



Holly Springs Town Council  
7:00 PM **Tuesday, March 18, 2025**

Regular Meeting  
Holly Springs Town Hall Council Chambers  
128 S. Main Street, 2<sup>nd</sup> Floor

## **MINUTES**

The Holly Springs Town Council met in regular session on Tuesday, March 18, 2025. Mayor Mayefskie presided, calling the meeting to order at 7 p.m. A quorum was established as the Mayor and five Council members were present in the Chamber as the meeting opened.

**Council Members Present:** Mayor Sean Mayefskie, Mayor Pro Tem Dan Berry, Council members Timothy Forrest, Danielle Hewetson, Annie Drees, and Chris Deshazor.

**Council Members absent:** none.

**Staff Members Present in Chambers:** Randy Harrington, *Town Manager*; Scott Chase, *Assistant Town Manager*; John Schifano, *Town Attorney*; Linda McKinney, *Town Clerk* (recording the minutes); Kameron Womack and Jesse Dixon, *IT*; Corey Petersohn, *Budget and Sustainability*; Cassie Hack, *Director, Communications and Marketing*; Chris Hills, *Director, Development Services*; Grayson Taylor, Catherine Jacobs, Elliot Blonshine, Sarah Lipkin Sularz, Cheryl Cains, and Sean Ryan, *Development Services*; LeeAnn Plumer, *Director, Parks and Recreation*; Tina Stroupe, *Finance Director*; Jay Osborne, *Assistant Town Attorney*; LeRoy Smith, *Fire Chief*; Kathy White, *Deputy Clerk*.

**2. and 3.** The Pledge of Allegiance was recited followed by an invocation by J. Dwayne Garnett of Altar and Dwelling Place.

**4. Agenda Adjustment:** The March 18, 2025 meeting agenda was adopted with changes, if any, as listed: none.

**Motion:** Berry

**Second:** Forrest

**Vote:** Unanimous

## **RECOGNITIONS**

### **5. Arbor Day Proclamation**

Sarah Lipkin Sularz, Development Services, said that Arbor Day is celebrated in North Carolina on the first Friday following March 15<sup>th</sup>, which this year falls on March 21<sup>st</sup>. The Tree Advisory Committee will celebrate with an event on Saturday, March 22<sup>nd</sup> that includes planting a smokebush tree. Over the past year the Tree Advisory Committee has held pruning workshops for 37 attendees, awarded 46 street tree grants, and given away 450 trees.

Mayor Mayefskie proclaimed March 21<sup>st</sup> as Arbor Day in Holly Springs.

Eric Dean accepted the proclamation on behalf of the Tree Advisory Committee.

## **CONSENT AGENDA**

The Council passed a motion to approve all items on the Consent Agenda. The motion carried following a motion by MPT Berry, a second by Council member Forrest and a unanimous vote. The following actions were affected:

6. February 2025 Mayor and Council Retreat and February 18, 2025 business meeting minutes – Council approved the minutes of the 2025 Mayor and Council Retreat and the February 18, 2025 business meeting.

7. Monthly Budget Amendments and Grants – Council approved the Quarterly Budget Amendments, and the reclassification of Fire Inspector Positions from the F4 paygrade to the F5 paygrade, and received the Town Manager’s approved budget amendment report.

*Copies of the budget amendments are attached to these minutes.*

8. Voluntary Annexation A24-04 4637 Optimist Farm Road – Council adopted Resolution 25-06 directing the Town Clerk to investigate the sufficiency of annexation petition A24-04 and setting the public hearing for April 15, 2025.

*A copy of Resolution 25-06 is attached to these minutes.*

9. Voluntary Annexation A25-01 4016 Berman Edge Rd. – Council adopted Resolution 25-08 directing the Town Clerk to investigate the sufficiency of annexation petition A25-01 and setting the public hearing for April 15, 2025.

*A copy of Resolution 25-08 is attached to these minutes.*

10. Ting Park Multi-Use Field Synthetic Turf Replacement – Council approved the budget amendment and adopted Parks and Recreation Capital Project Ordinance 25-07, authorized the Town Manager to enter into a contract with GeoSurfaces for the synthetic turf replacement for the multi-use fields at Ting Park in the amount of \$1,226,104 and to approve contracts up to the project budget total that are consistent with the project scope necessary to deliver the project.

*Copies of the budget amendment and Ordinance 25-07 are attached to these minutes.*

11. Utley Creek Greenway Phase 2 Design Contract Amendment #2 – Council approved design contract amendment with Alta Planning + Design, Inc. in the amount of \$75,861 for the Utley Creek Phase 2 Greenway project design.

12. Audit Services Engagement and Annual Comprehensive Financial Report Services for year ending June 30, 2025 – Council approved contracts for audit services and annual comprehensive financial report engagement for fiscal year ending June 30, 2025.

13. Surplus of Assets Valued Over \$30,000 – Council approved the surplus of Public Works Asset #13150, a Ford F450 Dump Truck, and Asset #13152, a Freightliner M2 106 Leaf Truck.

14. Installment Financing Agreement for Dewatering Centrifuge – Council adopted Resolution 25-10, authorizing the Town Manager to approve and execute Installment Purchase Agreement and direct staff to proceed with closing the loan and obtaining the funds for the dewatering centrifuge not to exceed \$874,202 in loan principal, and the remaining balance covering loan costs (interest and fees.)

*A copy of Resolution 25-10 is attached to these minutes.*

15. Developer Agreement for West Maple Ave. Waterline Extension – Council approved the Developer Agreement associated with the waterline extension within W. Maple Avenue.

## **PUBLIC HEARINGS**

### **16. 24-DP-07 Pine Springs Upper School Development Plan**

Grayson Taylor, Development Services, said this was to consider a request for a Development Plan at 420 Green Oaks Parkway for Pine Springs Upper School. He said this item had been to the Planning Board in February and was now before Council for a Quasi-judicial Public Hearing. He said the parcel was rezoned in December, which was a legislative decision, and reminded the audience that a Quasi-judicial decision requires sworn testimony by fact witnesses or opinions of qualified experts.

