dirt to begin construction was turned in Holly Springs in 1898.

Railroads were noted for economic impacts on towns at the turn of the 20th century. Residents benefited from the availability of freight and passenger service. This allowed goods such as furniture, stoves, wagons, harnesses, and more to be available locally. Mail and package delivery service was handled from the town depot.

The rail line connected Apex to Angier which was extended to Dunn. A branch line to Erwin was also added. Holly Springs residents were able to travel to nearby towns and beyond on connector rail lines. This service also shortened travel times between destinations and allowed visitors to reach Holly Springs more easily. The railroad installed phone lines from Cary to Angier along the rail route.

The last train ran through Holly Springs on April 15th, 1981. The tracks, which crossed N Main Street near Quantum Street and ran through downtown Holly Springs along Avent Ferry Road, have been removed.

Committee Recommendation: Approve

The railroad impacted the economic growth of Holly Springs and improved the daily lives of the residents. It played a key role in promoting Holly Springs within the region and across North Carolina. There are no existing historical markers about the railroad. The committee also noted that there are no physical reminders in the Town that would remind citizens of the railroad's existence since the depot and rails have been removed.

237 Raleigh Street Residence

The 1917 bungalow at 237 Raleigh St. is located within the Downtown Village District and was featured in the local book *Images of America Holly Springs* by local historian, Barbara Koblich. This book reports that the home was a Sears & Roebuck House that came as a do-it-yourself kit for homeowners. However, the research group Sears Homes that authenticates and maintains a National Database of Sears Houses could not authenticate the residence as a Sears kit home.

The home has been featured in several local newspaper articles. To serve the community, the homeowners (Tina & Stanley Rimmer) hosted numerous plant swaps and ran a locally grown floral and herb business with many items from the home's garden. In addition, the Rimmers have donated fresh floral arrangements to seniors at Dorothy Nixon Allen Manor.

Committee Recommendation: Disapprove

Due to age and architectural style the home is documented as a Wake County and Holly Springs historic resource. In addition, the owners have contributed to the sense of community within Holly Springs. However, the application materials provided did not demonstrate how the home's relationship with Holly Springs history, significant and lasting local/state/national impacts or underrepresented groups in Holly Springs.

Motion/Action Requested

- 1) Motion to approve/disapprove/defer the historical marker application for Railroad/Durham & Southern Railroad.
- 2) Motion to approve/disapprove/defer the historical marker application for the home at 237 Raleigh Street.



TOWN OF HOLLY SPRINGS

Application for Historic Marker



Subject of proposed marker (person, place, or event):

(If an individual, please include the dates of birth and death of said individual.)

____ Cape Fear & Northern Railroad / Durham & Southern Railroad

Relationship to Holly Springs' history: _____

Railroad was first chartered by Holly Springs resident George Benton Alford in 1892. First shovelful of dirt to begin construction was turned over in Holly Springs. _____

Contributions to the Town of Holly Springs, or consequence of the subject on Holly Springs' history:

____ At the turn of the century, railroads were noted for their economic impact on local towns. This was recognized by town residents and a charter was procured. Residents greatly benefited from the availability of freight and passenger service to other local communities nationwide. In addition, mail and package delivery service would be handled from the town depot. "He and 20 other Holly Springs men helped bring the railroad to town. He wrote a weekly editorial in which he bragged on the community to the rest of the state by extolling the virtues of residing in the community. By 1877 he petitioned the North Carolina General Assembly to incorporate the town of Holly Springs to a one-mile square that remained for more than 110 years."

Is the subject related to a historically underrepresented group? __ yes __X__ not If yes, specify: _____

Is the subject already marked with an existing monument or marker by another organization? (i.e. DAR, National Historic Register, etc.) __ yes __X__ not If yes, specify: _____

Proposed Location (use street address; if none, use the closest intersection)

Name of Applicant: ____ Robert Rousseau _____

Mailing Address: ____ 6428 Cross Ridge Drive, Holly Springs, NC 27540 _____

Telephone: ____ 919-368-0586 _____ Email: ____ railroad@nc.rr.com _____

Name of property owner(s): ____ Town of Holly Springs _____

Mailing Address: ____ 128 S Main Street

P.O. Box 8

Holly Springs, NC 27540 _____

Telephone: ____ 919-577-3111 _____ Email: _____

If multiple owners, please attach information for all owners on a separate page

Required attachments:

- ✓ Written permission from property owner(s)
- ✓ Narrative history
- ✓ Bibliography of primary and secondary sources used

- ✓ Historic texts that support the facts alleged (books, newspapers, government or church records, etc.)
- ✓ Historic photos, maps, or drawings
- ✓ Other documentation, including signed statements from interviewees if their statements are used to support your application
- ✓ Proposed text (limit of 784 characters, including spaces)

My signature below is a certification that the information presented as part of this application is true and correct to the best of my ability to determine.

Robert Rousseau
Applicant's signature

Date: Jan. 13, 2025

<https://www.hollyspringsnc.gov/266/Historical-Marker-Program>

Subject of proposed marker:

Cape Fear & Northern Railroad / Durham & Southern Railroad

Relationship to Holly Springs' history:

Railroad was first chartered by Holly Springs resident George Benton Alford in 1892. First shovelful of dirt to begin construction was turned over in Holly Springs.

Contributions to the Town of Holly Springs, or consequence of the subject on Holly Springs' history:

At the turn of the century, railroads were noted for their economic impact on local towns. This was recognized by town residents and a charter was procured. Residents greatly benefited from the availability of freight and passenger service to other local communities nationwide. In addition, mail and package delivery service would be handled from the town depot. "He and 20 other Holly Springs men helped bring the railroad to town. He wrote a weekly editorial in which he bragged on the community to the rest of the state by extolling the virtues of residing in the community. By 1877 he petitioned the North Carolina General Assembly to incorporate the town of Holly Springs to a one-mile square that remained for more than 110 years."¹

Proposed Marker Text:

DURHAM & SOUTHERN RAILROAD

Chartered by Holly Springs resident George Benton Alford in 1892 as the Cape Fear & Northern Railroad. First shovelful of dirt thrown by Miss Mattie V. Alford on July 27th, 1898. The CF&N was sold to the Durham & Southern Railroad in 1906.

Narrative History:

Holly Springs businessman George Benton Alford, having recognized the importance of railroads during his service in the Civil War chartered the Cape Fear & Northern Railroad in 1892. Unfortunately money could not be secured for construction and the charter was extended in 1893, 1895 and 1896. However that soon changed with the backing of the Duke family. Mr. Alford was ceremoniously the first president, but soon after Mr. B. N. Duke was elected president with J. C. Angier as manager.

Construction continued, connecting Apex to Angier by the end of 1899. In 1903 the line was completed to Dunn. A branch line was also built to the then-named town of Duke (later Erwin) for the large denim mill there.

In December 1905, the Directors of the newly formed Durham & Southern Railroad authorized purchase of the CF&N which occurred in January 1906.

Trackwork to Durham was completed in 1906 with the first train running from Dunn to Durham on June 6th, 1906.

The formal dissolution of the Cape Fear & Northern was on January 12, 1907.

On September 15, 1981 the Durham & Southern Railway was officially merged into the Seaboard Coast Line Railroad (SCL).

Holly Springs was served by a combined freight and passenger depot measuring 30' x 60' with two passenger rooms, a ticket office heated by a stove, a 5' x 72' freight platform, a 15' x 58' cotton platform and a two-stall outhouse.¹

In 1972, a commemorative Bicentennial paint scheme was applied to a D&S diesel locomotive which included local towns named on the engine.

