

AGENDA | REGULAR TOWN COUNCIL MEETING

March 08, 2022 at 6:00 PM

Council Chambers - Apex Town Hall, 73 Hunter Street

The meeting will adjourn when all business is concluded or 10:00 PM, whichever comes first

Town Council and Administration

Mayor: Jacques K. Gilbert | Mayor Pro Tem: Audra Killingworth
Council Members: Brett D. Gantt; Cheryl F. Stallings; Terry Mahaffey; Edward Gray
Town Manager: Catherine Crosby | Assistant Town Managers: Shawn Purvis and Marty Stone
Deputy Town Clerk: Tesa Silver | Town Attorney: Laurie L. Hohe

COMMENCEMENT

Call to Order | Invocation | Pledge of Allegiance

CONSENT AGENDA

All Consent Agenda items are considered routine, to be enacted by one motion with the adoption of the Consent Agenda, and without discussion. If a Council Member requests discussion of an item, the item may be removed from the Consent Agenda and considered separately. The Mayor will present the Consent Agenda to be set prior to taking action on the following items:

CN1 Mitch McKinney, Deputy Chief

Motion to approve one "Police Officer" badge, one handgun, and one motorcycle helmet be declared "surplus," that the price for such handgun and helmet be set at \$1.00 (One Dollar), and the badge, handgun, and helmet be awarded to Retiring Police Officer Darrell L. Roberson

CN2 Tesa Silver, Deputy Town Clerk

Motion to approve Minutes of the February 18, 2022 Budget Retreat Meeting and the February 22, 2022 Regular Town Council Meeting.

CN3 Amanda Bunce, Current Planning Manager

Motion to approve the Statement of the Apex Town Council pursuant to G.S. 160D-605(a) addressing action on the Unified Development Ordinance (UDO) Amendments of February 22, 2022.

CN4 Liz Loftin, Senior Planner

Motion to set the Public Hearing for March 22, 2022 Town Council meeting regarding Rezoning Application #21CZ32 Chapel Ridge Towns PUD. The applicant, Toll Brothers, Inc., seeks to rezone approximately 21.60 acres from Rural Residential (RR) to Planned Unit Development- Conditional Zoning (PUD-CZ). The proposed rezoning is located at 1412 Olive Chapel Road; 1400, 1401, 1408, 1409 Barnside Lane and Barnside Lane right-of-way.

<u>CN5</u> Amanda Bunce, Current Planning Manager

Motion to set Public Hearing for the March 22, 2022 Town Council meeting regarding Rezoning Application #22CZ02 Project Real and Ordinance. The applicant, Maggie Houston, Beacon Development, seeks to rezone approximately 132.11 acres from R1 (Chatham County) to Light Industrial-Conditional Zoning (LI-CZ). The proposed rezoning is located at 104 NC Hwy 751, NC Hwy 751, 106 Off NC Hwy 751, Off NC Hwy 751.

CN6 Steve Adams, Real Estate & Public Utilities

Motion to approve a Resolution to Abandon certain portions of existing greenway easements upon dedication of new greenway easements.

<u>CN7</u> Marty Stone, Assistant Town Manager

Motion to approve an encroachment agreement between the Town and property owners Christopher Adkins and spouse Christina Adkins to install a private driveway that will encroach 575 square (SF) onto the Town's Public Utility Easement and authorize the Town Manager to execute the same.

<u>CN8</u> Dennis Brown, Senior Capital Projects Manager

Motion to approve and authorize the Town Manager to execute Contract Amendment #3 for GMP 4 with Construction Manager at Risk, J M Thompson, in the amount of \$4,234,090.53 for the new Pleasant Park Project and approve corresponding Capital Project Ordinance Amendment No. 2022-03.

<u>CN9</u> Amanda Bunce, Current Planning Manager

Motion to adopt a Resolution Directing the Town Clerk to Investigate Petition Received, to accept the Certificate of Sufficiency by the Town Clerk, and to adopt a Resolution Setting Date of Public Hearing for March 22, 2022, on the Question of Annexation - Apex Town Council's intent to annex Peggy G. Gray property containing 35.22 acres and Reginald and William Mills property containing 96.88 acres located off NC Hwy 751, Annexation #726 into the Town's corporate limits

PRESENTATIONS

PR1 Jacques K. Gilbert, Mayor

Presentation of Arbor Day Proclamation

PR2 Jacques K. Gilbert, Mayor

Presentation of Women's History Month

Mayor Gilbert will call for additional Agenda items from Council or Staff and set the Regular Meeting Agenda prior to Council actions.

PUBLIC FORUM

Public Forum allows the public an opportunity to address the Town Council. The speaker is requested not to address items that appear as Public Hearings scheduled on the Regular Agenda. The Mayor will recognize those who would like to speak at the appropriate time. Large groups are asked to select a representative to speak for the entire group.

Comments must be limited to 3 minutes to allow others the opportunity to speak.

PUBLIC HEARINGS

PH1 Sarah Van Every, Senior Planner

Public Hearing and possible motion to approve Rezoning Application #21CZ14 Holland Road Mixed Use Assembly PUD. The applicant, Geno Ray, LG Investments Inc, seeks to rezone approximately 28.68 acres located at 7528 Humie Olive Rd; 2236 Old US 1 Hwy, 1001, 1004, 1005 Red Cardinal Lane 3104; & 3116 Holland Rd (PINs 0720992587, 0720998487, 0730095707, 0731001087, 0731003359, 0731004075, 0730091779) from Rural Residential (RR) to Planned Unit Development-Conditional Zoning (PUD-CZ).

OLD BUSINESS

UNFINISHED BUSINESS

NEW BUSINESS

UPDATES BY TOWN MANAGER

CLOSED SESSION

CS1 Steve Adams, Real Estate & Public Utilities

Possible motion to go into closed session pursuant to NCGS 143-318.11(a)(5) to discuss the town's negotiating position with respect to acquisition of real property.

CS2 Joanna Helms, Economic Development Director

Possible motion to go into Closed Session pursuant to NCGS 143-318.11(a)(4) to discuss matters related to the location or expansion of business in the area.

WORK SESSION

ADJOURNMENT

| Agenda Item | cover sheet

for consideration by the Apex Town Council

Item Type: CONSENT AGENDA

Meeting Date: Feb 22,2022

Item Details

Presenter(s): Mitch McKinney

Department(s): Police

Requested Motion

Motion to approve one "Police Officer" badge, one handgun, and one motorcycle helmet be declared "surplus," that the price for such handgun and helmet be set at \$1.00 (One Dollar), and the badge, handgun, and helmet be awarded to Retiring Police Officer Darrell L. Roberson

<u>Approval Recommended?</u>

Yes

Item Details

North Carolina General Statute 20-187.2(a) allows the governing body of a municipality to, upon request, declare as surplus the badge and side arm of a retiring police officer. The statute states that the badge is to be awarded at "no cost" to the retiring member and that the side arm be awarded "at a price determined by such governing body".

Officer Roberson will retire from the Apex Police Department as of March 1, 2022 and has made a request to be awarded his badge, motorcycle helmet, and service handgun.

In recognition of his 17 years of service in law enforcement to the Apex Police Department, Deputy Chief McKinney requests that one "Police Officer" badge, one motorcycle helmet, and one handgun (described below) be declared "surplus," that the price for such handgun and helmet be set at \$1.00 (One Dollar), and that the badge, helmet, and handgun, be awarded to Retiring Police Officer Darrell L. Roberson.

- Glock Model 17 9mm handgun, Serial Number XTA77
- Shoei Motorcycle Helmet

<u>Attachments</u>	
Surplus Request Form	
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Town of Apex Apex, North Carolina Surplus Property Declaration Request

TO:	Purchasing Mar	nager		
FROM:	Deputy Chief P	.M. McKinney	<u>Y</u>	
DEPT:	<u>Police</u>			
DATE:	02/22/2022			
<u>Select One</u>				
<u>X</u>	Property should be de- item(s) have an estima			Manager. The
	Property should be dee The item(s) have an es	•		
	Property is in servicea department or stored to		and can be transfer	red to another
	Property is considered as junk property.	to be without	value. It should be	disposed of
	Property has scrap val	ue and will be	brought to a recycl	ing facility.
Γ	Description	Condition	Surplus or Junk	Estimated \$ Value
Glock/ G17/ S	Serial # XTA774	Good	Surplus	1.00
Police	Officer Badge	Good	Surplus	1.00
Shoei M	otorcycle Helmet	Good	Surplus	1.00
		,		
All surplus pr	operty should be sent to	the Purchasir	g Division and <i>che</i>	 cked in.
•		tment Head Si		
Received at th	e Purchasing Division	oy:		Date:

| Agenda Item | cover sheet

for consideration by the Apex Town Council

Item Type: CONSENT AGENDA

Meeting Date: March 8, 2022

<u>Item Details</u>

Presenter(s): Tesa Silver, Deputy Town Clerk

Department(s): Office of the Town Clerk

Requested Motion

Motion to approve Minutes of the February 18, 2022 Budget Retreat Meeting and the February 22, 2022 Regular Town Council Meeting.

Approval Recommended?

Yes

Item Details

N/A

Attachments

- 2022.02.18 Meeting
- 2022.02.22 Meeting





TOWN COUNCIL BUDGET RETREAT

February 18, 2022 at 8:30 AM Electric Facility - 2850 Milano Avenue

The meeting will adjourn when all business is concluded or 10:00 PM, whichever comes first

Town Council and Administration

Mayor: Jacques K. Gilbert | Mayor Pro Tem: Audra Killingworth Council Members: Brett D. Gantt; Cheryl F. Stallings; Terry Mahaffey; Edward Gray Town Manager: Catherine Crosby | Assistant Town Managers: Shawn Purvis and Marty Stone Deputy Town Clerk: Tesa Silver | Town Attorney: Laurie L. Hohe

COMMENCEMENT

Mayor Gilbert called the meeting to order, and provided opening remarks. Mayor Gilbert turned the meeting over to Peg Carlson, Director for the UNC School of Government's Center for Public Leadership and Governance.

SCHOOL OF GOVERNMENT FACILITATION

During the morning session, Mrs. Carlson facilitated a discussion to clarify roles and relationships between Council, Management, and the Town Attorney, establishing communication channels and decision-making processes, and strengthen the effectiveness as a governing team.

FINANCIAL CONDITION REVIEW

Staff provided Council with a financial condition review that included the results of the General Fund, property taxes, sales tax, the results of the Electric Operating Fund, the results of the Water Sewer Operating Fund, the total debt outstanding, the General Fund Reserves, the Utility Operating Fund Reserve levels, and Other Fund Reserves.

BUDGET PRIORITIZATION SUVERY RESULTS

Staff stated that 411 citizens participated in this year's Budget Prioritization Survey, this was an increase from the previous year's participation level. Staff shared the results from this year's survey.

CAPITAL PROJECT PRIORITIZATIONS RESULTS

Staff provided an overview of the Capital Improvement Plan (CIP). Staff reviewed the purpose of the CIP and its major objectives. Staff provided the General Fund CIP Project Summary and the Utility Fund CIP Project Summary. Council discussed their priorities for projects based on the Capital Project Prioritization Results.

ARPA UPDATES

Staff provided a brief overview of the American Rescue Plan Act (ARPA) that established the Coronavirus State Fiscal Recovery Fund and Coronavirus Local Fiscal Recovery Funds. The Town is receiving \$5.2 million from the US Treasure which can be used for any government service, and the Town is receiving \$11.5 million dollars that have to be utilized through contracts within the ARP guidelines. Staff explained how the Town has engaged the community to obtain information on how to use the funds the Town will receive. Staff provided a list of suggested projects and the estimated associated cost for each project.

TOWN MANAGER UPDATES

Town Manager Crosby provided an update on the organizational assessment from Baker Tilly.

CLOSED SESSION

Mayor Gilbert called for a motion to go into closed session for personnel pursuant to NCGS 143.318.11 (a)(6).

Mayor Pro Tem Killingsworth made the motion;
Council Member Gantt seconded.
The motion carried 5-0.

Mayor Gilbert called for a motion to return to Open Session.

Council Member Gray made the motion;

Mayor Pro Tem Killingworth seconded.

The motion carried 5-0.

ADJ	OURNMENT
With no further business and with no objection	s from Council, Mayor Gilbert adjourned the meeting.
	Tesa Silver, Deputy Town Clerk
ATTEST:	

Jacques K. Gilbert, Mayor

Apex Town Counci	1 Meeting Minutes Book 2022 - Page 34
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REGULAR TOWN COUNCIL MEETING

February 22, 2022 at 6:00 PM Council Chambers - Apex Town Hall, 73 Hunter Street The meeting will adjourn when all business is concluded or 10:00 PM, whichever comes first

Town Council and Administration

Mayor: Jacques K. Gilbert | Mayor Pro Tem: Audra Killingworth Council Members: Brett D. Gantt; Cheryl F. Stallings; Terry Mahaffey; Edward Gray Town Manager: Catherine Crosby | Assistant Town Managers: Shawn Purvis and Marty Stone Deputy Town Clerk: Tesa Silver | Town Attorney: Laurie L. Hohe

In attendance were Mayor Jacques K. Gilbert, Mayor Pro Tem Audra M. Killingsworth, and Council Members Brett D. Gantt, Terry Mahaffey, Cheryl F. Stallings and Edward Gray. Also in attendance were Town Manager Catherine Crosby, Assistant Town Managers Shawn Purvis and Marty Stone, Deputy Town Clerk Tesa Silver, and Town Attorney Laurie L. Hohe.

COMMENCEMENT

Mayor Gilbert called the meeting to order, welcomed everyone in attendance, gave an invocation, and led the pledge.

CONSENT AGENDA

- CN1 Tesa Silver, Deputy Town ClerkMinutes of the February 08, 2022 Regular Town Council Meeting.
- CN2 Tesa Silver, Deputy Town Clerk

 Apex Tax Report dated January 1, 2022
- CN3 Sarah Van Every, Senior Planner

 Set Public Hearing for the March 8, 2022 Town Council meeting regarding Rezoning Application #21CZ14 Holland Road Mixed Use Assembly PUD. The applicant, Jeff Roach, Peak Engineering and Design, LLC., seeks to rezone approximately 28.68 acres from Rural Residential (RR) to Planned Unit Development-Conditional Zoning (PUD-CZ). The proposed rezoning is located at 2236 Old US 1 Hwy; 1001 & 1004, & 1005 Red Cardinal Lane; 3104 & 3116 Holland Road; 7528 Humie Olive Road.

- CN4 Resolution authorizing financing by the Housing Authority of the County of Wake in the form of a multifamily housing revenue bond to the affordable housing project located within the corporate limits of the Town of Apex known as Broadstone Walk.
- CN5 Adam Stephenson, Transportation Engineering Manager

 Budget Ordinance Amendment no. 14 related to rehabilitating pavements at Town facilities

 (Wastewater Treatment Plant, Fire Station 2, and the Depot).
- CN6 Megan Pendell, Sustainability Coordinator

 Apex EarthFest site use and parking lot closure.
- CN7 Marty Stone, Assistant Town Manager

 Encroachment agreement between the Town and property owner Taylor Morrison of
 Carolinas, Inc. to install a driveway that will encroach 56 square feet (SF) onto the Town's Public

 Drainage Easement and authorize the Town Manager to execute the same.
- CN8 Mary Beth Manville, Human Resources Director

 Four part-time benefited positions (3 FTEs) for Parks, Recreation and Cultural Resources, two full-time positions (2 FTEs) for Human Resources, fourteen positions (14 FTEs) for the Fire Department, and associated Budget Ordinance Amendment no. 16.
- CN9 Laurie Hohe, Town Attorney

 Ordinance amendment to Section 2-61 of the Code of Ordinances, removing reference to the environmental committee.
- CN10 Shawn Purvis, Assistant Town Manager / Erika Sacco, IT Director

 Authorize the Town Manager to execute the Service of Work Agreement with our current consulting partner Panorama for the 311 Citizen Engagement project evaluation and approve corresponding Budget Ordinance Amendment No. 15
- CN11 Shawn Purvis, Assistant Town Manager and Dianne Khin, Planning and Community

 Development Director

 Ordinance Amending Section 13-62 of Chapter 13, Article IV "Transient and Mobile Food Vendors", of the Town of Apex Code of Ordinances

Mayor Gilbert stated that there was an item that needed to be added to the Consent Agenda, a Resolution authorizing the purchase of certain property investments.

Mayor Gilbert called for a motion to approve the Consent Agenda.

Mayor Pro Tem Killingsworth made the motion;

Council Member Mahaffey seconded.

The motion carried by a 5-0 roll call vote.

PRESENTATIONS

There were no Presentations.

REGULAR MEETING AGENDA

Mayor Gilbert for a motion to approve the Regular Meeting Agenda.

Council Member Stallings made the motion;

Council Member Gray seconded.

The motion carried by a 5-0 roll call vote.

PUBLIC FORUM

There were no Public Forum comments.

PUBLIC HEARINGS

PH1 Dianne Khin, Director of Planning and Community Development
Ordinance on the Question of Annexation - Apex Town Council's intent to annex The William
T. Mills Testamentary Trust-David G. Mills, Trustee [Wake County EMS Main] property
containing 5.40 acres located at 0 Apex Barbecue Road, Annexation #721 into the Town's
corporate limits.

Staff oriented Council to the site. The minor site plan has been approved and the applicant is seeking annexation to being construction and to gain access to Town water and sewer.

Mayor Gilbert declared the Public Hearing opened. With no comments, Mayor Gilbert declared the Public Hearing closed.

Mayor Gilbert called for a motion.

Council Member Stallings made the motion to approve the annexation;

Council Member Gantt seconded.

The motion carried 5-0.

PH2 Dianne Khin, Director of Planning and Community Development

Ordinance on the Question of Annexation - Apex Town Council's intent to annex Bruce L. Thomas property containing 1.13± acres located at 7700 Humie Olive Road, Annexation #725 into the Town's corporate limits.

Staff oriented Council to the site. The property single family home and they are seeking annexation to access Town utilities. Planning staff recommended approval.

Mayor Gilbert declared the Public Hearing opened. With no comments, Mayor Gilbert declared the Public Hearing closed.

Mayor Gilbert called for a motion.

Mayor Pro Tem Killingsworth made the motion to approve the annexation;

Council Member Gray seconded.

The motion carried 5-0.

PH3 Shelly Mayo, Planner II

Ordinance on the Question of Annexation - Apex Town Council's intent to annex Stanley Martin Homes (Williams Grove) property containing 63.224 acres located at 4525 Green Level West Road, Annexation #724 into the Town's corporate limits.

<u>AND</u>

PH4 Shelly Mayo, Planner II

Rezoning Application #21CZ30 Williams Farm PUD Amendment and Ordinance. The applicant, Jessie Hardesty for McAdams Co., seeks to rezone approximately 1.304 acres from Wake Co. R-40W to Planned Unit Development-Conditional Zoning (PUD-CZ). The proposed rezoning is located at 4525 Green Level West Road.

Staff oriented Council to the site. The applicant is seeking to add an additional 1.304 acres to the site. By adding the additional acres the applicant will be able to meet a previously set condition to fix a less than favorable road. A neighborhood meeting was held, and Planning Staff and the Planning Board recommended approval.

Mayor Gilbert declared the Public Hearing opened. With no comments, Mayor Gilbert declared the Public Hearing closed.

Mayor Gilbert called for a motion.

Council Member Mahaffey made the motion to approve the rezoning and annexation;

Council Member Gantt seconded;

The motion carried 5-0.

PH5 Amanda Bunce, Current Planning Manager

Various amendments to the Unified Development Ordinance (UDO).

Staff oriented council to the amendments. Planning Staff and the Planning Board recommend approval of the amendments.

Mayor Gilbert declared the Public Hearing opened. With no comments, Mayor Gilbert declared the Public Hearing closed.

Mayor Gilbert called for a motion.

Council Member Stallings made the motion to approve the various amendments;

Council Member Mahaffey seconded.

The motion carried 5-0.

OLD BUSINESS

There were no Old Business Items for consideration.

UNFINISHED BUSINESS

There were no Unfinished Business Items for consideration.

NEW BUSINESS UPDATES BY TOWN MANAGER

Town Manager Crosby stated that Friday at the Halle Cultural Arts Center, a reception would be held to celebrate the Closing of the Black History Month Exhibit by Charlton Cole. On Saturday, February 26, 2022 the Apex Consolidated School Marker will be unveiled. Town Manager Crosby encourage all residents to participate. The Town is still seeking women owned and women led businesses in the Town to showcase for Women's History Month. Nominations are still being accepted for ThinkApex. The Town resident newsletter will kick off in April and when issued monthly. Town Manager Crosby stated that the Town has hired Linda Jones as the Diversity Equity and Inclusion Director, Linda Jones.

CLOSED S	ESSION
There was no Closed Session.	
MODIC CE	CCLON
WORK SE There was no Work Session.	SSION
ADJOURN	NMENT
With no further business and with no objections from	n Council, Mayor Gilbert adjourned the meeting.
To	esa Silver, Deputy Town Clerk
ATTEST:	
Jacques K. Gilbert, Mayor	

| Agenda Item | cover sheet

for consideration by the Apex Town Council

Item Type: CONSENT AGENDA

Meeting Date: March 22, 2022

Item Details

Presenter(s): Amanda Bunce, Current Planning Manager

Department(s): Planning and Community Development

Requested Motion

Motion to approve the Statement of the Apex Town Council pursuant to G.S. 160D-605(a) addressing action on the Unified Development Ordinance (UDO) Amendments of February 22, 2022.

Approval Recommended?

The Planning and Community Development Department recommends approval.

Item Details

Attachments

• Statement of Town Council



STATEMENT OF THE APEX TOWN COUNCIL PURSUANT TO G.S. 160D-605(a) ADDRESSING ACTION ON THE UNIFIED DEVELOPMENT ORDINANCE (UDO) AMENDMENTS OF FEBRUARY 22, 2022

Pursuant to G.S. §160D-601 and Sec. 2.2.11.E of the Unified Development Ordinance, the Planning and Community Development Director for the Town of Apex, Dianne Khin, caused proper notice to be given (by publication and posting), of a public hearing on UDO Amendments before the Town Council on the 14th day of September 2021.

The Apex Town Council held a public hearing on the 22nd day of February 2022. Amanda Bunce, Current Planning Manager, presented the Planning Board's vote to recommend approval by a vote of 7-0 at the public hearing.

All persons who desired to present information relevant to the UDO Amendments and who were residents of Apex or its extraterritorial jurisdiction were allowed to present evidence at the public hearing before the Apex Town Council. No one who wanted to speak was turned away.

The Town Council the 22nd day of February 2022 by a vote of 5 to 0, approved the Ordinance for UDO Amendments.

The Apex Town Council finds from information and testimony provided at the public hearing that the approval of the various UDO Amendments of February 22, 2022 are consistent with the Advance Apex: The 2045 Plan and reasonable and in the public interest for the following reason(s):

- 1. The amendment to UDO Secs. 4.2.2 Use Table and 4.4.2 Supplemental Standards, Public and Civic Uses require a neighborhood meeting to be held prior to the submittal of any Minor or Major Site Plan for the use "School, public or private" to allow nearby owners and residents a chance to review the proposed plan and offer comments to the applicant prior to submittal.
- 2. The amendment to UDO Sec. 2.1.9 *Apex Environmental Advisory Board* removes a reference to the Environmental Committee of Town Council which was dissolved in December 2021.
- 3. The amendment to UDO Sec. 4.3.5 *Use Classifications, Commercial Uses* expands the definition of glass sales to allow for a wholesale business option in addition to retail sales.
- 4. The amendment to UDO Sec. 8.2.8.B.1 *Screening Methods, Dumpsters* allows wood as a material for the gates of dumpster enclosures associated with Wake County Landmark or other historic structures so that the material may be consistent with the historic nature of the property.
- 5. The amendments to UDO Sec. 8.2.6.C.4 General Buffering Requirements, No Development Within the Required Buffer corrects a typographical error to a section reference and require buffers along Fully- and Limited-Controlled Access Highways that contain a public utility easement to have a minimum 20-foot-wide planting area consistent with the requirement for Thoroughfare and Streetfront buffers.

	Jacques K. Gilbert
	Mayor
ATTEST:	,
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Interim Town Clerk	
Date	Page 20

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for consideration by the Apex Town Council

Item Type: CONSENT AGENDA

Meeting Date: March 8, 2022

Item Details

Presenter(s): Liz Loftin, Senior Planner

Department(s): Planning and Community Development

Requested Motion

Motion to set the Public Hearing for March 22, 2022 Town Council meeting regarding Rezoning Application #21CZ32 Chapel Ridge Towns PUD. The applicant, Toll Brothers, Inc., seeks to rezone approximately 21.60 acres from Rural Residential (RR) to Planned Unit Development- Conditional Zoning (PUD-CZ). The proposed rezoning is located at 1412 Olive Chapel Road; 1400, 1401, 1408, 1409 Barnside Lane and Barnside Lane right-of-way.

Approval Recommended?

The Planning and Community Development Department recommends approval.

Item Details

The properties to be rezoned are identified as PINs 0732430661, 0732333570, 0732337537, 0732347080, 0732345135 & Barnside Lane right-of-way.

<u>Attachments</u>

- Vicinity Map
- Application





PLANNED UNIT DEVELOPMENT APPLICATION This document is a public record under the North Carolina Public Records Act and may be published on the Town's website or disclosed to third parties. # 210232 Submittal Date: Application #: Fee Paid Check# PETITION TO AMEND THE OFFICIAL ZONING DISTRICT MAP Chapel Ridge Towns Project Name: 1409, 1401, 1408, 1400 Barnside Lane 1412 Olive Chapel Road Address(es): 0732333570, 0732337537, 0732345135, 0732347080, 0732430661 PIN(s) 21.6 Acreage: PUD-CZ Current Zoning: RR Proposed Zoning: Medium Density Residential Current 2045 LUM Designation: Medium Density Residential Requested 2045 LUM Designation: See next page for LUM amendment If any portion of the project is shown as mixed use (3 or more stripes on the 2045 Land Use Map) provide the following: Area classified as mixed use: Acreage: Area proposed as non-residential development: Acreage: Percent of mixed use area proposed as non-residential: Percent: Applicant Information Toll Bros, Inc Name: 900 Perimeter Park Drive, Suite B3 Address: 27560 NC Morrisville City: Zip: State: 919-801-6851 jwestmoreland@tollbrothers.com Phone: E-mail: **Owner Information** See Attached, Multiple Name: Address: City: State: Zip: Phone: E-mail: **Agent Information** WithersRavenel Name: 115 Mackenan Dr Address: Cary 27511 NC City: State: Zip: 919-535-5212 bvega@withersravenel.com Phone: E-mail: Ed Tang, etang@withersravenel.com Other contacts: Jason Barron, jbarron@morningstarlawgroup.com

PLANNED UNIT DEVELOPMENT APPLICATION		
Application#: #ZICZ3Z	Submittal Date:	12-1-2021
2045 LAND USE MAP AMENDMENT (if applica	ble)	
The applicant does hereby respectfully request request, the following facts are shown:	the Town Council amend the 20	45 Land Use Map. In support of this
The area sought to be amended on the 2045 La N/A None requested	and Use Map is located at:	
Current 2045 Land Use Classification:		
Proposed 2045 Land Use Classification:		
What conditions justify the passage of the a classifications of the subject area in addition to		
		1

CERTIFIED LIST OF NEIGHBORING PROPERTY OWNERS

Application #:	21CZ3Z	Submittal Date:	12-1- ZOZI

Provide a certified list of property owners subject to this application and all property owners within 300' of the subject property and HÖA Contacts.