Mr. Taylor showed where the parcel is located in town and said that it is designated Business and Industrial in the Land Use and Character Plan, and zoned Planned Unit Development (PUD). He outlined the surrounding areas within the PUD. Then Mr. Taylor showed the site plan for the Pine Springs Upper School, which will be 3 stories, 121,068 square feet and will have 4,674 feet of total vehicle stacking on site. He showed where the handicapped EV ready, and EV charging parking spaces would be. He showed proposed elevations.

Catherine Jacobs, Development Services, said the site is served by water and sewer connecting at Green Oaks Parkway. She said the studies showed no improvements needed in water or sewer. She discussed the traffic impact analysis and the improvements required were agreed to by the applicant. These include limited access to right-in/right-out/left-out on Green Oaks Parkway and extending the existing westbound left-turn lane to 300 feet at the West access; right-in/right-out only and construction of a westbound right-turn lane of 50 feet at the East access; and a fee-in-lieu for future construction of a pedestrian crossing along Green Oaks Parkway. She said the improvements were consistent with the traffic study.

Mr. Taylor said that staff finds this project consistent with adopted Town plans, the Unified Development Ordinance and the Holly Springs Business Park PUD regulations. Public utility connections are provided, and staff recommends approval.

Thomas Urquhart, Planning Board representative, said the Planning Board voted to recommend approval with a vote of 7 – 0, with one member absent and one recusing himself because he is on the board of Pine Springs. He outlined the discussion held prior to that vote.

Mayor Mayefskie opened the public hearing and the following sworn testimony was received:

Bruce Friend, head of school for Pine Springs Prep, said the school would accommodate 1,000 students in grades 9 – 12 with a dedicated student parking lot and a staggered bell schedule to help with the mixing of student drivers with parent drivers. There will be outdoor space for student activities and pedestrian connectivity to Green Oaks Parkway and a preservation of natural areas with environmental impacts limited to those already constructed.

Andy Petty from Curry Engineering showed the approved concept plan that was in the PUD amendment and described where they are in the development process with the zoning approved in December. They hope to have construction drawing approval this spring so that construction can begin this summer to be completed in time for school to be open in the fall.

Mr. Petty said that as part of the PUD Amendment they committed to a dedicated entrance/exit for carpool with over 4,670 feet of stacking queue length; restricted entrances to control traffic in and out of the campus; a dedicated right turn only lane into the student parking area; committed \$30,000 as a fee-in-lieu of a future pedestrian crossing on Green Oaks Parkway; and to incorporate all TIA recommendations. He outlined all the traffic and parking features of the site. He said the queuing exceeded the “high demand” length as determined by NCDOT. He pointed out the addition of stop signs in multiple locations that were added after the concept plan to keep students safe as they walk from the parking lot to the school. They added a dedicated loading zone, and the EV parking spots. He said if students need EV spots, they could use the ones outside of the student parking as an incentive for grades, behavior, etc.

Council member Drees asked about the middle lane at the entrance and its intention. Mr. Petty said it was a dedicated path to the student parking lot. Council member Drees asked about the specialty crosswalks and Mr. Petty pointed them out and said they would be stamped asphalt with a different color from the pavement, and a texture.

Council member Deshazor asked about emergency evacuation plans with the current set up. Mr. Friend said that is a contingency that all schools have to have in place.

There being no further testimony, Mayor Mayefskie closed the public hearing.

**Action:** Motion to approve/deny Resolution 25-09 to adopt Findings of Fact and approve 24-DP-07 Pine Springs Upper School Development Plan.

**Motion:** Forrest

**Second:** Hewetson

**Vote:** unanimous

#### **17. 24-REZ-03 Graham Wood Rezoning & Development Plan**

Grayson Taylor, Development Services, said a request for rezoning had been received for 1432 Avent Ferry Road. As it was received prior to the UDO change, it was heard by Planning Board in February, and is now before Council. He showed the location of the site and said that it is designated as Neighborhood Center on the Land Use and Character Plan and currently zoned Rural Residential. He explained the characteristics of a neighborhood center, which is meant to be primarily a commercial category to provide goods and services to surrounding neighborhoods.

Mr. Taylor said that the request is to rezone to Conditional District Rezoning. This allows the applicant to request flexibility in exchange for providing higher quality, innovative, and sustainable development. It is not for relieving hardship, which require a variance, and the applicant must demonstrate that Conditional District Goals are met. He showed the evolution of the site from the first submittal in May of 2024 to today, and said the project was 34.24 acres and would have 82 detached dwellings and 32 attached dwellings. They are requesting permission for 120 dwellings, for flexibility. He explained the applicant's proposed standards and how they deviate from the UDO standard. He said the project is proposing to meet the conditional zoning district goals of protection of the watershed area and considerations for property with unique history or outstanding physical features.

Mr. Taylor said that the site is within Park Search Area 5, which requires setting aside of park land, and future greenway on the Future Active Transportation Map. The applicant is proposing a sidepath connection to Logging Road and a sidepath connection to Eagles Landing Park because the geography of the land does not accommodate a park.

Catherine Jacobs, Development Services, said the site can connect to water and sewer along Avent Ferry Road and extend it throughout the site. Water and Sewer Studies did not require any sewer improvements. The project is subject to the Water Resource Policy and since the agenda was published, they have withdrawn their request for an exemption. She said the project would include the realignment of Capeside Ave. and Cass Holt Road. There would be an additional access point onto Avent Ferry Rd. between Cass Holt and the Autumn Park subdivision, and the widening of Avent Ferry Rd. along the property frontage. She said that ten intersections were studied as part of the Traffic Impact Analysis (TIA). The development is required to design and construct all improvements identified by the TIA, and she outlined those improvements.