The last train ran through Holly Springs on April 15th, 1981.¹

Bibliography:

1. Dr. Cary Franklin Poole, Service with Courtesy: The Story of the Durham & Southern Railway (2015)
2. Moses Amis, Historical Raleigh: With Sketches of Wake County and its Important Towns (1913)
3. Richard Prince, Norfolk Southern Railroad Old Line Dominion Line and Connections (1972)
4. Town of Holly Springs, Images of America: Holly Springs (2008)

- 1898 Alford & 20 interested investors received charter of incorporation from General Assembly for Cape Fear & Northern railroad
- Alford was 1st President
- 1892 Charter obtained from State Legislative.
- 1892 hard economic times caused delays
- 1898 B.N. Duke & other capitalists of Durham took over
- 1st shovel of dirt by Mattie V. Alford on 27 July 1898
- Intention was to open up the county & give shipping facilities for the town
- Cape Fear dissolved 12 Jan 1907 Wake County Register of Deeds Book B Page 422
- derailment June 1969



First depot of Holly Springs



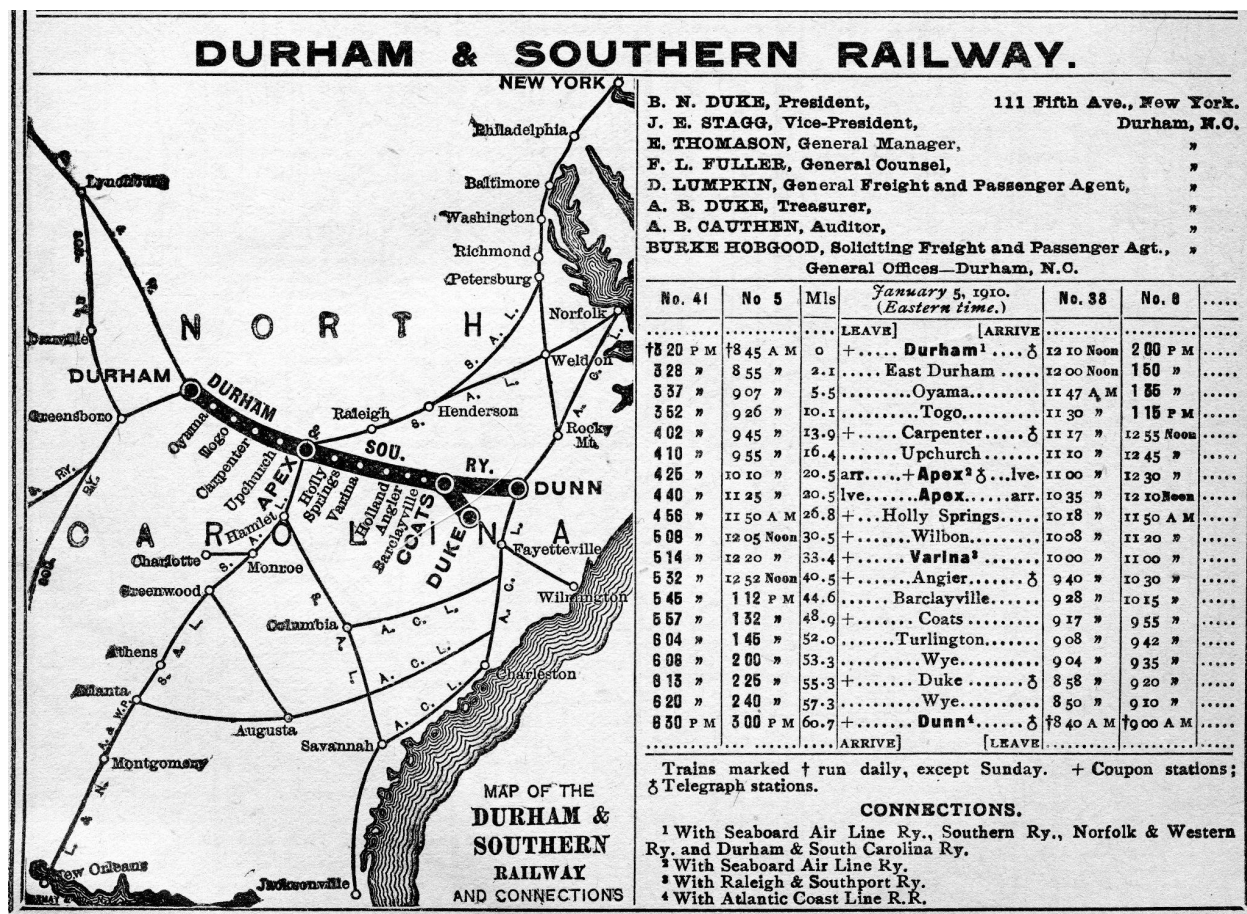
Ballentine Street crossing



Second depot of Holly Springs after the first one burned down. Seagraves Drugstore in background. Signal Maintainer Roy Wilson's motor car shed (see The Railroad Press article).



Last train through Holly Springs (operated by the Seaboard Coast Line Railroad).



Durham & Southern Railway Timetable from 1910.



Durham & Southern Bicentennial locomotive #2000.

SCHEDULE OF THE CAPEFEAR AND NORTHERN RAILWAY.

South.	North.
51.	52.
P.M.	A.M.
4:20.....	Lv. Apex.....
4:44.....	Lv. Holly Springs.....
5:00.....	Lv. Duketon.....
5:08.....	Lv. Blanchard.....
5:20.....	Lv. Holland.....
5:40.....	Ar. Angier.....
P.M.	A.M.

Connect with S.A.L. express mail trains to and from Raleigh.

J.C. ANGIER, Gen. Manager.

Raleigh & Cape Fear R.R. SCHEDULE.

IN EFFECT 6:30 A.M. APRIL 24, 1899

No. 5-	No. 3.	No. 1-	No. 2.	No. 4	No. 6	
Mon.	Tues.	Tues.	Tues.	Tues.	Mon	
Wed.	Thurs.	Wed.	Thurs.	Thurs.	Wed.	
and	and	and	and	and	and	
Frid.	Satur.	Satur.	Satur.	Satur.	Frid	
Read Down.			Read Up			
A.M.	P.M.	A.M.	A.M.	P.M.	P.M.	
6.30	4.15	6.30	Lv. Raleigh Ar.	10.25	8.00	6.10
6.35	4.20	6.35	Caraleigh Junc.	10.30	7.55	6.00
5.40	4.25	6.40	Caraleigh Mills	10.40	7.45	5.55
6.50	4.35	6.50	Sylvalola	10.00	7.35	.40
7.00	4.40	7.00	Barnes'	9.55	7.30	.25
7.20	4.50	7.10	Hobby's	9.45	7.20	.10
7.45	5.00	7.20	McCuller's	9.40	7.15	5.15
7.50	5.10	7.25	Banks	9.35	7.05	5.45
7.55	5.15	7.30	Austin	9.30	7.00	4.3
8.20	5.35	7.45	Willow Springs	9.10	6.50	4.20
8.30	5.45	7.55	Sexton	9.00	6.40	4.15
8.40	5.45	8.10	Ar Sippahaw Lv	8.50	6.30	4.0

All schedule trains carry passengers.

Approved:

JOHN A. MILLS
PRESIDENT AND GEN. MANAGER.

LARGEST GENERAL MERCHANDISE BUSINESS IN THE COUNTRY.

Largest stock of new fall stuff ever opened here. Over \$5,000 worth of the newest styles and best selected. Polite clerks to show you through.

G. B. ALFORD,
HOLLY SPRINGS, N. C.

Just Arrived 

A new stock of finest oak finished furniture.

Surprisingly cheap. A nice stand for \$2.00.

Cook stoves, heating stoves and piping.

Spokes and rims for buggy and wagons.

A carload o 'White' Sewing Machines.

Our salesman, Mr. J. F. Jones, will wait on you promptly.

**To Arrive
Next Week** 

A CARGO OF PIEDMONT WAGONS

to arrive next week; also a new car of

RATTERMAN & LUTH BUGGIES.

We never fail to suit our customers in a buggy or wagon.

A NEW STOCK OF THE BEST HARNESS

To arrive next week. Don't fail to call; our prices are below others.

Carload of salt to arrive next week

There will be a grand Street Fair and Carnival held at Apex, on the 19 and 20th days of Dec. The admission is free to all and everybody should attend. The Cape Fear & Northern Railway has reduced rates from all points along their line, the fare for the round trip is about the usual fare for one way. The Oscar Rand Camp of Confederate Veterans, of Holly Springs will attend Wednesday the 19th. This department is under the leadership of Mr. Q. J. Hudson. The Fair is directed by the great Seaboard Air Line Railway who will spare neither time nor money to make a success. Don't forget the date.

The work of extending the Cape Fear and Northern Railway south-eastward from Harnett county began this week. This road is owned by the wealthy Dukes of Durham. It will probaly be extended to Clinton in Sampson county.—Sanford Express. = This is news that had not reached the Enterprise.

The C.F. & N. Ry., are making preparations to put up a 'phone line from Cary to Angier, they have commenced work, and will soon be talking from Cary to Angier.

Holly Springs Academy.

FOR BOYS AND GIRLS.

HOLLY SPRINGS, N- C-

The Fall Term begins August 7th, 1899. Board, four to seven dollars per month. Tuition \$5.00 to \$12.00 per term. Instrumental Music on Piano or Organ \$2.50 per month, or \$12.50 per term of five months. English, classical and business courses. Good and competent assistants.

Holly Springs is a moral healthy little town located on the Cape Fear & Northern Railroad, which connects with the S. A. L. R. R. at Apex, N. C.
For further particulars address the principal.