	Owner's Name	PIN
1. 8	See attached	
2.		
3.		
4.		
5.		
6.		
7.		
_		
-		
-	HOPE AT ALL	
,		tify that this is an accurate listing of all property owners and
oroper	ty owners within 300' of the subject prop	perty.
Date:	12/1/2021	By: Frendin Vegor
COUN	TY OF WAKE STATE OF NORTH CAROLINA	
worn	and subscribed before me, DLEGSL	TSARBOUR, a Notary Public for the above State and
County	And subscribed before the DECEMBE A, on this the 1st day of DECEMBE ADDRESS VAN AUBLIC VAN AUBLIC VAN AUBLIC VAN AUBLIC VAN AVERAGE OUT ATTERIOR OF THE COUNTY OF	
	Milliani.	Bunk Barbon
CEA	WILL BARBOURING	Notary Public PLESSL BARBONR
SEA	ES TARK	PLESSL BARBOUR Print Name
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	= PUBLIC TY SE	My Commission Expires: 10/37/2024
	HEXPIRE VILLE	
	WAKE COULT	

SITE ADDRESS	PIN_NUM	OWNER	MAILING ADDRESS	
1600 OLIVE CHAPEL RD	0732235461	540 FLEX & BUSINESS PARK LLC	2509 SOUTHWINDS RUN	APEX NC 27502-6512
1505 OLIVE CHAPEL RD	0732322948	AIMAN, PAUL JOHNAS, KEZIA	1505 OLIVE CHAPEL RD	APEX NC 27502-6744
0 OLIVE CHAPEL RD	0732314682	APEX TOWN OF	PO BOX 250	APEX NC 27502-0250
1404 ASHLEY DOWNS DR	0732326858	AVIGLIANO, JOSEPH M AVIGLIANO, ELIZABETH H	1404 ASHLEY DOWNS DR	APEX NC 27502-4963
1004 DOUBLE SPRING CT	0732336072	BARFIELD, WILLIAM W BARFIELD, PAMELA M	1004 DOUBLE SPRING CT	APEX NC 27502-4967
1500 CLARK FARM RD	0732342436	BOYKIN, V RAYMOND JR BOYKIN, RITA L	1500 CLARK FARM RD	APEX NC 27502-8500
1304 CHAPEL RIDGE RD	0732343658	SERINO, JAMES PATRICK BUSI, MELINDA	1304 CHAPEL RIDGE RD	APEX NC 27502-8503
1408 BARNSIDE LN	0732345135	BUNN, KENNETH G. BUNN, ERICA CHRISTINE	1408 BARNSIDE LN	APEX NC 27502-8501
1401 BARNSIDE LN	0732337537	CAIN, PAUL A CAIN, ANNE H	1401 BARNSIDE LN	APEX NC 27502-8501
1505 CLARK FARM RD	0732340146	CHAGANTIPATI, RAJ KIRAN VEMURI, JYOTSNA	4016 SYKES ST	CARY NC 27519-7301
1704 ASHBARK CT	0732227949	CONTRERAS-BLANCO, ERICK I WILSON, TYLER E	1704 ASHBARK CT	APEX NC 27502-5298
1005 WILD SONNET CT	0732432055	COOK, MATTHEW A VAISHNAVA, PREMLATA	1005 WILD SONNET CT	APEX NC 27502-9206
1521 OLIVE CHAPEL RD	0732229953	DASHNAU, HEATHER H KAMPANAKIS, PANAGIOTIS	1521 OLIVE CHAPEL RD	APEX NC 27502-6744
1002 TRIBBLE GATE CT	0732338134	DICKSON, DWAYNE W	1002 TRIBBLE GATE CT	APEX NC 27502-9033
	0732338134	FREITAS, BRIAN FREITAS, PERDANA	1000 ASHLEY DOWNS DR	APEX NC 27502-9541
1000 ASHLEY DOWNS DR	0732333147	GASIOROWSKI PROPERTIES LLC	1121 PEMBERTON HILL RD	APEX NC 27502-9541
1409 BARNSIDE LN		GROVER, SARA W PRESTRUD, DAVID G	1313 CHAPEL RIDGE RD	APEX NC 27502-4260 APEX NC 27502-8503
1313 CHAPEL RIDGE RD	0732347395			
1005 DOUBLE SPRING CT	0732324938	HASSAN, MOHAMMED A FATEMA, ISRAT	1005 DOUBLE SPRING CT	APEX NC 27502-4967
1400 BARNSIDE LN	0732347080	HINSON, WARREN R HINSON, DIANNE B	1400 BARNSIDE LN	APEX NC 27502-8501
1412 OLIVE CHAPEL RD	0732430661	HOCH, BENJAMIN ARNOLD HOCH, LESLEY BALLARD	1412 OLIVE CHAPEL RD	APEX NC 27502-8511
1702 ASHBARK CT	0732228956	HOUSE, JESSE E HOUSE, REGINA B	1702 ASHBARK CT	APEX NC 27502-5298
1007 DOUBLE SPRING CT	0732334047	KOCHAR, SUMEET KOCHAR, VINITA	717 MANASSAS GAP PL	CARY NC 27519-9618
1001 WILD SONNET CT	0732431210	KUNTARICH, DAVID R KUNTARICH, LAURA A	1001 WILD SONNET CT	APEX NC 27502-9206
1006 DOUBLE SPRING CT	0732336121	LACHES, MICHAEL J LACHES, TRUDIE M	1006 DOUBLE SPRING CT	APEX NC 27502-4967
1000 WILD SONNET CT	0732420976	MARTINDALE, RANDOLPH A MARTINDALE, CANDACE E	1000 WILD SONNET CT	APEX NC 27502-9206
1003 DOUBLE SPRING CT	0732324950	MORAVEC, WENDY	1003 DOUBLE SPRING CT	APEX NC 27502-4967
1700 ASHBARK CT	0732228864	NAVY, FRANK NAVY, CECILIA	1700 ASHBARK CT	APEX NC 27502-5298
1008 DOUBLE SPRING CT	0732335130	NONG, TIEN D NGUYEN, NHAM N	1008 DOUBLE SPRING CT	APEX NC 27502-4967
1400 CHAPEL RIDGE RD	0732239874	OLIVE CHAPEL PROFESSIONAL PARK, LLC	1121 PEMBERTON HILL RD	APEX NC 27502-4280
1305 CHAPEL RIDGE RD	0732348563	OVERTON, RUSS OVERTON, KRISTAL RAWLS	1305 CHAPEL RIDGE RD	APEX NC 27502-8503
1003 TRIBBLE GATE CT	0732327999	PEPSNY, THOMAS S PEPSNY, SALLY HANCOCK	1003 TRIBBLE GATE CT	APEX NC 27502-9033
1004 TRIBBLE GATE CT	0732337079	PICKERING, WILLIAM VARSON MINCHER, JESSICA LYNN	1004 TRIBBLE GATE CT	APEX NC 27502-9033
1408 OLIVE CHAPEL RD	0732443421	POPE, CHARLES V POPE, IRIS ISLEY	1408 OLIVE CHAPEL RD	APEX NC 27502-8511
1002 ASHLEY DOWNS DR	0732339048	PROPST, LEE MAURICE	1002 ASHLEY DOWNS DR	APEX NC 27502-9541
1513 OLIVE CHAPEL RD	0732321905	RAO, GANESH K RAO, SUSHMA G TRUSTEE	1513 OLIVE CHAPEL RD	APEX NC 27502-6744
1501 OLIVE CHAPEL RD	0732323917	SAVARD, TODD A SAVARD, JENNIFER	1501 OLIVE CHAPEL RD	APEX NC 27502-6744
1509 OLIVE CHAPEL RD	0732321976	SCHUMAN-HUMBERT, BRITT HUMBERT, GREGOIRE	1509 OLIVE CHAPEL RD	APEX NC 27502-6744
1302 ASHLEY DOWNS DR	0732327829	SHERE, KASHIRAM I SHERE, MANGALA	1302 ASHLEY DOWNS DR	APEX NC 27502-4957
1512 CLARK FARM RD	0732340602	SHERRY, DAVID D SHERRY, ETHEL V	1512 CLARK FARM RD	APEX NC 27502-8500
1310 OLIVE CHAPEL RD	0732439867	SLATE, LYNN S SLATE, TERRY E	1310 OLIVE CHAPEL RD	APEX NC 27502-6743
1517 OLIVE CHAPEL RD	0732320934	THOMAS, ALEXANDER SEBASTIAN RAMONDINO, MARISKA MICHAEL MARIA	1517 OLIVE CHAPEL RD	APEX NC 27502-6744
1004 WILD SONNET CT	0732422942	WALL, VIRGIL M JR WALL, APRIL C	1004 WILD SONNET CT	APEX NC 27502-9206
1003 WILD SONNET CT	0732432148	WENZEL, VALERIE J	1003 WILD SONNET CT	APEX NC 27502-9206
TOUS WIED SONNET OT	0732432140	ASHLEY DOWNS HOA	PO BOX 1117	APEX NC 27523
		CHAPEL RIDGE ESTATES HOA	1001-105 GOODWORTH DR	APEX NC 27539
		Current Tenant	1409 Barnside LN	APEX NC 27502
		Current Tenant	1304 Chapel Ridge	APEX NC 27502
			100=01 10:1	APEX NC 27502
		Current Tenant	1305 Chapel Ridge	
		Current Tenant	1313 Chapel Ridge	APEX NC 27502
		Current Tenant	1404 Chapel Ridge RD	APEX NC 27502
		Current Tenant	1424 Chapel Ridge RD	APEX NC 27502
	<u> </u>	Current Tenant	1434 Chapel Ridge RD	APEX NC 27502
		Current Tenant	1460 Chapel Ridge RD Suite 100	APEX NC 27502
		Current Tenant	1460 Chapel Ridge RD Suite 110	APEX NC 27502
		Current Tenant	1460 Chapel Ridge RD Suite 130	APEX NC 27502
		Current Tenant	1460 Chapel Ridge RD Suite 150	APEX NC 27502
		Current Tenant	1460 Chapel Ridge RD Suite 170	APEX NC 27502
	1	Current Tenant - Page 26 -	1460 Chapel Ridge RD Suite 180	APEX NC 27502

Current Tenant			1460 Chapel Ridge RD Suite 200	APEX NC 27502
Current Tenant			1460 Chapel Ridge RD Suite 250	APEX NC 27502
Current Tenant			1464 Chapel Ridge RD	APEX NC 27502
Current Tenant			1474 Chapel Ridge RD	APEX NC 27502
Current Tenant			1480 Chapel Ridge RD Suite 100	APEX NC 27502
Current Tenant			1480 Chapel Ridge RD Suite 110	APEX NC 27502
Current Tenant			1480 Chapel Ridge RD Suite 130	APEX NC 27502
Current Tenant			1480 Chapel Ridge RD Suite 150	APEX NC 27502
Current Tenant			1480 Chapel Ridge RD Suite 170	APEX NC 27502
Current Tenant			1480 Chapel Ridge RD Suite 180	APEX NC 27502
Current Tenant			1480 Chapel Ridge RD Suite 200	APEX NC 27502
Current Tenant			1480 Chapel Ridge RD Suite 250	APEX NC 27502
Current Tenant			1480 Chapel Ridge RD Suite 220	APEX NC 27502
Current Tenant			1480 Chapel Ridge RD Suite 240	APEX NC 27502
Current Tenant			1484 Chapel Ridge RD	APEX NC 27502
Current Tenant			1505 Clark Farm RD	APEX NC 27502
Current Tenant			1007 Double Spring CT	APEX NC 27502
Current Tenant			1600 Olive Chapel RD Suite 100	APEX NC 27502
			1600 Olive Chapel RD Suite 100	APEX NC 27502
Current Tenant				APEX NC 27502 APEX NC 27502
Current Tenant			1600 Olive Chapel RD Suite 108 1600 Olive Chapel RD Suite 112	APEX NC 27502 APEX NC 27502
Current Tenant				
Current Tenant			1600 Olive Chapel RD Suite 116 1600 Olive Chapel RD Suite 144	APEX NC 27502 APEX NC 27502
Current Tenant		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		
Current Tenant			1600 Olive Chapel RD Suite 140	APEX NC 27502
Current Tenant			1600 Olive Chapel RD Suite 136	APEX NC 27502
Current Tenant			1600 Olive Chapel RD Suite 128	APEX NC 27502
Current Tenant			1600 Olive Chapel RD Suite 132	APEX NC 27502
Current Tenant			1600 Olive Chapel RD Suite 124	APEX NC 27502
Current Tenant			1600 Olive Chapel RD Suite 120	APEX NC 27502
Current Tenant			1600 Olive Chapel RD Suite 308	APEX NC 27502
Current Tenant			1600 Olive Chapel RD Suite 312	APEX NC 27502
Current Tenant			1600 Olive Chapel RD Suite 316	APEX NC 27502
Current Tenant			1600 Olive Chapel RD Suite 324	APEX NC 27502
Current Tenant			1600 Olive Chapel RD Suite 328	APEX NC 27502
Current Tenant			1600 Olive Chapel RD Suite 332	APEX NC 27502
Current Tenant			1600 Olive Chapel RD Suite 336	APEX NC 27502
Current Tenant			1600 Olive Chapel RD Suite 340	APEX NC 27502
Current Tenant			1600 Olive Chapel RD Suite 320	APEX NC 27502
Current Tenant			1600 Olive Chapel RD Suite 232	APEX NC 27502
Current Tenant			1600 Olive Chapel RD Suite 236	APEX NC 27502
Current Tenant	,		1600 Olive Chapel RD Suite 240	APEX NC 27502
Current Tenant		· · · · · · · · · · · · · · · · · · ·	1600 Olive Chapel RD Suite 244	APEX NC 27502
Current Tenant			1600 Olive Chapel RD Suite 248	APEX NC 27502
Current Tenant			1600 Olive Chapel RD Suite 252	APEX NC 27502
Current Tenant			1600 Olive Chapel RD Suite 256	APEX NC 27502
Current Tenant			1600 Olive Chapel RD Suite 260	APEX NC 27502
Current Tenant			1600 Olive Chapel RD Suite 228	APEX NC 27502
Current Tenant		AAAAA	1600 Olive Chapel RD Suite 224	APEX NC 27502
Current Tenant			1600 Olive Chapel RD Suite 220	APEX NC 27502
Current Tenant			1600 Olive Chapel RD Suite 216	APEX NC 27502
Current Tenant			1600 Olive Chapel RD Suite 212	APEX NC 27502
Current Tenant			1600 Olive Chapel RD Suite 208	APEX NC 27502
Current Tenant			1600 Olive Chaper RD Suite 204	APEX NC 27502
			1600 Olive Chapel RD Suite 204	APEX NC 27502
Current Tenant			1600 Olive Chapel RD Suite 200	APEX NC 27502
Current Tenant				APEX NC 27502
Current Tenant			1600 Olive Chapel RD Suite 400	APEX NC 27502 APEX NC 27502
Current Tenant			1600 Olive Chapel RD Suite 404 1600 Olive Chapel RD Suite 408	
Current Tenant	- Page 27 -			APEX NC 27502
Current Tenant	i age zi -		1600 Olive Chapel RD Suite 412	APEX NC 27502

Current Tenant	1600 Olive Chapel RD Suite 416	APEX NC 27502
Current Tenant	1600 Olive Chapel RD Suite 500	APEX NC 27502
 Current Tenant	1600 Olive Chapel RD Suite 504	APEX NC 27502
Current Tenant	1600 Olive Chapel RD Suite 508	APEX NC 27502
Current Tenant	1600 Olive Chapel RD Suite 600	APEX NC 27502
 Current Tenant	1600 Olive Chapel RD Suite 604	APEX NC 27502
Current Tenant	1600 Olive Chapel RD Suite 608	APEX NC 27502
Current Tenant	1600 Olive Chapel RD Suite 612	APEX NC 27502
Current Tenant	1600 Olive Chapel RD Suite 616	APEX NC 27502
Current Tenant	1600 Olive Chapel RD Suite 620	APEX NC 27502
Current Tenant	1600 Olive Chapel RD Suite 624	APEX NC 27502
Current Tenant	1600 Olive Chapel RD Suite 628	APEX NC 27502
Current Tenant	1600 Olive Chapel RD Suite 700	APEX NC 27502
Current Tenant	1600 Olive Chapel RD Suite 704	APEX NC 27502
 Current Tenant	1600 Olive Chapel RD Suite 708	APEX NC 27502
Current Tenant	1600 Olive Chapel RD Suite 712	APEX NC 27502
Current Tenant	1600 Olive Chapel RD Suite 716	APEX NC 27502
Current Tenant	1600 Olive Chapel RD Suite 720	APEX NC 27502
Current Tenant	1600 Olive Chapel RD Suite 724	APEX NC 27502
Current Tenant	1600 Olive Chapel RD Suite 728	APEX NC 27502
Current Tenant	1600 Olive Chapel RD Suite 732	APEX NC 27502
Current Tenant	1600 Olive Chapel RD Suite 736	APEX NC 27502
Current Tenant	1600 Olive Chapel RD Suite 740	APEX NC 27502
Current Tenant	1600 Olive Chapel RD Suite 264	APEX NC 27502
Current Tenant	1600 Olive Chapel RD Suite 338	APEX NC 27502

DEVELOPMENT NAME APPROVAL APPLICATION

Application #: ZICZ3Z

Submittal Date:

12-1-2021

Fee for Initial Submittal: No Charge

Fee for Name Change after Approval: \$500*

Purpose

To provide a consistent and clearly stated procedure for the naming of subdivisions and/or developments and entrance roadways (in conjunction with *Town of Apex Address Policy*) so as to allow developers to define and associate the theme or aesthetics of their project(s) while maintaining the Town's commitment to preserving the quality of life and safety for all residents of Apex proper and extraterritorial jurisdiction.

Guidelines

- ✓ The subdivision/development name shall not duplicate, resemble, or present confusion with an existing subdivision/development within Apex corporate limits or extraterritorial jurisdiction except for the extension of an existing subdivision/development of similar or same name that shares a continuous roadway.
- √ The subdivision/development name shall not resemble an existing street name within Apex corporate limits or extraterritorial jurisdiction unless the roadway is a part of the subdivision/development or provides access to the main entrance.
- ✓ The entrance roadway of a proposed subdivision/development shall contain the name of the subdivision/development where this name does not conflict with the Town of Apex Road Name Approval Application and Town of Apex Address Policy guidelines.
- ✓ The name "Apex" shall be excluded from any new subdivision/development name.
- ✓ Descriptive words that are commonly used by existing developments will be scrutinized more seriously in order to limit confusion and encourage distinctiveness. A list of commonly used descriptive words in Apex's jurisdiction is found below.
- ✓ The proposed subdivision/development name must be requested, reviewed and approved during preliminary review by the Town.
- ✓ A \$500.00 fee will be assessed to the developer if a subdivision/development name change is requested after official submittal of the project to the Town.*

Existing Development Titles, Recurring

	Residential	Non-Residential
10 or more	Creek, Farm(s), Village(s),	Center/Centre
6 to 9	Crossing(s), Park, Ridge, Wood(s)	Commons, Park
3 to 5	Acres, Estates, Glen(s), Green*, Hills	Crossing(s), Plaza, Station, Village(s)

^{*}excludes names with Green Level

^{*}The imposed fee offsets the cost of administrative changes required to alleviate any confusion for the applicant, Planning staff, other Town departments, decision-making bodies, concerned utility companies and other interested parties. There is no charge for the initial name submittal.

DEVELOPMENT I	NAME APPROVAL APPLICA	TION	
Application #:	21CZ3Z	Submittal Date:	12-1-2021
Proposed Subdiv	vision/Development Infor	mation	
Description of lo	cation:		
Nearest intersec	ting roads:		*
Township:			
Contact Informa	ition (as appropriate)		
Contact person:	N-		
Address:			
Owner:			
		Fax number:	
Address:			
E-mail address:			
Proposed Subdiv	vision/Development Name		
1 st Choice:			
2 nd Choice (Option	onal):		
Town of Apex St	taff Approval:		
Town of Apex PI	anning Department Staff		Date

PIN	ADDRESS	OWNER	ACREAGE
0732333570	1121 PEMBERTON HILL	GASIOROWSKI	6.10
	RD	PROPERTIES LLC	
	APEX NC 27502-4280		
0732337537	1401 BARNSIDE LN	CAIN, PAUL A CAIN,	4.01
	APEX NC 27502-8501	ANNE H	
0732347080	1400 BARNSIDE LN	HINSON, WARREN R	3.26
	APEX NC 27502-8501	HINSON, DIANNE B	
0732345135	1408 BARNSIDE LN	BUNN, KENNETH G.	3.33
	APEX NC 27502-8501	BUNN, ERICA	
		CHRISTINE	
0732430661	1412 OLIVE CHAPEL RD	HOCH, BENJAMIN	4.46
	APEX NC 27502-8511	ARNOLD HOCH, LESLEY	
		BALLARD	
BARNSIDE LANE R/W		NCDOT	.40

AGEN	T AUTHORIZAT	ION FORM					
Application #: 21CZ 3Z John Gasiorowski		52	Submittal Date:	12-	1-2021		
			is the owner* of the pr	operty for	which the atta	ched	
applica	ition is being su	bmitted:					
	Land Use Ar	nendment					
	а	uthorization in	cludes express co	ed Development rezoning onsent to zoning condition lication is approved.			ie
	Site Plan						
V	Subdivision						
	Variance						
	Other:						
The pro	operty address	is: 1409 E	Barnside Lane				
The age	ent for this proj	ect is: Wither	sRavenel				
	☐ I am the	owner of the pr	roperty and will b	e acting as my own agent			
Agent I	Name:	WithersRave	enel, Brendie Veg	a/ Ed Tang			
Addres	ss:	137 S Wilmir	ngton St, Ste 200	, Raleigh, NC 27601			
Teleph	one Number:	919-656-897	'6				
E-Mail	Address:	bvega@with	ersravenel.com, e	etang@withersravenel.com	1		
		Signature(s)	of Owner(6)* John Gasioro	wski			
		John Gasiorows	ski		12/1/2021		
				Type or print n	ame		Date
				Type or print n	ame		Date

Pursuant to Article 40 of Chapter 66 of the North Carolina General Statutes (the Uniform Electronic Transactions Act) this application and all documents related hereto containing an electronic or digitized signature are legally binding in the same manner as are hard copy documents executed by hand signature. The parties hereby consent to use electronic or digitized signatures in accordance with the Town's Electronic Signature Policy and intend to be bound by the application and any related documents. If electronic signatures are used the application shall be delivered in an electronic record capable of retention by the recipient at the time of receipt.

^{*}Owner of record as shown on the latest equalized assessment rolls of Wake County. An option to purchase does not constitute ownership. If ownership has been recently transferred, a copy of the deed must accompany this authorization.

AGEN	T AUTHORIZAT	ION FORM				
Application #: ZICZ 3Z		Submittal Date:	2-1-2021			
Paul Ca	Paul Cain and Anne Cain		is the owner* of the propert	y for which the attached		
applica	tion is being su	bmitted:				
	Land Use Ar	nendment				
Rezoning: For Conditional Zoning and Planned authorization includes express cons Agent which will apply if the applica		consent to zoning conditions that				
	Site Plan					
V	Subdivision					
	Variance					
	Other:					
The pro	perty address	is: 1401 Barnside Lane				
The age	ent for this proj	ect is: WithersRavenel				
100-07	☐ I am the	owner of the property and will	be acting as my own agent			
Agent N		WithersRavenel, Brendie Ve				
Addres		137 S Wilmington St, Ste 20	0, Raleigh, NC 27601			
Telephone Number:		919-656-8976				
E-Mail	Address:	bvega@withersravenel.com,	etang@withersravenel.com			
		Signature(s) co-Osumer(s)* Paul (ain 30505714BAZ4B4BC Paul Cain		12/1/2021		
		Docusigned by:	Type or print name	Date		
Anne Cain		Anne Cain		12/1/2021		
)—————————————————————————————————————	Type or print name	Date		

*Owner of record as shown on the latest equalized assessment rolls of Wake County. An option to purchase does not constitute ownership. If ownership has been recently transferred, a copy of the deed must accompany this authorization.

Pursuant to Article 40 of Chapter 66 of the North Carolina General Statutes (the Uniform Electronic Transactions Act) this application and all documents related hereto containing an electronic or digitized signature are legally binding in the same manner as are hard copy documents executed by hand signature. The parties hereby consent to use electronic or digitized signatures in accordance with the Town's Electronic Signature Policy and intend to be bound by the application and any related documents. If electronic signatures are used the application shall be delivered in an electronic record capable of retention by the recipient at the time of receipt.

AGEN	T AUTHORIZAT	ION FORM		
Application #: ZICZ 32		Submittal Date:	2-1-2021	
Kenneth	Bunn and Eric	a Bunn	is the owner* of the propert	y for which the attached
applica	tion is being su	bmitted:		
	Land Use Ar	nendment		
	а		anned Development rezoning appli as consent to zoning conditions that application is approved.	
	Site Plan			
V	Subdivision			
	Variance			
	Other:			
The pro	perty address	s: 1408 Barnside Lane		
The age	ent for this proj	ect is: WithersRavenel		
	□ I am the o	owner of the property and w	vill be acting as my own agent	
Agent	Name:	WithersRavenel, Brendie	Vega/ Ed Tang	
Addres	s:	137 S Wilmington St, Ste	200, Raleigh, NC 27601	
Teleph	one Number:	919-656-8976		
E-Mail	Address:	bvega@withersravenel.co	m, etang@withersravenel.com	
		Signature(s) of Ownsu(s) the Learner of Signature (s) of Ownsu(s) the Signature (s)	. Burn 02486	- 11/30/2021
		DocuSigned by:	Type or print name	Date
		Erica Bunn	10	11/30/2021
· · · · · · · · · · · · · · · · · · ·			Type or print name	Date

*Owner of record as shown on the latest equalized assessment rolls of Wake County. An option to purchase does not constitute ownership. If ownership has been recently transferred, a copy of the deed must accompany this authorization.

Pursuant to Article 40 of Chapter 66 of the North Carolina General Statutes (the Uniform Electronic Transactions Act) this application and all documents related hereto containing an electronic or digitized signature are legally binding in the same manner as are hard copy documents executed by hand signature. The parties hereby consent to use electronic or digitized signatures in accordance with the Town's Electronic Signature Policy and intend to be bound by the application and any related documents. If electronic signatures are used the application shall be delivered in an electronic record capable of retention by the recipient at the time of receipt.

PUD-CZ & 204 - Page 34 - nt Application

AGEN	T AUTHORIZAT	ION FORM		
Application #: 21CZ 3Z		Submittal Date:	12-1-2021	
Warren	Hinson and Dia	nne Hinson	is the owner* of the pro	perty for which the attached
applica	tion is being su	bmitted:		
	Land Use An	nendment		
V	а	uthorization includes exp	I Planned Development rezoning a press consent to zoning conditions he application is approved.	
	Site Plan			
F	Subdivision			
	Variance			
	Other:			
The pro	perty address i	s: 1400 Barnside L	ane	
The age	ent for this proj	ect is: WithersRavenel		
	□ I am the o	owner of the property an	d will be acting as my own agent	
Agent I	Name:	WithersRavenel, Brend	lie Vega/ Ed Tang	
Addres	s:	137 S Wilmington St, S	Ste 200, Raleigh, NC 27601	
Teleph	one Number:	919-656-8976		
E-Mail	Address:	bvega@withersravenel	.com, etang@withersravenel.com	
		Signature (s) of Osumer	en R Hinson	la la lates
		Warren Hir		12/1/2021
		Dianu (me Date
Dianne Hinso		Dianne Hir	nson	12/1/2021
			Type or print na	me Date

*Owner of record as shown on the latest equalized assessment rolls of Wake County. An option to purchase does not constitute ownership. If ownership has been recently transferred, a copy of the deed must accompany this authorization.

Pursuant to Article 40 of Chapter 66 of the North Carolina General Statutes (the Uniform Electronic Transactions Act) this application and all documents related hereto containing an electronic or digitized signature are legally binding in the same manner as are hard copy documents executed by hand signature. The parties hereby consent to use electronic or digitized signatures in accordance with the Town's Electronic Signature Policy and intend to be bound by the application and any related documents. If electronic signatures are used the application shall be delivered in an electronic record capable of retention by the recipient at the time of receipt.

PUD-CZ & 204 - Page 35 - nt Application

Lesley Hoch 11/30/2021	AGEN	T AUTHORIZAT	ION FORM				
application is being submitted: Land Use Amendment	Application #: 21CZ3Z		Submittal Date: 12-1-20				
□ Land Use Amendment □ Rezoning: For Conditional Zoning and Planned Development rezoning applications, this authorization includes express consent to zoning conditions that are agreed to by the Agent which will apply if the application is approved. □ Site Plan □ Subdivision □ Variance □ Other: The property address is: 1412 Olive Chapel Road WithersRavenel □ I am the owner of the property and will be acting as my own agent Agent Name: WithersRavenel, Brendie Vega/ Ed Tang Address: 137 S Wilmington St, Ste 200, Raleigh, NC 27601 Telephone Number: 919-656-8976 bvega@withersravenel.com, etang@withersravenel.com Signature(s) of Owner(s)* Duestigned by: Type or print name Date Opening Signal Stephace December 11/30/2021 Type or print name Date Opening Signal Stephace December 11/30/2021	Ben Ho	Ben Hoch and Lesley Hoch			is the owner* of the property for which the attache		
Rezoning: For Conditional Zoning and Planned Development rezoning applications, this authorization includes express consent to zoning conditions that are agreed to by the Agent which will apply if the application is approved. Site Plan Subdivision Other: The property address is: 1412 Olive Chapel Road WithersRavenel I am the owner of the property and will be acting as my own agent Agent Name: WithersRavenel, Brendie Vega/ Ed Tang Address: 137 S Wilmington St, Ste 200, Raleigh, NC 27601 919-656-8976 bega@withersravenel.com, etang@withersravenel.com Signature(s) of @wwwer(s)* Ben Hoch Type or print name Date of the property and will be acting as my own agent Type or print name Date of the property and will be acting as my own agent Type or print name Date of the property and will be acting as my own agent Type or print name Date of the property and will be acting as my own agent Type or print name Date of the property and will be acting as my own agent Type or print name Date of the property and will be acting as my own agent Type or print name Date of the property and will be acting as my own agent Type or print name Date of the property and will be acting as my own agent Type or print name Date of the property and will be acting as my own agent Type or print name Date of the property and will be acting as my own agent Type or print name Date of the property and will be acting as my own agent Type or print name Date of the property and will be acting as my own agent Type or print name Date of the property and will be acting as my own agent Type or print name Date of the property and will be acting as my own agent Type or print name Date of the property and will be acting as my own agent Type or print name Date of the property and will be acting as my own agent Type or print name or print name	applica	ition is being su	bmitted:				
authorization includes express consent to zoning conditions that are agreed to by the Agent which will apply if the application is approved. Site Plan Subdivision Variance Other: The property address is: 1412 Olive Chapel Road WithersRavenel I am the owner of the property and will be acting as my own agent Agent Name: WithersRavenel, Brendie Vega/ Ed Tang Address: 137 S Wilmington St, Ste 200, Raleigh, NC 27601 Telephone Number: 919-656-8976 E-Mail Address: Signature(s) of Oliver Plane Ben Hoch Ben Hoch Type or print name Dat Object Docustigned by: Type or print name Dat Object Object		Land Use Ar	nendment				
Subdivision Variance Other: The property address is: The agent for this project is: In a mathe owner of the property and will be acting as my own agent Agent Name: WithersRavenel, Brendie Vega/ Ed Tang Address: Telephone Number: E-Mail Address: Signature(s) of @wwwer(s)* Due Hoch Ben Hoch Type or print name Date Les ley Hoch 11/30/2021		 Rezoning: For Conditional Zoning and Plann authorization includes express of 			consent to zoning conditions		
□ Variance □ Other: The property address is: 1412 Olive Chapel Road The agent for this project is: WithersRavenel □ I am the owner of the property and will be acting as my own agent Agent Name: WithersRavenel, Brendie Vega/ Ed Tang Address: 137 S Wilmington St, Ste 200, Raleigh, NC 27601 Telephone Number: 919-656-8976 bvega@withersravenel.com, etang@withersravenel.com Signature(s) of @www.er(s)* Ben Hoch Type or print name Date Use Pocus Signed by: Use Pocus Signed Sig		Site Plan					
The property address is: 1412 Olive Chapel Road The agent for this project is: WithersRavenel I am the owner of the property and will be acting as my own agent Agent Name: WithersRavenel, Brendie Vega/ Ed Tang 137 S Wilmington St, Ste 200, Raleigh, NC 27601 Telephone Number: E-Mail Address: Signature(s) of @ winer(s)* Ben Hoch Type or print name Date Docusigned by: Usy Hoch Desired outprography Lesley Hoch 11/30/2021		Subdivision					
The property address is: The agent for this project is: WithersRavenel I am the owner of the property and will be acting as my own agent Agent Name: WithersRavenel, Brendie Vega/ Ed Tang Address: 137 S Wilmington St, Ste 200, Raleigh, NC 27601 Telephone Number: E-Mail Address: Signature(s) of @wwer(s)* But Hold Ben Hoch Type or print name Date Docusigned by: Les ley Hoch 11/30/2021		Variance					
The agent for this project is: WithersRavenel I am the owner of the property and will be acting as my own agent Agent Name: WithersRavenel, Brendie Vega/ Ed Tang Address: 137 S Wilmington St, Ste 200, Raleigh, NC 27601 919-656-8976 bvega@withersravenel.com, etang@withersravenel.com Signature(s) of @wwwer(s)* Ben Hoch Type or print name Date Usby Kodu 005460-00672499 LesTey Hoch 11/30/2021		Other:					
Tam the owner of the property and will be acting as my own agent	The pro	operty address	is: 141:	2 Olive Chapel Ro	ad		
Agent Name: Address: Telephone Number: E-Mail Address: Signature(s) of @wwwer(s)* Ben Hoch Type or print name Date Docusigned by: Usuy Hodu Dested 040972403 Lesley Hoch Lesley Hoch 11/30/2021	The age	ent for this proj	ect is: With	nersRavenel			
Agent Name: Address: Telephone Number: E-Mail Address: Signature(s) of @wwwer(s)* Dut Hodu Ben Hoch Type or print name Date Description of the print na		□ I am the	owner of the	property and will	be acting as my own agent		
Telephone Number: E-Mail Address: Signature(s) of @wner(s)* Ben Hoch Type or print name Date Usby Hoch Lesley Hoch 11/30/2021	Agent N	Name:	WithersRa	venel, Brendie Ve	ega/ Ed Tang		
E-Mail Address: Signature(s) of @winer(s)*	Addres	s:	137 S Wilr	mington St, Ste 20	0, Raleigh, NC 27601		
Signature(s) of @wner(s)* But Hoth Ben Hoth Type or print name Date Usey Hoth Lesley Hoth 11/30/2021	Telepho	one Number:	919-656-8976				
Bun Hodi Ben Hoch Type or print name Date Docusigned by: Usly Hodi Docusigned by: Lesley Hoch 11/30/2021	E-Mail	Address:	bvega@wi	ithersravenel.com	, etang@withersravenel.com		
Type or print name Date Usky Hock 005160040972403 Lesley Hoch 11/30/2021			Signature	Ben Hoch		50.276	
Lesley Hoch 11/30/2021				Ben Hoch		11/30/2021	
					Type or print na	me Date	
Type or print name Date	Lesley Hoch		-	Lesley Hoch		11/30/2021	
				Type or print na	me Date		

Pursuant to Article 40 of Chapter 66 of the North Carolina General Statutes (the Uniform Electronic Transactions Act) this application and all documents related hereto containing an electronic or digitized signature are legally binding in the same manner as are hard copy documents executed by hand signature. The parties hereby consent to use electronic or digitized signatures in accordance with the Town's Electronic Signature Policy and intend to be bound by the application and any related documents. If electronic signatures are used the application shall be delivered in an electronic record capable of retention by the recipient at the time of receipt.