Ms. Jacobs said the proposed development agreement includes the Capeside Avenue realignment, Parks and Recreation parkland dedication and on-site greenway alternatives, with a credit towards Parks & Recreation fees, and sewer extension and/or improvements, and a fee-in-lieu of a traffic signal at the school intersection.

Ms. Jacobs said changes since the Agenda Packet was published include the applicant's adherence to the Water Resource Management Policy, with updated Allocation Form, Plan Set, and Design Manual, and an amended Development Agreement and Ordinance.

Mr. Taylor said staff finds the proposed Conditional Zoning District does not include non-residential/commercial uses and does not meet expectations of a Neighborhood Center. It offers several public infrastructure improvements to the Town, including the road realignment, but overall the proposed rezoning is inconsistent with Town plans and policies, and staff recommends denial.

Planning Board representative Thomas Urquhart said the Planning Board was split with four voting in favor and four opposed to recommending approval. One member was absent. He outlined the issues and concerns the Planning Board discussed, particularly the lack of commercial, and issues with the age-restricted nature of the development. The Planning Board voted 8-0 that it was not consistent with the comprehensive plan, but 4-4 on the reasonableness of the project. The vote to approve was 4 – 4, which does not equate to an approval.

Mayor Mayefskie opened the public hearing and the following input was received:

Kathryn Kornbau, 513 Avent Meadows, said she had lived in Holly Glen for twelve years. She opposed the development as is, due to traffic on Avent Ferry, which has not been widened. She said three schools and two daycares haven't caused NCDOT to widen Avent Ferry Road, and if you drive this area and you will realize how scary Avent Ferry is. She said people park in the Holly Glen neighborhood when there are not enough parking spaces for pick up. Tonight she wants to talk about the creek that runs through her property which is part of the Cape Fear River basin. It is shallow and narrow and it has increased in flooding over the past few years. The flooding has increased over the past years. The Town is aware of the issues and the state says it's the Town's responsibility to fix this issue. She said they've been told it is due to the increased building along Avent Ferry. We have spent \$10,000 to fix the flooding and homeowners insurance doesn't cover it. Mayor Mayefskie asked her to stop as her 3 minutes were over. She said there has never been a study on this creek. She said before building any more there needs to be a study on this creek. Before any more building is approved, there needs to be a creek study.

Wendy Dykema, 108 Holly Glen Court, said there have been a lot of near misses in this area of Holly Springs. Parents and school organizations have begged this Council and NCDOT to take action, but no action has been taken. The intersection where our children cross remains unprotected. The proposed development adds stress to our neighborhood and these three schools. At school time it will take you 20 minutes to go 200 meters. This road affects the education of our children. This development, or any development in this spot, will cause problems. People make U-turns on Avent Ferry, at the childcare, and at the entrance to Holly Glen. It's too hard to make a left so they go right and make a U-turn and this development will continue this. NCDOT will not put a light there quickly. She said 55 plus is not senior living. This is not a decrease in traffic; these people are working age. She asks Council to delay. If you can't delay, put a traffic light asap at the entrance to Holly Grove Elementary and Middle School. Make our children safer.

Russ Munisteri, 228 Harbor Fog Tr., said you are going to hear a lot of concerns about safety, but he wants to talk about Harbor Fog Trail. It is going to be a major cut through, where it is a dead-end right now. A lot of children play there. What is going to be put in place to control the traffic along Harbor Fog? That is his concern because of the kids.

Jonathan Benincosa, 304 Capeside Ave., said he is here to strongly oppose this rezoning. The responsibility of Council is to protect safety of residents, not protect developers' profits. Children have been hit or nearly hit, in that neighborhood and this rezoning will make it worse. He said the vision of a neighborhood center would be appreciated and staff did a good job on this. Comprehensive Plan "Continued growth without proper planning could erode the rural character that has attracted so many residents and businesses to make Holly Springs their home." (Quoting from the Holly Springs Comp

Plan) If Council no longer intends to follow the Comprehensive Plan, please update it so that we know what we are getting in to. A plan like this will affect our neighborhood, so please deny it. We do not have to settle for a “lesser evil,” so please consider the legacy this decision will leave. Will you be remembered for protecting small town charm, or for creating suburban sprawl. Please reject this rezoning.

Amber Benincosa, 304 Capeside Ave., spoke about the safety concerns. She struggles with letting her 11-year-old walk less than a mile to school due to unsafe traffic conditions. She has personally witnessed several near miss pedestrian accidents. She had to sign a paper with the school to let her walk to school. It’s a misconception that 55+ communities result in less traffic. More vehicles put our families at risk. Capeside is used by parents of three schools picking up their students. The right turn only feature means more than 150 cars will be forced onto Capeside which was not built to handle this level of traffic. She witnessed a 4-year-old die after being hit. This community has no amenities, meaning residents will be forced to leave and compromise the safety of our children. You need to make sure Holly Springs remains a safe place for children. If you allow it to move forward, you will be setting a dangerous precedent. Please reject this development.

Stephen Moya was called, but had already left the meeting.

Jennifer Johnson, 104 Holly Glen Ct., said she will not repeat everything already said tonight, but requested that any Council member considering approving this, to please spend time on Avent Ferry Rd. during peak travel hours. It is a dangerous bottleneck of traffic and Town Council needs to address this. It needs to become four through lanes, not just adding a right turn lane. With all the other developments, and Eagles Landing, which is exciting, but it is more traffic on Avent Ferry and they will be ready at the same time which is a large increase in traffic with no real improvement in infrastructure. It is a real risk for pedestrians being hit. The Capeside intersection needs improvement for driving safety, but also for pedestrian safety. Police, flashing lights, something. Adding more cars the with the restructured intersection does not add any safety for our families. Saying yes has serious safety implications. Please say no.