WALTER L. NORRIS.

HOLLY SPRINGS.

May it truly be called, for its dozen and more Springs of pure cool water falling from the heads of the different ravines, beneath the shade of its native oaks trees. Situated in the Southwest corner of Wake County, near the junction of Wake, Chatham and Harnett counties, fifteen miles from Raleigh, our beautiful capital city and county site, and connected now with the outside world by the new railway, C. F. & N., which runs through our town, and connects with the great S. A. L. system at Apex, N. C.

For health and good water, the village is not surpassed. Being situated in a town of two hundred inhabitants, the school is removed from the temptations and demoralizing influences of large towns. There is no bar-room nearer than ten or twelve miles. The high moral tone of its citizens and its church facilities render Holly Springs Academy a fit place to train the young.

Holly Springs Institute was founded about the year 1851, by the formation of a Board of Trustees, composed of the most enterprising farmers of the community, among whom

Burbling Baldwins & a Bicentennial

Remembering the D&S by Dale W. Diacont

An early morning summer shower has made the surface of North Carolina Highway 55 treacherous as rush hour traffic approaching Apex creeps along at a snail's pace. In response to the prevailing conditions, CSX Signal Maintainer Roy Wilson gently squeezes the brake pedal of his nearly new hi-rail truck. Most of the commuters with whom which Roy is sharing the road are bound for the sprawling campus of the nearby Research Triangle Park.

After parking his truck next to the freight station, which once housed a joint Durham and Southern - Seaboard Air Line agency, Roy hustles inside to seek refuge from the downpour and plan his day's activities on what's left of the D&S. Fifteen miles of CSX's Aberdeen Subdivision is also included in Roy's territory.

Signal Maintainer Wilson's drive to work hasn't always been the daily challenge it has now become. Roy vividly recalls the years immediately after he hired out back in 1963, when Highway 55 was a lightly traveled two-lane road which meandered through the countryside, closely paralleling the 57-mile right of way of the Durham and Southern. Those days also predated the exodus to the Research Triangle Park by the likes of IBM, the Environmental Protective Agency, Northern Telecom, GE's Jet Aircraft Division, Glaxo, and a multitude of other research and technical concerns. The massive migration of new residents forever changed the landscape on the northern half of the D&S as countless subdivisions of fashionable homes now pepper the countryside in place of bean fields and tobacco barns.

In a manner similar to the Research Triangle Park's phenomenal growth and complicated lifestyles, Signal Maintainer Wilson now ponders the perplexities of a state of the art environment in his department at CSX. Motion sensing circuitry, microprocessors and the concept of centralized dispatching have all contributed to launch Roy's position as a maintainer and trouble-shooter in the field to a level which literally approaches rocket science. Even the new truck in which Roy makes his appointed rounds is a far cry from the open air motor car assigned to him after being hired by the D&S.

The readers of this article who may be familiar with the Durham and Southern are probably wondering what signals there were for Roy to maintain on the D&S. You are correct if you recall that the D&S was a single track railroad which relied on a timetable, train orders, train register stations' and yard limits in order to move its trains. The entire railroad was under the direction of Train Dispatcher Melvin Lynam who maintained his office in Durham.

From Monday through Saturday, two daily round trips were authorized to operate between Apex and Durham. A single crew that reported for duty at 10AM was responsible for both trips. This assignment was normally able to make the first round trip to Durham before the arrival of the daily round trip between Dunn and Apex. This allowed both trains to exchange traffic, thereby providing customers with single day service over the entire length of the D&S. The assignment operating out of Dunn also reported for work at 10AM, which positioned the train to forward any interchange traffic arriving

that morning on SCL's northbound local freight out of Fayetteville's Milan Yard. Additionally, since the D&S Shops were located in Dunn, the Mechanical Department was provided with the time necessary to completely service the motive power assigned to the train.

The D&S timetable also carded a "Sunday Only" round trip between Dunn and Durham. The Sunday movement was operated on an "as needed" basis and annulled when traffic didn't warrant the movement. Please remember that we cannot refer to the Sunday train as an "extra" because it was scheduled in the timetable. Retired D&S Conductor Fred Brown recalls one such Sunday movement in 1971 when the railroad's entire roster of seven Baldwin road switchers were coupled together in order to move 111 cars of coal between the N&W interchange in Durham and SCL in Apex!

Two railroad crossings at grade on the D&S were equipped with interlocking block signals, which protected movements on the intersecting lines. The Southern was responsible for maintaining the signals employed at the East Durham interlocking, and the SCL had a similar responsibility at Apex. Signal Maintainer Wilson's primary duty was maintaining the highway grade crossing lights and bells at 14 road crossings on the D&S.

At the time of SCL's 1975 takeover, no gate protection was in service on the D&S. The General Railway and Signal lights and bells were quite simple in design, and flashed and rang continuously whenever a movement approached the highway island from either side of a short stretch of bonded rail. The metal wheels and axle shunted the circuit and thus activated the lights and bells.

Changing hats when called upon, Signal Maintainer Wilson was also responsible for the Durham & Southern's telephone. Two slender strands of copper wire running alongside the main line linked all of the agencies and departments on the D&S. The system employed certainly predated the digital and cellular networks, which today allow mobile access. "Candlestick" type telephones inside wooden boxes at most sidings allowed train, engine and maintenance crews to correspond while on the line of road with the nerve centers at Durham and Dunn.

The telephone system on the D&S was similar to many block line systems employed on other railroads all over the country. In essence, the network was a party line running between two points with each station responding to an assigned number of short and long rings in a designated sequence. A crank in each telephone operated a generator, which, in turn, rang all of the telephones wired into the system. The system may sound primitive and indeed it was dated in the 1970's, but it was a tremendous improvement over the telegraph system it replaced and gave more employees access to the communication system.

Signal Maintainer Wilson's base of operations was a small, wooden motor car shed at Holly Springs that also served to keep many of his tools, batteries and spare parts out of the weather. Holly Springs was strategically located an equal distance between the north and south ends of the railroad. Upon reporting for work at 7:30 AM, Roy could easily respond to trouble in either direction before the day's





Engineer Jimmy Mills has the head portion of his train over the top of the ruling southbound grade at Carpenter, North Carolina. Track in the foreground is still in place but out of service. The track once opened at both ends and was used to double whenever a southbound train would stall on the hill. The author of this article made a trip on this portion of the D&S with a single SCL SD35 and the locomotive's rigid six wheel trucks opened up the gauge of the siding when leaving the south end thus leading to the adoption of a stub end track. All photos in this article by Dale W. Diacont.

scheduled trains began to foul his passage. Yard limits in Durham, Apex, Fuquay - Varina, Angier, Coates and Dunn provided Roy and his motor car a safe haven when his main track time expired. Train operations within yard limits were made at a speed whereby the train could be stopped in half the range of vision, stopping short of any obstruction (including Roy's motor car), not exceeding 20MPH.

The motor car that the D&S assigned to Signal Maintainer Wilson was a Fairmont M-19. Many railfans actually own motor cars that once were employed by railroads. To those readers outside of that privileged fraternity, Roy's motor car was an open-air car with a windshield at the front end. The M-19 was a "pop - pop" car that was equipped with a single cylinder two-cycle engine whose crankshaft was equipped with two large flywheels. The centrifugal force of the rotating flywheels allowed the long, horizontal cylinder of the engine to fire only intermittently when the engine was not under load. Roy's Fairmont M-19 was incredibly kind on fuel to the extent that a single quart of oil thoroughly mixed in a five-gallon can of gasoline was sufficient to power a round trip over the entire length of the D&S. By contrast, Roy's new Company-provided Chevrolet signal maintainer's truck weighs in at around nine miles per gallon.

Life in an open-air motor car must have certainly had as many ups and downs as the D&S main line itself. Signal Maintainer Wilson was pleased indeed when the D&S shop forces in Dunn outfitted his

car with a makeshift plywood roof. The roof provided a degree of shelter from both the sun and rain, but there was no hiding from winter's wretched grip. Though not visibly apparent to the unknowing, insulated full-length undergarments were part of Roy's standard winter attire. Roy was indeed sad to witness the closing of the outmoded small town agencies at both Angier and Coates on the southern half of the D&S. Both station's free-standing, oil-fired stoves inside of the agent's office afforded Roy both the opportunity to warm up and catch up with what may have been going on with his co-workers. Following the closing of both of these stations, Roy could have easily likened that portion of the railroad to one in Siberia on those frigid days of winter.