PUD-CZ & 204 - Page 36 - nt Application

^{*}Owner of record as shown on the latest equalized assessment rolls of Wake County. An option to purchase does not constitute ownership. If ownership has been recently transferred, a copy of the deed must accompany this authorization.

AF	FIDAVIT OF OWNERSHIP	
Ap	plication #: ZICZ3Z	Submittal Date: 12-1- ZOZ
Γhe	undersigned, Brendie Vega	(the "Affiant") first being duly sworn, hereb
	rs or affirms as follows:	
1.		ge and authorized to make this Affidavit. The Affiant is the sole agent of all owners, of the property located a and legally described in Exhibit "A" attached hereto and
	incorporated herein (the "Property").	
2.	This Affidavit of Ownership is made for the Town of Apex.	he purpose of filing an application for development approval with
3.		Affiant acquired ownership by deed, dated
	and recorded in the Wake County Regist	ter of Deeds Office on, in Book Page
4. 5.	indicating the agency relationship grant on behalf of the owner(s).	he owner(s) of the Property, Affiant possesses documentation ting the Affiant the authority to apply for development approva perty, from the time Affiant was deeded the Property or
	in interest have been in sole and undis ownership. Since taking possession of Affiant's ownership or right to possession claim or action has been brought agains acting as an authorized agent for owner	d sole ownership of the Property. Affiant or Affiant's predecessors turbed possession and use of the property during the period of the Property on, no one has questioned on nor demanded any rents or profits. To Affiant's knowledge, not at Affiant (if Affiant is the owner), or against owner(s) (if Affiant is r(s)), which questions title or right to possession of the property ainst Affiant or owner(s) in court regarding possession of the
		Brendie M Vega, Authorized Agent
cou	TE OF NORTH CAROLINA NTY OF WAKE	Type or print name
	부근 없이 되고 있다면 가입니다. 그리즘 얼마나 그 없는데 그 없는데 그렇게 되었다.	for the County of WAKE, hereby certify that
		ly known to me or known to me by said Affiant's presentation o
said	Affiant's NCR 30523071	personally appeared before me this day and acknowledged the
due	and voluntary wheels in of the foregoing A	ffidavit.
	Will Burn Oping	Bund Barbon
	E STARY	Notary Public
	AUBLIO TO AND THE PROPERTY OF	State of North Carolina My Commission Expires: 10/27/2024
	AKE COUNTY	

Application #:	ZICZ3Z	Submittal Date:	12-1-2021
	Insert lega	l description below.	
ee attached			

Beginning at an existing iron pipe on the eastern right of way of Chapel Ridge Rd (50' Public R/W), said pipe having NC grid coordinates (NAD 83 - 2011) of N=724,296.53, E=2,033,345.72, thence from said beginning point South 83°24'52" East 567.88 feet to an existing iron pipe, thence South 83°21'57" East 99.74 feet to an existing iron pipe, thence South 06°32'09" West 153.92 feet to an existing iron pipe, thence South 73°20'32" East 112.24 feet to an existing iron pipe, thence South 51°49'45" East 259.77 feet to an existing iron pipe, thence South 17°49'15" West 448.39 feet to an existing iron pipe, thence South 06°52'59" West 114.60 feet to an existing iron pipe on the northern right of way of Olive Chapel. Road (SR 1160) (Public Variable R/W), thence with said right of way South 81°11'19" West 253.55 feet to an existing iron pipe, thence South 81°09'09" West 256.96 feet to an existing iron pipe, thence South 81°34'12" West 538.21 feet to a new iron pipe, thence South 81°52'03" West 43.17 feet to a new iron pipe, thence leaving said right of way along a curve to the right having a radius of 30.00 feet, an arc length of 51.52 feet, and a chord bearing and distance of North 48°56'05" West 45.42 feet to a new iron pipe on the eastern right of way of Chapel Ridge Road (50' Public R/W), thence with said right of way along a curve to the right having a radius of 177.00 feet, an arc length of 140.62 feet, and a chord bearing and distance of North 23°01'22" East 136.95 feet to a new iron pipe, thence North 45°46'57" East 115.00 feet to a new iron pipe, thence along a curve to the left having a radius of 244.00 feet, an arc length of 253.38 feet, and a chord bearing and distance of North 16°01'55" East 242.15 feet to a new iron pipe, thence along a curve to the right having a radius of 374.54 feet, an arc length of 158.98 feet, and a chord bearing and distance of North 01°33'27" West 157.79 feet to a new iron pipe, thence North 10°36'09" East 78.30 feet to a new iron pipe, thence North 10°36'09" East 95.00 feet to a new iron pipe, thence North 10°46'29" East 230.80 feet to a new iron pipe, thence along a curve to the right having a radius of 400.00 feet, an arc length of 108.42 feet, and a chord bearing and distance of North 18°11'52" East 108.09 feet to the point and place of beginning, containing 21.569 acres (939,562 Sq Ft) more or less.



Wake County Residential Development Notification

Developer Company Information			
Company Name	Toll Bros., Inc		
Company Phone Number	919-321-4800		
Developer Representative Name	Jeff Westmoreland		
Developer Representative Phone Number	919-321-4800		
Developer Representative Email	jwestmoreland@tollbrothers.com		

New Residential Subdivision Information			
Date of Application for Subdivision	05.03.2021 (Rezoning)		
City, Town or Wake County Jurisdiction	Town of Apex		
Name of Subdivision	Chapel Ridge Towns		
Address of Subdivision (if unknown enter nearest cross streets)	Intersection of Olive Chapel Road and Chapel Ridge Road		
REID(s)	0732-33-3570, 0732-33-7537, 0732-34-5135, 0732-34-7080, 0732-43-0661		
PIN(s)	0157888, 0157887, 0157885, 0157886, 0104759		

Please complete each section of this form and submit with your application.

Town of Apex staff will enter this information into the online WCPSS form.

Please send any questions about this form to: studentassignment-gisgroup@wcpss.net

	Projected Dates Information
Subdivision Completion Date	Q3 - 2025
Subdivision Projected First Occupancy Date	Q3 - 2023

						ot by Lo	ot Deve	lopment i	Informati	on							
Unit Type	Total # of Units	Senior Living	Studio	1 Bedroom	2 Bedroom	3 Bedroom	4 Bedroom	100 7 100 1	e Foot nge	Price	Range	: /	Anticipate	ed Comp	letion Uni	ts & Date	es
								Min	Max	Low	High	Year	# Units	Year	# Units	Year	# Units
Single Family																	
Townhomes	100 (3 BR)							2200	2400	TBD	TBD	2023	30	2024	60	2025	30
Condos																	
Apartments																	
Other																	



RE: CHAPEL RIDGE PLANNED UNIT DEVELOPMENT

Dear Resident or Property Owner:

Please find enclosed an invitation for a neighborhood meeting on **Wednesday**, **November 17**, **2021**, to be held virtually by **WebEx** from **6 pm to 8 pm**. You can join by computer, smartphone, tablet or other internet-enabled device at the meeting link (this will first take you to a registration to collect information required by the Town of Apex for neighborhood meetings):

Please register in advance at https://bit.ly/3Ew0vJR

or Use the camera on your smartphone to scan the code, you will be taken to the registration page.



To join by phone

+1-415-655-0001 US Toll Access code: 243 578 18796

If you are unable to attend the meeting, would like to talk outside of the meeting, or have any other questions or concerns, please do not hesitate to contact me. bvega@withersravenel.com or 919-535-5212

If you have questions for the Town, the Planner on the rezoning case is Liz Loftin: Liz.Loftin@apexnc.org or 919-249-3439.

Sincerely,

WithersRavenel

Brendie Vega, ACIP, CNU-A

Director of Planning

NOTICE OF NEIGHBORHOOD MEETING

	ocument is a public record under the Notice of the Notice	North Carolina	Public Records Act and may be public Please register in advance	
Dat	е		code or at https://bit.ly/3	
Dear	Neighbor:	III KAAN		
You a	are invited to a neighborhood mee	ting to revie	w and discuss the developmen	t proposal at
				
	Address(es)		P	PIN(s)
way neigh oppo subm conta emai	for the applicant to discuss the paborhood organizations before the artunity to raise questions and discustited. If you are unable to attendant the applicant. Notified neighbor or mail. Once an application has a lopment Map or the Apex Defi/www.apexnc.org/180/Planning-	project and research and research and research and research and research are may requested been submit evelopment.	eview the proposed plans with fan application to the Town. The erns about the impacts of the per to the Project Contact Information that the applicant provide unted to the Town, it may be tracked to the Town, it may be tracked on the Town.	h adjacent neighbors and his provides neighbors an roject before it is officially mation page for ways to pdates and send plans via cked using the Interactive
	ighborhood Meeting is required be	-	·	innly):
	lication Type		roject merades (erreek air triat a	Approving Authority
	Rezoning (including Planned Unit	Developme	nt)	Town Council
	Major Site Plan			Town Council (QJPH*)
	Special Use Permit			Town Council (QJPH*)
	Residential Master Subdivision Pl	an (excludes	exempt subdivisions)	Technical Review Committee (staff)
*Qua	si-Judicial Public Hearing: The Tow	vn Council ca	nnot discuss the project prior t	o the public hearing.
The f	ollowing is a description of the pro	posal (also s	see attached map(s) and/or pla	n sheet(s)):
 Fstim	nated submittal date:			
	earty Owner(s) name(s):			
	perty Owner(s) name(s):			
	licant(s): tact information (email/phone):			
	eting Address:			
	e/Time of meeting**:			
	TING AGENDA TIMES:			
		esentation:	Question & A	Answer: _
	eatings shall occur between 5:00 n n			

^{**}Meetings shall occur between 5:00 p.m.-9:00 p.m. on a Monday through Thursday (excluding Town recognized holidays). If you have questions about the general process for this application, please contact the Planning and Community Development Department at 919-249-3426. You may also find information about the Apex Planning Department and on-going planning efforts at http://www.apexnc.org/180/Planning-Community-Development.

PROJECT CONTACT INFORMATION

This document is a public record under the North Carolina Public Records Act and may be published on the Town's website or disclosed to third parties.

Development Contacts:				
Project Name:			Zoning	:
Location:			_	
Property PIN(s):				
Property Owner:				
Address:				
City:				Zip:
Phone:				
Developer:				
Addrace.				
City:			Zip:	
Phone:				
Engineer:				
Address:				
City:		State:		Zip:
Phone:	Fax:	En	nail:	
Builder (if known):				
Address:			•	
City:				Zip:
Phone:	Fax:	En	nail:	

Please note that Town staff will not have complete information about a proposed development until the application is submitted for review. If you have a question about Town development standards and how they relate to the proposed development, please contact the appropriate staff person listed below.

Town of Apex Department Contacts	
Planning and Community Development Department Main Number	
(Provide development name or location to be routed to correct planner)	(919) 249-3426
Parks, Recreation & Cultural Resources Department	
Angela Reincke, Parks and Greenways Planner	(919) 249-7468
Public Works - Transportation	
Russell Dalton, Senior Transportation Engineer	(919) 249-3358
Water Resources Department	
Jessica Bolin, Environmental Engineering Manager (Stormwater, Sedimentation &	(919) 249-3537
Erosion Control)	
James Gregg, Utility Engineering Manager (Water & Sewer)	(919) 249-3324
Electric Utilities Division	
Rodney Smith, Electric Technical Services Manager	(919) 249-3342

Providing Input to Town Council:

Each Town Council meeting agenda includes a Public Forum time when anyone is permitted to speak for three (3) minutes on any topic with the exception of items listed as Public Hearings for that meeting. The Town Council meets on the 2nd and 4th Tuesdays of each month at 6:00 p.m. (except for holidays, see schedule of meetings at http://www.apexnc.org/838/Agendas-Minutes). You may also contact Town Council by e-mail at AllCouncil@apexnc.org.

Private Agreements and Easement Negotiation:

The Town of Apex cannot enforce private agreements between developers and neighbors and is not a party to the easement and right-of-way negotiation that occurs between developers and neighboring property owners for easements or rights-of-way that are necessary to build the project.

It is recommended that all private agreements be made in writing and that if a property owner feels it necessary, they should obtain private legal counsel in order to protect their interests in both private agreements and during easement negotiations. The only conditions that the Town of Apex can enforce are those conditions that are made a part of the conditional zoning of the property by agreement of the developer and the Town.

As an example, if a developer offers to build a fence for a neighbor to mitigate some impact, the Town can only enforce the construction of the fence if the fence becomes a condition of the rezoning. This would occur by the developer offering the condition as part of their conditional zoning application package or at the Town Council public hearing on the conditional zoning and the Town accepting it as a condition. Private agreements regarding a fence being constructed will not be enforced by the Town.

To request that any agreement with a developer is made a part of the conditional zoning at the time of approval, you may ask at the Town Council public hearing if the agreement is included in the conditions. If it is not, you may request that the Town Council not approve the rezoning without the agreement being included in the conditions (note that it is up to Town Council whether to approve or deny the rezoning but they cannot impose conditions that the applicant does not agree to add). The developer's proposed conditions can be viewed any time after a rezoning is submitted on the Interactive Development Map at: http://apexnc.maps.arcgis.com/apps/OnePane/basicviewer/index.html?appid=fa9ba2017b784030b15ef4d a27d9e795

Documentation:

Neighbors to a requested new development and/or rezoning are strongly encouraged to fully document (such as through dated photographs) the condition of their property before any work is initiated for the new development. Stormwater controls installed on developed property are not designed to and will likely not remove 100% of the soil particles transported by stormwater runoff. As a result, creeks and ponds could become cloudy for a period of time after rain events.

COMMON CONSTRUCTION ISSUES & WHO TO CALL

This document is a public record under the North Carolina Public Records Act and may be published on the Town's website or disclosed to third parties.

Noise & Hours of Construction: Non-Emergency Police

Noise from tree removal, grading, excavating, paving, and building structures is a routine part of the construction process. The Town generally limits construction hours from 7:00 a.m. to 8:30 p.m. so that there are quiet times even during the construction process. Note that construction outside of these hours is allowed with special permission from the Town when it makes more sense to have the construction occur at night, often to avoid traffic issues. In addition, the Town limits hours of blasting rock to Monday through Friday from 8:00 a.m. to 5:00 p.m. Report violations of construction hours and other noise complaints to the Non-Emergency Police phone number at 919-362-8661.

Construction Traffic:

James Misciagno

Construction truck traffic will be heavy throughout the development process, including but not limited to removal of trees from site, loads of dirt coming in and/or out of the site, construction materials such as brick and wood brought to the site, asphalt and concrete trucks come in to pave, etc. The Town requires a construction entrance that is graveled to try to prevent as much dirt from leaving the site as possible. If dirt does get into the road, the Town can require they clean the street (see "Dirt in the Road" below).

Road Damage & Traffic Control: Water Resources – Infrastructure Inspections 919-362-8166

There can be issues with roadway damage, roadway improvements, and traffic control. Potholes, rutting, inadequate lanes/signing/striping, poor traffic control, blocked sidewalks/paths are all common issues that should be reported to Water Resources - Infrastructure Inspections at 919-249-3427. The Town will get NCDOT involved if needed.

Parking Violations:

Non-Emergency Police

Unless a neighbor gives permission, there should be no construction parking in neighbors' driveways or on their property. Note that parking in the right-of-way is allowed, but Town regulations prohibit parking within 15 feet of driveways so as not to block sight triangles. Trespassing and parking complaints should be reported to the Non-Emergency Police phone number at 919-362-8661.

Dirt in the Road:

James Misciagno

Sediment (dirt) and mud gets into the existing roads due to rain events and/or vehicle traffic. These incidents should be reported to James Misciagno. He will coordinate the cleaning of the roadways with the developer.

Dirt on Properties or in Streams:

James Misciagno Danny Smith

919-372-7470

Danny.Smith@ncdenr.gov

Sediment (dirt) can leave the site and get onto adjacent properties or into streams and stream buffers; it is typically transported off-site by rain events. These incidents should be reported to James Misciagno at 919-372-7470 so that he can coordinate the appropriate repairs with the developer. Impacts to the streams and stream buffers should also be reported to Danny Smith (danny.smith@ncdenr.gov) with the State.

James Misciagno

919-372-7470

During dry weather dust often becomes a problem blowing into existing neighborhoods or roadways. These incidents should be reported to James Misciagno at 919-372-7470 so that he can coordinate the use of water trucks onsite with the grading contractor to help control the dust.

James Misciagno

919-372-7470

Excessive garbage and construction debris can blow around on a site or even off of the site. These incidents should be reported to James Misciagno at 919-372-7470. He will coordinate the cleanup and trash collection with the developer/home builder.

Temporary Sediment Basins:

James Misciagno

919-372-7470

Temporary sediment basins during construction (prior to the conversion to the final stormwater pond) are often quite unattractive. Concerns should be reported to James Misciagno at 919-372-7470 so that he can coordinate the cleaning and/or mowing of the slopes and bottom of the pond with the developer.

Stormwater Control Measures:

Jessica Bolin

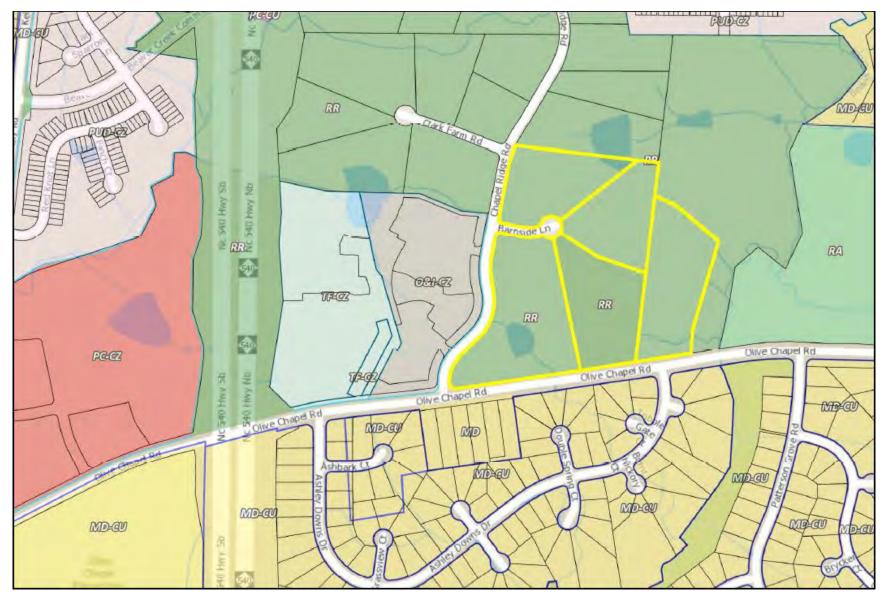
Post-construction concerns related to Stormwater Control Measures (typically a stormwater pond) such as conversion and long-term maintenance should be reported to Jessica Bolin at 919-249-3537.

Electric Utility Installation:

Rodney Smith

919-249-3342

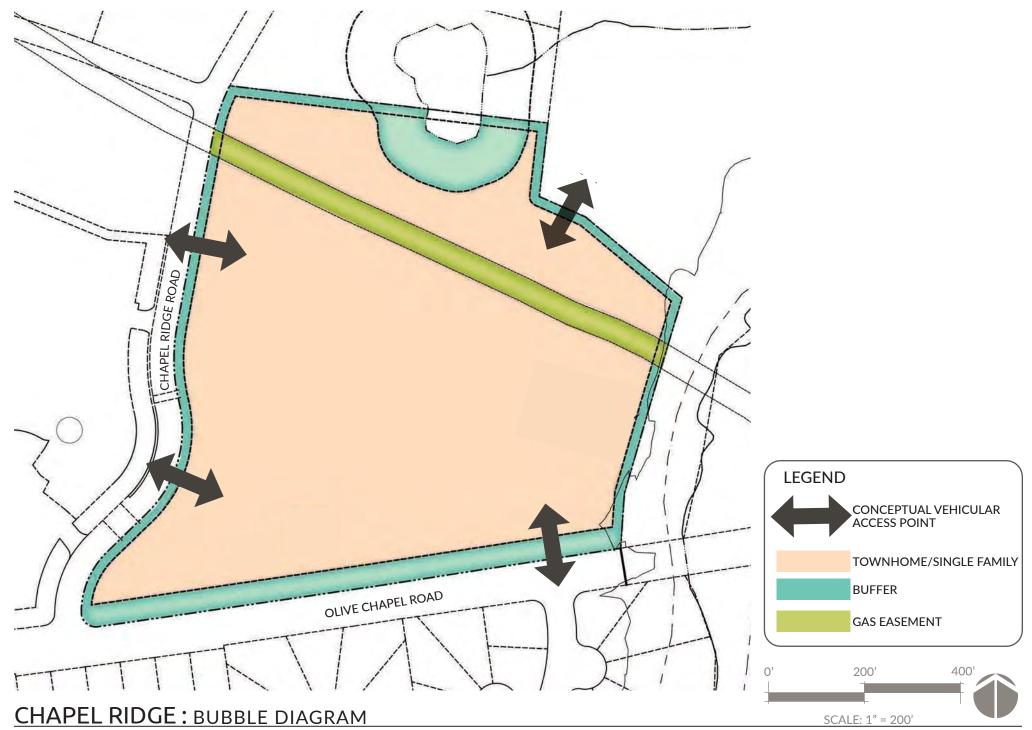
Concerns with electric utility installation can be addressed by the Apex Electric Utilities Department. Contact Rodney Smith at 919-249-3342.



Zoning Map



- Page 47 -





Chapel Ridge Rd, Apex, NC Project #201034

SITE ADDRESS 1600 OLIVE CHAPEL RD 1505 OLIVE CHAPEL RD	PIN_NUM 0732235461	OWNER 540 FLEX & BUSINESS PARK LLC	MAILING ADDRESS 2509 SOUTHWINDS RUN 1505 OLIVE CHAPEL RD	APEX NC 27502-6512 APEX NC 27502-6744
1505 OLIVE CHAPEL RD 0 OLIVE CHAPEL RD 1404 ASHLEY DOWNS DR	0732322948 0732314682	AIMAN, PAUL JOHNAS, KEZIA APEX TOWN OF	PO BOX 250	APEX NC 27502-0250
	0732326858 0732336072	AVIGLIANO, JOSEPH M AVIGLIANO, ELIZABETH H BARFIELD, WILLIAM W BARFIELD, PAMELA M	1404 ASHLEY DOWNS DR 1004 DOUBLE SPRING CT	APEX NC 27502-4963 APEX NC 27502-4967
1500 CLARK FARM RD 1304 CHAPEL RIDGE RD 1408 RAPNSIDE I N	0732342436 0732342658	BOYKIN, V RAYMOND JR BOYKIN, RITA L BROWN, STEPHEN J BROWN, JILL T	1500 CLARK FARM RD 1500 CLARK FARM RD 1304 CHAPEL RIDGE RD	APEX NC 27502-8500 APEX NC 27502-8503
1401 BARNSIDE LN 1505 CLARK FARM RD	0732345135 0732337537 0732340146	BUNN, KENNETH G. BUNN, ERICA CHRISTINE CAIN, PAUL A CAIN, ANNE H CHAGANTIPATI, RAJ KIRAN VEMURI, JYOTSNA	1408 BARNSIDE LN 1401 BARNSIDE LN 4016 SYKES ST	APEX NC 27502-8501 APEX NC 27502-8501 CARY NC 27519-7301
1704 ASHBARK CT 1005 WILD SONNET CT	0732227949 0732432055	CONTRERAS-BLANCO, ERICK I WILSON, TYLER E COOK MATTHEW A VAISHNAVA PREMI ATA	1704 ASHBARK CT 1005 WILD SONNET CT	APEX NC 27502-5298 APEX NC 27502-9208
1521 OLIVE CHAPEL RD 1002 TRIBBLE GATE CT	0732229953 0732338134	DASHNAU, HEATHER H KAMPANAKIS, PANAGIOTIS DICKSON DWAYNE W	1521 OLIVE CHAPEL RD 1002 TRIBBLE GATE CT	APEX NC 27502-6744 APEX NC 27502-9033
1000 ASHLEY DOWNS DR 1409 BARNSIDE LN 1313 CHAPEL RIDGE RD	0732339147 0732333570 0732347395	FREITAS, BRIAN FREITAS, PERDANA GASIOROWSKI PROPERTIES LLC GROVER, SARA W PRESTRUD, DAVID G	1000 ASHLEY DOWNS DR 1121 PEMBERTON HILL RD 1313 CHAPEL RIDGE RD	APEX NC 27802-9541 APEX NC 27802-4280 APEX NC 27802-8803
	0732347395 0732324938 0732347080			
1400 BARNSIDE LN 1412 OLIVE CHAPEL RD 1702 ASHBARK CT		HINSON, WARREN R HINSON, DIANNE B HOCH, BENJAMIN ARNOLD HOCH, LESLEY BALLARD HOUSE, JESSE F HOUSE REGIMA B	1400 BARNSIDE LN 1412 OLIVE CHAPEL RD 1702 ASHBARK CT	APEX NC 27902-8601 APEX NC 27902-8611 APEX NC 27902-8511 APEX NC 27902-8518
1007 DOUBLE SPRING CT 1001 WILD SONNET CT	0732228956 0732334047 0732431210	HOUSE, JESSE E HOUSE, REGINA B KOCHAR, SUMMET KOCHAR, VINITA KUNTARICH, DAVID R KUNTARICH, LAURA A	717 MANASSAS GAP PL	APEX NC 27502-5298 CARY NC 27519-9618 APEX NC 27502-9006
1006 DOUBLE SPRING CT 1000 WILD SONNET CT	0732336121 0732420976	LACHES, MICHAEL J LACHES, TRUDIE M MARTINDALE, RANDOLPH A MARTINDALE, CANDACE E	1006 DOUBLE SPRING CT 1000 WILD SONNET CT	APEX NC 27502-4967 APEX NC 27502-9208
1003 DOUBLE SPRING CT 1700 ASHBARK CT 1008 DOUBLE SPRING CT	0732324960 0732228864 0732335130	MORAVEC, WENDY NAVY, FRANK NAVY, GECILIA NONG, TIEN D NGUYEN, NHAM N	1003 DOUBLE SPRING CT 1700 ASHBARK CT 1008 DOUBLE SPRING CT	APEX NC 27502-4967 APEX NC 27502-4967 APEX NC 27502-4967
1400 CHAPEL RIDGE RD 1305 CHAPEL RIDGE RD	07322335130 0732239874 0732348563	NONG, TIEN D NGUTEN, NHAM N OLIVE CHAPEL PROFESSIONAL PARK, LLC OVERTON, RUSS OVERTON, KRISTAL RAWLS	1121 PEMBERTON HILL RD 1305 CHAPEL RIDGE RD	APEX NC 27502-4800 APEX NC 27502-4800
1003 TRIBBLE GATE CT 1004 TRIBBLE GATE CT	0732327999 0732337079	PEPSNY, THOMAS S PEPSNY, SALLY HANCOCK PICKERING, WILLIAM VARSON MINCHER, JESSICA LYNN	1003 TRIBBLE GATE CT 1004 TRIBBLE GATE CT	APEX NC 27502-9033 APEX NC 27502-9033
1408 OLIVE CHAPEL RD 1002 ASHLEY DOWNS DR 1513 OLIVE CHAPEL RD	0732443421 0732339048	POPE, CHARLES V POPE, IRIS ISLEY	1408 OLIVE CHAPEL RD 1002 ASHLEY DOWNS DR 1513 OLIVE CHAPEL RD	APEX NC 27502-8511 APEX NC 27502-9541
	0732321905 0732323917	RAO, GANESH K RAO, SUSHMA G SAVARD, TODD A SAVARD, JENNIFER		APEX NC 27502-6744 APEX NC 27502-6744
1509 OLIVE CHAPEL RD 1302 ASHLEY DOWNS DR 1512 CLARK FARM RD	0732321976 0732327829 0732340602	SCHUMAN-HUMBERT, BRITT HUMBERT, GREGOIRE SHERE, KASHIRAM I SHERE, MANGALA SHERDY, DAVID I SHERDY, ETTIE! V	1509 OLIVE CHAPEL RD 1302 ASHLEY DOWNS DR 1512 CLARK FARM RD	APEX NC 27502-6744 APEX NC 27502-4557 APEX NC 27502-4550
1310 OLIVE CHAPEL RD 1517 OLIVE CHAPEL RD	0732439867 0732320934	SHERRY, DAVID D SHERRY, ETHEL V SLATE, LYNN S SLATE, TERRY E THOMAS, ALEXANDER SEBASTIAN RAMONDINO, MARISKA MICHAEL MARIA	1512 CLARK FARM RD 1310 OLIVE CHAPEL RD 1517 OLIVE CHAPEL RD	APEX NC 27502-6743 APEX NC 27502-6744
1004 WILD SONNET CT 1003 WILD SONNET CT	0732422942 0732432148	WALL, VIRGIL M JR WALL, APRIL C WENZEL, VALERIE J	1004 WILD SONNET CT 1003 WILD SONNET CT	APEX NC 27502-9206 APEX NC 27502-9208
		ASHLEY DOWNS HOA CHAPEL RIDGE ESTATES HOA	PO BOX 1117 1001-105 GOODWORTH DR	APEX NC 27523 APEX NC 27539
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		Current Tenant Current Tenant	1313 Chapel Ridge 1404 Chapel Ridge RD	APEX NC 27502 APEX NC 27502
		Current Tenant Current Tenant	1424 Chapel Ridge RD 1434 Chapel Ridge RD 1480 Chapel Ridge RD Suite 100	APEX NC 27502 APEX NC 27502 APEX NC 27502
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		Current Tenant Current Tenant	1460 Chapel Ridge RD Suite 250 1464 Chapel Ridge RD	APEX NC 27502 APEX NC 27502
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		Current Tenant Current Tenant	1484 Chapel Ridge RD 1505 Clark Farm RD	APEX NC 27502 APEX NC 27502 APEX NC 27502
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		Current Tenant Current Tenant Current Tenant	1600 Olive Chapel RD Suite 140 1600 Olive Chapel RD Suite 136 1600 Olive Chapel RD Suite 138	APEX NC 27502 APEX NC 27502 APEX NC 27502
		Current Tenant Current Tenant	1600 Clive Chapel RD Suite 128 1600 Clive Chapel RD Suite 128 1600 Clive Chapel RD Suite 132 1600 Clive Chapel RD Suite 124	APEX NC 27502 APEX NC 27502
		Current Tenant Current Tenant	1600 Olive Chapel RD Suite 120 1600 Olive Chapel RD Suite 308	APEX NC 27502 APEX NC 27502
		Current Tenant Current Tenant	1600 Olive Chapel RD Suite 312 1600 Olive Chapel RD Suite 316 1600 Olive Chapel RD Suite 324 1600 Olive Chapel RD Suite 328	APEX NC 27502 APEX NC 27502
		Current Tenant Current Tenant Current Tenant	1600 Olive Chapel RD Suite 324 1600 Olive Chapel RD Suite 328	APEN NC 27502 APEN NC 27502 APEN NC 27502
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		Current Tenant Current Tenant	1600 Olive Chapel RD Suite 256 1600 Olive Chapel RD Suite 260	APEX NC 27502 APEX NC 27502
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		Current Tenant Current Tenant	1600 Olive Chapel RD Suite 304 1600 Olive Chapel RD Suite 400 1600 Olive Chapel RD Suite 404	APEX NC 27502 APEX NC 27502
		Current Tenant Current Tenant Current Tenant	1600 Olive Chapel RD Suite 408 1600 Olive Chapel RD Suite 412 1600 Olive Chapel RD Suite 416	APEX NC 27502 APEX NC 27502 APEX NC 27502
		Current Tenant Current Tenant Current Tenant	1600 Olive Chapel RD Suite 500	APEX NC 27502 APEX NC 27502 APEX NC 27502
		Current Tenant Current Tenant	1600 Olive Chapel RD Suite 504 1600 Olive Chapel RD Suite 508 1600 Olive Chapel RD Suite 600	APEX NC 27502 APEX NC 27502
		Current Tenant Current Tenant	1600 Olive Chapel RD Suite 604 1600 Olive Chapel RD Suite 608	APEX NC 27502 APEX NC 27502
		Current Tenant Current Tenant Current Tenant	1600 Olive Chapel RD Suite 612 1600 Olive Chapel RD Suite 616	APEX NC 27502 APEX NC 27502
		Current Tenant	1600 Olive Chapel RD Suite 620 1600 Olive Chapel RD Suite 624 1600 Olive Chapel RD Suite 628	APEX NC 27502 APEX NC 27502 APEX NC 27502
		Current Tenant Current Tenant Current Tenant	1600 Olive Chapel RD Suite 628 1600 Olive Chapel RD Suite 700 1600 Olive Chapel RD Suite 704	APEX NC 27502 APEX NC 27502
		Current Tenant Current Tenant	1600 Olive Chapel RD Suite 708 1600 Olive Chapel RD Suite 712	APEX NC 27502 APEX NC 27502
		Current Tenant Current Tenant Current Tenant	1600 Olive Chapel RD Suite 716 1600 Olive Chapel RD Suite 720	APEX NC 27502 APEX NC 27502
		Current Tenant Current Tenant Current Tenant	1600 Olive Chapel RD Suite 724 1600 Olive Chapel RD Suite 728 1600 Olive Chapel RD Suite 732	APEX NC 27502 APEX NC 27502 APEX NC 27502
		Current Tenant Current Tenant	1600 Olive Chapel RD Suite 736 1600 Olive Chapel RD Suite 740	APEX NC 27502 APEX NC 27502
		Current Tenant Current Tenant	1600 Olive Chapel RD Suite 264 1600 Olive Chapel RD Suite 338	APEX NC 27502 APEX NC 27502
Additional mailings added by applicant Additional mailings added by applicant Additional mailings added by applicant		Brendie Vega JEFF WESTMORELAND FAULKNER, JAMES V JR FAULKNER, BARBARA B	137 S Wilmington St, Ste 200 900 Perimeter Park Drive, Suite B3 1513 CLARK FARM RD	RALEIGH NC 27801 MORRISVILLE NC 27560 APEX NC 27502-8500
Additional mailings added by applicant Additional mailings added by applicant		PAULKNER, JAMES V JR FAULKNER, BARBARA B ROCCOFORTE, JOHN A ROCCOFORTE, MARIE F BRIA, FRANK A III BRIA, CHRISTINE	1517 CLARK FARM RD 1517 CLARK FARM RD 1516 CLARK FARM RD	APEX NC 27502-8500 APEX NC 27502-8500 APEX NC 27502-8500
Additional mailings added by applicant Additional mailings added by applicant Additional mailings added by applicant		CARLSON, LARRY L CARLSON, KATHI E COREY, DANIEL E	1516 CLARK FARM RD 1220 CHAPEL RIDGE RD 1301 CHAPEL RIDGE RD	APEX NC 27502-8500 APEX NC 27502 APEX NC 27502
Additional mailings added by applicant Additional mailings added by applicant		COX, DOUGLAS COX, CARRIE STRINGARI, RONALD L STRINGARI, KATHERINE L	1205 CHAPEL RIDGE RD 1209 CHAPEL RIDGE RD	APEX NC 27502 APEX NC 27502
Additional mailings added by applicant Additional mailings added by applicant		BISHOP, MICHAEL J CUNDIEFF, TIGH M CUNDIEFF, DIANE	1213 CHAPEL RIDGE RD 1225 CHAPEL RIDGE RD	APEX NC 27502 APEX NC 27502
Additional mailings added by applicant Additional mailings added by applicant Additional mailings added by applicant		JORDAN LUTHERAN CHURCH INC KAO, SU YUEH HO, CHI CHANG MOHAN, MICHAEL P MOHAN, CATHERINE A	1031 PEMBERTON HILL RD STE 202 1200 CHAPEL RIDGE RD 1204 CHAPEL RIDGE RD	APEX NC 27502 APEX NC 27502 APEX NC 27502
Additional mailings added by applicant Additional mailings added by applicant		MOHAN, MICHAEL P MOHAN, CATHERINE A CARLSON, LARRY L CARLSON, KATHI E	1204 CHAPEL RIDGE RD 1220 CHAPEL RIDGE RD	APEX NC 27502 APEX NC 27502