Christine Walorz, 324 Covenant Rock Lane, said she is asking the Town not to grant conditional district rezoning which allows flexibility for the developer. She has lived here for sixteen years and the “flexibility” we see with developments in this town is her biggest complaint. We see proposals with flexibility, and then by the time the plans are built the flexibility has changed the plan. We have been told for the last sixteen years that this intersection would be fixed. Widening of Avent Ferry has stopped at Ralph Stephens, and the next phase didn’t happen and has been moved to 2030-2045. She went to a transportation meeting back in 2020 with NCDOT and asked about the realignment and was told it was on the 2029 ten-year plan. She is asking that they do not grant developers this flexibility because it adversely affects the community and the traffic. We live in walking distance of three schools, but we don’t walk our kids to school because it is not safe. The orange flags are a Band-Aid. The flashing signs, the speed signs, aren’t working. Pine Springs Prep is proposing better safety features for their school than we have done for our three schools. She asked that the Town not approve this development.

Fraank Demetrius, 309 Shorehouse Way, said his neighbors were telling the truth. He has stopped a couple of children from walking into cars. He moved here and asks Council not to ruin the neighborhood by approving this and making it unsafe for his kids to walk to their friend’s house.

Shivs Snunna, 1212 Happy Hunting Hills, said he has been driving on Avent Ferry since 2007 and traffic is bad. Please make sure that Avent Ferry is widened. We know we need more homes as more jobs come, but we need to balance the safety and traffic and risk with this.

Jessica Perry, 109 Oak Moss Trail, said she has spoken about the safety of the school zone for years. Ten percent of the population of Holly Springs goes to school here. She has asked for crossing guards, lights, and has gotten minimal action. As far as this neighborhood goes, she wants guarantees not flexibility for the developer. She wants to know what is going in, how kids are going to be protected. She wants kids to be safe. If a kid is hit, who is liable? We add more development without adding safety. She said they want to be guaranteed help. Put it in writing. She said there needs to be money for the children’s safety. She said her ask is that she see concrete proposals and guarantees for the safety

of the children before any more developing or road widening goes in there. Fix the intersection, but provide safety for the kids crossing the street.

Jason Barron, Morningstar Law Group, speaking for the applicant, said he has heard these concerns and issues before. He heard them 10 years ago on a different zoning case on this land. It was not approved because that development did nothing to address those concerns. He has been approached by many developers with projects that did not address these issues. With Epcon, they have a very good reputation with 55+ communities. They work with the community. When he was approached on this one, he said we have a concern with the safety of children. We need to be able to demonstrate that our project won't make it worse, it will help to fix the problem. So fixing the Capeside intersection was at the forefront. It creates a 4-way intersection with a signal and a crosswalk. There will be benches where students can wait for the light to change and then cross safely. Regarding traffic, which is a big concern along Avent Ferry, the trip data associated with this will generate 609 trips per day. If it were to develop into 60,000 sq ft of commercial space, it would generate 7,430 trips. Ten times as many trips, if it were developed for commercial. Epcon is proposing an age-restricted residential community, which generates less traffic. More importantly they generate less traffic during the peak hour times. In addition to the realignment of Capeside, we are also providing a greenway sidepath from our development to Eagles Landing. We will be able to facilitate safe passage to the park. When Eagles Landing opens, the residents of Holly Glen will be able to access it safely. That is a cost being assumed by the developer. They are not waiting for NCDOT, because they understand the safety concern. They believe that we will be contributing positively to addressing the safety concern. As you heard from Mr. Urquhart, the Planning Board had a lively discussion about this project. Could the neighborhood center continue to operate if this is approved and doesn't include any commercial? He said there is roughly 20 acres of undeveloped land that also has that designation. Harris Teeter is 80,000 sq ft on 10 acres. Something is going to develop here. If traffic is the concern, this is the best development this site could have. He said that they believe that you can continue to maintain the neighborhood center on the acres contiguous with the Park. This land has been designated commercial for over 30 years and there has been no commercial development. This area will not be negatively impacted, should it not develop commercially. This is not about a developer getting in, making money, and leaving; they are committed to being able to make the situation better. He said they respectfully request approval.

Council member Hewetson asked him to speak to the signalization of the intersection and what makes it safer for pedestrian crossing. Mr. Barron said when you create a four-way intersection, you create crosswalks. The signal creates a stop in the traffic and creates a safe way for pedestrians to cross. Council member Hewetson asked if they were talking signalization for traffic as well as pedestrians? Mayor Mayefskie asked if the greenway would be on both sides. Mr. Barron said it will be on the west side, because that will get them to the park. MPT Berry asked what commitment they were willing to make to install flashing crosswalks. Mr. Barron said they were willing to hold that conversation and work with the town. Seniors are going to want that to get to the park. Council member Drees asked what the timeline for the project was, were it to be approved. Mr. Barron said about 12-18 months of permitting, and then construction starting in 2026, with the first Certificate of Occupancy issued in summer or fall of 2027. Council member Drees asked when the street would be realigned. Mr. Barron said at the beginning before homes are ever sold. Council member Deshazor asked if they were committing to making sure the intersection is aligned, and the signal is there before any homes are occupied and how long for the realignment. Mr. Barron said it would take 6-8 months. Council member Deshazor asked if they would commit to doing the construction during the summer to reduce the safety risk. Mr. Barron said he thinks Capeside will remain open while the construction of the realignment is constructed, and then closed after the new section is opened. Council member Deshazor asked if there was a sign at the stub on Harbor Fog Trail that says it is a future road extension. Ms. Jacobs said there is. MPT Berry asked if the realignment would be straight into the project. Mr. Barron said this is not an engineered drawing, but we would align it in a perpendicular manner and connect it in a way that does not impact anyone's property. MPT Berry asked if the realignment happening before the first Certificate of Occupancy could be added into the Developer Agreement.

John Schifano, Town Attorney, said it is in the Developer Agreement that it will be completed before the 1<sup>st</sup> building permit is issued. It is contained in the realignment.