Signal Maintainer Wilson was also responsible for the routine maintenance of his motor car. Roy could easily discern when his M-19 needed serious mechanical attention because the single cylinder engine would lose compression and have a more difficult time climbing the many hills between Durham and Dunn. Roy's father Levy worked in the Bridge and Building Maintenance Department for thirty-four years and would help Roy when it came time to overhaul the Fairmont's engine. Roy and Levy would install new piston rings, hone and polish the cylinder head, bolt it all back together, and the Fairmont would be good as new.

When matters relating to his department on the D&S were not

DURHAM AND SOUTHERN RAILWAY

SOUTHWARD

NORTHWARD

SECOND CLASS		Station Numbers	Actual Field M.P. Locations	TIME TABLE NO. 4		Station, Ways, Car Capacity	Second Class	Third Class	
427	441			IN EFFECT			460	442	
Local Freight	Local Freight			December 15, 1976			Local Freight	Local Freight	
Ex. Sun.	Ex. Sun.			STATIONS			Ex. Sat.	Ex. Sun.	
P. M.	A. M.						A. M.	P. M.	
100		SB155 DO	S155.0 D&S1.2	L T	DURHAM	A Yard	O Y	1155	
110		D3	S153.9 D&S2.3		EAST DURHAM	X-SOU		1125	
120			3.8		D.&S.C. JUNCTION			1115	
125		D6	5.7		FEW		19	1110	
150		D14	14.2		CARPENTER		33P	1045	
A 215	L 700	D21	20.7		APEX	X-SCL	Yard	L1030	A1245
		715	26.9		HOLLY SPRINGS		37P		1210
		745	D33 33.4	T	FUQUAY VARINA	X-NS	Yard		1155
		800	D40 40.4		ANGIER		33		1130
		815	D48 48.8		COATS		20		1115
	A 830	D53	53.4		ERWIN JUNCTION		SPUR		L1030
		D61	56.8	T A	DUNN	L	72 Y		
P. M.	A. M.				55.5 Miles Durham to Dunn			A. M.	A. M.
Ex. Sun.	Ex. Sun.							Ex. Sat.	Ex. Sun.

pressing, Signal Maintainer Wilson and his motor car could usually be found in the vicinity of Fuquay - Varina. Fuquay and Varina were actually two separate towns located side by side in southern Wake County that merged to form a single municipality. Both the D&S and the original Norfolk Southern continued to call their stations in town "Varina," as they had been called before the town's merger. Until its closing after SCL's takeover, Mrs. Catherine Brown was the agent for the D&S at Varina, and attended to a considerable amount of interchange with the NS when not busy keeping Roy abreast of any changes in his authority for movement.

Fuquay - Varina was also the location of Davis' Service Center, one of the early pioneers of the convenience markets we all now frequent. Signal Maintainer Wilson married the daughter of the store's proprietor. The store was located adjacent to the D&S main line just inside the Yard Limits board guarding the southbound approach to the station at Varina. The first order of business each day for Roy's routine was to stop his motor car opposite of Davis' Service Center and ice down his galvanized zinc water cooler for the day. Most mornings Roy would also pick up a soft drink that would be enjoyed later in the day along with a sandwich wrapped in wax paper.

Operating a motor car on the D&S (or, for that matter, on any railroad) was certainly not without a degree of peril. Signal Maintainer Wilson was operating his motor car due south on one particular morning with instructions from Train Dispatcher Lynam to "look out for Section Foreman Whitmore operating northbound between Varina and Angier." Whitmore was operating a larger motor car that was equipped with an in-line four cylinder Minneapolis engine coupled to a four speed transmission.

The tool house at Dunn where Whitmore had begun his day's work was seemingly vacant; its contents loaded upon two push cars trailing the section foreman's motor car. Track jacks, tools of every kind, kegs of spikes, angle bars, a replacement rail and a gang of four men all made for a load that was sufficient to order a work train.

As fate would have it, no designated meeting point was set for the two opposing motor car movements. Signal Maintainer Wilson was approaching the bottom of an uphill grade leading into the yard limits at Angier when he observed Whitmore's outfit rounding a downhill curve from the opposite direction. Roy promptly stepped on his brake, stopped, and prepared to back up to the nearest switch in order to clear for Whitmore.

Signal Maintainer Wilson was just about to begin his back-up movement when, by chance, he glanced up in the direction of Section Foreman Whitmore's approach. To Roy's astonishment, Whitmore's men were unloading "on the fly" and heading out across an adjoining cotton patch as their movement failed to reduce speed. Whitmore's load was much too heavy to control with a single set of mechanical brakes on a descending grade. Thinking the better of going down with his ship, Roy also unloaded, turning loose of his motor car's grab iron a split second before impact.

The ensuing calamity could have been heard all over Harnett County but the damage that was inflicted was surprisingly limited. Fairmont built tough cars and the only damage to Roy's machine was a broken front handle. Whitmore's car lost a little paint on its front end but was no worse for wear, except for the section foreman's bruised ego. Thankfully, no one was hurt and, shortly after the track jacks, tools, spikes, angle bars and rail (which had recently become airborne) were reloaded on Whitmore's push cars, both parties continued about their appointed duties without incident.

Whenever Signal Maintainer Wilson needed to back up on his motor car, it was first necessary to stop the engine. The vehicle did not have a reverse gear but the two-cycle engine would run backwards. Since the engine would only crank forwards, this feat was accomplished when Roy turned the ignition switch to the "off" position. As the engine's flywheel was about to spin for a final time, Roy would flip the ignition switch "on" and after a brief hiccup, the motor would be running backwards. A belt that was tensioned by a bar in the middle of the car supplied the final drive.

Going backwards into time, Roy's predecessors went to work for a railroad which was originally chartered in 1899 as the Cape Fear and Northern. As projected, the railroad would link Durham's tobacco market in Central North Carolina with the aspiring new commercial waterfront venture at Southport. Fifty-seven miles of main line were constructed between Durham and Dunn, and a right of way was actually procured as far as Mt. Olive, on the original Wilmington and Weldon (ACL) main line.

The mighty Atlantic Coast Line must have thought very little of the notion of a short line crossing its busy double track main line at grade in Dunn. Since ACL's corporate tent was pitched in Wilmington, the Purple People thought even less of an upstart short line serving a proposed new port which would be in direct competition with their home team in Wilmington. Consequently, the Coast Line did everything they could in successfully stonewalling Durham & Southern's vision of grandeur, and Dunn remained the D&S's southernmost outpost.

No one on the face of this planet ever had a better vantage point than Signal Maintainer Wilson from which to witness the D&S prosper in the autumn of its corporate life. When Roy hired out in 1963, the three original 1,200 horsepower six cylinder Baldwin road switch-

OPPOSITE ABOVE: Before the arrival of four EMD GP38-2s, seven Baldwin road switchers powered the Durham and Southern's operations. Four of the Baldwins are pictured here in 1971 working the Atlantic Coast Line interchange at Dunn, North Carolina, in preparation for their departure for Apex, North Carolina. Ruling grades approaching the towns of Coates, Angier and Apex will certainly cause the traction motor armatures beneath the Baldwins to heat up in response to the drop in speed.

OPPOSITE BELOW: Secondary props surround Durham and Southern Engine No. 2001 as the crew switches a brickyard in what is now known as Durham's Research Triangle Park. For the purposes of originating waybills, this brickyard was referred to as Genlee, North Carolina. D&S liberally installed and maintained signs at off of their sidings, and main line switch targets were painted white and red.





Bicentennial Bull Durham Number One (a.k.a. D&S Eng. 2000) rattles the Seaboard diamond at Apex, North Carolina, with the arrival of the northbound freight from Dunn, North Carolina. Cement bound for Durham dominates the consist of the train as it rounds the curve at the legal ten miles per hour. Home signals and the crossing itself are now gone as is all track on the other side of the railroad crossing.

er units were celebrating their sixteenth birthday after displacing D&S steam power in a single volley. Under the direction and leadership of one time Seaboard Air Line Chief Dispatcher turned D&S General Manager H. A. McAllister, Roy witnessed traffic increase to the point where a second-hand Baldwin from Soo Line was added to the roster. Three similar units were acquired from the original Norfolk Southern soon after the Soo Line unit's arrival and were also placed in service. The former Soo Line unit maintained its original number 362 and the three Norfolk Southern units were renumbered in sequence behind the Soo Line unit (363 - 365).

Since no locomotives had been erected at Baldwin's Eddystone, Pennsylvania plant since 1957, an eighth Baldwin road switcher was acquired from Erie - Lackawanna and used solely as a source of hard to find spare parts. Business continued to blossom forth to a degree whereby tonnage began to take its toll on the D&S Baldwins. Master Mechanic Tommy Lee Matthews and his Mechanical Department employees logged long hours against seemingly impossible odds and kept the Baldwins in good running order. Spare parts for the Baldwins may have been hard to come by but ingenuity and hustle were never in short supply in Matthew's shop.