Requested By: Brendie Vega Date Requested: October 4th



Chapel Ridge PUD Neighborhood Meeting via WebEx

Date: November 17, 2021, 6pm to 8 pm

Jason Barron introduced the team and went through the Chapel Ridge Planned Unit Development, the Council's comments through the process, and the changes to the project with the new submittal.

- The density of the overall project will decrease
- The townhomes will be limited to 2-story
- The project will be age-restricted

Russ Overton will send a list of changes, same one from prior version, and would like the questions memorialized in the neighborhood meeting minutes. Wanted to know where the team is in the process. Will submit the rezoning in December, will follow with subdivision plan and construction documents.

The neighbors would like to meet in the neighborhood sooner rather than later. Project team to coordinate with Russ Overton and Rita Boykin.

Rita Boykin asked what was meant by age restricted, Jason confirmed that it meant 55 years old and older. She also asked what the price point and elevations would be. Jason and Jeff noted that the information would not be available by the time of submittal. Jeff explained that this is referred to a carriage home which Toll calls their townhome with a master down. Will push for having a graphic after the holiday season. Will probably have plan graphics with the elevations following.

Rita asked who was at the staff at our pre-application meeting today. Jason responded with Amanda Bunce, Liz Loftin and Russell Dalton.

Rita asked about Council comments, specifically the Council person who was not supportive of the project based on wanting apartments/ higher density. Council member Brett Gantt in previous conversations has said he would not support development here at this density. She also asked how staff felt. Jason said no concerns by traffic, but affordable housing was brought up as a continued Council concern.

Per the PUD schedule, March 14, 2022 **Planning Board Meeting** and March 22, 2022 **Town Council Meeting**. Brendie noted that the schedule could be subject to change if the project moves through the process faster or slower, Jason advised that if it went any sooner we would communicate that to the neighbors.

Several members of the community thanked the team for presenting and then left the meeting. Jason mentioned that someone would be on until 8 pm if anyone thought of anything.

Many on the call left the WebEx at 6:35 pm.



Warren Hinson asked about a Council members' comment on the connection to Beaver Creek. Jason explained that there was no way to make that connection with this project as it does not have control of the parcels needed to make a connection.

The team members left the call with the exception of Brendie Vega.

At 7:30 Charles Pope joined the call, Brendie explained the changes to the project and Charles did not have any questions.

The meeting ended at 8 pm.

Name	Attendee Email	_ Join Time	Leave Time	Attendance Duration
Brendie Vega		2021-11-17 17:49:26	2021-11-17 20:01:10	132 mins
Call-in User_4		2021-11-17 18:21:28	2021-11-17 20:01:05	100 mins
Jeff Westmoreland		2021-11-17 18:00:52	2021-11-17 19:17:41	77 mins
Jason Barron		2021-11-17 17:55:59	2021-11-17 19:10:27	75 mins
Ed Tang		2021-11-17 18:00:27	2021-11-17 19:11:10	71 mins
Call-in User_5		2021-11-17 18:54:33	2021-11-17 20:01:05	67 mins
Barbara		2021-11-17 17:53:08	2021-11-17 18:40:20	48 mins
Barbara		2021-11-17 17:53:08	2021-11-17 18:40:20	48 mins
Barbara Faulkner		2021-11-17 17:56:58	2021-11-17 18:44:55	48 mins
Ben Mayo		2021-11-17 18:03:27	2021-11-17 18:51:12	48 mins
annecain		2021-11-17 18:00:50	2021-11-17 18:40:46	40 mins
rita boykin		2021-11-17 17:58:40	2021-11-17 18:35:26	37 mins
Paul Cain		2021-11-17 18:01:05	2021-11-17 18:36:19	36 mins
Nancy Corey		2021-11-17 18:02:04	2021-11-17 18:36:25	35 mins
Russ Overton		2021-11-17 18:00:24	2021-11-17 18:35:23	35 mins
Sara		2021-11-17 18:03:02	2021-11-17 18:37:11	35 mins
larry carlson		2021-11-17 18:03:40	2021-11-17 18:37:28	34 mins
ben hoch		2021-11-17 18:02:24	2021-11-17 18:35:20	33 mins
ben hoch		2021-11-17 18:02:24	2021-11-17 18:35:20	33 mins
David Prestrud		2021-11-17 18:06:04	2021-11-17 18:36:05	31 mins
Pam Barfield		2021-11-17 18:07:41	2021-11-17 18:35:25	28 mins
Warren Hinson		2021-11-17 18:25:30	2021-11-17 18:53:07	28 mins
Call-in User_3		2021-11-17 18:09:25	2021-11-17 18:35:14	26 mins
Warren Hinson		2021-11-17 18:11:16	2021-11-17 18:26:05	15 mins
Charles Pope			2021-11-17 19:29:31	
Call-in User_2		2021-11-17 18:01:44		
Barbara Faulkner		2021-11-17 17:52:12	2021-11-17 17:53:33	2 mins

Vega, Brendie

From: croverto(ATT) <croverto@att.net>
Sent: Monday, November 22, 2021 8:43 PM

To: Jason Barron; Vega, Brendie

Cc: Russ Overton; Rita Boykin; David Prestrud; David Prestrud; c_bria@hotmail.com;

c_bria@hotmail.com; James Faulkner; John A Roccoforte; Dan & Nancy Corey

Subject:Chapel Ridge Neighborhood Meeting CommentsAttachments:Chapel Ridge Toll Bros Nov REZ Comments.pdf

Follow Up Flag: Flag for follow up

Flag Status: Flagged

Jason/Brendie:

Attached are a collection of comments from Chapel Ridge neighbors (also copied). I've removed a bunch from last time that probably are no longer relevant and some still on the list may be the same answer as your last rezoning and figured we'd at least give you the opportunity to state that back again since this is a new rezoning. And lastly as stated at the neighborhood meeting we'd appreciate the chance to meet you and the Toll Bros team in the neighborhood again when you have more info like a preliminary layout completed and not too far into the Apex Council process if that's possible.

Thanks.

Comments (in no particular order)

General:

What is the process and timing of approval expected with Apex?

What conditions are you offering?

• How do we know that the Chapel Ridge Towns will remain 55+?

And what is being proposed above minimum standards of Apex?

Does this project address Apex concerns about school capacity from the prior denied rezoning.

What are the home square footage or price points planned for the units?

What is going to happen to the Chapel Ridge Subdivision sign?

Would you consider moving it or at least giving it back to the residents of Chapel Ridge Subdivision?

Any conditions to building quality or materials?

When are you closing on the property?

How will the existing homes be maintained between the time you buy and the time you build?

- How much time will that be?
- When do you expect to be in front of Town Council or P&Z?

How does Toll Brothers plan on being good neighbors to the existing longtime owners of the Chapel Ridge?

What schools will be served by this new subdivision.

What else can you provide us that is not included in the mailed notice?

What is the proposed width of the new proposed town homes?

Has the sewer capacity study been completed?

Will construction not go beyond Barnside Lane - particularly for turning around?

Lots/Layout:

Can we get a copy of the preliminary lot layout when you get have it?

What is the unit count/yield of each or density of each (units/ac)

What are lot sizes? Or dimensional standards?

What king of opened space or community amenities are planned?

What are your proposed perimeter buffers?

- Are they the minimums allowable by Apex?
- Commentary: We would prefer to see buffers above the minimums along the northern most property boundary and adjacent to homeowners in Chapel Ridge subdivision (like you proposed towards the end of the last rezoning.)
 - Would you consider a privacy fence and also a protection fence to keep people out of/away from the pond adjacent to and on private property to the north of your site.

What can be developed on/over the Gas Easement?

What else will have to be done along Chapel Ridge Road?

• Example, will you be extending waterline to connect to Hempstead connection?

Are any retaining walls planned for the site?

Please keep the keep the subdivisions recreation/community gathering space internal/central to your site. Please do not place it along an edge or abutting/adjacent to existing Olive Chapel neighboring properties.

- Same statement as above with cluster mailbox units. Consider keeping at a central location to the new subdivision. As this can be a location for a lot of noise with engine start/stops and parking stops. New residents should know what they are buying into rather than placement of such amenities to existing/longtime Olive Chapel neighbors.
- Consider working on private agreement for pond property (as discussed in the last rezoning case)

Transportation/Vehicular Access:

We like the vehicular access point directly onto Olive Chapel Road, specifically how it aligns with Ashley Downs Drive.

- Will this (of can this serve as the main subdivision entrance?
- Will this ultimately be the street connection into the stub of Hempstead?
 (in the future when the Pope property develops?)
 - o In other words will also tie to the northeastern most vehicular access point?
 - And then would that connect into the stub of Hempstead? (in the future when the Pope property develops?)

What transportation improvements will be made to Chapel Ridge Road or Olive Chapel Road?

Will you consider straitening the intersection and improving the dangerous site distance situations at the Chapel Ridge Road alignment towards Olive Chapel Road?

How do you plan to keep construction traffic off Olive Chapel Road while under construction?

Why do the vehicular access point onto Chapel Ridge Road not align with other intersections? And why 2 separate intersections?

- Commentary: What you are proposing would create 6 different intersections within less than a quarter (0.22) of a miles.
 - This seems like it would create unsafe conditions. Is it even safe?
 - o Is that even allowed? How were these locations evaluated?
- That's a lot of intersections for pedestrians to dodge that much traffic at access points.

What traffic will be generated? (provide revised traffic info or at least a comparison summary to the last rezoning once you have it)

Stormwater/Environmental:

What are your stormwater plans?

Are you offering any conditions specific to stormwater?

- What year storm are you designing your features for?
- And just how much new impervious surface area will be added that will be draining off of your site into existing ditches, swales and yards?
- Are considering wet ponds, dry ponds, underground, ect?
- Generally, where will these be located?

How do you plan to keep additional impervious runoff produced from your site for going into the pond north of your property?

- How will the existing pond be protected?
- If additional water goes into the pond, how are you projecting the dam or overflow from deteriorating past pre-development levels?

Any special/compelling environmental/sustainability features being considered?

What has been discussed with Apex's Environmental Advisory Board?

Opened to another onsite neighborhood meeting, like the last rezoning?

AFFIDAVIT OF CONDUCTING A NEIGHBORHOOD MEETING, SIGN-IN SHEET AND ISSUES/RESPONSES SUBMITTAL

This document is a public record under the North Carolina Public Records Act and may be published on the Town's website or disclosed to third parties.

-	Nevale Veame, do hereby declare as follows:
1.	I have conducted a Neighborhood Meeting for the proposed Rezoning, Major Site Plan, Residential Master Subdivision Plan, or Special Use Permit in accordance with UDO Sec. 2.2.7 Neighborhood Meeting.
2.	The meeting invitations were mailed to the Apex Department of Planning and Community Development, all property owners and tenants abutting and within 300 feet of the subject property and any neighborhood association that represents citizens in the notification area via first class mail a minimum of 14 days in advance of the Neighborhood Meeting.
3.	The meeting was conducted at(location/address)
	on $11/17/2021$ (date) from 600 (start time) to 800 (end time).
4.	I have included the mailing list, meeting invitation, sign-in sheet, issue/response summary, and zoning map/reduced plans with the application.
13	11/21 By: Brendie Vegan
	OF NORTH CAROLINA TY OF WAKE
COUNT	
Sworn	and subscribed before me BLESSL DARBOUR a Notary Bublic for the above State and
Sworn	and subscribed before me, BLESSL PARPOUR, a Notary Public for the above State and on this the 1st day of DECEMBER, 20 21. OTARY BLESSL BARBOUR

SUMMARY OF DISCUSSION FROM THE NEIGHBORHOOD MEETING

This document is a public record under the North Carolina Public Records Act and may be published on the Town's website or disclosed to third parties.

Property Owner(s) name(s):
Applicant(s): WithersRavenel for Toll Bros.
Contact information (email/phone): Brendie Vega bvega@withersravenel.com 919-535-5212
Meeting Address: Please register in advance: https://bit.ly/3Ew0vJR
Date of meeting: Time of meeting:
Please summarize the questions/comments and your responses from the Neighborhood Meeting or emails/phone calls received in the spaces below (attach additional sheets, if necessary). Please state if/how the project has been modified in response to any concerns. The response should not be "Noted" or "No Response". There has to be documentation of what consideration the neighbor's concern was given and justification for why no change was deemed warranted. Question/Concern #1:
Applicant's Response:
Question/Concern #2:
Applicant's Response:
Question/Concern #3:
Applicant's Response:
Question/Concern #4:
Applicant's Response:

NEIGHBORHOOD MEETING SIGN-IN SHEET

This document is a public record under the North Carolina Public Records Act and may be published on the Town's website or disclosed to third parties.

Time of meeting: Please register in advance: https://bit.ly/3Ew0vJR Applicant(s): WithersRavenel for Toll Bros. Property Owner(s) name(s): Meeting Address: Date of meeting:

Providing your name below does not represent support or opposition to the project; it is for documentation purposes only. For virtual meetings, applicants Please print your name below, state your address and/or affiliation with a neighborhood group, and provide your phone number and email address. must include all known participants and request the information below.

	NAME/ORGANIZATION	ADDRESS	PHONE #	EMAIL	8, UPDATES
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Use additional sheets, if necessary.

Neighborhood Meeting Instruction Packet & Affidavit

Last Updated: June 21, 2021

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CHAPEL RIDGE TOWNS

PLANNED UNIT DEVELOPMENT

December 1, 2021

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CONSISTENCY WITH UNIFIED DEVELOPMENT ORDINANCE	



VICINITY MAP



PROJECT INFORMATION

Name of Project	Chapel Ridge Towns
PIN(s)	0732333570, 0732337537, 0732347080, 0732345135, 0732430661
Preparer Information	WithersRavenel
	115 MacKenan Drive, Cary, NC 27511
	Phone: 919.469.3340
	Fax: 919.467.6008
	Email: bvega@withersravenel.com
	bmayo@withersravenel.com
	Attn: Brendie Vega, AICP, CNU-A
	Ben Mayo, PE
Contract Purchaser	Toll Bros. Inc
	900 Perimeter Park Drive, Suite B3, Morrisville, NC 27560
	(919) 321-4800
	Attn: Jeff Westmoreland, PLA
Attorney	Morningstar Law Group
	421 Fayetteville St, Suite 530, Raleigh, NC 27601
	(919)590-0371
	Attn: Jason L. Barron, Partner
Traffic Consultant	Exult Engineering
	304-F West Millbrook Road
	Raleigh, NC 27609
	Attn: Lisa Lundeen, PE
Current Zoning Designation	Rural Residential (RR)
Proposed Zoning Designation	Planned Unit Development (PUD-CZ)
Current 2045 Land Use Map Designation	Medium Density Residential
Proposed 2045 Land Use Map Designation	Medium Density Residential
Area of Tracts (ac.)	21.17 Parcel Area
	0.40 Barnside Lane R/W
	21.57 Total Rezoning



LIST OF USES

The Rezoned Lands may be used for, and only for, the uses listed immediately below. The permitted uses are subject to the limitations and regulations stated in the UDO and any additional limitations or regulations stated below. For convenience, some relevant sections of the UDO may be referenced; such references do not imply that other sections of the UDO do not apply.

Residential

Single-Family

Utility, Minor

Accessory Apartment

Park, Active

Townhouse

Park, Passive

Greenway

PURPOSE STATEMENT

The Chapel Ridge Towns PUD meets the standards of the Town of Apex UDO Sections 2.3.4.F.1.iv-vi as follows:

- The PD Plan encourages cluster and compact development to the greatest extent possible. The PD plan will be interrelated and linked internally and externally by pedestrian ways, bikeways and other transportation systems.
- Sidewalks are provided on all streets throughout the subdivision, as well as sidewalk that will be installed on the frontage of Chapel Ridge and Olive Chapel Road.
- Cul-de-sacs will be avoided and instead will provide connectivity in the form of connections to existing roads and provide stubs to future connection points.
- The development is compatible with the character of the site, where a change to existing land
 use patterns in the area has increased the surrounding densities and introduced non-residential
 uses.
- The site will be across from a proposed transit stop and is walkable to many shopping opportunities in the area.
- The PD Plan proposes architectural standards that are exceptional and provide high quality while incorporating energy saving features.



The Chapel Ridge Towns PD Plan meets the Legislative Considerations as defined in the Town of Apex UDO Sections 2.3.3.F.1-10:

- The PD Plan is consistent with the 2045 Land Use Map, which has identified this area as Medium Density Residential which allows for Single-family homes, duplexes, and townhomes.
- The proposed plan is consistent with the changing character of the neighborhood. The Town's
 adopted 2045 plans, are demonstrative of the changes that have occurred and are proposed for
 this area.
- The Zoning district supplemental standards do not apply to the uses that have been listed in the List of Uses.
- Adverse impacts will be minimal since there are currently residences in this location that are served by private services. Annexation into the Town will provide the new subdivision with trash, public water and sewer, and Town of Apex public safety services.
- While not yet designed, the subdivision will incorporate recommendations made by the Environmental Advisory Board to minimize environmental impacts.
- The proposed Conditional Zoning District uses will meet the UDO's requirements for public improvement. The introduction of public water and sewer to a neighborhood currently served by multiple wells and septic systems will improve the facilities on the site as well as to the adjoining parcels. Several of the existing homes contain underground propane tanks, which will be removed. Improvements made to the existing infrastructure as well as new infrastructure will improve the public facilities. A fee-in-lieu will be provided to the Town of Apex for parks and recreation, while other public services will benefit from the tax base provided by the increased tax value of the current properties.
- The proposed District will meet or exceed the Town's requirements which are meant to protect the health, safety and welfare of the Town and ETJ residents.
- There will be no substantial detriment to the adjacent properties. The addition of residential at a slightly higher density than what is existing will not be a substantial detriment to adjacent properties.
- The use will not constitute a nuisance or hazard as residential uses are inherently intended for the use, enjoyment and safety of residents in their homes.
- The proposed Conditional Zoning district use will meet or exceed the applicable provisions of the Ordinance except where noted in this document and as permitted by the Conditional Zoning process.



DESIGN CONTROLS

Intensity and Density

Maximum Density (du/Acre)	4.7 du/acre		
Maximum Dwelling Units	100		
Maximum Height of Buildings	35 feet, 2 stories		
Setbacks, Townhome:	Front: 19' from garage to lot line and 20' from garage to back of sidewalk	Side: 0' 8' Building to Building Corner Side: 8'	Rear: 5'
Setbacks, Single Family:	Front: 19' from garage to lot line and 20' from garage to back of sidewalk	Side: 5' Corner Side: 8'	Rear: 10'
Amount and Percentage of Built Upon Area Allowed	70%		
Amount and Percentage of Proposed Built Upon Area (Max)	70% Maximum		

Perimeter Buffers

North	20' Type A Buffer
East	20' Type B Buffer
South	30' Type B Buffer
West	20' Type B Buffer

Additional Buffer Conditions for West Buffer Along Chapel Ridge Road

- North and South of the proposed access points, the buffer will be increased to a 20' Type A
 Buffer. *No buffer will be provided along the Colonial Pipeline easement due to planting
 restrictions.
- Between the two access points, an opaque fence will be placed either along the buffer or aligned with backs of units.



ARCHITECTURAL CONTROLS

- 1. Vinyl siding is not permitted; however, vinyl windows, decorative elements and trim are permitted.
- 2. The roofline cannot be a single mass; it must be broken up horizontally and vertically between every unit.
- 3. Garage doors must have windows, decorative details or carriage-style adornments on them.
- 4. Entrances for units with front-facing single-car garages shall have a prominent covered porch/stoop area leading to the front door.
- 5. Building facades shall have horizontal relief achieved by the use of recesses and projections.
- 6. The visible side of a townhome on a corner lot facing the public street shall contain at least 3 decorative elements such as, but not limited to, the following elements:
 - Windows
 - Bay window
 - Recessed window
 - Decorative window
 - Trim around the windows
 - Wrap-around porch or side porch
 - Two or more building materials
 - Decorative brick/stone
 - Decorative trim

- Decorative shake
- Decorative air vents on gables
- Decorative gable
- Decorative cornice
- Column
- Portico
- Balcony
- Dormer

SIGNAGE

All signage on the Chapel Ridge Towns site will comply with the requirements in Section 8.7 of the Town of Apex Unified Development Ordinance.

PARKING

The parking requirements of the Town of Apex UDO Section 8.3 will be met.

ENVIRONMENTAL ADVISORY BOARD RECOMMENDATIONS

The Environmental Advisory Board held a meeting on November 18, 2021. The following recommendations are proposed by the applicant:

- 1. The developer shall provide pedestrian-friendly connections to the future Beaver Creek greenway expansion and surrounding neighborhoods.
- 2. The developer shall include signage identifying environmentally sensitive areas to discourage pet waste and chemical use in the vicinity. A minimum of 2 signs will be provided.
- 3. The development shall provide diverse and abundant pollinator sources (e.g. larval host plants, nectar, pollen, berries and blooming plants) that bloom in succession from spring to fall.
- 4. Species shall be selected from the Design & Development Manual or otherwise approved by Planning Staff.



- 5. The development shall provide native species listed in the Design and Development Manual or otherwise approved by Planning Staff to increase the native diversity of hardwood trees on site. No species shall constitute more than 25% of the required plantings for each planting type (trees, shrubs, etc.).
- 6. All homes shall be pre-configured with conduit for a solar energy system.
- 7. The builder will provide EV charging outlets as an option to individual units.
- 8. The developer shall provide at least 2 pet stations.
- 9. Outdoor lighting shall be full cut off and shielded to prevent glare and light spill over to minimize impact of neighboring residential properties. LED fixtures shall be used, and the lighting temperature shall be a maximum of 3500 Kelvin.

NATURAL RESOURCE AND ENVIRONMENTAL DATA

Watershed

The properties in the PD Plan are located in the Primary Watershed Overlay District and the Beaver Creek Basin.

FEMA Floodplain

The properties are not in a 100-Year FEMA Flood Plain as shown on the existing conditions plan.

Resource Conservation Area

The Site is subject to the Resource Conservation Area requirements outlined in the Town of Apex Unified Development Ordinance.

The PUD will meet the requirements of:

8.1.2.C.1 Planned Developments. The RCA for all planned developments shall be determined by the Town Council per Sec. 2.3.4.F.1.c and per Sec. 8.1.2.C.4, 5, 6, 7, or 10 as applicable.

Development located north and east of NC 540 and outside Apex Peakway which do not meet the criteria of subsections 8.1.2.C.2, 3, or 10 and which are located north and east of NC 540 and outside existing and future Apex Peakway shall provide buffers and RCA equal to or greater than 20% of the gross site acreage per UDO Section 8.1.2.C.4.

Per UDO Section 7.2.5.B.8, if any mass grading is proposed in the single-family sections of the PUD, the following provision will apply to lot coverage area for single-family: An additional five percent (5%) Resource Conservation Area (RCA) shall be set aside. This requirement is added to the standard RCA percentage requirement found in Sec. 8.1.2.C Size of the RCA.

According to the North Carolina Historic Preservation Office's records, the subject site does not contain historic structures.

Tree Replanting

Existing deciduous trees greater than 18" in diameter (DBH), as identified in the tree survey, that are removed by site development shall be replaced by planting a 1.5" caliper native tree from the Town of Apex Design and Development Manual as a street tree or as other required landscaping. Excess required tree replacement will occur in common open space areas.



STORMWATER MANAGEMENT REQUIREMENTS

This project is located within the Upper Beaver Creek basin and will be required to attenuate the 1-year, 10-year, and 25-year storms.

PARKS, RECREATION AND CULTURAL ADVISORY COMMISSION

The project will be scheduled at an upcoming Parks, Recreation and Cultural Advisory Commission meeting for a recommendation.

PUBLIC FACILITIES REQUIREMENTS

All utilities shall meet the Town of Apex Master Utility Maps.

Sanitary Sewer Service

Sewer is not directly available and will require an extension. This will flow to Beaver Creek Pump Station. A capacity study will be required at Construction Document phase.

Water Service

Water extension along the property frontage will be required. Currently there is water on Chapel Ridge that goes to Olive Chapel Professional Park.

Gas & Electric Service

Electric service currently exists on-site and will be improved.

Roadways

A Trip Generation Letter was prepared showing the proposed land use and number of units would be below the threshold for requiring a Traffic Impact Analysis, so recommended improvements are limited to development frontage and proposed access. The Site will require an internal public roadway network and privately maintained parking spaces. The transportation system shall be consistent with the Town of Apex Transportation Plan and the Town of Apex Standard Specifications and Standard Details. Frontage improvements along Olive Chapel Road and Chapel Ridge Road have been identified and will incorporated into the design of the development, subject to approval by the Town of Apex and NCDOT.

Olive Chapel Road is identified as a 4-lane median divided thoroughfare with 6' bike lanes and 5' sidewalks on 110' ROW.

- Developer shall provide frontage improvements on Olive Chapel Road, maintaining the existing
 westbound through lane, widening for a 6' bike lane, constructing curb and gutter along with 5'
 sidewalk, and ROW dedication for half of the ultimate 110' ROW, measured 55' from centerline.
 The existing two way left turn lane shall be restriped as needed to serve eastbound left turns at
 the proposed access.
- Developer shall provide a deceleration taper at the site access on westbound Olive Chapel Road with 50' of full width deceleration lane and 50' taper.



Chapel Ridge Road is identified as a minor collector street with 5' sidewalks on 60' ROW.

• Developer shall provide frontage improvements based on a minimum 27' curb and gutter roadway with 5' sidewalk and ROW dedication a minimum of 30' from roadway centerline.

Transit

GoApex Route 1 is planned to include a bus stop at the Olive Chapel Professional Park directly across Chapel Ridge Road from this site and begin service by 2022. The Route will tie into a larger network of transit that provides ridership to downtown Raleigh and the greater Triangle. A crosswalk will be provided across the stop-controlled approach of Chapel Ridge Road at Olive Chapel Road with the addition of sidewalk along the development frontage.

Pedestrian Facilities

Sidewalks shall be provided along the property frontage on Olive Chapel Road and Chapel Ridge Road as well as both sides of all proposed subdivision streets.

PHASING PLAN

Currently the intent is to prepare the site in one phase. More details will be developed at subdivision plan.

AFFORDABLE HOUSING

Prior to final plat approval, developer shall make a one-time donation to the Apex Affordable Housing Fund in an amount equal to \$215.00 per residential lot on the final plat.