Council member Deshazor brought up the tree preservation. Mr. Barron said we increased it by 25% as part of the Water Resource Policy. Council member Drees asked if it were possible to prioritize specimen trees. Mr. Barron said they have done what they can to prioritize trees on the stie. Council member Drees asked him to speak to the traffic leaving through Capeside. Mr. Barron said there is a signal there and we expect that people will make their way to the signal and turn. Council member Drees asked if they had a calculation on the impact by their development on wait time at the light. Mr. Petty said he doesn't have the queue length, but it is anticipated that it would clear the queue each cycle.

There being no further input, Mayor Mayefskie closed the public hearing.

Council member Forrest asked about the status of Avent Ferry Phase 2 with the NCDOT. Ms. Jacobs said it is on the STIP for 2029. Randy Harrington, Town Manager, said Council needed to consider that the state is working through Hurricane Helene relief, which poses some risk to that timeline.

Council member Drees asked about the neighborhood center, and why that location was chosen. Mr. Taylor said it has been there for many years, even before the bypass. Intersections often serve as a place for people to meet needs on a daily basis. We did not request the developer for any specific commercial use. We asked them to evaluate what they could do. Council member Drees asked if a commercial use would require a pump station. Ms. Jacobs said not necessarily. If this developer is able to lower a few segments along Harbor Fog to get gravity feed, a commercial development could do the same. MPT Berry asked about enforcing the 55+ requirement. Mr. Schifano said it would be a deed restriction. MPT Berry asked about the fee-in-lieu and the proportionate impact. Ms. Jacobs said it was 5.1%.

Council member Forrest said that cattycorner from the schools we have 11 acres zoned commercial across from the neighborhoods. Mr. Taylor said it is designated Neighborhood Center, and it is also undeveloped. There is a stream running through the site which would limit development. It is also not yet rezoned. Council member Forrest said in theory you could have a site as big as the Harris Teeter in that area. He said there were a lot of problems at Ralph Stephens and Avent Ferry until they got the signal right. He thinks modernizing the intersection might be beneficial.

MPT Berry asked Mr. Schifano if the Developer Agreement was sufficient as is. Mr. Schifano said if you want something beyond a standard intersection design, I don't think it is adequate. But if you are looking at a regular trued up intersection that is what you have. MPT Berry said he was looking for creativity to increase visibility at the intersection. Mr. Harrington said there could be something like a higher level of visibility pedestrian crossing. We can work something like that. Council member Forrest said he hopes an improved intersection would reduce the illegal U-turns.

Mr. Harrington said when we discussed this several years ago, one of the issues with the angle of this intersection is a longer crosswalk. When you fix the angles, you will shorten the crosswalk which will make a safer crossing. Council member Forrest said NCDOT didn't want to do anything with that crosswalk because they were planning to realign that intersection when they widened the road in the future. So having this realigned sooner would be beneficial at that crosswalk. Mr. Harrington said it would enhance the level of safety.

MPT Berry said he would suggest that the motion on the development agreement include language to increase safety. He said that in 2015 a project came before Council and he, as a resident, worked to fight it. He said when the plan was reworked and commercial was recommended there, it was to limit the number of students living there because the Holly Grove Schools are capped. He mentioned other options we could have had and said they did not make it safer or more friendly. He said he is called to support this request because the road realignment and the sidepaths provide

benefit to the community. The density is capped at no more than 120 units, which is better than any of the other four projects he has seen over the last ten years.

Mayor Mayefskie asked if NCDOT's road widening included a realignment. Ms. Jacobs said it was not included.

Council member Drees said this is a difficult decision. This is the right development, but she doesn't think it is the right time. She has heard about the problems on Avent Ferry for her entire time in office and would like to see this move forward when we know we have the road widening in place.

Council member Deshazor said he struggled with this one. He doesn't think commercial is right for that site, especially if it doesn't realign the intersection. When you are working with NCDOT, things do not move quickly. If we wait, we will still have kids who can't cross the street. The realignment and the signals will improve safety for the children. He asked about the stub's signage, because when you have that you know it was not meant to be a cul-de-sac. This is the right thing for this spot of land at this time.

Council member Hewetson said she has gone back and forth on this. But to do nothing at this time would be to leave a dangerous intersection. We have an opportunity for the realignment with proper signalization and pedestrian crosswalks. Without this you have an unsafe intersection. This wasn't an easy decision, but she thinks the realignment is worth the loss of commercial. She asked about the small creek and stormwater impact. Ms. Jacobs said it is not directly related to the creek that was discussed. The stormwater management is valuable for removing nitrogen. Any Stormwater Control Measure would have to meet Town requirements and state requirements for stormwater.

**Action 1:** Motion to adopt Rezoning Ordinance RZ25-01 to adopt the Plan Consistency Statement, Statement of Reasonableness, and approve 24-REZ-03 Graham Wood Rezoning.

**Motion:** Berry

**Second:** Deshazor

**Vote:**

**Aye:** Berry, Forrest, Deshazor, Hewetson

**Nay:** Drees

*The motion passed.*

**Action 2:** Motion to approve the proposed Development Agreement with consideration from the Town Attorney and applicant's team to work through additional pedestrian safety.

**Motion:** Berry

**Second:** Forrest

**Vote:**

**Aye:** Berry, Forrest, Deshazor, Hewetson

**Nay:** Drees

*The motion passed.*

**Action 3:** Motion to approve Utility Allocation Request for Graham Wood for 27,285 GPD.

**Motion:** Berry

**Second:** Forrest

**Vote:**

**Aye:** Berry, Forrest, Deshazor, Hewetson

**Nay:** Drees

*The motion passed.*

*Council took a short recess.*

## **18. 24-REZ-04 Evans Property Rezoning**

Grayson Taylor, Development Services, said this was a request to rezone 6200, 6202, and 6213 Windy Farm Lane. Having come in under the old process, this item went to Planning Board in February and is now before Council for the public hearing. He showed the location of the property and said that it is designated Mixed Residential on the Land Use and Character Plan and zoned Rural Residential. The applicant is seeking a zoning of Neighborhood Residential Conditional Zoning District, and Neighborhood Center Residential Conditional Zoning District. He reminded the audience of the purpose of a conditional district rezoning.