Signal Maintainer Wilson arrived on his motor car in Apex one morning in 1972 and noticed a strange pair of locomotives in the engine track across SCL's main line from the station. The foreign power turned out to be two Alco RS11's which had been leased from the Norfolk and Western. Roy and everyone else working on the D&S were surprised to learn that the railroad had placed a big league order with EMD for four brand new GP38-2 locomotives. The leased N&W Alcos helped the D&S Baldwins in keeping the railroad's traffic fluid until the new low nosed units from EMD arrived and were placed in service.

Weighing in at 245,000 pounds a piece, D&S Engines Nos. 2000 through 2003 were delivered in the traditional black and white livery that was tastefully highlighted by yellow trim on hand rails and the like. The locomotives were nicknamed "Bull Durham 1 through 4" after the tobacco product. The nickname also honored the most famous minor league baseball team in the country. D&S Engine 2000 was repainted in a red, white and blue costume to celebrate America's bicentennial. After being grafted into the Family Lines, the D&S Engines were renumbered as SCL Nos. 556 through 559, and found themselves in numerical sequence behind fifty-six GP38-2's already rostered by SCL.

Fans who enjoy watching short line power make a trip through the paint shop of a Class 1 railroad and be placed in service for a new owner would certainly had their hearts warmed one evening in June of 1997. CSX operates a northbound mixed freight between Hamlet,

North Carolina, and Rocky Mount, North Carolina, known as Train R406. On this particular evening, Train R406 departed Hamlet with CSX Engine No. 2558 leading a visiting Soo Line SD60 complete with a winterization hatch over one of its cooling fans. Although repainted in CSX new image paint with the tasteful yellow nose, Engine No. 2558 (ex-D&S Engine No. 2002) still cradled her tiny 1,700 gallon fuel tank beneath her frame, lacked the blister on the side of her hood characteristic to EMD units equipped with dynamic brakes, and looked nothing short of diminutive compared to Soo Line's six axle slugger. The size differential certainly didn't intimidate the former D&S unit as she triumphantly lead a manifest of nearly one hundred cars, and a state of the art heavyweight, six axle locomotive. All four former D&S GP38-2's continue to travel the far-flung corners of CSX's daily operation.

When Seaboard Coast Line took over the D&S in 1975, Signal Maintainer Wilson and all of his co-workers on the D&S received a huge increase in pay. Although D&S employees were represented by the various unions and bargained collectively, they were not a party to wage and work rules decisions reached on a national level. Roy was soon banking almost twice as much money as he had been when he was a D&S employee.

SCL provided an equitable employment opportunity to all of the people inherited after acquiring the D&S Railroad from its previous owner Nello Teer Construction Company. Some of the new positions offered to former D&S employees were in different departments and, in

some cases, at different locations. As with most mergers and consolidations, some D&S employees chose to consign railroading to their past and accept a separation allowance from SCL.

Signal Maintainer Wilson was one of the chosen few who was fortunate enough to remain in the same department on Seaboard Coast Line as he started out with originally on the Durham & Southern. All of the trainmen and conductors retained their previous positions and were added to the bottom of SCL's Trainman's Seniority Roster, and given prior rights on all assignments operated over the D&S. With all of the former employees taken care of, Seaboard Coast Line now began to turn its attention towards making the D&S a "more efficient" operation.

The D&S made a handsome living, by short line standards, hauling various aggregate materials such as sand, gravel and cement northbound into Durham. Southbound trains leaving Durham were usually heavily laden with coal delivered by N&W's old Lynchburg and Durham Railroad and consigned to movement south at Apex over SCL rails to Carolina Power and Light's fossil fuel burning Cape Fear Plant at Moncure, North Carolina. Some of the Moncure bound coal continued south of Apex over the D&S and was interchanged to

***Signal Maintainer
Wilson arrived on his
motor car in Apex one
morning in 1972 and
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engine track***

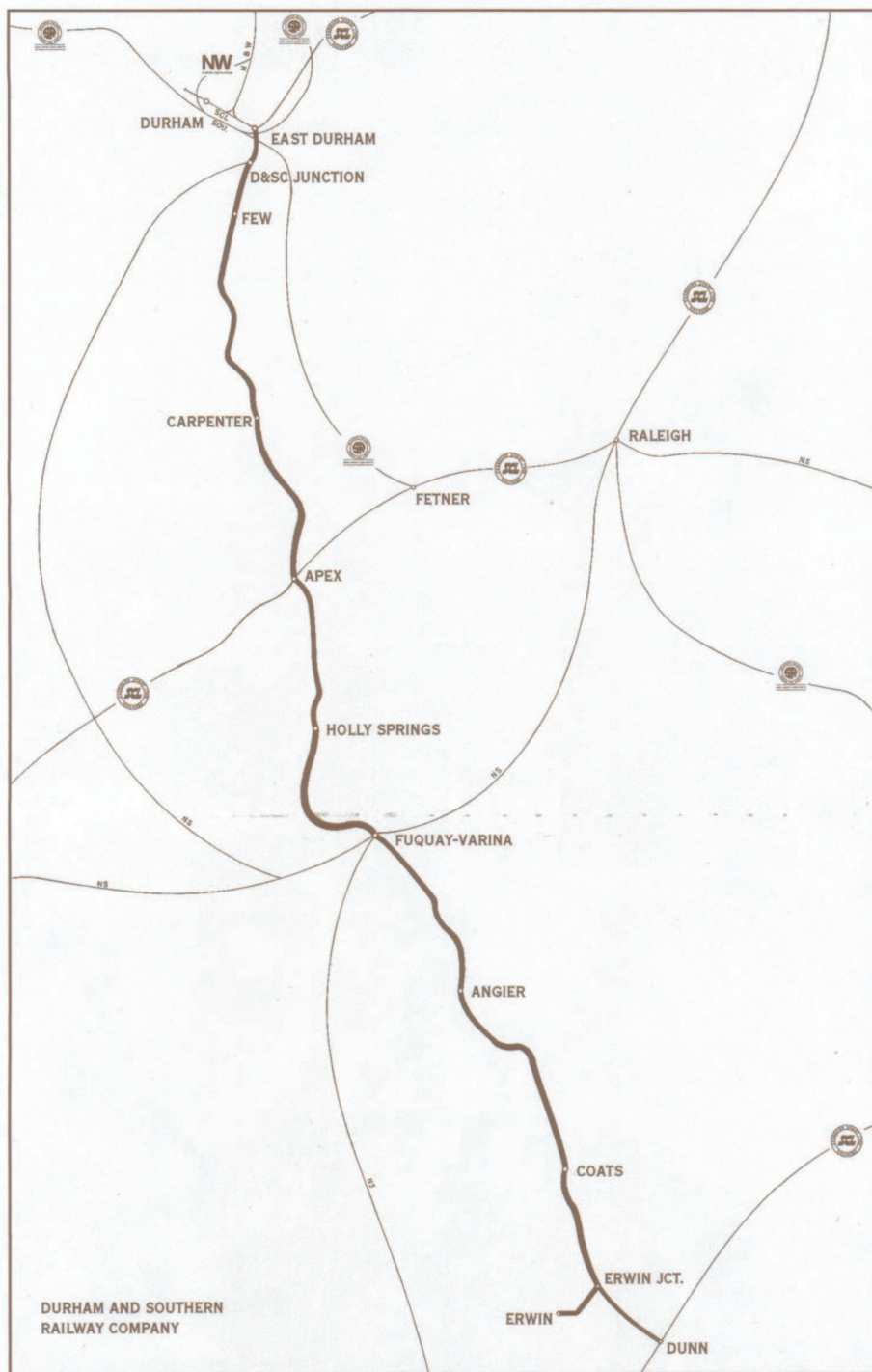
PAGE 16, ABOVE: Durham and Southern GP38-2 No. 2000 clad in the popular bicentennial paint scheme leads SCL Train No. 276 northbound on a double track segment just north of Raleigh. The four D&S locomotives were quickly integrated into SCL's operation. SCL engineers were annoyed by the fact that the newly acquired locomotives lacked dynamic brakes. Nicknamed "Bull Durham 1-4," the foursome continues to be gainfully employed by CSX Transportation. They're easy to spot; simply look for the small 1,700 gallon fuel tanks!