AGE RESTRICTION

Dwellings constructed on the Property shall be age-restricted in compliance with the Fair Housing Act (42 U.S.C Sec 3601, et. seq.), and the North Carolina State Fair Housing Act (N.C. Gen. Stat. 41A-1, et seq.), such that at least 80% of the dwellings shall be occupied by at least one person aged 55 or older.

ELEVATIONS

Elevations will comply with the Architectural and Design Controls for the Chapel Ridge Towns PUD. Elevations submitted with this PD Plan are representative of what may be provided. Elevations will be customized to the site and may differ from what is shown in the PD Plan or on other Toll Bros. residential townhome products.



CONSISTENCY WITH ADVANCE APEX, THE 2045 PLAN

The PD Plan is consistent with the Advance Apex Plan and Maps as follows:

- The Apex 2045 Future Land Use Map identifies the subject parcels as Medium Density Residential.
- The Transit Plan Map dated April 27, 2021 shows the Future Apex Go Route 1 having a stop at the Olive Chapel Business Park. With close access to the transit stop, residents of this subdivision will be able to take transit locally and connect to the larger transit system.
- The Thoroughfare and Collector Street Plan Map dated March 29, 2021 identifies Chapel Ridge Road as an existing Minor collector Road, and Olive Chapel Road as a 4-Lane with Median, Widening.
- The Bicycle, Pedestrian and Equestrian Plan identifies proposed sidewalks along Chapel Ridge Road, and proposed sidewalks along this section of Olive Chapel Road.

CONSISTENCY WITH UNIFIED DEVELOPMENT ORDINANCE

The proposed development is consistent with all applicable requirements of the Town of Apex Unified Development Ordinance.



PLANNED UNIT DEVELOPMENT

CHAPEL RIDGE TRACTS

TOWN OF APEX, WAKE COUNTY, NORTH CAROLINA

SITE DATA

IN DESIGNATION CURRENT MEDIUM DENSITY RESIDENTIAL PROPOSED NO CHANGE

CURRENT RURAL RESIDENTIAL (RR)
PROPOSED PLANNED UNIT DEVELOPMENT (PUD)

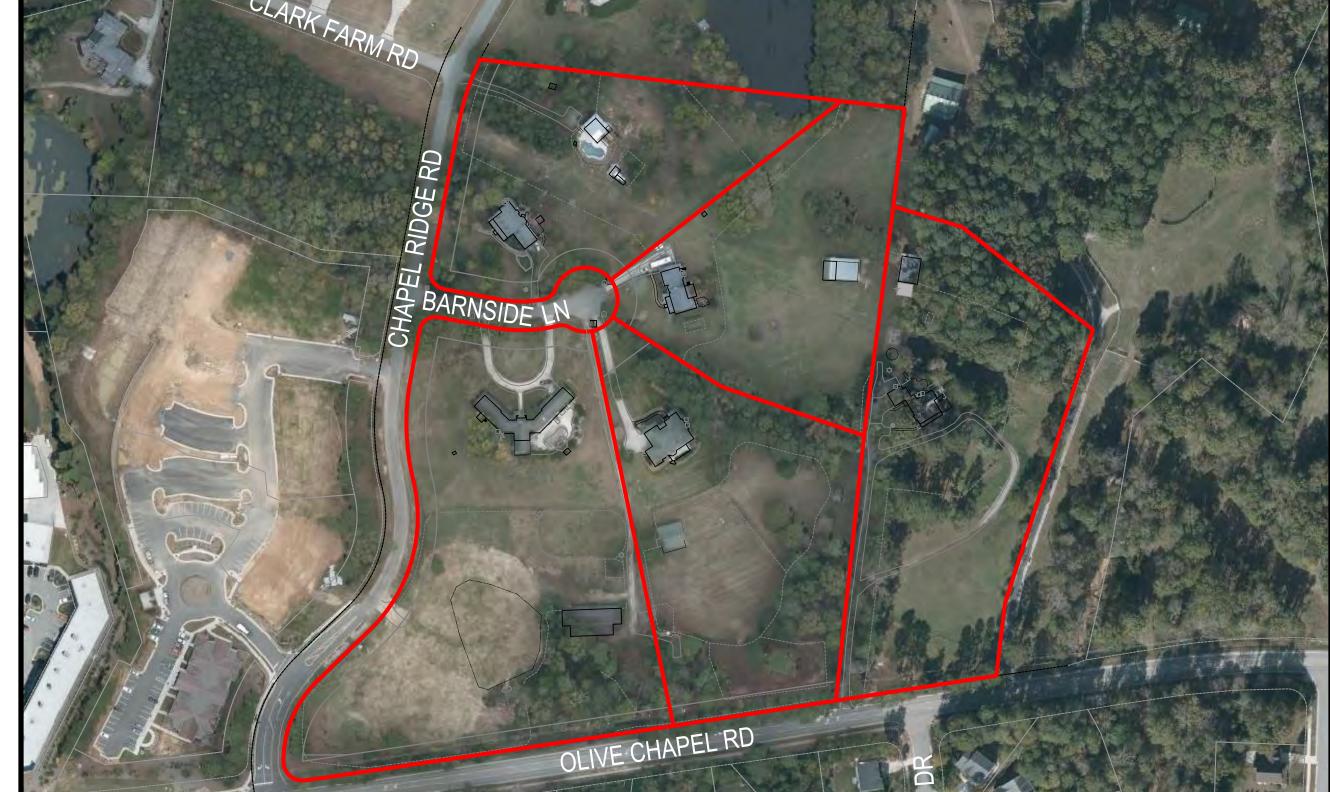
N PROPOSED 10732-43-5661 4.50 AC.
10732-45-5135 3.33 AC.

SITE DATA 2045 LAND USE PLAN DESIGNATION AREA OF TRACTS IN PROPOSED PUD 3.25 AC. 0732-34-7080 3.99 AC. 6.09 AC. 0732-33-3570 0.40 AC. BARNSIDE LANE ROW 21.57 AC. 120 GPD * 3 BEDROOMS/TOWNHOME * 100 TOWNHOMES = 36,000 GPD 4.7 DU/ACRE 35 FT, 2 STORIES MAXIMUM PROPERTY LOCATED WITHIN THE PRIMARY WATERSHED PROTECTION OVERLAY DISTRICT 20' TYPE B BUFFER 30' TYPE B BUFFER 20' TYPE B BUFFER MAXIMUM ALLOWED IMPERVIOUS SURFACE *19' FROM GARAGE TO LOT LINE AND 20' FROM GARAGE TO BACK OF SIDEWALK **8' BUILDING TO BUILDING SETBACK

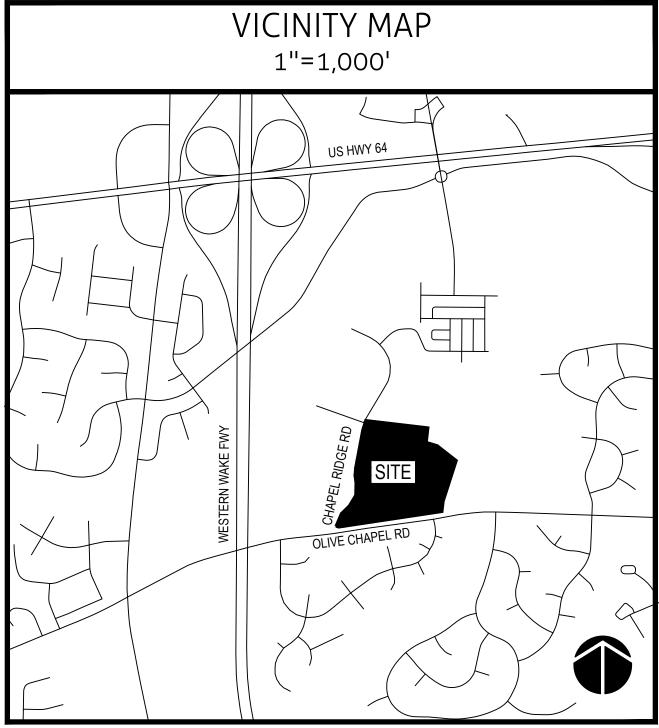
NOTE: THE PARKS AND RECREATION ADVISORY COMMISSION VOTED TO APPROVE FEE-IN-LIEU OF PARK LAND DEDICATION ON _______, 2021 FEE-IN-LIEU AMOUNT TO BE DETERMINED AT THE TIME OF MASTER SUBDIVISION PLANS ACCORDING TO THE TOWN OF APEX FEE SCHEDULE.

ZONING CONDITIONS

- 1. DEVELOPER SHALL PROVIDE FRONTAGE IMPROVEMENTS ON OLIVE CHAPEL ROAD, MAINTAINING THE EXISTING WESTBOUND THROUGH LANE, WIDENING FOR A 6' BIKE LANE, CONSTRUCTING CURB AND GUTTER ALONG WITH 5' SIDEWALK, AND ROW DEDICATION FOR HALF OF THE ULTIMATE 110' ROW, MEASURED 55' FROM CENTERLINE. THE EXISTING TWO WAY LEFT TURN LANE SHALL BE RE-STRIPED AS NEEDED TO SERVE EASTBOUND LEFT TURNS AT THE PROPOSED ACCESS.
- DEVELOPER SHALL PROVIDE A DECELERATION TAPER AT THE SITE ACCESS ON WESTBOUND OLIVE CHAPEL ROAD WITH 50' OF FULL WIDTH DECELERATION LANE AND 50' TAPER.
- DEVELOPER SHALL PROVIDE FRONTAGE IMPROVEMENTS ON CHAPEL RIDGE ROAD BASED ON A MINIMUM 27' CURB AND GUTTER ROADWAY WITH 5' SIDEWALK AND ROW DEDICATION A MINIMUM OF 30' FROM ROADWAY CENTERLINE.



INDEX OF SHEETS			
0	COVER		
1	EXISTING CONDITIONS		
2	CONCEPTUAL PUD PLAN		
3	CONCEPTUAL UTILITY PLAN		
4	CONCEPTUAL STORM WATER PLAN		
VICINITY MAP			
	1"=1 000'		





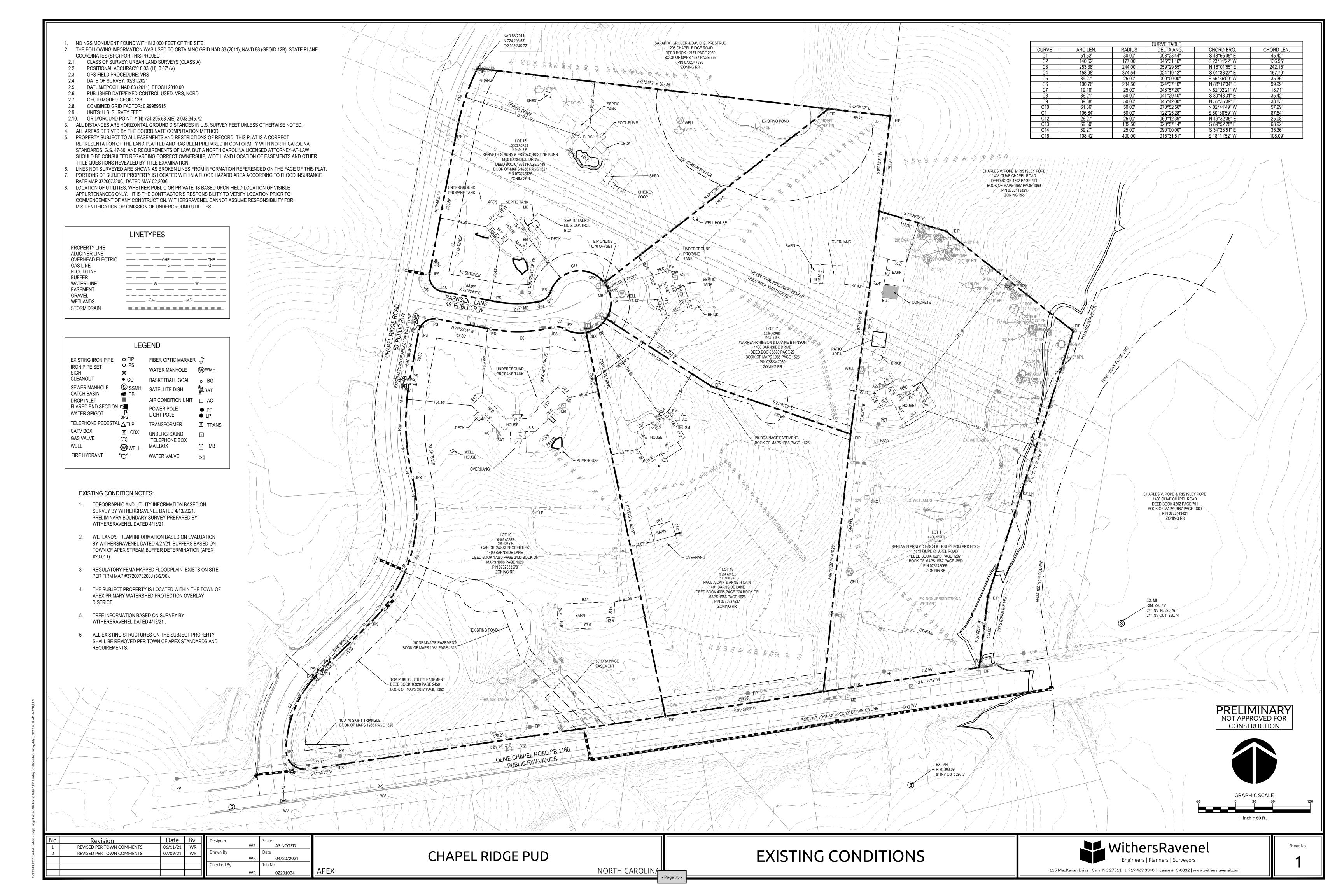
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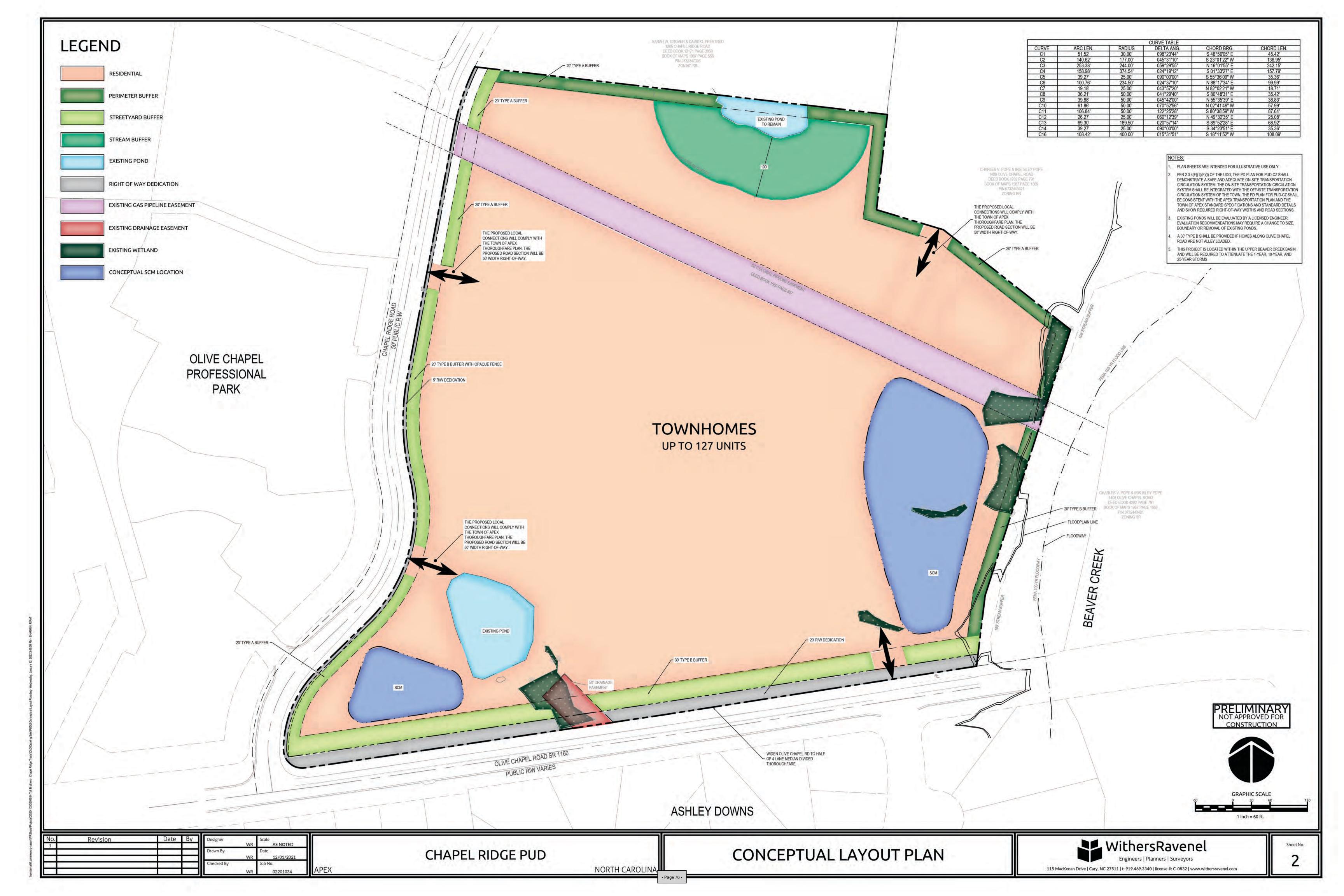
DEVELOPER

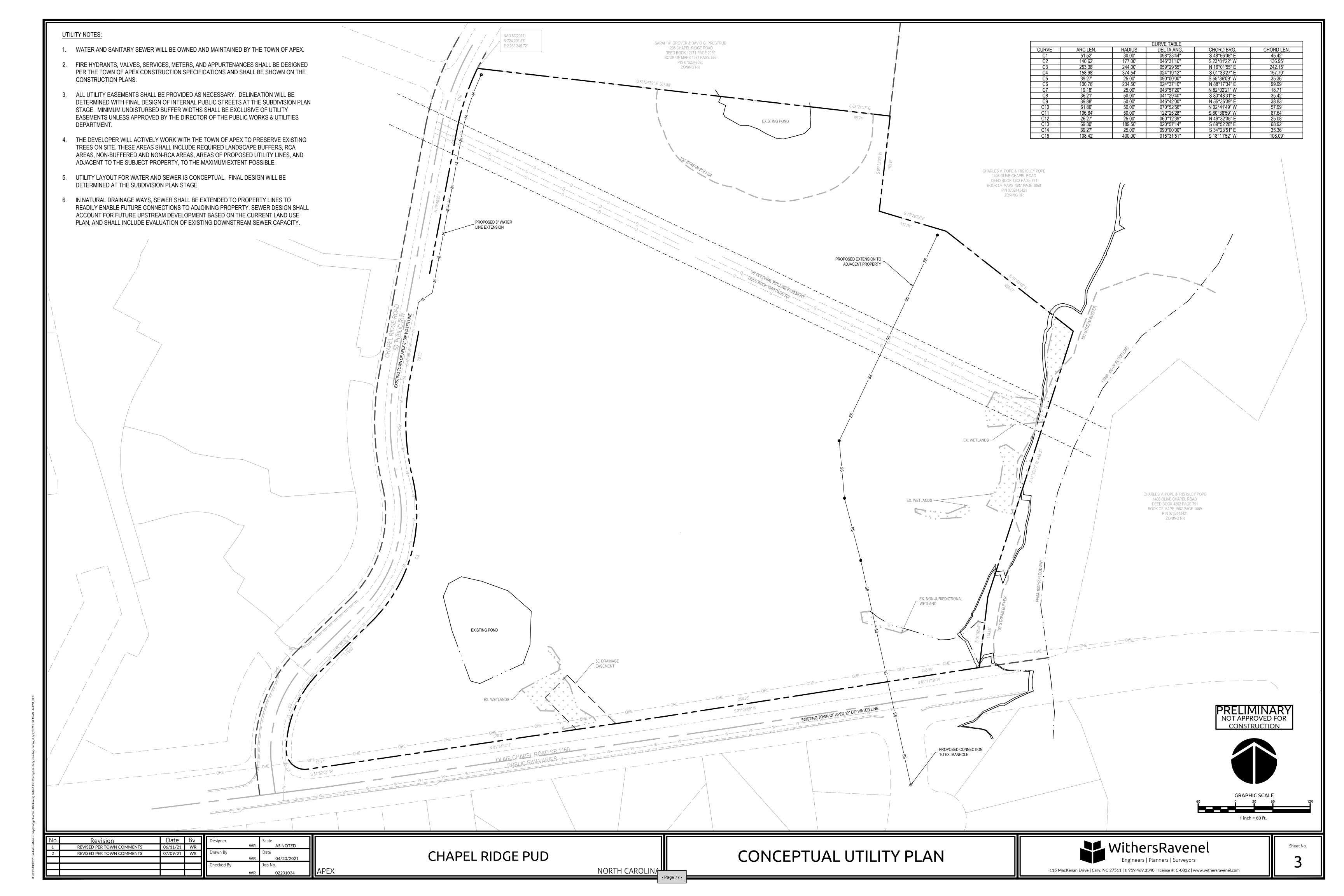
TOLL BROTHERS INC.

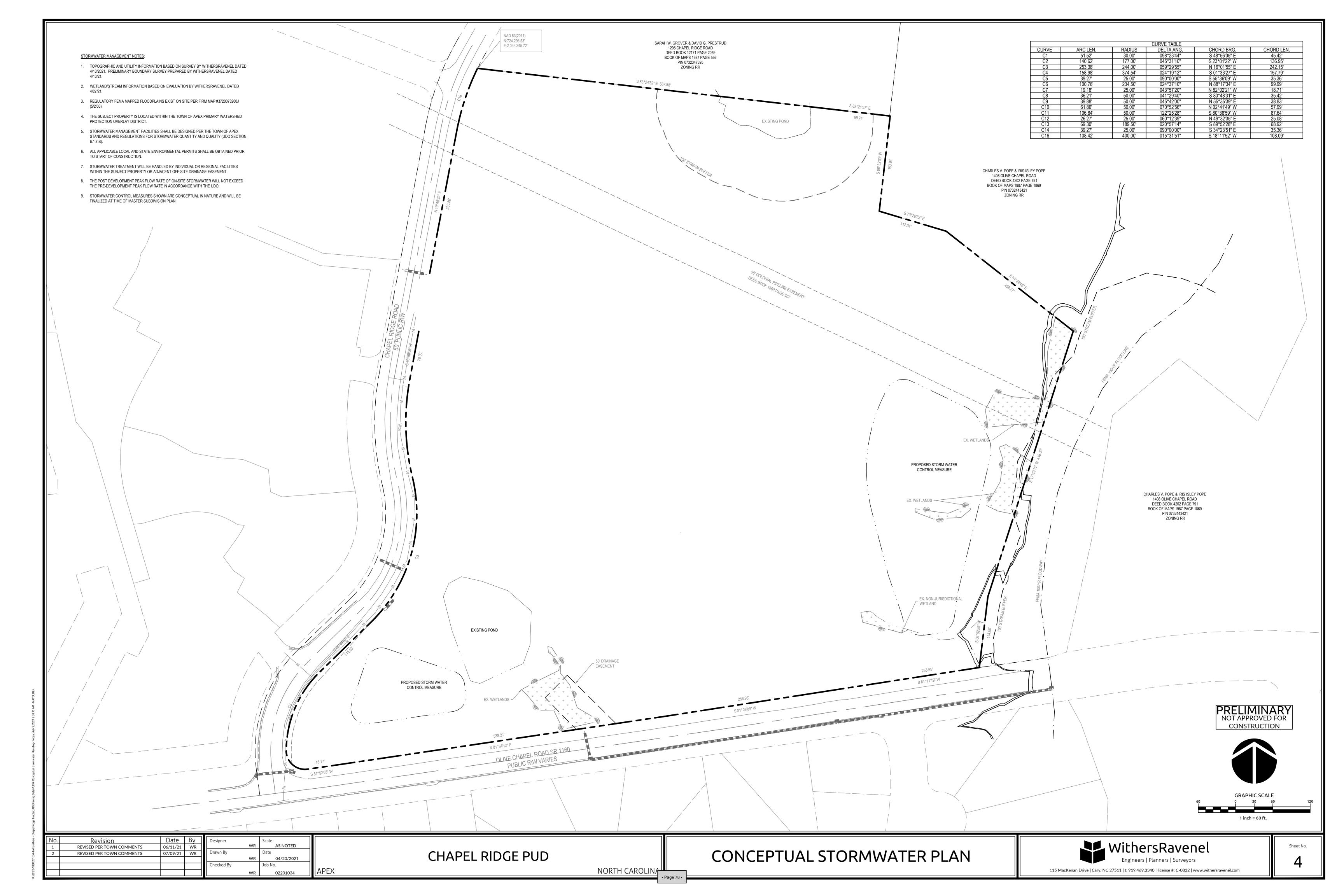
900 PERIMETER PARK DRIVE, SUITE B3 MORRISVILLE, NC 27560

ATTN: JEFF WESTMORELAND, PLA - LAND ENTITLEMENTS MANAGER





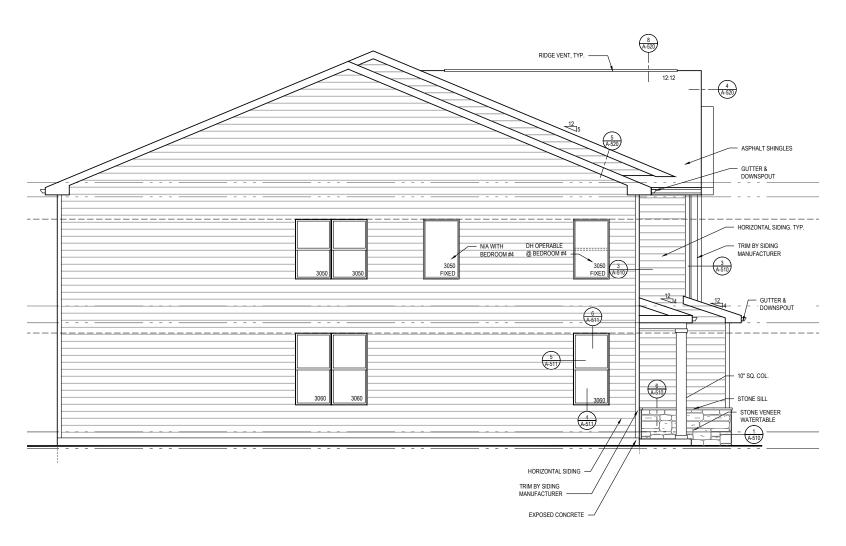






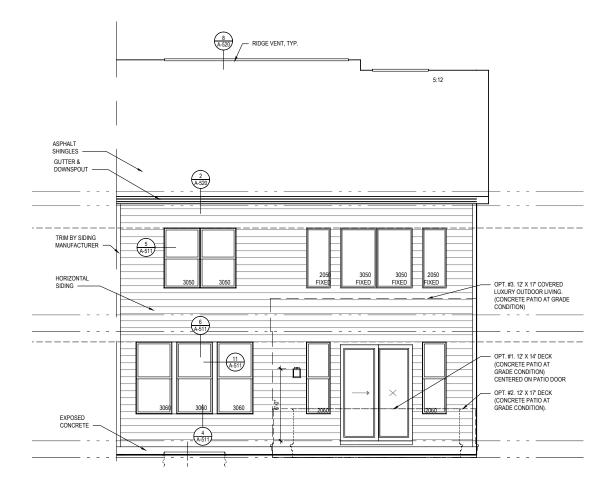
CONCEPTUAL FRONT ELEVATION

Elevations are for illustrative purposes only; elevations submitted with Subdivision Plans will be consistent with the written architectural standards included in the PUD



CONCEPTUAL SIDE ELEVATION

Elevations are for illustrative purposes only; elevations submitted with Subdivision Plans will be consistent with the written architectural standards included in the PUD



CONCEPTUAL REAR ELEVATION

Elevations are for illustrative purposes only; elevations submitted with Subdivision Plans will be consistent with the written architectural standards included in the PUD



TECHNICAL MEMORANDUM

Date:

Tuesday, February 1, 2022

To:

Russell Dalton, P.E.

Town of Apex

Senior Transportation Engineer

From:

Lisa Lundeen, P.E. Traffic Engineer Exult Engineering

Subject:

Chapel Ridge Tracts Residential Development

Trip Generation Comparison Letter

BACKGROUND

Exult Engineering completed a Trip Generation Letter for the proposed Chapel Ridge Tracts Residential Development in March 2021. At the time the Trip Generation Letter was prepared, the proposed development consisted of 116 residential townhomes. Following the preparation of the Trip Generation Letter, the proposed site plan was revised. The revised site consists of 100 age-restricted residential townhomes. The proposed access remains as studied in the original March 2021 Trip Generation Letter. This addendum includes a trip generation comparison for the revised site plan.

TRIP GENERATION

The proposed development is to consist of 100 age-restricted residential townhomes. The trip generation was based on rates and equations published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition. NCDOT Congestion Management Rates vs. Equations spreadsheet was used for guidance. Trip generation comparison is presented below in Table 1 between the revised land use and those presented in the March 2021 Trip Generation Letter.

Table 1: Trip Generation Comparison

Land Use			Daily	AM Peak Hour		PM Peak Hour			
				Total	Enter	Exit	Total	Enter	Exit
251: Senior Adult Housing – Single-Family 100 d.u.			594	39	13	26	45	27	18
Trip Generation Submitted in March 2021		838	55	13	42	68	43	25	
Change in Trip Generation			-244	-16	0	-16	-23	-16	-7

References: *Trip Generation Manual*, 10th Edition, Institute of Transportation Engineers, September 2017 for March 2021 site plan and *Trip Generation Manual*, 11th Edition, Institute of Transportation Engineers, September 2021 for updated site plan

As shown in Table 1, the proposed development is expected to generate 594 daily trips, 39 AM peak hour trips (13 entering, 26 exiting), and 45 PM peak hour trips (27 entering, 18 exiting). There is a significant

decrease in daily, AM and PM peak hour trips from what was presented in the March 2021 Trip Generation Letter.

The proposed access remains the same as studied in the March 2021 Trip Generation Letter and consists of two full movement driveways on Chapel Ridge Road and one full movement driveway on Olive Chapel Road. Originally, the developer was required to construct an exclusive westbound right-turn lane on Olive Chapel Road at the Proposed Site Driveway due to the estimated trip generation presented in the March 2021 letter. With the revised, lower trip generation, consideration should be given to remove the westbound right-turn lane requirement. Assuming 60% of site traffic will come from the east on Olive Chapel Road based on surrounding land uses and access to primary routes, a maximum of 16 vehicles will utilize the westbound right turn movement during the PM peak hour, which is equivalent to one vehicle every 3.75 minutes. Furthermore, according to NCDOT's Warrant for Left and Right-Turn Lanes published in NCDOT's Policy On Street And Driveway Access to North Carolina Highways (July 2003), the construction of an exclusive right-turn lane on Olive Chapel Road at the Proposed Site Driveway is not warranted based on the anticipated westbound right-turn volume.

Please let me know if you have any questions or comments.

Sincerely,

Lisa Lundeen, P.E. Exult Engineering

cc:

Sean Brennan, NCDOT Jeff Westmoreland, Toll Brothers Brendie Vega, WithersRavenel

| Agenda Item | cover sheet

for consideration by the Apex Town Council

Item Type: CONSENT AGENDA

Meeting Date: March 8, 2022

Item Details

Presenter(s): Amanda Bunce, Current Planning Manager

Department(s): Planning and Community Development

Requested Motion

Motion to set Public Hearing for the March 22, 2022 Town Council meeting regarding Rezoning Application #22CZ02 Project Real and Ordinance. The applicant, Maggie Houston, Beacon Development, seeks to rezone approximately 132.11 acres from R1 (Chatham County) to Light Industrial-Conditional Zoning (LI-CZ). The proposed rezoning is located at 104 NC Hwy 751, NC Hwy 751, 106 Off NC Hwy 751, Off NC Hwy 751.