Mr. Taylor showed the evolution of the project from the first submittal in May of 2024 to the present. He said the applicant is proposing 65 detached dwellings and 87 attached dwellings for both districts of the approximately 53-acre property. He outlined the applicant proposed standards regarding density, lot width, minimum frontage, and façade standards. He outlined the design goals and said the project provides variety in housing types and development patterns, and efficient, aesthetic, and desirable use of open space.

Elliot Blonshine, Development Services, said the site can be served by public water and sewer with connections to the Honeycutt pump station. He said that since the agenda packet as published, the applicant has agreed to adhere to the Water Resource Management Policy with EnergyStar Green building standards, and an increase of 25% of active recreation, a proposed sewer easement for the benefit of nearby development access to Honeycutt Farm Pump Station, and public art in the proposed roundabout. He said there was sufficient allocation available to support this project.

Mr. Blonshine said that transportation improvements include road widening of Cass Holt Road and Honeycutt Road along the property frontage, as well as access points onto Rouse Road and Cass Holt Road. The parcel does not have land along Rouse Road but is acquiring an easement to connect to Rouse Road. He discussed the sidewalk at Addison, and said they explored extending that sidewalk, but there are obstacles. The developer will continue working with staff on this. He said the interior road will serve as a collector road because there is no driveway access off it. The Transportation Impact Analysis studied ten intersections along Cass Holt, Rouse, Honeycutt, Piney Grove Wilbon, and Avent Ferry Roads.

Mr. Taylor said that changes since the Agenda Packet was published include the applicant's alternative adherence to the Water Resource Management Policy, by building to EnergyStar Green Building standards, increase active recreation space by 25%, providing public art in the proposed roundabout, and providing a sewer easement for the benefit of nearby development access to the Honeycutt Farm Pump Station. He said that staff believes the proposed Conditional Zoning District meets Town expectations for a Mixed Residential Neighborhood Character Area, and the objectives of the Town Comprehensive Plan. The proposed rezoning is consistent with Town plans and policies and staff recommends approval.

Planning Board representative Thomas Urquhart said that the Planning Board recommended approval of both consistency and rezoning with a vote of 8-0, with one absence. He outlined the discussions held. He said they asked about where construction traffic would be directed and what damage would be caused to Rouse Road. There were also questions about workforce housing, and school capacity.

Council member Deshazor asked him to elaborate on the discussion around the house on Cass Holt Road. Mr. Blonshine said currently the widening associated with this project would be on the other side of the road. Traditionally, road widening is symmetrical with the center line. If that were to occur that house would need to be moved or demolished. In order to widen Cass Holt to its full cross section, it would need to be asymmetrical, similar to what was done at Regan to protect the church. Those details of that widening aren't provided at the rezoning level. If we get into major subdivision, that is where those specific details will be worked out to see if we are doing a truly asymmetrical widening. Because of the way Addison West did their improvements, this project is already having to do most of the widening on their side. We are aware of the house but the decisions will happen at major subdivision.

Council member Deshazor said if we rezone this, the wheels are in motion, so this is the time to have this discussion. As part of the TIA the road widening is only on that side, but eventually it will affect the house. Laura Holleman said the applicant would address that.

Mayor Mayefskie opened the public hearing and the following input was received:

Laura Vance, 5304 Barclay Dr., Raleigh, said she grew up at the house on Cass Holt Rd and her parents, retired teachers, still live there. She said this is one of the last opportunities to find a way to save her parents' home. They want to stay there. The plan is to widen Cass Holt to four lanes with a median and if that happens, it will go through her parents front porch – their house will be destroyed. She thought this was an opportunity to realign the widening into what is now an open field. Her parents have known for 10 years that the widening was coming, and it affects every decision they have to make about their house. Having some sort of certainty, to feel like they can stay in their home, would bring them peace. To say they can plant their garden the way they would if they knew they could stay there for 20 years. She wants to work with the developer to move the road widening so her parents can keep their home.

Laura Holloman, speaking for the applicant, said this isn't a process they take lightly. It has taken over a year to review. But the intent of this project has not changed. As part of that, Mixed Residential neighborhood took shape. That is why there are townhomes. There are adequate transitions between neighborhoods. Apartments and condos don't make sense on this parcel, but townhomes do. As we transition out, we go to detached homes. The Evans family has lived in this section for a long time. They specifically carved out this property to be able to stay if they want. This is why the existing pond will be carved out and remain a pond. It utilizes existing cleared farmland. This also sets up nicely for tree preservation, and buffers between subdivisions. In terms of infill, with Honeycutt next door, they built a regional pump station, which is what the town wants because it is less for them to maintain over time. This is the first to join the Honeycutt pump station. This was set up specifically for that pump station. Additionally, Honeycutt Farms developed a greenway, and this project would connect to that. There will be sidewalks throughout the subdivision. In terms of active open space, they are working with staff to increase the areas as part of their Water Allocation, along with the public art in the roundabout. Finally, she said she wanted to speak to the question of the existing house on Cass Holt Road. They are planning on an asymmetrical road widening, to bear the full brunt, so that the house is saved. Nate Bouquin with McAdams, said they looked at a concept of what that widening would look like. NCDOT has strict transition requirements, so they sketched it out to verify that they were able to dedicate the right-of-way on their property to make sure that they can widen the road without affecting that house. Mr. Bouquin said there is an existing curve, he showed where the road would be shifted and tied back in near the signal to bear the majority of the widening on their side of the property. Council member Drees asked if the curve would require a speed change. Mr. Bouquin said it would not. They worked to make sure the curve was sufficient to be the same speed.