PAGE 16, BELOW: Wooden frame Durham and Southern caboose brings up the rear of one of the two daily round trips between Apex, North Carolina, and Durham, North Carolina. Seaboard Coast Line maintained a piggyback ramp on Ramsuer Street in downtown Durham and the D&S forwarded SCL's piggyback traffic to Apex where this particular traffic was advanced by one of SCL's afternoon fast freights. The old D&S overpass over a remnant of U.S. Highway 1 just north of Apex remains in pristine condition today.

PAGE 17: At your service is the crew of the Durham and Southern twice-daily local between Apex and Durham, North Carolina. Pictured on the front of two freshly scrubbed GP38-2s are Conductor C. W. Knott and the late Engineer Jimmy Mills on the top level, and Brakeman James Hooker and Flagman Kenny Ivey on the locomotive's pilot. The outfit takes a moment at Apex for a timeless portrait on an October 1975 afternoon between their runs.







the original Norfolk Southern at Varina for delivery to CP&L's Cape Fear Plant. One of these Varina bound coal trains derailed while climbing the hill into Holly Springs, and the errant stream of black diamonds and randomly strewn hoppers barely missed Signal Maintainer Wilson's motor car shed.

As the decade of the seventies began to draw to a close, SCL's managers decided that by rerouting existing traffic, the southern half of the D&S could be abandoned. Cement that had previously been delivered to the D&S at Dunn, was now routed through Hamlet, and delivered to the D&S

rails at Apex. Interchange between the D&S and the Southern (originally NS), which had taken place in Varina, was moved to Raleigh. A change of rates made the sand that was once loaded on the southern end of the D&S at Erwin more conducive to movement by truck.

The remaining traffic on the southern half of the D&S formed the traffic base for the Dunn - Erwin Railroad, which continues to handle coal between CSX at Dunn, and Burlington Industries textile mill at Erwin. The Dunn - Erwin enterprise is a satellite operation of the Aberdeen and Rockfish

Railroad, and an EMD switcher provides power. Rather than being isolated by the abandonment between Apex and Dunn, Signal Maintainer Wilson moved his base of operations to SCL's freight station at Apex.

The southern half of the D&S between Apex and Dunn was generally more interesting and picturesque than the more heavily traveled line between Apex and Durham. Rail weighing just 70 pounds per yard was employed on the southern half, and some sidings still used 56-pound rail. Less grading made the southern half of the D&S give the appearance of literally being built on top of the landscape. Although the southern half bridged no significant streams, the right of way was well drained, and its surface maintained to perfection.

During the days of steam, Durham & Southern's Decapods regularly put in fifty mile per hour performances when headed south towards Dunn in the afternoon. The Decapods were incredibly lightweight and their axle loadings were kind to the seventy pound rail between Apex and Dunn.

Perhaps a more contemporary tribute to the entire track structure on the southern half of the D&S occurred shortly before the SCL takeover was consummated. SCL sustained a derailment on the Rocky Mount Division's main line and managers were sent scurrying about in order to reroute some of Amtrak's trains caught in midstream behind the derailment. It was decided to reroute no less than Amtrak's Silver Meteor between Dunn and Apex. No one ever accused Amtrak's ponderous SDP40F's of being ballerinas, but the cowl units made the detour maneuver over the D&S at a maximum authorized speed of thirty-five miles per hour.

The remaining twenty miles of the D&S continues to prosper and is currently operated as the Durham Branch of CSX's Aberdeen Subdivision. Line speed for the remaining segment of the D&S is down to ten miles per hour due to the line's deferred state of maintenance. The once lucrative interchange with the N&W in Durham is now closed due to the abandonment of the old Lynchburg and Durham Line between Roxboro, North Carolina, and Durham. The N&W abandonment was a by-product of the N&W - Southern merger, and a change in traffic patterns which ensued following the merger's implementation. These changes in traffic patterns make it hard to comprehend that the D&S and the Seaboard interchanged with the N&W in Durham, and competed directly with the Winston - Salem Southbound and ACL for some of the same bridge line traffic.

Signal Maintainer Wilson continues to keep the crossing lights, bells and gates functioning properly on the remaining remnant

of the D&S between Apex and Durham. In addition, Roy has the additional responsibility of looking out for sixteen miles of CSX's Traffic Control System signaled, single-track main line. As Durham and Wake County, and the Research Triangle Park continue to mushroom alongside of the D&S, more and more once-rural road crossings at grade will require crossing signals. The chances are that Roy will be kept busy on his home railroad until the day he will be eligible for his pension.

Though relatively few in number when compared to train and engine service employees, signal maintainers play an essential role in the safe operation of the railroad. Their less visible role is similar to that of welders, car inspectors and track maintenance people, and the railroad would cease to function without the vital contribution of a collective group of people. When we take time to remember the Durham and Southern, we mustn't forget the people whose effort made the D&S a "spit 'n' polish" operation and, in particular, my friend Roy Wilson.

Grade Crossing Signals on the D&S when acquired by SCL

Pettigrew Street, Durham (1)	MP 2.7
Alston Avenue, Durham (1)	MP 4.9
Cornwallis Road, Research Triangle Park	MP 5.9
Alston Avenue, Durham Co. (1&2)	MP 9.8
Laura Duncan Road, Apex (3)	MP 20.9
Ten - Ten Road, Apex (3)	MP 21.1
NC Highway 55, Holly Springs (3)	MP 26.5
Wake Chapel Rd., Fuquay - Varina (3)	MP 32.7
US Highway 401, Fuquay - Varina (3)	MP 33.8
Main Street, Angier (3)	MP 40.4
NC Highway 27, Coates (3)	MP 48.2
Main Street, Coates (3)	MP 48.8
US Highway 301, Dunn (4)	MP 56.6
13th Street, Erwin (4)	MP 1.9

Notes:

Original General Railway and Signal crossing lights and bells as originally installed by D&S and remain in service today.

Crossing at D&S MP 9.8 is equipped with original GR&S lights and bells, but their installation predated commercially available electricity at this location. These units were powered by Edison series M-1000 wet cell batteries which used a solution of caustic soda for power. When water from a nearby creek was added to the glass container, the alkaline solution would become unstable and begin to boil. A small skim of Edison Battery Oil would effectively seal the solution so that it wouldn't evaporate entirely. Once stabilized, the cell was inserted, the lid closed and the wires connecting the cell to the circuit were attached. The M-1000 series batteries were replaced annually and eventually removed from service once electricity became available from Duke Power at this one time remote location.

Crossing signals removed from service with the abandonment of the southern half of the D&S.

Former D&S crossing signals that are now a part of the Dunn - Erwin Railroad's operation.

Where The Bulls Now Trod

In the years that followed SCL's acquisition of the Durham and Southern, the four GP38-2's belonging to the D&S were generally assigned to the old Raleigh Division and stayed close to their former home rails. The foursome always stuck out in a crowd with their small fuel tanks and the lack of the dynamic brake blister on the top side of their hood. Engine No. 2557 (and perhaps others) has been equipped with a larger fuel tank. When the Raleigh Division became a memory in the wake of CSX's system-wide reorganization, the "Bull Durham" units became more widely traveled.

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TOWN OF HOLLY SPRINGS

Application for Historic Marker



Subject of proposed marker (person, place, or event):
(If an individual, please include the dates of birth and death of said individual.)

Relationship to Holly Springs' history: Homeowner to historic home (established 1917)

Contributions to the Town of Holly Springs, or consequence of the subject on Holly Springs' history:
Maintained the integrity and history of Historic 1917 home in the downtown Historic Village District. We have been in several articles featuring our home in the local paper. We have hosted numerous events in our community at our home. (see attached)

Is the subject related to a historically underrepresented group? ☒ yes ☐ not If yes, specify: Historic Home owner

Is the subject already marked with an existing monument or marker by another organization? (i.e. DAR, National Historic Register, etc.) ☐ yes ☒ not If yes, specify: _____

Proposed Location (use street address; if none, use the closest intersection)

Name of Applicant: Tina Rimmer
Mailing Address: 237 Raleigh Street Holly Springs, NC 27540

Telephone: 919-270-2902 Email: tina.rimmer9194@gmail.com

Name of property owner(s): Tina & Stanley Rimmer
Mailing Address: 237 Raleigh Street Holly Springs, NC 27540

Telephone: 919-270-2902 Email: tina.rimmer9194@gmail.com

If multiple owners, please attach information for all owners on a separate page

Required attachments:

- ☐ Written permission from property owner(s)
- ☐ Narrative history
- ☐ Bibliography of primary and secondary sources used
- ☐ Historic texts that support the facts alleged (books, newspapers, government or church records, etc.)
- ☐ Historic photos, maps, or drawings

- 7 We have hosted numerous "perennial swaps" at our home to serve our community with beautiful plants and seeds.
- 7 We ran a home business "Betty Jean's Flower truck" serving our community with locally grown flowers, fresh herbs (from our personal gardens)

Our home was featured in the local book "Images of America Holly Springs" by the Town historian, Barbara Koblich. Please see below and attached article.