Approval Recommended?

The Planning and Community Development Department recommends approval.

Item Details

The properties to be rezoned are identified as PINs 071200566821, 071200551996, and 071200575776.

Attachments

- Vicinity Map
- Application





PETITION TO AMEND THE OFFICIAL ZONING MAP This document is a public record under the North Carolina Public Records Act and may be published on the Town's website or disclosed to third parties. Application #: Submittal Date: Fee Paid: **Project Information** Project Name: Address(es): PIN(s): Acreage: Current Zoning: Proposed Zoning: Current 2045 LUM Classification(s): Is the proposed rezoning consistent with the 2045 LUM Classification(s)? No If any portion of the project is shown as mixed use (3 or more stripes on the 2045 Land Use Map) provide the following: Area classified as mixed use: Acreage: Area proposed as non-residential development: Acreage: Percent of mixed use area proposed as non-residential: Percent: **Applicant Information** Name: Address: City: State: Phone: E-mail: **Owner Information** Name: Address: City: State: Zip: Phone: E-mail: **Agent Information** Name: Address: City: State: Zip: Phone: E-mail: Other contacts:

- Page 86 - Rezoning Application Last Updated: July 1, 2021

Submittal Date:	
d and acknowledged that if the property is rezoned as requested, the ound to the use(s) authorized and subject to such conditions as impose ded for in the Unified Development Ordinance (UDO). It is further undecific development to be made pursuant to any such Conditional Zon	property d, unless derstood
UDO and any additional limitations or regulations stated below. For	
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n	esting that the property described in this application be rezoned and acknowledged that if the property is rezoned as requested, the pound to the use(s) authorized and subject to such conditions as imposeded for in the Unified Development Ordinance (UDO). It is further und pecific development to be made pursuant to any such Conditional Zonoroval, as required by the UDO. Use additional pages as needed. Inly for, the uses listed immediately below. The permitted uses are subjected by the UDO and any additional limitations or regulations stated below. For a UDO may be referenced; such references do not imply that other section of the UDO and any additional limitations or regulations stated below. For a UDO and any additional limitations or regulations are upon any section of the UDO and any additional limitations or regulations are upon any additional limitations or regulations. In upon any section of the UDO and any additional limitations or regulations are upon any additional limitations or regulations. In upon any additional limitations or regulations are upon any additional limitations or regulations. In upon any additional limitations or regulations are upon any additional limitations or regulations are upon any additional limitations or regulations are upon any additional limitations or regulations. In upon any additional limitations or regulations are upon

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PETITION INFORMATION	
Application #: Submittal Date:	
PROPOSED CONDITIONS:	
The applicant hereby requests that the Town Council of the Town of Apex, pursuant to the Ordinance, approve the Conditional Zoning for the above listed use(s) subject to the following condit pages as needed.	
Please refer to the attached page(s) following Page 7 of this package for all proposed Zoning Co	onditions.

LEGISLATIVE CONSIDERATIONS - CONDITIONAL ZONING

The applicant shall propose site-specific standards and conditions that take into account the following considerations, which are considerations that are relevant to the legislative determination of whether or not the proposed conditional zoning district rezoning request is in the public interest. These considerations do not exclude the legislative consideration of any other factor that is relevant to the public interest. Use additional pages as needed.

1) Consistency with 2045 Land Use Map. The proposed Conditional Zoning (CZ) District use's appropriateness for its proposed location and consistency with the purposes, goals, objectives, and policies of the 2045 Land Use Map.

The proposed LI-CZ District is consistent with the Chatham County Land Use Map. The Land Use Map identifies this area of the County as a Future Employment Center (751 Employment Center). The objective of the Employment Center is to act as a targeted area to provide a job-generating setting. The proposed CZ District will bring employment opportunities upon development; including employment opportunities as a regional headquarters beverage distribution company.

2) Compatibility. The proposed Conditional Zoning (CZ) District use's appropriateness for its proposed location and compatibility with the character of surrounding land uses.

The proposed LI-CZ District is compatible with the surrounding area. The land is located at the north east quadrant of US 64 and NC 751, both of which are major arterials. Additionally, the area of Chatham County proposed to be rezoned and annexed in to the Town of Apex has been identified as a Future Employment Center; which rezoning the land to the proposed LI-CZ District will help provide employment opportunities over the existing zoning.

PETITION INFORMATION		
Application #:	Submittal Date:	

3) Zoning district supplemental standards. The proposed Conditional Zoning (CZ) District use's compliance with Sec 4.4 *Supplemental Standards*, if applicable.

Supplemental standards in Section 4.4 exist for several of the allowed uses (listed below). Depending on the uses proposed at the time of Site Plan review, the supplemental standards will be met.

Uses with Supplemental Standards: Government Service, Communication Tower (commercial and public safety), Utility (minor), Wireless Support Structure, Wireless Communication Facility, Commissary, Restaurant (general), Medical or Dental Laboratory, Office/Business or Professional, Pilot Plant, Parking Garage (commercial), Parking Lot (commercial), Machine or Welding Shop, Brewery, Distillery, Microbrewery, Microdistillery.

4) Design minimizes adverse impact. The design of the proposed Conditional Zoning (CZ) District use's minimization of adverse effects, including visual impact of the proposed use on adjacent lands; and avoidance of significant adverse impacts on surrounding lands regarding trash, traffic, service delivery, parking and loading, odors, noise, glare, and vibration and not create a nuisance.

Design with the proposed LI-CZ District's use will minimize adverse effects onto the adjacent lands and will meet the Town's Design Ordinance accordingly to ensure impacts are minimized. A traffic impact analysis will be performed and submitted at the time of site plan review to confirm no adverse impacts or mitigate adverse impacts of traffic. Furthermore, there are several conditions associated with this rezoning request that will aide in minimizing noise, lighting, and visual impacts to adjacent lands.

5) Design minimizes environmental impact. The proposed Conditional Zoning District use's minimization of environmental impacts and protection from significant deterioration of water and air resources, wildlife habitat, scenic resources, and other natural resources.

The LI-CZ District proposes the following environmental based conditions:

Existing trees greater than 18" in diameter that are removed by site development shall be replaced by planting a 1.5" caliper native tree from the Town of Apex Design and Development Manual either on-site or at an alternative location approved by Town Planning Staff, above and beyond standard UDO requirements, Increase design storm pre- and post-attenuation requirement to the 25-year storm, Install signage near environmental sensitive areas in order to eliminate fertilizer near SCM drainage area, Preserve tree canopy where possible and replace with native trees where unable to preserve, Plant trees designed for efficiency, Include landscaping that requires less irrigation, Install signage near Resource Conservation Area (RCA), Install timers or light sensors or smart lighting technology, Outdoor lighting shall be shielded in a way that focuses lighting to the ground.

6) Impact on public facilities. The proposed Conditional Zoning (CZ) District use's avoidance of having adverse impacts on public facilities and services, including roads, potable water and wastewater facilities, parks, schools, police, fire and EMS facilities.

The proposed LI-CZ District use intends to avoid adverse impacts on public facilities. The proposed development will positively benefit the the potable water and wastewater facilities (utility mains proposed to be extended). There will be no negative impacts to the road system (Traffic Impact Analysis will be prepared during development plan review phase) or the police, fire, and EMS facilities. There will be no impact on the park and school facilities as the CZ District will not allow for residential use.

7) Health, safety, and welfare. The proposed Conditional Zoning (CZ) District use's effect on the health, safety, or welfare of the residents of the Town or its ETJ.

Health, safety, or welfare of the Town of Apex residents will not be affected, the LI-CZ District proposes several Rezoning Conditions to ensure such. At the time of Site Plan review, any proposed development will comply with all Town of Apex standards.

PETITION INFORMATION	
Application #:	Submittal Date:
8) Detrimental to adjacent properties. detrimental to adjacent properties.	Whether the proposed Conditional Zoning (CZ) District use is substantially
The proposed LI-CZ District is not detrim	nental to adjacent properties, but will benefit the adjacent properties. The
development of this LI-CZ District will inc	clude extension of the potable water and wastewater mains to serve this
vicinity of the Town, which will provide a	djacent properties an opportunity to connect to the public services.
	hether the proposed Conditional Zoning (CZ) District use constitutes a nuisance or because of the number of persons who will be using the Conditional Zoning
The LI-CZ District will not constitute nuis	ance or hazard due to traffic impact or noise. A traffic impact analysis will be
conducted at the time of Site Plan review	v based on the proposed zoning to ensure there will be no traffic concerns or
mitigate traffic concerns on the surround	ing roadway infrastructure. The LI-CZ District will comply with landscape
buffering requirements set forth in the To	own of Apex Code of Ordinances to minimize noise nuisance.
•	nance. Whether the proposed Conditional Zoning (CZ) District use complies with oplicable provisions of this Ordinance for use, layout, and general development
The proposed LI-CZ District will contain	a development that will comply with all Town of Apex requirements from site
planning, utility, stormwater, erosion con	trol, and traffic standards.

PETITION INFORMATION	_
Application #:	Submittal Date:

PROPOSED CONDITIONS:

The applicant hereby requests that the Town Council of the Town of Apex, pursuant to the Unified Development Ordinance, approve the Conditional Zoning for the above listed use(s) subject to the following condition(s). Use additional pages as needed.

USE CONDITIONS

- 1. Machine or welding shop: This use is allowed with the exception of welding associated with automobiles.
- 2. Building supplies, wholesale: This use shall not exceed 200,000 square feet and shall not include more than 15% of the building's square footage as outdoor storage.
- 3. The use Glass Sales shall be all indoors except what is stored on trucks. Outdoor truck parking must be fully screened from any public right-of-way.

ENVIRONMENTAL CONDITIONS

- 1. Existing trees greater than 18" in diameter that are removed by site development shall be replaced by planting a 1.5" caliper native tree from the Town of Apex Design and Development Manual either on-site or at an alternative location approved by Town Planning Staff, above and beyond standard UDO requirements.
- 2. Post development peak runoff shall not exceed pre-development peak runoff for the 24-hour, 1-year, 10-year, and 25-year storm events in accordance with the Unified Development Ordinance.
- 3. The project shall install at least one (1) sign per SCM about not using fertilizer near an SCM drainage area. The sign(s) shall be installed in locations that are publicly accessible, such as adjacent to amenity centers, sidewalks, greenways, or side paths.
- **4.** The project shall preserve a minimum of 15% of the existing tree canopy. Preserved areas may include, but are not limited to, RCA, perimeter buffers, riparian buffers, and/or common area in the development.
- 5. To improve energy efficiency, the project shall plant evergreen trees on the northern side of all buildings to act as a windbreak. This shall not apply where loading docks are proposed along a building facade.
- **6.** To improve energy efficiency, a combination of large and small deciduous shade trees shall be planted on the southern side of any buildings. This shall not apply where loading docks are proposed along a building facade.
- 7. The project shall plant only drought tolerant native plants. Landscaping shall be coordinated with and approved by the Planning Department at the time of Site Plan or Master Subdivision Plan review.
- **8.** At least (1) information sign or other marking shall be provided at the boundary of an area dedicated as Resource Conservation Area (RCA) indicating that the area beyond the sign is RCA and is not to be disturbed.
- 9. The project shall install light timers or other smart lighting technology on at least 50% of the fixtures in the parking lot so they are automatically turned off or reduced in level of lighting when the business is closed.
- 10. Outdoor lighting shall be shielded in a way that focuses lighting to the ground.

ARCHITECTURAL CONDITIONS - INDUSTRIAL

- 1. EIFS or synthetic stucco shall not be used in the first four feet above grade and shall be limited to only 25% of each building façade.
- 2. The building shall have more than one parapet height.
- 3. Windows and glazing shall be divided to be either square or vertical in proportion so that each section is taller than it is wide.
- **4.** The main entry shall be human scaled and emphasized through the use of features such as, but not limited to, columns, piers, windows, recessed entries, sheltering elements, rooflines, trim, color change, material change and masonry patterns. Recessed arcades, entries flush with the building face and small entries without adjacent windows shall be avoided.

ARCHITECTURAL CONDITIONS - COMMERCIAL

- 1. Buildings shall have vertical proportions. Expanses of blank wall shall not exceed sixty (60) feet in width without being interrupted with an architectural feature such as, but not limited to, a column, recess in or projection from the building façade. Permitted setbacks can be used to articulate bays of a building to break up its width. Architectural features such as, but not limited to, columns, piers, rooflines, and brick patterns can be used to divide and create vertical orientation on building facades. This would also include reveals in concrete tilt construction with integrated thin brick and contrasting paint colors, which add visual interest. The percentage of brick required on the facades will be 65 percent for a single story building, 50 percent for a two story building, and only the first floor for a three story building.
- 2. The main entry shall be human scaled and emphasized through the use of features such as, but not limited to, columns, piers, windows, recessed entries, sheltering elements, rooflines, trim, color change, material change and masonry patterns. Recessed arcades, entries flush with the building face and small entries without adjacent windows shall be avoided.
- 3. Buildings on corners are to be treated as gateways with quality design.
- **4.** Corner buildings shall match or exceed the height of adjacent buildings.
- 5. Corner buildings shall have two facades which maintain a relationship to each other although they do not need to be identical.
- **6.** The orientation of drive-thru lanes, pick-up windows, and other utilitarian building functions should not be oriented toward or located adjacent the street. If drive-thru lanes must be located adjacent to a street, they shall be screened through the use of low walls and/or landscaping. Pick-up windows shall be de-emphasized through screening and/or architectural elements.
- 7. Each façade shall have a rhythm that is repeated through the pattern of wall and openings. The building façade shall have an identifiable base, body, and cap with horizontal elements separating these components. The body of the building shall constitute a minimum of 50% of the total building height. Buildings shall not have blank side walls creating Page 91 -

PETITION INFORMATION		
Application #:	Submittal Date:	

PROPOSED CONDITIONS:

The applicant hereby requests that the Town Council of the Town of Apex, pursuant to the Unified Development Ordinance, approve the Conditional Zoning for the above listed use(s) subject to the following condition(s). Use additional pages as needed.

ARCHITECTURAL CONDITIONS - COMMERCIAL (CONTINUED)

- 8. The street level of the facades shall provide human scaled entries including, but not limited to, recessed entries, sheltering elements and adjacent storefront windows. Facades shall incorporate a minimum of two (2) continuous details refined to the scale of twelve (12) inches or less within the first ten (10) feet of the building wall, measured vertically at street level. Recessed arcades, entries flush with the building face, and small entries without adjacent windows shall be avoided.
- 9. Windows and storefront glazing shall be divided to be either square or vertical in proportion so that each section is taller than it is wide.
- **10.** Simple parapet roof edges with varying coping shall be used on most buildings. The roofline height shall vary from building to building as well as within buildings with wide street frontage.
- 11. The building shall have more than one parapet height.
- 12. Roof features may include hip roofs or awnings with metal or shingle roofs.
- 13. Buildings shall be architecturally compatible by way of colors and use of materials. The building exterior shall have more than one material color.
- **14.** The exterior materials shall include a combination of building materials. The primary (front) façade of the main buildings to be considered include:
- a. Brick masonry
- **b.** Decorative concrete block (either integrally colored or textured)
- c. Stone accents
- **d.** Aluminum storefronts with anodized or pre-finished colors.
- e. EIFS cornices and parapet trim.
- f. Precast concrete
- g. Concrete tilt with a base wall paint color in conjunction with varying complimentary accent paint colors and integral thin brick, with associative percentages as outlined in item 1 above.
- 15. Exterior materials that shall not be allowed are as follows:
- a. Vinyl siding
- b. Painted, smooth faced concrete block (decorative blocks are acceptable)
- c. Metal walls
- 16. EIFS or synthetic stucco shall not be used in the first four feet above grade and shall be limited to only 25% of each building façade
- 17. Soffit and fascia materials shall be EIFS, architectural metal panels (ACM), or tongue and groove wood.

TRANSPORTATION CONDITIONS

- 1. Development shall dedicate public right-of-way for the future interchange at US 64 and NC 751 consistent with the area shown in Exhibit 1. This area is based on the outermost limit of interchange concepts evaluated by the North Carolina Department of Transportation at the time of rezoning. This dedication shall be included in development plans and occur at the time of Subdivision Final Plat or Site Plan Final Plat, whichever occurs first, for any parcel(s) adjacent to US 64 and NC 751 as applicable. If NCDOT has approved an interchange design prior to the first Subdivision Final Plat or Site Plan Final Plat that is less than shown on Exhibit 1, the development shall only be required to dedicate the right-of-way shown in the approved interchange design.
- 2. Development shall dedicate a 60 foot right-of-way for a public roadway extending from NC 751 to the eastern boundary of the rezoned parcels. The location of the connection to NC 751 is subject to NCDOT and Town review and approval. The terminus at the eastern edge of the rezoned parcels is subject to Town review and approval. The roadway shall be directly adjacent to the right-of-way dedicated to accommodate the future interchange at US 64 and NC 751.
- 3. Development shall construct a minimum of two stub street connections to adjacent parcels that have no frontage along public streets or only have frontage along NC 751 or US 64. The location of the stub streets shall be subject to Town review and approval.

AGENT	AUTHORIZATI	ON FORM	· 60	
Applica	ntion #:	22CZ02	Submittal Date:	1/3/2022
NILLIAN	1 STEPHEN M	ILLS	_ is the owner* of the p	property for which the attached
applicat	ion is being su	bmitted:		
□	a	nendment or Conditional Zoning and Planne uthorization includes express co gent which will apply if the appli	nsent to zoning condition	
	Site Plan	,,,		
	Subdivision			
	Variance			
	Other:			
The pro	perty address i	s: 106 Off NC Highway 75	1 Apex, NC 27523	
The age	nt for this proj	ect is: Beacon Development Co	ompany	
	☐ I am the o	owner of the property and will be	e acting as my own ager	nt
Agent N	lame:	Walker Gorham		
Address	::	500 E Morehead St, Suite 200		
Telepho	one Number:	704-597-7757		
-	Address:	walker@beacondevelopment.c	com	
		Signature(s) of Owner(s)* William Stephen Middle William Stephen Middle	∬S Type or print	12-11-21 name Date
			Type or print	name Date

^{*}Owner of record as shown on the latest equalized assessment rolls of Wake County. An option to purchase does not constitute ownership. If ownership has been recently transferred, a copy of the deed must accompany this authorization.

AGENT	AUTHORIZATI	ON FORM		# 1 4 2 1 4 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Applica	ation #:	2C702	Submittal Date:	
REGINA	LD HORTON N	MILLS JR	is the owner* of the property	for which the attached
applicat	ion is being sub	bmitted:	_	
	Land Use Am	nendment		
V	_		ed Development rezoning applica	
		uthorization includes express co gent which will apply if the app	onsent to zoning conditions that a lication is approved.	are agreed to by the
	Site Plan	117	11	
	Subdivision			
	Variance			
	Other:			
The pro	perty address is	s: 104 NC Highway 751 A	pex, NC 27523	
The age	nt for this proje	ect is: Beacon Development C	Company	
	☐ I am the o	owner of the property and will b	e acting as my own agent	
Agent N	lame:	Walker Gorham		
Address	s:	500 E Morehead St, Suite 200	0	
Telepho	one Number:	704-597-7757		
E-Mail A	Address:	walker@beacondevelopment.	com	
		Signature(s) of Owner(s)*		
		\mathcal{D}	mails to	
		P. P. Honton	n' M	12/12/2
		Finder Thro	Type or print name	Date
		U		

			Type or print name	Date
			71	

^{*}Owner of record as shown on the latest equalized assessment rolls of Wake County. An option to purchase does not constitute ownership. If ownership has been recently transferred, a copy of the deed must accompany this authorization.

AGENT AUTHORIZ	CATION FORM
Application #:	22CZO2 Submittal Date:
REGINALD MILLS	IR AND WILLIAM S MILLS is the owner* of the property for which the attached
application is being	submitted:
☐ Land Use	Amendment
✓ Rezoning	: For Conditional Zoning and Planned Development rezoning applications, this authorization includes express consent to zoning conditions that are agreed to by the Agent which will apply if the application is approved.
☐ Site Plan	
☐ Subdivisi	on
□ Variance	
□ Other:	
The property addre	ss is: 106 NC Highway 751 Apex, NC 27523
The agent for this p	project is: Beacon Development Company
☐ I am th	ne owner of the property and will be acting as my own agent
Agent Name:	Walker Gorham
Address:	500 E Morehead St, Suite 200
Telephone Number	·: 704-597-7757
E-Mail Address:	walker@beacondevelopment.com
	Signature(s) of Owner(s)* Rejuct Mills In Type or print name William S Mills 12-28-202(Date

*Owner of record as shown on the latest equalized assessment rolls of Wake County. An option to purchase does not constitute ownership. If ownership has been recently transferred, a copy of the deed must accompany this authorization.

AGENT	Authorizati	ON FORM		
Applica	ition #:	22CZ02	Submittal Date:	
PEGGY	G GRAY TRUS	STEE	is the owner* of the property fo	or which the attached
applicat	ion is being sub	omitted:		
	Land Use Am	nendment		
Ø	au		Planned Development rezoning applicates consent to zoning conditions that are application is approved.	
	Site Plan	gent which will apply it the	e application is approved.	
	Subdivision			
	Variance			
	Other:			
The prop	perty address is	s: Off NC Highway 75	51 Apex, NC 27523	
The age	nt for this proje	ect is: Beacon Developm	ent Company	
	☐ I am the o	wner of the property and	will be acting as my own agent	The last had been deeper and the last had bee
Agent N	ame:	Walker Gorham		
Address	:	500 E Morehead St, Suit	e 200	
Telepho	ne Number:	704-597-7757		
E-Mail A	ddress:	walker@beacondevelopr	ment.com	
		Signature(s) of Owner(s))*	
		Peggy G. Gray, Tr	y trag	12/22/2021
			Type or print name	Date
		We the state of th	Type or print name	Date

*Owner of record as shown on the latest equalized assessment rolls of Wake County. An option to purchase does not constitute ownership. If ownership has been recently transferred, a copy of the deed must accompany this authorization.

AFFIL	DAVIT OF OWNERSHIP					
Appli	cation #: <u>22CZ02</u>	Submittal Date:				
	or affirms as follows:	(the "Affiant") first being duly sworn, hereby				
1.	Affiant is over eighteen (18) years of age ar owner, or is the authorized agen 104 NC Highway 751 Apex, NC 27523 incorporated herein (the "Property").	nd authorized to make this Affidavit. The Affiant is the sole tofall owners, of the property located at and legally described in Exhibit "A" attached hereto and				
2.	This Affidavit of Ownership is made for the purpose of filing an application for development approval with the Town of Apex.					
3.	If Affiant is the owner of the Property, Affiant acquired ownership by deed, dated $\frac{10/22/1997}{2}$ and recorded in the Wake County Register of Deeds Office on $\frac{12/19/1997}{2}$, in Book $\frac{738}{2}$ Page $\frac{490, 97, 471}{2}$.					
4.	If Affiant is the authorized agent of the owner(s) of the Property, Affiant possesses documentation indicating the agency relationship granting the Affiant the authority to apply for development approvation behalf of the owner(s).					
5.	in interest have been in sole and undisturbed ownership. Since taking possession of the Affiant's ownership or right to possession not claim or action has been brought against Affacting as an authorized agent for owner(s)),	r, from the time Affiant was deeded the Property on e ownership of the Property. Affiant or Affiant's predecessors ed possession and use of the property during the period of Property on, no one has questioned or demanded any rents or profits. To Affiant's knowledge, no fiant (if Affiant is the owner), or against owner(s) (if Affiant is which questions title or right to possession of the property, a Affiant or owner(s) in court regarding possession of the, 20				
		Received Hankin Mills In (seal) Reinda Ha Mills J Type or print name				
	OF NORTH CAROLINA TY OF					
Regio		r the County of Work, hereby certify that own to me or known to me by said Affiant's presentation of sonally appeared before me this day and acknowledged the				
due and	d voluntary execution of the foregoing Affida	/it.				
	COMM. Exp.	Notary Public State of North Carolina My Commission Expires: 08 23 2023				

Application #: 22CZO2 Submittal Date:

Insert legal description below.

TRACT 1 AND PORTION OF TRACT 2 (PIN: 0712 00 55 1996)

SITUATED AND LYING IN THE STATE OF NORTH CAROLINA, CHATHAM COUNTY, TOWNSHIP OF NEW HOPE, AND BEING A PORTION OF THE LAND CONVEYED TO JEAN CARROL MILLS GOODWING, MARGARET KING MILLS, REGINALD HORTON MILLS, JR. AND WILLIAM STEPHEN MILLS BY DEED BOOK 657 PAGE 863, AND DESCRIBED AS TRACT 1 AND TRACT 2 IN DEED BOOK LQ PAGE 235 (ALL REFERENCES TO DEED BOOKS AND PLAT BOOKS IN THIS DESCRIPTION REFER TO THE RECORDS OF THE CHATHAM COUNTY REGISTER OF DEEDS OFFICE, NORTH CAROLINA), BEING MORE PARTICULARLY BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT A 1/2 INCH IRON PIPE (SAID PIPE BEING INSIDE OF A 1 3/4 INCH IRON PIPE), SAID 1/2 INCH IRON PIPE BEING SOUTH 0 DEGREES 24 MINUTES 11 SECONDS EAST A DISTANCE OF 141.41 FEET FROM AN EXISTING 1/2 INCH IRON PIPE, THE POINT OF COMMENCING (HAVING NORTH CAROLINA STATE PLANE COORDINATES OF NORTHING: 727970.55' EASTING: 2014637.34'), SAID POINT OF COMMENCING BEING THE NORTHEAST CORNER OF THAT PARCEL CONVEYED TO PHILIP MICHAEL MCLAIN AND WIFE BY DEED 1395 PAGE 247, DESCRIBED AS TRACT D, SAID 1/2 IRON PIPE BEING THE TRUE POINT OF BEGINNING (HAVING NORTH CAROLINA STATE PLANE COORDINATES OF NORTHING: 727829.13' EASTING: 2014636.46').

THENCE RUNNING IN A CLOCKWISE DIRECTION SOUTH 71 DEGREES 07 MINUTES 23 SECONDS EAST A DISTANCE OF 169.65 FEET TO AN EXISTING 1/2 INCH IRON PIPE, THENCE WITH THE SOUTHERN LINE OF THAT PARCEL CONVEYED TO PEGGY G TRUSTEE BY DEED 1919 PAGE 1134, SOUTH 71 DEGREES 07 MINUTES 45 SECONDS EAST A DISTANCE OF 708.11 FEET TO AN EXISTING 1/2 INCH IRON PIPE WITH WHITE CAP AND TACK. THENCE CONTINUING WITH THE SOUTHERN LINE OF PEGGY G TRUSTEE AND WITH THE NORTHERN LINE OF THAT PARCEL CONVEYED TO WILLIAM STEPHEN MILLS BY PLAT RECORDED IN BOOK OF MAPS 95 PAGE 462, DESCRIBED AS LOT 1, SOUTH 71 DEGREES 08 MINUTES 24 SECONDS EAST A DISTANCE OF 311.22 FEET TO AND EXISTING 1/2 INCH IRON PIPE WITH PINK CAP AND TACK, THENCE LEAVING LOT 1 NORTHERN LINE AND CONTINUING WITH PEGGY G TRUSTEE SOUTHERN LINE SOUTH 71 DEGREES 14 MINUTES 02 SECONDS EAST A DISTANCE OF 656.10 FEET TO A CALCULATED POINT, THENCE LEAVING PEGGY G TRUSTEE SOUTHERN LINE SOUTH 71 DEGREES 27 MINUTES 2 SECONDS EAST A DISTANCE OF 59.40 FEET TO AN EXISTING 1 INCH IRON PIPE WITH WHITE CAP AND TACK. THENCE WITH THE COUNTY LINE BETWEEN CHATHAM COUNTY AND WAKE COUNTY, DESCRIBED AS LINE "F" IN BOOK OF MAPS 61 PAGE 68 THE FOLLOWING BEARINGS AND DISTANCES. SOUTH 15 DEGREES 53 MINUTES 52 SECONDS WEST A DISTANCE OF 823.61 FEET TO AN EXISTING 1 INCH IRON PIPE WITH WHITE CAP AND TACK, SOUTH 15 DEGREES 56 MINUTES 17 SECONDS WEST A DISTANCE OF 66.32 FEET TO AN EXISTING 1/2 INCH IRON PIPE WITH WHITE CAP AND TACK, SOUTH 15 DEGREES 50 MINUTES 58 SECONDS WEST A DISTANCE OF 241.91 FEET TO AN EXISTING 1/2 INCH IRON PIPE WITH WHITE CAP AND TACK, SOUTH 15 DEGREES 52 MINUTES 53 SECONDS WEST A DISTANCE OF 911.62 FEET TO AN EXISTING 1 INCH IRON PIPE, SOUTH 15 DEGREES 46 MINUTES 19 SECONDS WEST A DISTANCE OF 343.72 FEET TO A CALCULATED POINT IN THE NORTHERN LINE OF US 64 HIGHWAY 200 FOOT RIGHT OF WAY, THENCE WITH THE NORTHERN LINE OF US 64 HIGHWAY AND LEAVING CHATHAM-WAKE COUNTY LINE SOUTH 82 DEGREES 51 MINUTES 36 SECONDS WEST A DISTANCE OF 837.66 FEET TO A CALCULATED POINT, THENCE NORTH 71 DEGREES 52 MINUTES 46 SECONDS WEST A DISTANCE OF 161.00 FEET TO AN EXISTING 5/8" IRON ROD ON THE EASTERN LINE OF NC HIGHWAY 751 60 FOOT RIGHT OF WAY, THENCE WITH THE EASTERN LINE OF NC HIGHWAY 751 60 FOOT RIGHT OF WAY NORTH 38 DEGREES 43 MINUTES 21 SECONDS WEST A DISTANCE OF 157.84 FEET TO A CALCULATED, THENCE A CURVE HAVING A RADIUS OF 6,670 FEET, A LONG CHORD BEARING OF NORTH 38 DEGREES 34 MINUTES 29 SECONDS WEST A DISTANCE OF 245.92 FEET TO A CALCULATED POINT, THENCE A CURVE HAVING A RADIUS OF 6,270 FEET, A LONG CHORD BEARING OF NORTH 35 DEGREES 35 MINUTES 11 SECONDS WEST A DISTANCE OF 249.29 FEET TO A CALCULATED POINT, THENCE NORTH 34 DEGREES 15 MINUTES 32 SECONDS WEST A DISTANCE OF 374.49 FEET TO A CALCULATED POINT, THENCE LEAVING THE EASTERN LINE OF NC HIGHWAY 751 60 FOOT RIGHT OF WAY AND WITH THE SOUTHERN LINE OF BARBOUR TRACT (BB 92 PAGE 43) NORTH 55 DEGREES 38 MINUTES 45 SECONDS EAST A DISTANCE OF 2.24 FEET TO AN EXISTING 1 3/4 INCH IRON ROD WITH SQUARE METAL TOP, THENCE CONTINUING WITH THE SOUTHERN LINE OF BARBOUR TRACT NORTH 55 DEGREES 38 MINUTES 45 SECONDS EAST A DISTANCE OF 505.51 FEET TO AN EXISTING 1 3/4 INCH IRON ROD WITH SQUARE METAL TOP, THENCE WITH THE EASTERN LINE OF BARBOUR TRACT NORTH 0 DEGREES 25 MINUTES 8 SECONDS EAST A DISTANCE OF 99.99 FEET TO AN EXISTING 1 INCH IRON PIPE. THENCE WITH THE EASTERN LINE OF LONG TRACT (BM 92 PG 43) AND TRACT B-1 (BM 11 PG 9) NORTH 0 DEGREES 41 MINUTES 44 SECONDS EAST A DISTANCE OF 1298.14 FEET TO AN EXISTING 1/2 INCH IRON PIPE, THENCE WITH THE EASTERN LINE OF LOT 1 (BM 2014 PG 0320) NORTH 0 DEGREES 42 MINUTES 32 SECONDS EAST A DISTANCE OF 280.64 FEET TO AN EXISTING 1/2 INCH IRON PIPE WITH WHITE CAP AND TACK, THENCE WITH TRACT C EASTERN LINE (DB 1949 PG 612) NORTH 1 DEGREE 3 MINUTES 8 SECONDS EAST A DISTANCE OF 171.91 FEET TO THE POINT OF BEGINNING.