John Schifano, Town Attorney, asked if the applicant was willing to make the asymmetrical road widening a zoning condition. Ms. Holloman said yes, they were willing.

There being no further input, Mayor Mayefskie closed the public hearing.

MPT Berry said the top part on Honeycutt Rd is an hourglass road because it was only widened on the frontage of Honeycutt Farms. This development is coming in and proposing no meaningful road widening on Honeycutt, only the little bit. So they are creating another bottleneck, and there is no widening on Rouse Rd. He thinks this is not enough road widening for this project. He said five units per acre is too dense for this area with no road improvements. This is why we have the Water Resource Policy, which pushes us to look for improvements for all our residents, not just the ones who will live here. He thinks the options being added are not enough to push this to a priority 1 on the WRP. He thinks it is a priority 2.

Council member Deshazor asked if MPT Berry was seeking more road widening. MPT Berry said it would help. Council member Hewetson asked what the distance is between the Honeycutt widening that exists, and this proposed widening. Staff said it was about .4 of a mile from the last Honeycutt widening to Cass Holt Rd. Council member Forrest asked if MPT Berry would like to ask the developer to offer this. MPT Berry said they would if they wanted to. Council member Deshazor asked the applicant if they would consider this. Jason Barron said they do not have the ability to make any further commitments with regard to road improvements. They cannot control the sites on Honeycutt and there are streams that make road improvements very expensive in that area. At this point they do not have the ability to make any further improvements. MPT Berry said that would then be an unfunded tax payer liability. He said he voted against the land use plan in 2019 because the area's infrastructure cannot support this density.

**Action 1:** Motion to adopt Rezoning Ordinance RZ25-02 to adopt the Plan Consistency Statement, Statement of Reasonableness, and approve 24-REZ-04 Evans Property Rezoning, with the applicant proposed voluntary conditions.

**Motion:** Deshazor

**Second:** Hewetson

**Vote:**

**Aye:** Deshazor, Hewetson, Drees

**Nay:** Forrest, Berry

*The motion passed.*

**Action 2:** Motion to approve Utility Allocation Request for Evans Property for 38,760 GPD.

**Motion:** Deshazor

**Second:** Hewetson

**Vote:**

**Aye:** Deshazor, Hewetson, Drees, Forrest

**Nay:** Berry

*The motion passed.*

## **19. Voluntary Annexation A24-05 0 Friendship Road**

Sarah Sularz, Development Services, said the Town received a petition for annexation of 1.54 acres in the 4500 block of Friendship Road. The property is contiguous with the town limits and meets all statutory requirements for annexation.

Mayor Mayefskie opened the public hearing and the following input was received: none.

There being no input, Mayor Mayefskie closed the public hearing.

**Action:** Motion to adopt Annexation Ordinance A24-05 to approve annexation.

**Motion:** Deshazor

**Second:** Forrest

**Vote:** unanimous

## **20. Semiannual UDO Text Amendments 25-UDO-01**

Cheryl Caines, Development Services, said this item was to conduct a Public Hearing on proposed Unified Development Ordinance (UDO) amendments. This item will be heard under the new process where the public hearing is held, then it will go to Planning Board, and then to Council for a

decision on the April 15<sup>th</sup> meeting. She said that 80% of the proposed amendments are clarifications or corrections. They consolidate encroachment allowances into one chapter, clean up definitions related to front, side, and rear yards, clarify and correct use development standards, update Public Parkland Dedication and Fee-in-lieu language, and make other technical corrections and clarifications. She outlined the history of Council's discussions on this matter. She said minor changes include consolidating encroachment allowances from two Chapters into one; clearing up inconsistencies to clarify allowances in front, side, corner side, and rear yards. She said the amendments implement changes accepted at the November 12, 2024 Council workshop, which update Public Park Land Dedication & Fee-in-Lieu methodologies with calculations considering unit type, and the inclusion of improvement costs in the Fee-in-Lieu.

Mayor Mayefskie opened the public hearing and the following input was received: none.

There being no input, Mayor Mayefskie closed the public hearing.

**Action:** Motion to forward the proposed Unified Development Ordinance amendments to the Planning Board for review and recommendation.

**Motion:** Forrest

**Second:** Hewetson

**Vote:** unanimous

## **UNFINISHED BUSINESS**

### **21. Ethics Policy Updates**

John Schifano, Town Attorney, said this item was to consider revisions to the ethics policy to bring it in line with federal requirements regarding who is barred from receiving benefit or interest in the covered person's town-related work. He outlined the changes made at Council's suggestion to replace "campaign activity" with "political activity" and "council" to "governing board" to ensure that the mayor is included in the definition. He said some good comments on additional changes were received, but if Council is ok with these changes his recommendation is to approve this so we are in compliance for our ARPA grant, and bring revisions back at a future workshop.

**Action:** Motion to approve Policy P-021.4, revisions to the code of Ethics and Conduct for Town Officials.

**Motion:** Drees

**Second:** Forrest

**Vote:** unanimous

**Public Comment:** At this time, an opportunity was provided for members of the audience who had registered to speak to address the Council.

The following public comments were received in writing: none

The following public comments were received in person: none

## **OTHER BUSINESS**

Council member Deshazor said it is Women's History Month and he recognized all the women. The greenway ribbon cutting for the new greenway was Monday and he said residents are very excited about it and pleased with staff response.

Council member Hewetson said that on Saturday we are celebrating Arbor Day at the Cultural Center with the planting of a tree at 9:30 am.

Council member Drees said this is Creek Week and the litter pickup starts Saturday and there is a virtual walk online. She said Senior Spotlight is a senior newsletter full of resources, check it out online. She reminded the public that Parks and Recreation Advisory Committee and Tree Advisory Committee are accepting applications through April 7<sup>th</sup>.