Commonly referred to as a "Sears and Roebuck House", the Martin Collins house came as a do-it-yourself kit by an adventuresome homeowner in 1917.

Our home was also featured on an "Avanti" greeting card based on its historic charm.

Please accept our permission to consider our application to request a Historical Marker. We love our town, our community and would love to be considered to receive this Historical Marker.

Tina Rimmer

Tina Rimmer 1/6/25

Stanley Rimmer

Stanley Rimmer 1/6/25

- ☐ Other documentation, including signed statements from interviewees if their statements are used to support your application
- ☐ Proposed text (limit of 784 characters, including spaces)

My signature below is a certification that the information presented as part of this application is true and correct to the best of my ability to determine.

Isia Rimmer
Applicant's signature

Date: 01-6-25'



BETTY JEAN'S FLOWER TRUCK

237 Raleigh St., Holly Springs, NC 27540
(919) 270-2902 • www.bettyjeansflowertruck.com

Tina and Stanley Rimmer have been married for over three decades and share a passion for flowers, herbs, and all things gardening. For Tina it is a love that was first cultivated by her mother Betty Jean. Betty Jean passed away in 2016 and Tina, who retired after 32 years at the SAS Institute working as an Administrative Assistant and a Montessori teacher, wished to do something to honor her beloved mother's memory. She came up with the perfect idea that would also allow her to work alongside her husband doing something that they both enjoy. On Valentine's Day 2019, Betty Jean's Flower Truck was born.

Betty Jean's Flower Truck is an iconic green 1966 vintage Ford F100 and Tina and Stanley's means of spreading kindness and their love of flowers to our community. While Stanley handles behind-the-scenes details and maintenance on the classic truck, Tina creates beautiful floral arrangements that are at the same time both whimsical and elegant. Tina understands that flowers can speak in ways that words sometimes cannot and are ideal whether you want to celebrate a happy occasion, give a thoughtful gesture in a moment of grief, offer a sweet reminder of friendship, or make a bold declaration of love. Each one of her unique designs is made with the utmost care and many of the seasonal flowers are gathered from Tina and Stanley's own garden. Tina loves to add a signature touch to her bouquets by including fresh herbs like mint, rosemary, thyme, lavender, and lemon verbena. Betty Jean's Flower Truck also offers charming little houseplants, organic lavender sachets and sage sticks, and as much gardening and flower-care talk as you would like with the truck's match-made-in-heaven owners. Made-to-order arrangements and posies are available for weddings, showers, corporate events, family photo sessions, and other special occasions.

Betty Jean's Flower Truck collaborates with other Holly Springs small businesses by taking part in Vintage Farm Days, hosting online giveaways, and locally sourcing as many of their botanicals as possible. They also spread joy to our elderly neighbors by donating fresh florals to seniors at Dorothy Nixon Allen Manor.



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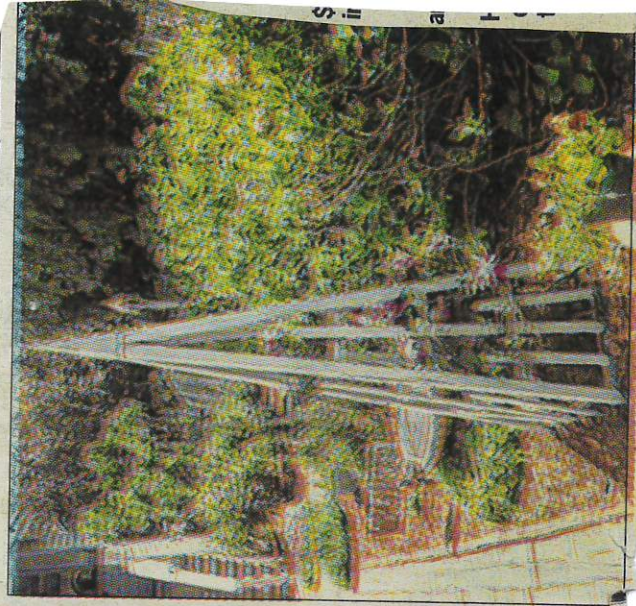
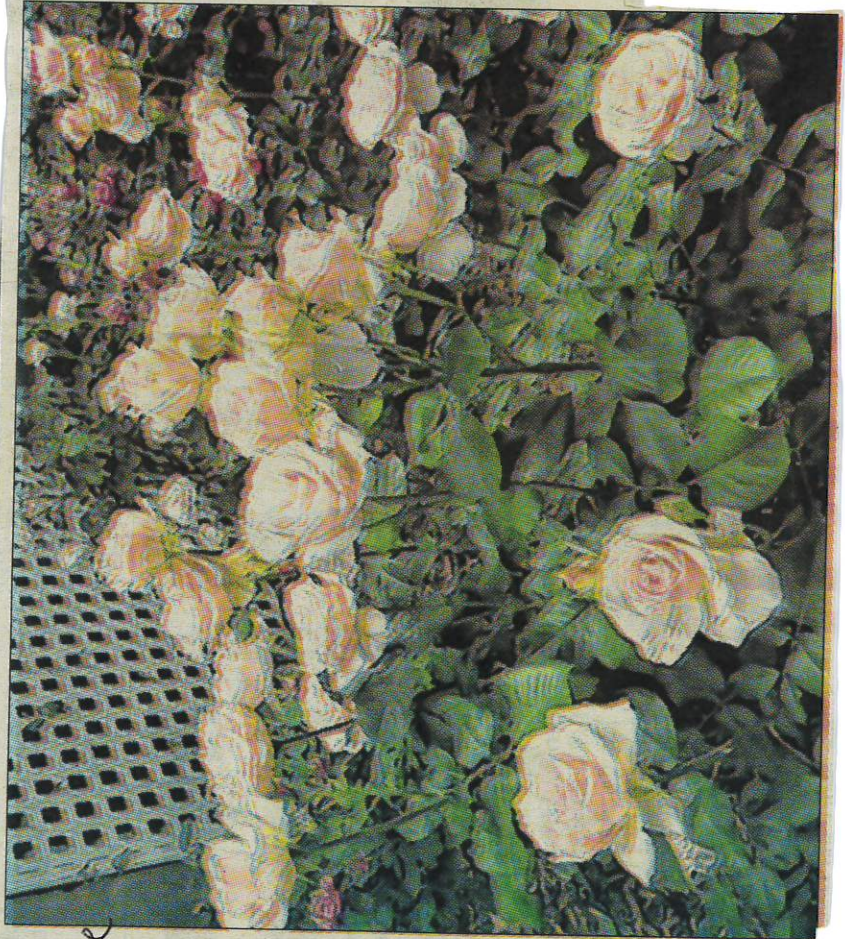
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Article in Holly
Springs Magazine

A hint of summer

A Clematis and rosebush from
a home in Holly Springs grace
the garden.

Contributed





Commonly referred to as a "Sears and Roebuck House," the Martin Collins House came as a do-it-yourself kit, put together by an adventuresome homeowner in 1917. This Craftsman-style bungalow on Raleigh Street, currently the home of Stanley and Tina Rimmer, is one of the most photographed homes in the area with its extensive flower gardens and landscaping. (Town Historical collection.)



The Bryant-Brewer House was built by a Dr. Bryant. This two-story home stands at the corner of Grigsby Avenue and Raleigh Street. Later owners Willie Brewer and his wife, Pattie (Tucker), raised their 16 children in this house. Current owners Chip and Christine Kelly have added their own touches keeping with the architectural style of the house. (Town Historical collection.)

Auto repair facility

BY TAMARA WARD
CORRESPONDENT

The Holly Springs Town Council voted in favor of allowing an automobile repair facility off Holly Springs Rd. near its intersection with Sunset Lake Rd. at its May 19 meeting. Councilmen and locals disagreed on whether the facility was appropriate for a gateway area into the town.

The facility is to be part of

an integrated center with multiple buildings. Two 1,500-square-foot buildings are to be located on the front of property along Holly Springs Rd., followed by a parking area, with the 4,600-square-foot automobile facility at the rear of the property.

Though the area for the proposed facility is designated as a town gateway, and town plans do not include automobile uses in gateway areas, staff said its opinion

was that the facility does meet the policies of the gateway plan and said the automobile facility was screened by retail building.

Councilman Vinnie DeBenedetto said he did not feel an automobile repair facility was appropriate at the location.