CONTAINING 4219907.6 SQUARE FEET OR 96.88 ACRES, MORE OR LESS.

Арр	olication #: <u>22C702</u>	Submittal Date:		
	indersigned, William Stephen Mills s or affirms as follows:	(the "Affiant") first being duly sworn, hereby		
1.		of age and authorized to make this Affidavit. The Affiant is the sole I agent of all owners, of the property located at and legally described in Exhibit "A" attached hereto and		
2.		or the purpose of filing an application for development approval with		
3.		ty, Affiant acquired ownership by deed, dated 11/20/1995 egister of Deeds Office on 6/8/1998 , in Book 798 Page		
4.	_	of the owner(s) of the Property, Affiant possesses documentation ranting the Affiant the authority to apply for development approval		
5. If Affiant is the owner of the Property, from the time Affiant was deeded the Property				
	This the 12 day of 27	, 20 2 [. Willock Stophen Mill 5 (seal)		
CTATE	OF NORTH CAROLINA	Type or print name		
COUN	E OF NORTH CAROLINA ITY OF USONE C			
said A	Miam SMills_, Affiant, perso Affiant's MC Drivers Licen	and for the County of, hereby certify that mally known to me or known to me by said Affiant's presentation of		
due ar	nd voluntary execution of the foregoin	g Affidavit.		
	COMM. EXP.	Notary Public State of North Carolina My Commission Expires: 08 23 2023		
	The COOL STREET			

Application #:	22CZ02	Su	bmittal Date:			
		Insert legal description b	below.			

App	plication #: 22CZO2 Submittal Date:			
	undersigned, Reginald Mills Jr and William S Mills (the "Affiant") first being duly sworn, hereby rs or affirms as follows:			
1.	Affiant is over eighteen (18) years of age and authorized to make this Affidavit. The Affiant is the sole owner, or is the authorized agent of all owners, of the property located at and legally described in Exhibit "A" attached hereto and			
	incorporated herein (the "Property").			
2.	This Affidavit of Ownership is made for the purpose of filing an application for development approval with the Town of Apex.			
3.	If Affiant is the owner of the Property, Affiant acquired ownership by deed, dated $\frac{1/9/1954}{235, 95, 462}$, in Book $\frac{LQ}{235, 95, 462}$.			
4.	If Affiant is the authorized agent of the owner(s) of the Property, Affiant possesses documentation indicating the agency relationship granting the Affiant the authority to apply for development approval on behalf of the owner(s).			
5.	If Affiant is the owner of the Property, from the time Affiant was deeded the Property on, Affiant has claimed sole ownership of the Property. Affiant or Affiant's predecessors in interest have been in sole and undisturbed possession and use of the property during the period of ownership. Since taking possession of the Property on, no one has questioned Affiant's ownership or right to possession nor demanded any rents or profits. To Affiant's knowledge, no claim or action has been brought against Affiant (if Affiant is the owner), or against owner(s) (if Affiant is acting as an authorized agent for owner(s)), which questions title or right to possession of the property, nor is any claim or action pending against Affiant or owner(s) in court regarding possession of the Property.			
	This the 28 day of OBEC 2021. Resident Mills & Williams Medical)			
	Brand Mills In William SMils Type or print name			
	e of North Carolina NTY of <u>hathar</u>			
Reghald said A	e undersigned, a Notary Public in and for the County of <u>Chathan</u> , hereby certify that Miles willigh S Miles Affiant, personally known to me or known to me by said Affiant's presentation of Affiant's <u>Dove Grow</u> , personally appeared before me this day and acknowledged the			
due a	due and voluntary execution of the foregoing Affidavit.			
	Notary Public State of North Carolina My Commission Expires: 07/26/2020			

Application #:	22CZ02	Submittal Date:				
	Insert legal description below.					

Aff	IDAVIT OF O	WNERSHIP							
Арр	lication #:	22CZ02			Submitta	l Date:			
	ndersigned, s or affirms a	PEGGY G GRAY TRUS	SEE	- 	(the "A	ffiant") f	irst being	duly sw	orn, hereby
1.	Owner, o		authorized	agent	authorized to mo of all owne and legally descr	rs, of	the pro	perty	located at
2.	This Affiday the Town o		p is made for	the purp	ose of filing an a	oplication	for develo	pment a	pproval with
3.					ncquired ownersl eeds Office on 5/1		ed, dated <u></u> , in Boo		, Page
4.	indicating t		tionship gran		er(s) of the Pro Affiant the auth				
	ownership. Affiant's ow claim or act acting as ar nor is any Property.	have been in s Since taking p vnership or rightion has been b a authorized ag	ole and undispossession of nt to possession prought again gent for owne n pending ag	sturbed properties on nor description of the state of the	wnership of the Prossession and upperty onemanded any relations tite fiant or owner(stant ownex(stant owner(stant owner(stant owner(stant owner(stant owner(sta	nts or pro owner), le or righ	e property no ofits. To Aff or against of t to posses	during the one has iant's knowner(s) sion of the during the contractions are the contractions	ne period of questioned owledge, no (if Affiant is he property,
				Pe	ggy G. Gray,	Truste	ee	*************************************	
COUNT		e				r.z. l			print name
	undersigned J G. Gray				ne County of _ n to me or known				certify that
said Af	fiant's n/a				illy appeared be				
		execution of the							
	NOTARY CO.	ADCOCHIA			Notary Public State of North C My Commission		25 JAN	2026	

Application #:	22CZ02	Submittal Date:
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Insert legal description below.

TRACT 3 (PIN: 0712 00 57 1134)

SITUATED AND LYING IN THE STATE OF NORTH CAROLINA, CHATHAM COUNTY, TOWNSHIP OF

NEW HOPE, AND BEING THE LAND CONVEYED TO GRAY PEGGY G TRUSTEE BY DEED BOOK 1919 PAGE 1134, (ALL REFERENCES TO DEED BOOKS AND PLAT BOOKS IN THIS DESCRIPTION REFER TO THE RECORDS OF THE CHATHAM COUNTY REGISTER OF DEEDS OFFICE, NORTH CAROLINA), BEING MORE PARTICULARLY BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT A 1/2 INCH IRON PIPE (SAID PIPE BEING INSIDE OF A 1 3/4 INCH IRON PIPE), SAID 1/2 INCH IRON PIPE BEING SOUTH 39 DEGREES 6 MINUTES 2 SECONDS EAST A DISTANCE OF 252.95 FEET FROM AN EXISTING 1/2 INCH IRON PIPE, THE POINT OF COMMENCING (HAVING NORTH CAROLINA STATE PLANE COORDINATES OF NORTHING: 727970.55' EASTING: 2014637.34'), SAID POINT OF COMMENCING BEING THE NORTHEAST CORNER OF THAT PARCEL CONVEYED TO PHILIP MICHAEL MCLAIN AND WIFE BY DEED 1395 PAGE 247, DESCRIBED AS TRACT D, SAID 1/2 IRON PIPE BEING THE TRUE POINT OF BEGINNING (HAVING NORTH CAROLINA STATE PLANE COORDINATES OF NORTHING: 727774.24' EASTING: 2014796.99').

THENCE RUNNING IN A COUNTER-CLOCKWISE DIRECTION AND WITH THE NORTHERN LINE OF THE PORTION OF THAT PARCEL CONVEYED JEAN CARROL MILLS GOODWING. MARGARET KING MILLS, REGINALD HORTON MILLS, JR. AND WILLIAM STEPHEN MILLS BY DEED BOOK 657 PAGE 863, AND DESCRIBED AS TRACT 1 AND TRACT 2 IN DEED BOOK LQ PAGE 235, SOUTH 71 DEGREES 07 MINUTES 45 SECONDS EAST A DISTANCE OF 708.11 FEET TO AN EXISTING 1/2 INCH IRON PIPE WITH WHITE CAP AND TACK, THENCE CONTINUING WITH THE NORTHERN LINE OF TRACT 1 BEING ALSO THE NORTHERN LINE OF THAT PARCEL CONVEYED TO WILLIAM STEPHEN MILLS BY PLAT RECORDED IN BOOK OF MAPS 95 PAGE 462. DESCRIBED AS LOT 1. SOUTH 71 DEGREES 08 MINUTES 24 SECONDS EAST A DISTANCE OF 311.22 FEET TO AND EXISTING 1/2 INCH IRON PIPE WITH PINK CAP AND TACK, THENCE LEAVING LOT 1 NORTHERN LINE AND CONTINUING WITH TRACT 1 NORTHERN LINE SOUTH 71 DEGREES 14 MINUTES 02 SECONDS EAST A DISTANCE OF 656.10 FEET TO A CALCULATED POINT, THENCE LEAVING TRACT 1 NORTHERN LINE NORTH 20 DEGREES 29 MINUTES 52 SECONDS EAST A DISTANCE OF 733.29 FEET TO A CALCULATED POINT ON THE CHATHAM-WAKE COUNTY LINE, THENCE LEAVING CHATHAM-WAKE COUNTY LINE NORTH 53 DEGREES 24 MINUTES 19 SECONDS WEST A DISTANCE OF 530.32 FEET TO AN EXISTING 1/2 INCH IRON PIPE, THENCE SOUTH 83 DEGREES 19 MINUTES 1 SECOND WEST A DISTANCE OF 405.10 TO A CALCULATED POINT, THENCE NORTH 49 DEGREES 31 MINUTES 1 SECOND WEST A DISTANCE OF 901.76 FEET TO A 4 INCH BY 4 INCH CONCRETE MONUMENT WITH DISK (STAMPED CORPS OF ENGINEERS US ARMY, DATE: 1967, ID# 5555), THENCE SOUTH 86 DEGREES 14 MINUTES 51 SECONDS WEST A DISTANCE OF 357.10 FEET TO A 4 INCH CONCRETE MONUMENT WITH DISK (STAMPED CORPS OF ENGINEERS US ARMY, DATE: 1967, ID# 5554), THENCE SOUTH 33 DEGREES 58 MINUTES 49 SECONDS EAST A DISTANCE OF 289.54 FEET TO AN EXISTING 1/2 INCH IRON PIPE THENCE SOUTH 10 DEGREES 18 MINUTES 21 SECONDS WEST A DISTANCE OF 749.23 FEET TO THE POINT OF BEGINNING.

CONTAINING 4219907.6 SQUARE FEET OR 96.88 ACRES, MORE OR LESS.

OWNER INFORMATION

Reginald Horton Mills JR & Alexa H Mills	0712 00 56 6821			
Owner Name (Please Print)	Property PIN or Deed Book & Page #			
Phone Reginald Horton Mills & William Stephen Mills	E-mail Address 0712 00 55 1996			
Owner Name (Please Print)	Property PIN or Deed Book & Page #			
Phone William Stephen Mills	E-mail Address 0712 00 55 1996			
Owner Name (Please Print)	Property PIN or Deed Book & Page #			
Phone Gray Peggy G Trust	E-mail Address 0712 00 57 5776			
Owner Name (Please Print)	Property PIN or Deed Book & Page #			
Phone	E-mail Address			

LEGAL DESCRIPTION: TRACT 1 AND PORTION OF TRACT 2 (PIN: 0712 00 55 1996)

SITUATED AND LYING IN THE STATE OF NORTH CAROLINA, CHATHAM COUNTY, TOWNSHIP OF NEW HOPE, AND BEING A PORTION OF THE LAND CONVEYED TO JEAN CARROL MILLS GOODWING, MARGARET KING MILLS, REGINALD HORTON MILLS, JR. AND WILLIAM STEPHEN MILLS BY DEED BOOK 657 PAGE 863, AND DESCRIBED AS TRACT 1 AND TRACT 2 IN DEED BOOK LQ PAGE 235 (ALL REFERENCES TO DEED BOOKS AND PLAT BOOKS IN THIS DESCRIPTION REFER TO THE RECORDS OF THE CHATHAM COUNTY REGISTER OF DEEDS OFFICE, NORTH CAROLINA), BEING MORE PARTICULARLY BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT A 1/2 INCH IRON PIPE (SAID PIPE BEING INSIDE OF A 1 3/4 INCH IRON PIPE), SAID 1/2 INCH IRON PIPE BEING SOUTH 0 DEGREES 24 MINUTES 11 SECONDS EAST A DISTANCE OF 141.41 FEET FROM AN EXISTING 1/2 INCH IRON PIPE, THE POINT OF COMMENCING (HAVING NORTH CAROLINA STATE PLANE COORDINATES OF NORTHING: 727970.55' EASTING: 2014637.34'), SAID POINT OF COMMENCING BEING THE NORTHEAST CORNER OF THAT PARCEL CONVEYED TO PHILIP MICHAEL MCLAIN AND WIFE BY DEED 1395 PAGE 247, DESCRIBED AS TRACT D, SAID 1/2 IRON PIPE BEING THE TRUE POINT OF BEGINNING (HAVING NORTH CAROLINA STATE PLANE COORDINATES OF NORTHING: 727829.13' EASTING: 2014636.46').

THENCE RUNNING IN A CLOCKWISE DIRECTION SOUTH 71 DEGREES 07 MINUTES 23 SECONDS EAST A DISTANCE OF 169.65 FEET TO AN EXISTING 1/2 INCH IRON PIPE, THENCE WITH THE SOUTHERN LINE OF THAT PARCEL CONVEYED TO PEGGY G TRUSTEE BY DEED 1919 PAGE 1134, SOUTH 71 DEGREES 07 MINUTES 45 SECONDS EAST A DISTANCE OF 708.11 FEET TO AN EXISTING 1/2 INCH IRON PIPE WITH WHITE CAP AND TACK, THENCE CONTINUING WITH THE SOUTHERN LINE OF PEGGY G TRUSTEE AND WITH THE NORTHERN LINE OF THAT PARCEL CONVEYED TO WILLIAM STEPHEN MILLS BY PLAT RECORDED IN BOOK OF MAPS 95 PAGE 462, DESCRIBED AS LOT 1, SOUTH 71 DEGREES 08 MINUTES 24 SECONDS EAST A DISTANCE OF 311.22 FEET TO AND EXISTING 1/2 INCH IRON PIPE WITH PINK CAP AND TACK, THENCE LEAVING LOT 1 NORTHERN LINE AND CONTINUING WITH PEGGY G TRUSTEE SOUTHERN LINE SOUTH 71 DEGREES 14 MINUTES 02 SECONDS EAST A DISTANCE OF 656.10 FEET TO A CALCULATED POINT, THENCE LEAVING PEGGY G TRUSTEE SOUTHERN LINE SOUTH 71 DEGREES 27 MINUTES 2 SECONDS EAST A DISTANCE OF 59.40 FEET TO AN EXISTING 1 INCH IRON PIPE WITH WHITE CAP AND TACK, THENCE WITH THE COUNTY LINE BETWEEN CHATHAM COUNTY AND WAKE COUNTY, DESCRIBED AS LINE "F" IN BOOK OF MAPS 61 PAGE 68 THE FOLLOWING BEARINGS AND DISTANCES, SOUTH 15 DEGREES 53 MINUTES 52 SECONDS WEST A DISTANCE OF 823.61 FEET TO AN EXISTING 1 INCH IRON PIPE WITH WHITE CAP AND TACK, SOUTH 15 DEGREES 56 MINUTES 17 SECONDS WEST A DISTANCE OF 66.32 FEET TO AN EXISTING 1/2 INCH IRON PIPE WITH WHITE CAP AND TACK, SOUTH 15 DEGREES 50 MINUTES 58 SECONDS WEST A DISTANCE OF 241.91 FEET TO AN EXISTING 1/2 INCH IRON PIPE WITH WHITE CAP AND TACK, SOUTH 15 DEGREES 52 MINUTES 53 SECONDS WEST A DISTANCE OF 911.62 FEET TO AN EXISTING 1 INCH IRON PIPE, SOUTH 15 DEGREES 46 MINUTES 19 SECONDS WEST A DISTANCE OF 343.72 FEET TO A CALCULATED POINT IN THE NORTHERN LINE OF US 64 HIGHWAY 200 FOOT RIGHT OF WAY, THENCE WITH THE NORTHERN LINE OF US 64 HIGHWAY AND LEAVING CHATHAM-WAKE COUNTY LINE SOUTH 82 DEGREES 51 MINUTES 36 SECONDS WEST A DISTANCE OF 837.66 FEET TO A CALCULATED POINT, THENCE NORTH 71 DEGREES 52 MINUTES 46 SECONDS WEST A DISTANCE OF 161.00 FEET TO AN EXISTING 5/8" IRON ROD ON THE EASTERN LINE OF NC HIGHWAY 751 60 FOOT RIGHT OF WAY, THENCE WITH THE EASTERN LINE OF NC HIGHWAY 751 60 FOOT RIGHT OF WAY NORTH 38 DEGREES 43 MINUTES 21 SECONDS WEST A DISTANCE OF 157.84 FEET TO A CALCULATED, THENCE A CURVE HAVING A RADIUS OF 6,670 FEET, A LONG CHORD BEARING OF NORTH 38 DEGREES 34 MINUTES 29 SECONDS WEST A DISTANCE OF 245.92 FEET TO A CALCULATED POINT, THENCE A CURVE HAVING A RADIUS OF 6,270 FEET, A LONG CHORD BEARING OF NORTH 35 DEGREES 35 MINUTES 11 SECONDS WEST A DISTANCE OF 249.29 FEET TO A CALCULATED POINT, THENCE NORTH 34 DEGREES 15 MINUTES 32 SECONDS WEST A DISTANCE OF 374.49 FEET TO A CALCULATED POINT, THENCE LEAVING THE EASTERN LINE OF NC HIGHWAY 751 60 FOOT RIGHT OF WAY AND WITH THE SOUTHERN LINE OF BARBOUR TRACT (BB 92 PAGE 43) NORTH 55 DEGREES 38 MINUTES 45 SECONDS EAST A DISTANCE OF 2.24 FEET TO AN EXISTING 1 3/4 INCH IRON ROD WITH SQUARE METAL TOP, THENCE CONTINUING WITH THE SOUTHERN LINE OF BARBOUR TRACT NORTH 55 DEGREES 38 MINUTES 45 SECONDS EAST A DISTANCE OF 505.51 FEET TO AN EXISTING 1 3/4 INCH IRON ROD WITH SQUARE METAL TOP, THENCE WITH THE EASTERN LINE OF BARBOUR TRACT NORTH 0 DEGREES 25 MINUTES 8 SECONDS EAST A DISTANCE OF 99.99 FEET TO AN EXISTING 1 INCH IRON PIPE, THENCE WITH THE EASTERN LINE OF LONG TRACT (BM 92 PG 43) AND TRACT B-1 (BM 11 PG 9) NORTH 0 DEGREES 41 MINUTES 44 SECONDS EAST A DISTANCE OF 1298.14 FEET TO AN EXISTING 1/2 INCH IRON PIPE, THENCE WITH THE EASTERN LINE OF LOT 1 (BM 2014 PG 0320) NORTH 0 DEGREES 42 MINUTES 32 SECONDS EAST A DISTANCE OF 280.64 FEET TO AN EXISTING 1/2 INCH IRON PIPE WITH WHITE CAP AND TACK, THENCE WITH TRACT C EASTERN LINE (DB 1949 PG 612) NORTH 1 DEGREE 3 MINUTES 8 SECONDS EAST A DISTANCE OF 171.91 FEET TO THE POINT OF BEGINNING.

CONTAINING 4219907.6 SQUARE FEET OR 96.88 ACRES, MORE OR LESS.

LEGAL DESCRIPTION: LOT 1 (PIN: 0712 00 55 1996)

SITUATED AND LYING IN THE STATE OF NORTH CAROLINA, CHATHAM COUNTY, TOWNSHIP OF NEW HOPE, AND BEING THE LAND CONVEYED TO WILLIAM STEPHEN MILLS BY PLAT RECORDED IN BOOK OF MAPS 95 PAGE 462, DESCRIBED AS LOT 1 (ALL REFERENCES TO DEED BOOKS AND PLAT BOOKS IN THIS DESCRIPTION REFER TO THE RECORDS OF THE CHATHAM COUNTY REGISTER OF DEEDS OFFICE, NORTH CAROLINA), BEING MORE PARTICULARLY BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT A 1/2 INCH IRON PIPE, SAID 1/2 INCH IRON PIPE BEING SOUTH 73 DEGREES 36 MINUTES 55 SECONDS EAST A DISTANCE OF 837.39 FEET FROM AN EXISTING 1/2 INCH IRON PIPE, THE POINT OF COMMENCING (HAVING NORTH CAROLINA STATE PLANE COORDINATES OF NORTHING: 727376.63' EASTING: 2014629.84'), SAID POINT OF COMMENCING BEING THE NORTHEAST CORNER OF THAT PARCEL CONVEYED TO WILLIAM J. ALUCINO AND WIFE BY DEED 797 PAGE 728, DESCRIBED AS TRACT B-1, SAID 1/2 IRON PIPE BEING THE TRUE POINT OF BEGINNING (HAVING NORTH CAROLINA STATE PLANE COORDINATES OF NORTHING: 727140.41 EASTING: 2015433.22).

THENCE RUNNING IN A CLOCKWISE DIRECTION NORTH 4 DEGREES 46 MINUTES 32 SECONDS EAST A DISTANCE OF 11.64 FEET TO A CALCULATED POINT, THENCE NORTH 4 DEGREES 46 MINUTES 32 SECONDS EAST A DISTANCE OF 394.58 FEET TO AND EXISTING 1/2 INCH IRON PIPE WITH WHITE CAP AND TACK, THENCE RUNNING WITH THE SOUTHERN LINE OF THAT TRACT CONVEYED TO GRAY PEGGY G TRUSTEE BY DEED 1919 PAGE 1134 SOUTH 71 DEGREES 8 MINUTES 24 SECONDS EAST A DISTANCE OF 311.22 FEET TO AND EXISTING 1/2 INCH IRON PIPE WITH PINK CAP AND TACK, THENCE LEAVING PEGGY G TRUSTEE SOUTHERN LINE SOUTH 4 DEGREES 40 MINUTES 1 SECOND WEST A DISTANCE OF 314.86 FEET TO A CALCULATED POINT, THENCE NORTH 88 DEGREES 19 MINUTES 6 SECONDS WEST A DISTANCE OF 207.15 FEET TO A CALCULATED POINT, THENCE NORTH 87 DEGREES 53 MINUTES 9 SECONDS WEST A DISTANCE OF 95.72 FEET TO THE POINT OF BEGINNING.

CONTAINING 109006.2 SQUARE FEET OR 2.50 ACRES, MORE OR LESS.

LEGAL DESCRIPTION: LOT 2 (PIN: 0712 00 56 6821)

SITUATED AND LYING IN THE STATE OF NORTH CAROLINA, CHATHAM COUNTY, TOWNSHIP OF NEW HOPE, AND BEING THE LAND CONVEYED TO WILLIAM STEPHEN MILLS BY PLAT RECORDED IN BOOK OF MAPS 97 AT PAGE 471, DESCRIBED AS LOT 2 (ALL REFERENCES TO DEED BOOKS AND PLAT BOOKS IN THIS DESCRIPTION REFER TO THE RECORDS OF THE CHATHAM COUNTY REGISTER OF DEEDS OFFICE, NORTH CAROLINA), BEING MORE PARTICULARLY BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT A 1/2 INCH IRON PIPE, SAID 1/2 INCH IRON PIPE BEING SOUTH 61 DEGREES 5 MINUTES 29 SECONDS EAST A DISTANCE OF 861.61 FEET FROM AN EXISTING 1/2 INCH IRON PIPE, THE POINT OF COMMENCING (HAVING NORTH CAROLINA STATE PLANE COORDINATES OF NORTHING: 727376.63' EASTING: 2014629.84'), SAID POINT OF COMMENCING BEING THE NORTHEAST CORNER OF THAT PARCEL CONVEYED TO WILLIAM J. ALUCINO AND WIFE BY DEED 797 PAGE 728, DESCRIBED AS TRACT B-1, SAID 1/2 IRON PIPE BEING THE TRUE POINT OF BEGINNING (HAVING NORTH CAROLINA STATE PLANE COORDINATES OF NORTHING: 726960.11 EASTING: 2015384.09).

THENCE RUNNING IN A CLOCKWISE DIRECTION NORTH 42 DEGREES 53 MINUTES 24 SECONDS EAST A DISTANCE OF 203.16 FEET TO A CALCULATED POINT, THENCE NORTH 89 DEGREES 31 MINUTES 40 SECONDS EAST A DISTANCE OF 71.19 FEET TO A CALCULATED POINT, THENCE SOUTH 13 DEGREES 27 MINUTES 23 SECONDS EAST A DISTANCE OF 128.99 FEET TO AND EXISTING 1/2 INCH IRON PIPE, THENCE SOUTH 37 DEGREES 20 MINUTES 15 SECONDS EAST A DISTANCE OF 361.83 FEET TO A CALCULATED POINT, THENCE SOUTH 45 DEGREES 1 MINUTE 20 SECONDS WEST A DISTANCE OF 206.78 MINUTES TO AN EXISTING 1/2 INCH IRON PIPE, THENCE NORTH 37 DEGREES 20 MINUTES 15 SECONDS WEST A DISTANCE OF 181.35 FEET TO A CALCULATED POINT, THENCE NORTH 37 DEGREES 20 MINUTES 15 SECONDS WEST A DISTANCE OF 334.14 FEET TO THE POINT OF BEGINNING.

CONTAINING 110541.0 SQUARE FEET OR 2.54 ACRES, MORE OR LESS.

LEGAL DESCRIPTION: TRACT 3 (PIN: 0712 00 57 1134)

SITUATED AND LYING IN THE STATE OF NORTH CAROLINA, CHATHAM COUNTY, TOWNSHIP OF NEW HOPE, AND BEING THE LAND CONVEYED TO GRAY PEGGY G TRUSTEE BY DEED BOOK 1919 PAGE 1134, (ALL REFERENCES TO DEED BOOKS AND PLAT BOOKS IN THIS DESCRIPTION REFER TO THE RECORDS OF THE CHATHAM COUNTY REGISTER OF DEEDS OFFICE, NORTH CAROLINA), BEING MORE PARTICULARLY BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT A 1/2 INCH IRON PIPE (SAID PIPE BEING INSIDE OF A 1 3/4 INCH IRON PIPE), SAID 1/2 INCH IRON PIPE BEING SOUTH 39 DEGREES 6 MINUTES 2 SECONDS EAST A DISTANCE OF 252.95 FEET FROM AN EXISTING 1/2 INCH IRON PIPE, THE POINT OF COMMENCING (HAVING NORTH CAROLINA STATE PLANE COORDINATES OF NORTHING: 727970.55' EASTING: 2014637.34'), SAID POINT OF COMMENCING BEING THE NORTHEAST CORNER OF THAT PARCEL CONVEYED TO PHILIP MICHAEL MCLAIN AND WIFE BY DEED 1395 PAGE 247, DESCRIBED AS TRACT D, SAID 1/2 IRON PIPE BEING THE TRUE POINT OF BEGINNING (HAVING NORTH CAROLINA STATE PLANE COORDINATES OF NORTHING: 727774.24' EASTING: 2014796.99').

THENCE RUNNING IN A COUNTER-CLOCKWISE DIRECTION AND WITH THE NORTHERN LINE OF THE PORTION OF THAT PARCEL CONVEYED JEAN CARROL MILLS GOODWING, MARGARET KING MILLS, REGINALD HORTON MILLS, JR. AND WILLIAM STEPHEN MILLS BY DEED BOOK 657 PAGE 863, AND DESCRIBED AS TRACT 1 AND TRACT 2 IN DEED BOOK LQ PAGE 235, SOUTH 71 DEGREES 07 MINUTES 45 SECONDS EAST A DISTANCE OF 708.11 FEET TO AN EXISTING 1/2 INCH IRON PIPE WITH WHITE CAP AND TACK, THENCE CONTINUING WITH THE NORTHERN LINE OF TRACT 1 BEING ALSO THE NORTHERN LINE OF THAT PARCEL CONVEYED TO WILLIAM STEPHEN MILLS BY PLAT RECORDED IN BOOK OF MAPS 95 PAGE 462, DESCRIBED AS LOT 1, SOUTH 71 DEGREES 08 MINUTES 24 SECONDS EAST A DISTANCE OF 311.22 FEET TO AND EXISTING 1/2 INCH IRON PIPE WITH PINK CAP AND TACK, THENCE LEAVING LOT 1 NORTHERN LINE AND CONTINUING WITH TRACT 1 NORTHERN LINE SOUTH 71 DEGREES 14 MINUTES 02 SECONDS EAST A DISTANCE OF 656.10 FEET TO A CALCULATED POINT, THENCE LEAVING TRACT 1 NORTHERN LINE NORTH 20 DEGREES 29 MINUTES 52 SECONDS EAST A DISTANCE OF 733.29 FEET TO A CALCULATED POINT ON THE CHATHAM-WAKE COUNTY LINE, THENCE LEAVING CHATHAM-WAKE COUNTY LINE NORTH 53 DEGREES 24 MINUTES 19 SECONDS WEST A DISTANCE OF 530.32 FEET TO AN EXISTING 1/2 INCH IRON PIPE, THENCE SOUTH 83 DEGREES 19 MINUTES 1 SECOND WEST A DISTANCE OF 405.10 TO A CALCULATED POINT, THENCE NORTH 49 DEGREES 31 MINUTES 1 SECOND WEST A DISTANCE OF 901.76 FEET TO A 4 INCH BY 4 INCH CONCRETE MONUMENT WITH DISK (STAMPED CORPS OF ENGINEERS US ARMY, DATE: 1967, ID# 5555), THENCE SOUTH 86 DEGREES 14 MINUTES 51 SECONDS WEST A DISTANCE OF 357.10 FEET TO A 4 INCH CONCRETE MONUMENT WITH DISK (STAMPED CORPS OF ENGINEERS US ARMY, DATE: 1967, ID# 5554), THENCE SOUTH 33 DEGREES 58 MINUTES 49 SECONDS EAST A DISTANCE OF 289.54 FEET TO AN EXISTING 1/2 INCH IRON PIPE THENCE SOUTH 10 DEGREES 18 MINUTES 21 SECONDS WEST A DISTANCE OF 749.23 FEET TO THE POINT OF BEGINNING.

CONTAINING 4219907.6 SQUARE FEET OR 96.88 ACRES, MORE OR LESS.