Council member Forrest asked if our environmental team could evaluate the creek in Holly Glen and Braxton Village to define the issue. Mayor Mayefskie asked if Council wanted to see that. Council member Hewetson asked if it was town property, rather than HOA or personal property. If so, yes. Randy Harrington, Town Manager asked for clarification on what Council is asking for. Council member Forrest said he wanted a report to define the scope of the problem set. Who owns the property? Is it flooding? If so, we should help our residents figure it out. But we need to understand the scope of the issue first, in the spirit of Creek Week.

Council member Forrest said the Citizens Academy is going on. We are having discussions on having a Teen Citizens Academy for a four to six hour exploration. Explorers of the local Scouting America would like to sponsor it, vet people, get them here, so staff isn't bearing the burden. It provides opportunities for teens to understand that there are career opportunities in local government that they could pursue. He would like Council's concurrence on sponsoring something on a Saturday. It would be advertised through guidance counselors. The Explorer Program is about showing teens what occupation opportunities exist so that they know what is available to them. Council member Deshazor asked who would be responsible for writing the content. Mr. Harrington said the purpose is to excite youth about jobs in local government. The thought would be a weekday, shadowing employees, giving students the chance to visit several different departments to see what life is like in that department. It would not be as in depth as the Citizens Academy. MPT Berry asked if we were approached or if we went out looking. Council member Forrest said we were approached and we would be the first local government to participate. MPT Berry said if we are going to commit Town resources he wants to make sure that it is not outside of the bounds. Mayor Mayefskie said he thinks it's a good idea, but his concern is, what if the Girls Scouts had something, and then some other civic group, how much staff time are we committing? Council member Drees asked if you have to be a scout to attend. Council member Forrest said it is advertised through guidance counselors, not through the scouting program. Council member Deshazor asked if they would need to be Holly Springs residents. Council member Forrest said we could limit it, but right now it's county wide. Council member Deshazor said we are using Holly Springs resources, so it should be for Holly Springs residents. Council member Forrest said we have five high schools that serve Holly Springs. How do we limit it to residents? Or do we allow any student from those five high schools? Council member Drees asked if we could prioritize Holly Springs residents. Council member Hewetson asked if that could be done, or would you have to prioritize those five high schools. She said our staff isn't all from Holly Springs, they aren't even all from Wake County. If we're trying to attract future employees. Council member Deshazor said Council should give direction tonight and then work out the details at a workshop. Council member Drees asked if Mr. Harrington was comfortable with that use of staff resources. Mr. Harrington that is why in conversations with Council member Forrest, they talked about the importance of bringing it to the whole Council. I have been upfront about where staff has the capacity to support this, and where they don't. It needs to be on a weekday, and our staff needs to not have the responsibility of organizing it and getting students here. If Council blesses it going forward, I would suggest we don't need a workshop, just give us the authority to move forward and we will work out the details.

MPT Berry said Winward Point reached out about the gas line construction. Is there anything to report back on the repair of the signage that they tore up? Mr. Harrington said this is a NCDOT right-of-way and the Town doesn't have the jurisdiction. We have met with the HOA and gone onsite. He will have to check with staff and get back to them, because he doesn't have the information. John Schifano, Town Attorney, said we will impact the sign with our road widening project. We tasked an

appraiser to evaluate what was there, but it will be a long while before it is replaced, because of the road widening. Mr. Harrington said it doesn't make sense for the gas company to rebuild the entrance monument because it will be torn down again in about a year, but we have been working with the HOA.

MPT Berry said that on the Main St. Visa project he is hearing that dirt and debris brought out in the road. Is there anything we can do? Mr. Harrington said we can have our construction inspectors follow up, remind, and educate them, if need be, on what needs to be done.

MPT Berry said as far as the process goes with our meetings, we should look at some process updates that if development teams don't have their act together before the agenda cut off, they get punted to the next meeting. Material changes in terms and conditions of agreements or commitments a few hours before the meeting is not workable. We need to keep them to the same standards as staff so that Council has time to review things. There was consensus.

MPT Berry said a semi-truck has been parked on the side of Piney Grove Wilbon for days. You can't see when you pull out of Garrison, and it is dangerous. Please reiterate with the Chief the interest of residents in getting this moved.

Council member Drees said we have seen what is going on at Winward Point and would like to have more coordination between projects. Mr. Harrington said he agrees, and hopes that our partners feel the same way, but sometimes we are not notified. Council member Drees asked if we could look for check points or opportunities to check in to manage projects more efficiently. Mr. Harrington said we do have regular meetings with NCDOT and that is something that we can bring up.

#### **MANAGER'S REPORT**

Randy Harrington, Town Manager, said Wake County Commissioners made a decision this week about the reassessment of property values. Only Counties are authorized to assess property value in North Carolina. By law they must do this at least every 8 years. On Monday the Commissioners asked the tax assessor to begin a transition of the frequency of property revaluations, from every 4 years, to at first a 3 year to 2027, and then every 2 years starting in 2029. As we hear more, we will get that information to you. MPT Berry asked if we received any notification of this. Mr. Harrington said a few weeks ago the Wake County Managers heard that the tax assessors were going to go to the Commissioners to talk about it, but not that the Commissioners were going to take action.

**CLOSED SESSION:** Council went into closed session pursuant to N.C.G.S. 143-318.11(a)(4) to discuss two Economic Development projects, with a motion by MPT Berry a second by Council member Forrest and a unanimous vote.

Motion to leave closed session was made by MPT Berry with a second by Council member Forrest and a unanimous vote.

**Adjournment:** Council member Deshazor made a motion to adjourn at 10:26 pm. It was seconded by Council member Hewetson and passed with a unanimous vote.

Respectfully submitted on Tuesday, April 15, 2025.



Linda C. McKinney, Town Clerk

Addenda pages as referenced in these minutes follow and are a part of the official record.