Councilman Tim Sack noted the nearby location of the future I-540 intersection and said, in the future, people would need an automo-

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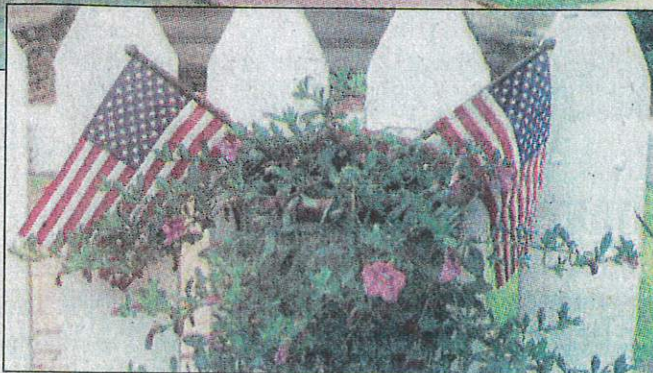
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Holly Springs shows its patriotic spirit for Memorial Day



PHOTOS BY NANCY CATRINE

Homes on Raleigh Street in Holly Springs were decked in red, white and blue bunting in honor of Memorial Day, remembering those who serve in the United States Armed Forces.





 Holly Springs, N.C.	P-052 Historical Marker Program	
	Prepared By:	Linda McKinney and Sean Ryan
Policy & Procedure Statements of the Holly Springs Town Council	Department:	Clerk's office and Development Services
	Date Approved by Council:	June 20, 2023
	Effective Date:	June 20, 2023
	Supersedes Old #:	Resolution #11-36
	Old Effective Date:	October 18, 2011

SECTION 1: Purpose:

To establish the process and evaluation criteria for the selection and installation of historical markers within the town.

The Historical Marker Program will increase public awareness of the rich cultural heritage of the Town, encourage historic preservation, and enhance the enjoyment of our local history.

Historical markers tell the history of the Town by identifying the people, places, and events that represent our past and shaped the Town's history. Although not excluded, the Town of Holly Springs Historical Marker Program is not exclusively intended to identify a Local Historic Landmark or a property listed on the National Register of Historic Places.

SECTION 2: Historical Marker Program Committee:

This policy establishes a Historical Marker Program Committee ("Committee").

Composition of the Committee:

The Town Manager shall designate to this committee one (1) representative from each of the following Town Departments: Administration; Town Clerk; Communications & Marketing; Parks and Recreation; and Development Services.

Town Council shall appoint one (1) council member to serve as a member of the historic marker recommendation committee.

Duties of the Committee:

The Committee shall be responsible for administering the Historical Marker Program with coordination from the Town Clerk's office.

SECTION 3: Historical Marker Application:

Applications for a historical marker may be submitted at any time during the fiscal year however must be received by the second Monday in January to be considered. The Town shall be permitted to submit an application for consideration by the Committee.

Complete applications must include thorough documentation (with selected photocopies and bibliographies from primary and secondary sources) and verification of the facts claimed.

Applications that are not recommend for selection for a historical marker by the Committee may be submitted again for further consideration in the next fiscal year.

SECTION 4: Historical Marker Criteria:

A. Local Historical Significance

Local historical significance shall be determined by the Committee based on the following factors:

1. The relationship of the subject to Holly Springs' history.
2. The relationship of the subject to existing historical markers, such as whether the subject is included on an existing marker.
3. The subject's contributions to the Town of Holly Springs.
4. Consequence of the subject on the Town of Holly Springs' history.

B. Special Consideration

The Committee shall give special consideration for applications that demonstrate the following:

1. The subject has had a significant and lasting local, state, or national impact on the Town of Holly Springs.
2. The subject is related to historically underrepresented groups in the Holly Springs community.

C. Limitations for Consideration

The Committee shall limit its consideration of applications as follows:

1. The subject cannot be considered until at least ten (10) years after the death or date of occurrence of the subject.
2. Individual structures listed on the National Register of Historic Places and/or recognized as local, county, state or national landmarks may receive consideration but should not receive a historical marker for their individual architectural value. Rather, an individual or historic event associated with a site is more likely to receive consideration.
3. Subjects already marked with existing monuments or historical markers shall receive less consideration.
4. Cemeteries and burial places shall not be considered unless the application demonstrates that the cemetery or burial place meets the listed criteria.

SECTION 5: Selection of Applications for a Historical Marker:

The Committee shall decide, within the constraints of the annual allotted budget, how many historical markers shall be recommended in any given year – subject to funding availability.

The Committee shall present a recommendation of a subject and location for a historical marker to the Planning Board. The Planning Board shall approve, disapprove, or defer consideration of the recommended historical marker. Should an application be denied by the Planning Board, the applicant may appeal that decision to the Town Council who may choose to allocate funds to said marker.

Applications denied by the Planning Board will have thirty (30) days from notice of the denial to file their appeal with the Town Council. Appeals should be made in writing to

the Clerk's office stating the reason the applicant believes the marker should be funded, and including any additional documentation to support their appeal.

Subjects reviewed and disapproved three (3) times in succession are not eligible for consideration for a period of three (3) years. The Town reserves the ability to reject any applications for Historical Markers that are not in keeping with the appropriate content standards of the Town as determined by the Town Council.

SECTION 6: Historical Marker Text:

The Committee shall compose the draft text to be placed on the historical marker. The text will include only information that has been verified with appropriate documentation.

The Committee shall provide the proposed draft text to the applicant who submitted the historical marker application. The applicant shall provide comments on the text of the historical marker or make recommendations for any changes. These recommendations shall be accepted, modified or not accepted at the discretion of the Committee.

SECTION 7: Ordering and Installation of the Historical Marker:

The following items are required prior to the ordering of the historical marker:

1. Applicant acceptance of the recommended text.
2. Dedicated easement / ownership and permission agreement. This easement/agreement gives the Town authorization to install the historical marker on private property and to maintain the historical marker.
3. A map identifying the proposed location for installation of the historical marker.

Upon receipt of the required items, the Town shall order the historical marker as specified in the Historical Marker Design Specifications.

The Town shall, upon delivery, install the historical marker in the location indicated on the location map.

The Town shall hold a public unveiling of the historical marker.

SECTION 8: Historical Marker Design Specifications:

Size Specification: 33" x 43"

Pattern Style: Revised Ohio

2 Sides: Yes

Emblem: Holly Springs Seal

Wing Cap: Yes

Mounting Post: 7 feet

Text: Same on both sides

Text Size: 1 inch

Plate Color: Black

Post Color: Black

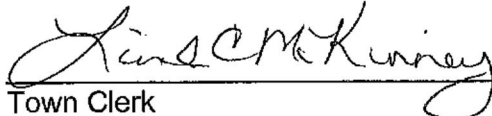
Letter Color: Gold

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End Policy Statement No. P-051

Adopted by the Holly Springs Town Council on June 20, 2023 as certified by:


Town Clerk





Holly Springs Planning Board

Planning Board Meeting Agenda Cover Sheet

Agenda Item#: 9.

New Business

Title: Town Council Official Action Overview

Strategic Priority Area: Growth Management & Economic Vitality

Staff Resource: Sean Ryan, Development Services

Action(s):

- Receive project updates.
 - Pine Springs Upper School
 - Graham Wood Rezoning
 - Evans Rezoning

Explanation:

Background:

Funding Source(s):

Attachment(s):

None



Holly Springs Planning Board

Planning Board Meeting Agenda Cover Sheet

Agenda Item#: 10.

New Business

Title: Committee Reports

Strategic Priority Area: Growth Management & Economic Vitality

Staff Resource: Sean Ryan, Development Services

Action(s):

- Receive updates from Planning Board representatives for:
 - Land Use Advisory Committee (LUAC)
 - Tree Advisory Committee (TAC)
 - Wake Transit Plan Stakeholders

Explanation:

- The Planning Board appoints members to represent the Board on various committees.

Background:

Funding Source(s):

Attachment(s):

None



Holly Springs Planning Board

Planning Board Meeting Agenda Cover Sheet

Agenda Item#: 11.

New Business

Title: Development Services Report

Strategic Priority Area: Growth Management & Economic Vitality

Staff Resource: Sean Ryan, Development Services

Action(s):

- Receive Development Services Department updates.

Explanation:

Background:

Funding Source(s):

Attachment(s):

None



Holly Springs Planning Board

Planning Board Meeting Agenda Cover Sheet

Agenda Item#: 12.

New Business

Title: Other Business

Strategic Priority Area: Growth Management & Economic Vitality

Staff Resource: Sean Ryan, Development Services

Action(s):

Explanation:

Background:

Funding Source(s):

Attachment(s):

None