PROJECT REAL REZONNG NEIGHBORHOOD MEETING

DATE: DECEMBER 22, 2021

TIME: 5:00PM - 7:00PM

LOCATION: MICROSOFT TEAMS

OPTION 1A: Join with a video conferencing device

Type following link in to web browser:

https://teams.microsoft.com/l/meetup-join/19%3ameeting_MzA4ZTRkNDItN2Y4NC00NmUzLTkyNTItY2E5NTBkMW RmMzY5%40thread.v2/0?context=%7b%22Tid%22%3a%227e220d30-0b59-47e5-8a81-a4a9d9afbdc4%22%2c%22Oid%22%3a%22227e6c70-507c-49bb-866d-4cc698138667%22%7d

OPTION 1B: Join with a video conferencing device Email <u>danielle.hammond@kimley-horn.com</u> for direct meeting invite with hyperlink to access the Microsoft Teams Meeting

OPTION 2: Join via call in number (audio capabilities only)

+ 1 (984) 204-1608

Phone Conference ID: 841 087 865#

NOTICE OF NEIGHBORHOOD MEETING

	closed to third parties.	North Carolina Public Records Act and may be pub	olished on the Town's Website
Dat	e		
	Neighbor: are invited to a neighborhood mee	eting to review and discuss the development	t proposal at
	Address(es)	P	rIN(s)
way neigl oppo subn cont ema Deve	for the applicant to discuss the phorhood organizations before the ortunity to raise questions and disconitted. If you are unable to attendact the applicant. Notified neighboil or mail. Once an application has elopment Map or the Apex December 180/Planning-180/Plan	Neighborhood Meeting procedures. This moroject and review the proposed plans with a submittal of an application to the Town. The suss any concerns about the impacts of the period, please refer to the Project Contact Informs may request that the applicant provide unbeen submitted to the Town, it may be tracked be proposed in the Town of the	h adjacent neighbors and his provides neighbors an roject before it is officially mation page for ways to pdates and send plans via cked using the Interactive vn of Apex website at
	plication Type	ecause this project includes (check all that a	Approving Authority
	Rezoning (including Planned Unit	Development)	Town Council
	Major Site Plan		Town Council (QJPH*)
	Special Use Permit		Town Council (QJPH*)
	Residential Master Subdivision Pl	Technical Review Committee (staff)	
	_	vn Council cannot discuss the project prior to posal (also see attached map(s) and/or pla	
Estin	nated submittal date:		
Pro App Cor Me	perty Owner(s) name(s): blicant(s): ntact information (email/phone): eting Address: te/Time of meeting**:	Reginald Horton Mills JR; Alexa H Mills; Reginald Hor Mills; William Stephen Mills; Gray Peggy G Trust	ton
	TING AGENDA TIMES: come: Project Pr	resentation: Question & n	Answer:
**M6	eetings shall occur between 5:00 p.n	n9:00 p.m. on a Monday through Thursday one general process for this application, please	(excluding Town recognized

^{**}Meetings shall occur between 5:00 p.m.-9:00 p.m. on a Monday through Thursday (excluding Town recognized holidays). If you have questions about the general process for this application, please contact the Planning and Community Development Department at 919-249-3426. You may also find information about the Apex Planning Department and on-going planning efforts at http://www.apexnc.org/180/Planning-Community-Development.

PROJECT CONTACT INFORMATION

This document is a public record under the North Carolina Public Records Act and may be published on the Town's website or disclosed to third parties.

Development Conta	acts:			
Project Name:			Zoning:	
Location:				
Property PIN(s): 0712 00 5	6 6821, 0712 00 55 1996, 5 1996, 0712 00 57 5776	Acreage/Square F	eet:	
Property Owner: Mills (0	712 00 55 1996), Gray Pe	ggy G Trust (0712 00 57 57)	Reginald Horton Mills & William Stephen Mills (0	712 00 55 1996),
106 NC Hwy 751, Address: 1221 Broad St, Ap	Apex. NC 27523 (0712	2 00 56 6821: 0712 00 55	5 1996: 0712 00 55 1996)	
City:		State:	Zip:	
	Ema	il.		
Developer:				
Address:				
City:		State:	Zip:	
Phone:	Fax:		Email:	
Engineer:				
Address:				
City:		State:	Zip:	
Phone:	Fax:		Email:	
Builder (if known):				
Address:				
			Zip:	
Phone:	Fax:		Email:	

Please note that Town staff will not have complete information about a proposed development until the application is submitted for review. If you have a question about Town development standards and how they relate to the proposed development, please contact the appropriate staff person listed below.

Town of Apex Department Contacts				
Planning and Community Development Department Main Number				
(Provide development name or location to be routed to correct planner)	(919) 249-3426			
Parks, Recreation & Cultural Resources Department				
Angela Reincke, Parks and Greenways Planner	(919) 249-7468			
Public Works - Transportation				
Russell Dalton, Senior Transportation Engineer	(919) 249-3358			
Water Resources Department				
Jessica Bolin, Environmental Engineering Manager (Stormwater, Sedimentation &	(919) 249-3537			
Erosion Control)				
James Gregg, Utility Engineering Manager (Water & Sewer)	(919) 249-3324			
Electric Utilities Division				
Rodney Smith, Electric Technical Services Manager	(919) 249-3342			

Providing Input to Town Council:

Each Town Council meeting agenda includes a Public Forum time when anyone is permitted to speak for three (3) minutes on any topic with the exception of items listed as Public Hearings for that meeting. The Town Council meets on the 2nd and 4th Tuesdays of each month at 6:00 p.m. (except for holidays, see schedule of meetings at http://www.apexnc.org/838/Agendas-Minutes). You may also contact Town Council by e-mail at AllCouncil@apexnc.org.

Private Agreements and Easement Negotiation:

The Town of Apex cannot enforce private agreements between developers and neighbors and is not a party to the easement and right-of-way negotiation that occurs between developers and neighboring property owners for easements or rights-of-way that are necessary to build the project.

It is recommended that all private agreements be made in writing and that if a property owner feels it necessary, they should obtain private legal counsel in order to protect their interests in both private agreements and during easement negotiations. The only conditions that the Town of Apex can enforce are those conditions that are made a part of the conditional zoning of the property by agreement of the developer and the Town.

As an example, if a developer offers to build a fence for a neighbor to mitigate some impact, the Town can only enforce the construction of the fence if the fence becomes a condition of the rezoning. This would occur by the developer offering the condition as part of their conditional zoning application package or at the Town Council public hearing on the conditional zoning and the Town accepting it as a condition. Private agreements regarding a fence being constructed will not be enforced by the Town.

To request that any agreement with a developer is made a part of the conditional zoning at the time of approval, you may ask at the Town Council public hearing if the agreement is included in the conditions. If it is not, you may request that the Town Council not approve the rezoning without the agreement being included in the conditions (note that it is up to Town Council whether to approve or deny the rezoning but they cannot impose conditions that the applicant does not agree to add). The developer's proposed conditions can be viewed any time after a rezoning is submitted on the Interactive Development Map at: http://apexnc.maps.arcgis.com/apps/OnePane/basicviewer/index.html?appid=fa9ba2017b784030b15ef4d a27d9e795

Documentation:

Neighbors to a requested new development and/or rezoning are strongly encouraged to fully document (such as through dated photographs) the condition of their property before any work is initiated for the new development. Stormwater controls installed on developed property are not designed to and will likely not remove 100% of the soil particles transported by stormwater runoff. As a result, creeks and ponds could become cloudy for a period of time after rain events.

COMMON CONSTRUCTION ISSUES & WHO TO CALL

This document is a public record under the North Carolina Public Records Act and may be published on the Town's website or disclosed to third parties.

Noise & Hours of Construction: Non-Emergency Police

Noise from tree removal, grading, excavating, paving, and building structures is a routine part of the construction process. The Town generally limits construction hours from 7:00 a.m. to 8:30 p.m. so that there are quiet times even during the construction process. Note that construction outside of these hours is allowed with special permission from the Town when it makes more sense to have the construction occur at night, often to avoid traffic issues. In addition, the Town limits hours of blasting rock to Monday through Friday from 8:00 a.m. to 5:00 p.m. Report violations of construction hours and other noise complaints to the Non-Emergency Police phone number at 919-362-8661.

Construction Traffic:

James Misciagno

Construction truck traffic will be heavy throughout the development process, including but not limited to removal of trees from site, loads of dirt coming in and/or out of the site, construction materials such as brick and wood brought to the site, asphalt and concrete trucks come in to pave, etc. The Town requires a construction entrance that is graveled to try to prevent as much dirt from leaving the site as possible. If dirt does get into the road, the Town can require they clean the street (see "Dirt in the Road" below).

Road Damage & Traffic Control: Water Resources – Infrastructure Inspections 919-362-8166

There can be issues with roadway damage, roadway improvements, and traffic control. Potholes, rutting, inadequate lanes/signing/striping, poor traffic control, blocked sidewalks/paths are all common issues that should be reported to Water Resources - Infrastructure Inspections at 919-249-3427. The Town will get NCDOT involved if needed.

Parking Violations:

Non-Emergency Police

Unless a neighbor gives permission, there should be no construction parking in neighbors' driveways or on their property. Note that parking in the right-of-way is allowed, but Town regulations prohibit parking within 15 feet of driveways so as not to block sight triangles. Trespassing and parking complaints should be reported to the Non-Emergency Police phone number at 919-362-8661.

Dirt in the Road:

James Misciagno

Sediment (dirt) and mud gets into the existing roads due to rain events and/or vehicle traffic. These incidents should be reported to James Misciagno. He will coordinate the cleaning of the roadways with the developer.

Dirt on Properties or in Streams:

James Misciagno Danny Smith

919-372-7470

Danny.Smith@ncdenr.gov

Sediment (dirt) can leave the site and get onto adjacent properties or into streams and stream buffers; it is typically transported off-site by rain events. These incidents should be reported to James Misciagno at 919-372-7470 so that he can coordinate the appropriate repairs with the developer. Impacts to the streams and stream buffers should also be reported to Danny Smith (danny.smith@ncdenr.gov) with the State.

James Misciagno

919-372-7470

During dry weather dust often becomes a problem blowing into existing neighborhoods or roadways. These incidents should be reported to James Misciagno at 919-372-7470 so that he can coordinate the use of water trucks onsite with the grading contractor to help control the dust.

James Misciagno

919-372-7470

Excessive garbage and construction debris can blow around on a site or even off of the site. These incidents should be reported to James Misciagno at 919-372-7470. He will coordinate the cleanup and trash collection with the developer/home builder.

Temporary Sediment Basins:

James Misciagno

919-372-7470

Temporary sediment basins during construction (prior to the conversion to the final stormwater pond) are often quite unattractive. Concerns should be reported to James Misciagno at 919-372-7470 so that he can coordinate the cleaning and/or mowing of the slopes and bottom of the pond with the developer.

Stormwater Control Measures:

Jessica Bolin

Post-construction concerns related to Stormwater Control Measures (typically a stormwater pond) such as conversion and long-term maintenance should be reported to Jessica Bolin at 919-249-3537.

Electric Utility Installation:

Rodney Smith

919-249-3342

Concerns with electric utility installation can be addressed by the Apex Electric Utilities Department. Contact Rodney Smith at 919-249-3342.

NEIGHBORHOOD MEETING SIGN-IN SHEET

This document is a public record under the North Carolina Public Records Act and may be published on the Town's website or disclosed to third parties.

Meeting Address:	
Date of meeting:	Time of meeting:
Property Owner(s) name(s):	
Applicant(s):	

Please <u>print</u> your name below, state your address and/or affiliation with a neighborhood group, and provide your phone number and email address. Providing your name below does not represent support or opposition to the project; it is for documentation purposes only. For virtual meetings, applicants must include all known participants and request the information below.

	NAME/ORGANIZATION	ADDRESS	PHONE #	EMAIL	SEND PLANS & UPDATES
1.	Helen Bishop	1504 Two Pond Lane	919-346-8835		Х
2.	Michael McLain	696 NC Highway 751			Х
3.	Bill Allecino	450 NC Highway 751	919-796-4913		Х
4.	Wayne Abbott	1412 Two Pond Lane	919-218-0554		Х
5.	Parm Sandhar	208 Laurel Springs Way			Х
6.	Paul Champagne				Х
7.					
8.					
9.					
10.					
11.					
12.					
13.					
14.					

Use additional sheets, if necessary.

SUMMARY OF DISCUSSION FROM THE ELECTRONIC NEIGHBORHOOD MEETING

This document is a public record under the North Carolina Public Records Act and may be published on the Town's website or disclosed to third parties.

Property Owner(s) name(s):	
Applicant(s):	
Meeting Format:	
Date of meeting:	Time of meeting:
spaces below (attach additional sheets, if to any concerns. The response should no consideration the neighbor's concern was	nts and your response from the Electronic Neighborhood Meeting in the necessary). Please state if/how the project has been modified in response to be "Noted" or "No Response". There has to be documentation of what is given and justification for why no change was deemed warranted.
Question/Concern #1:	
Applicant's Response:	
Question/Concern #2:	
Applicant's Response:	
Question/Concern #3:	
Applicant's Response:	
Question/Concern #4:	
Applicant's Response:	

SUMMARY OF DISCUSSION FROM THE ELECTRONIC NEIGHBORHOOD MEETING

This document is a public record under the North Carolina Public Records Act and may be published on the Town's website or disclosed to third parties.

Property Owner(s) name(s):	-				
Applicant(s):					
Contact information (email/phone):					
Meeting Format:					
Date of meeting:	Time of meeting:				
spaces below (attach additional sheets, if to any concerns. The response should no	ents and your response from the Electronic Neighborhood Meeting in the f necessary). Please state if/how the project has been modified in response ot be "Noted" or "No Response". There has to be documentation of what as given and justification for why no change was deemed warranted.				
Question/Concern #1:					
Applicant's Response:					
Question/Concern #2:					
Applicant's Response:					
Question/Concern #3:					
Applicant's Response:					
Question/Concern #4:					
Applicant's Response:					

AFFIDAVIT OF CONDUCTING A NEIGHBORHOOD MEETING, SIGN-IN SHEET AND ISSUES/RESPONSES SUBMITTAL

This document is a public record under the North Carolina Public Records Act and may be published on the Town's website or disclosed to third parties.

_{I,} Mag	ggie Houston	, do hereby declare as follows:
	Print Name	
1.	_	d Meeting for the proposed Rezoning, Major Site Plan, Resident cial Use Permit in accordance with UDO Sec. 2.2.7 <i>Neighborhoo</i>
	all property owners and tenants neighborhood association that rep of 14 days in advance of the Neigh	
3.	The meeting was conducted at C	Online (Microsoft Teams) (location/addres
	on 12/22/2021	(date) from $\frac{5:00}{}$ (start time) to $\frac{7:00}{}$ (end time
4.	I have included the mailing list, m map/reduced plans with the appli	eeting invitation, sign-in sheet, issue/response summary, and zoniocation.
5.	I have prepared these materials in	good faith and to the best of my ability.
12	28 2021	By: Maggie Houston
•	Date	
COUNT	OF NORTH CAROLINA Y OF WAKE Mecklenburg	
Sworn	and subscribed before me, $\overline{ ext{Mic}}$	hele L. Tate a Notary Public for the above State and cember, 2021.
County	, on this the 28^{++} day of Dc	cember, 2021.
	SEAL	Michele L. Vate
		Michele L. Tate Print Name
		Print Name
	MICHELE L. TATE Notary Public, North Carolina Gaston County	My Commission Expires: 6/24/2023
TO THE	My Commission Expires	

Page 10 of 10

Neighborhood Meeting Instruction Packet & Affidavit

Last Updated: June 21, 2021

PROJECT REAL NEIGHBOR NOTIFICATION LIST

1412 TWO POND LN 0712665194 ABBOTT, O WAYNE 3917 US 64 HWY W APEX NC 27523-8454 1504 TWO POND LN 0712666341 BISHOP, HELEN A BISHOP, WILLIAM H 1504 TWO POND LN APEX NC 27523-8464 1500 TWO POND LN 0712656858 DIACUMSKI, JASON 1500 TWO POND LN APEX NC 27523-8464 3952 US 64 HWY W 0712650164 TRAN, HUNG NGUYEN, LIEN 101 WINDWICK CT CARY NC 27518-2240 1017 WIMBERLY RD 0722090422 UNITED STATES OF AMERICA 310 NEW BERN AVE RALEIGH NC 27601-1441
1504 TWO POND LN 0712656858 WILLIAM H 1500 TWO POND LN 0712656858 DIACUMSKI, JASON 1500 TWO POND LN APEX NC 27523-8464 3952 US 64 HWY W 0712650164 TRAN, HUNG NGUYEN, LIEN 101 WINDWICK CT CARY NC 27518-2240
3952 US 64 HWY W 0712650164 TRAN, HUNG NGUYEN, LIEN 101 WINDWICK CT CARY NC 27518-2240
·
1017 WIMBERLY RD 0722090422 UNITED STATES OF AMERICA 310 NEW BERN AVE RALEIGH NC 27601-1441
450 NC HWY 751 0712-46-1825.000 AULICINO WILLIAM J 450 NC HWY 751 APEX NC 27502
244 NC HWY 751 0712-45-2839.000 BARBOUR ALLEN B 244 NC HWY 751 APEX NC 27523
13406 US 64 E 0712-43-4820.000 BECK NANCY BERKUT PO BOX 445 STEDMAN NC 28391
OFF NC HWY 751 0712-57-3983.000 GRAY PEGGY G TRUSTEE 647 AIKEN PARKWAY FUQUAY VARINA NC 27526
482 NC HWY 751 0712-36-5871.000 HUTCHENS BRADLEY W 482 NC HWY 751 APEX NC 27523
314 NC HWY 751 0712-46-2386.000 LONG JOHN W 314 NC HWY 751 APEX NC 27523
546 NC HWY 751 0712-47-0417.000 MALOCH JAMES MARCUS 610 NC HWY 751 APEX NC 27523
696 NC HWY 751 0712-37-6805.000 MCLAIN PHILIP MICHAEL PO BOX 2427 ELIZABETH CITY NC 27906
NC HWY 751 0712-56-5530.000 MILLS REGINALD HORTON 106 NC HWY 751 APEX NC 27523
104 NC HWY 751 0712-56-6821.000 MILLS REGINALD HORTON JR 104 HWY 751 APEX NC 27502
106 OFF NC HWY 751 0712-57-5385.000 MILLS WILLIAM STEPHEN 106 NC HWY 751 APEX NC 27502
200 LAUREL SPRINGS WAY 0712-38-9096.000 SEAGROVES TIMOTHY 200 LAUREL SPRINGS WAY APEX NC 27523-5486
US 64 E 0712-35-5132.000 STEWART KATHRYN B 8785 NC HWY 751 DURHAM NC 27713
600 MARTHAS CHAPEL RD 9795-18-6724.000 UNITED STATES OF AMERICA C/O US ARMY CORPS OF ENGINEERS PO BOX 144 MONCURE NC 27559
Current Tenant 3952 US 64 HWY W APEX NC 27523
Current Tenant 13406 US 64 E APEX NC 27523
Current Tenant 546 NC HWY 751 APEX NC 27523
Current Tenant 696 NC HWY 751 APEX NC 27523





WHO WE ARE

Technically speaking, Beacon Partners is a full-service commercial real estate firm focused on developing, acquiring, leasing and managing quality industrial and office properties.

But at our core, Beacon Partners is a company of servant leaders. We're empathetic listeners, critical thinkers, and agile doers. We understand that our livelihood comes from leading extraordinary teams and clearing the way to make big dreams happen.

Our common values are at the heart of what we do and how we behave. At Beacon, we are:

CORE VALUES

ACCOUNTABLE

We are honest and forthright. We do what we say we are going to do and we do it the right

We're true to our word.

COLLABORATIVE

We partner. We listen. We craft ideas and creative solutions together. Our work is not about us; it's about the people who count on us.

We build trusting relationships.

PURPOSEFUL

We work with a clear purpose in mind. We take care of each other. We reinvest our resources

We intentionally create legacies.

Meet the Industrial Team



BEACON'S







Director | Industrial Leasing





WHAT WE DO

WE DEVELOP. WE ACQUIRE. WE MANAGE. WE LEASE.

We are purposeful. We must make an impact in each other's lives; in the lives of our families, friends, and our community. We try to make Beacon a rewarding place to work, where we put our priorities in the proper order.

At Beacon Partners, we've been doing what we love for over 30 years. During that time, we've expanded our "boots on the ground" presence from Charlotte to Raleigh, as well as met some great people, learned a lot, and grown smarter and stronger. Here are a few fast-facts to give you an idea of just how busy we've been:













PROJECT SUMMARIES



TOTAL SF ± 615,000

PROJECT DURATION - ONGOING

51 ACRES AT JONES SAUSAGE ± ½ MILE FROM 1-40

BEACON COMMERCE PARK - GARNER, NC

EMPIRE DISTRIBUTORS – APEX, NC

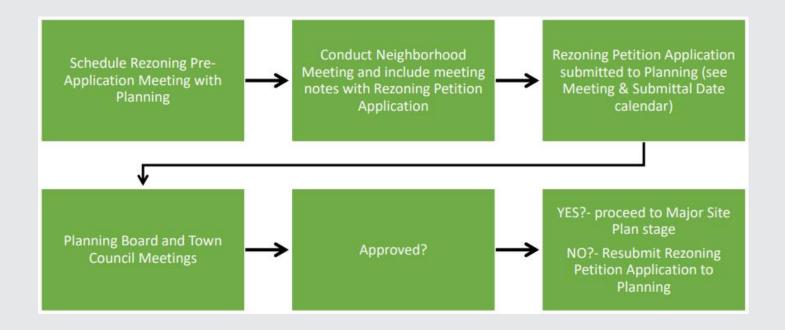
TOTAL SF ± 300,600

PROJECT DURATION – 11 MONTHS
*PROJECTED COMPLETION 6/2022

1201 BURMA DRIVE APEX, NC 27539

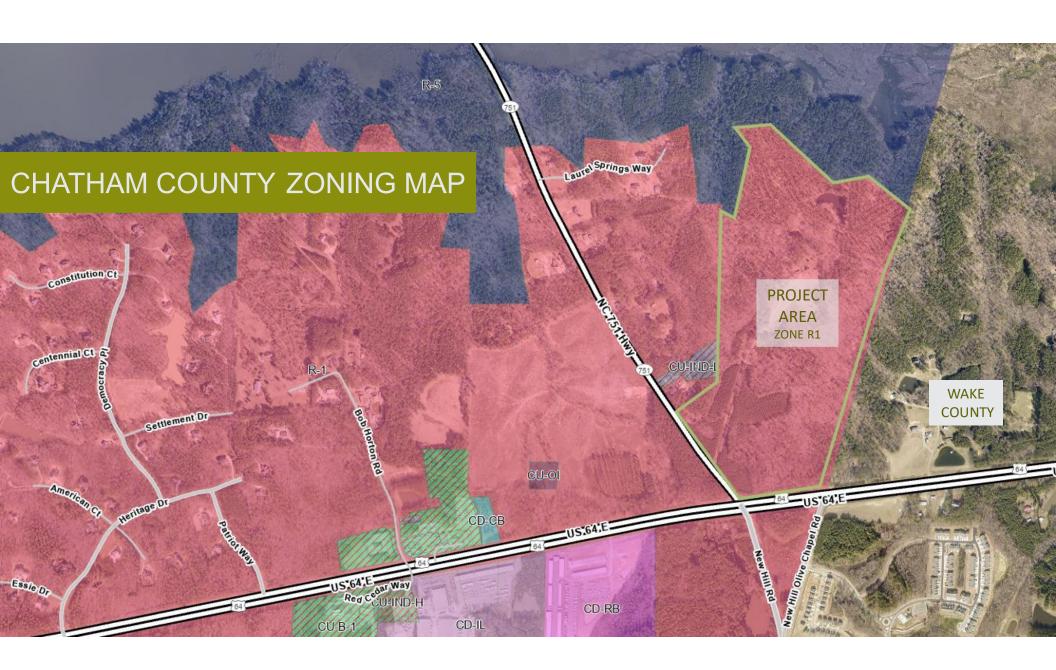


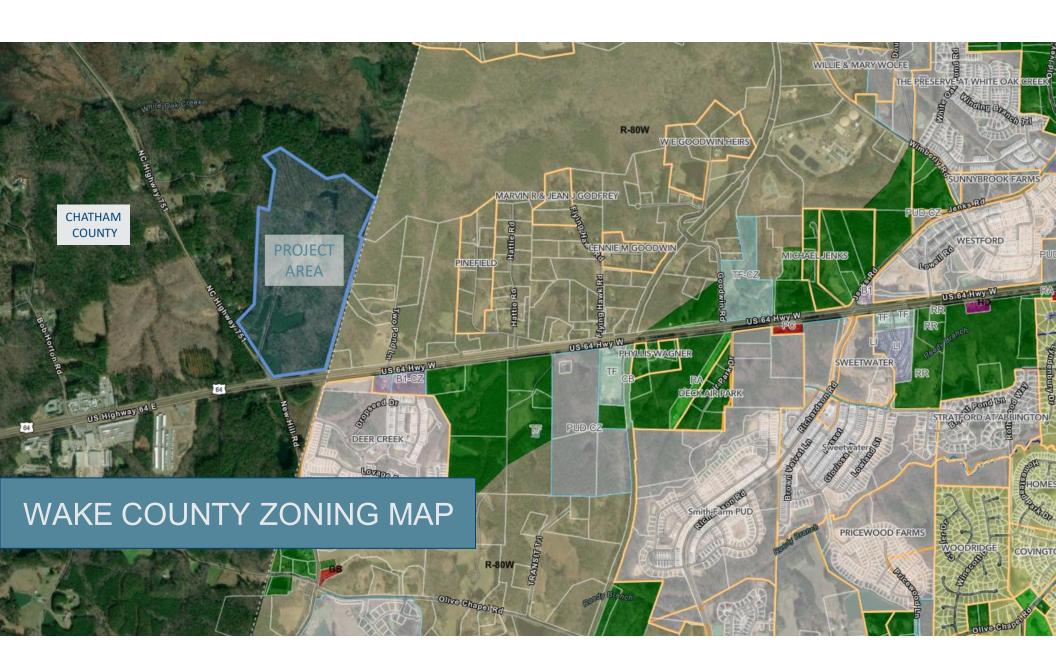
REZONING PROCESS

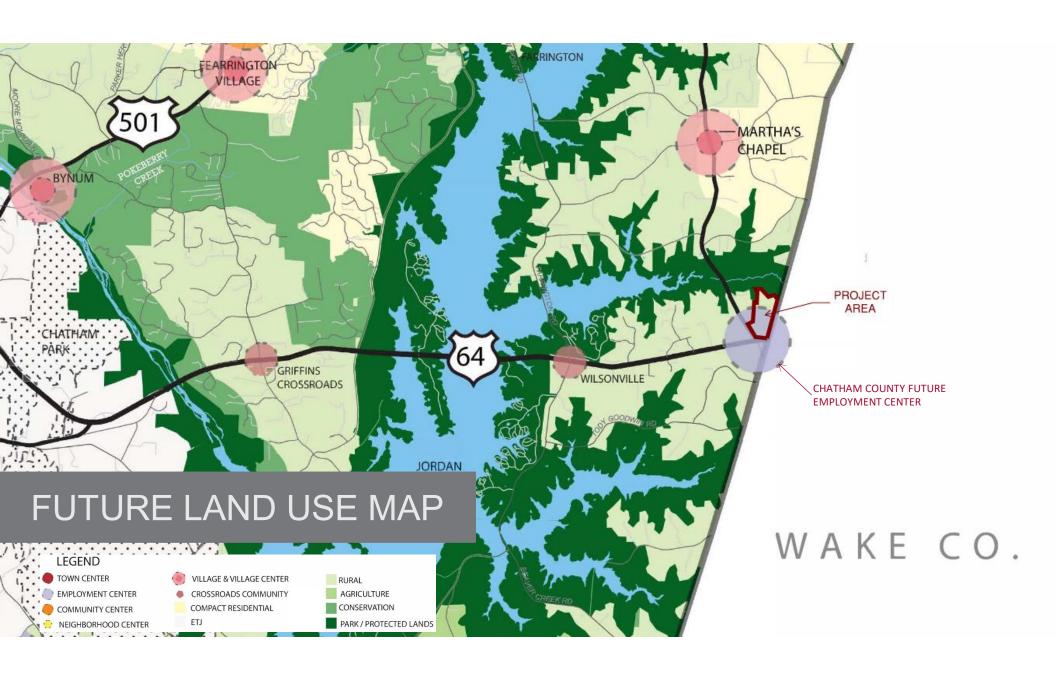














PROPOSED SITE PLAN



BUILDING ELEVATIONS

CONTACT INFORMATION

WALKER GORHAM – DIRECTOR OF INVESTMENTS

PHONE: 984.200.3186

EMAIL: WALKER@BEACONDEVELOPMENT.COM

MAGGIE HOUSTON – PROJECT MANAGER

PHONE: 704.926.1403

EMAIL: MAGGIE@BEACONDEVELOPMENT.COM

QUESTIONS & COMMENTS





| Agenda Item | cover sheet

for consideration by the Apex Town Council

Item Type: CONSENT AGENDA

Meeting Date: March 08,2022

Item Details

Presenter(s): Steve Adams, Real Estate & Public Utilities

Department(s): Administration

Requested Motion

Motion to approve a Resolution to Abandon certain portions of existing greenway easements upon dedication of new greenway easements.

Approval Recommended?

Yes

Item Details

The greenway area to be abandoned as shown on Book of Maps 2017 Pages 423-431 was a required dedication as part of the Sweetwater Development. A realignment was made and constructed rendering the old alignment unnecessary. With recordation of the new map the new greenway easement will be dedicated and the old alignment abandoned.

Attachments

- Resolution
- Greenway Easement Abandonment Plat
- Greenway Easement Dedication Plat



Resolution 2022-

A Resolution to Abandon Existing Greenway Easement Interests

WHEREAS, the Town of Apex presently has variable width greenway easement interests those certain areas of land designated as "EXISTING GREENWAY USE OF HATCHED EASEMENT HEREBY ABANDONED (SEE NOTE #17)" and "20' TOWN OF APEX PUBLIC GREENWAY EASEMENT BM2017 PG 423-431 HEREBY ABANDONED" and "20' TOWN OF APEX PUBLIC GREENWAY EASEMENT BM2017 PG 423-431 (DOTTED HATCH) HEREBY ABANDONED," all as shown on the survey attached entitled "Greenway Easement Abandonment Plat of Sweetwater Subdivision" dated 11-19-20 and attached hereto as Exhibit A, Sheets 1-4, hereinafter the "Existing Greenway Interests"); and

WHEREAS, the location of the greenway as constructed is slightly different than the location of the Existing Greenway Interests; and

WHEREAS, ExperienceOne Homes, LLC is dedicating new greenway easements in those certain areas of land designated as "VARIABLE WIDTH TOWN OF APEX GREENWAY EASEMENT" and "20" TOWN OF APEX GREENWAY EASEMENT," all as shown on the survey entitled "Greenway Easement Dedication Plat of Sweetwater Subdivision" dated 12-28-20 attached hereto as Exhibit B, Sheets 1-4 (hereinafter the "New Greenway Easements"); and

WHEREAS, ExperienceOne Homes, LLC has requested the Town to abandon the Existing Greenway Interests as shown on Exhibit A; and

WHEREAS, with the dedication of New Greenway Easements, the Town no longer has any need of the Existing Greenway Interests and they have no market value; and

WHEREAS, the Town Council considers it advisable to abandon the greenway interests in the Existing Greenway Interests;

NOW, THEREFORE, BE IT RESOLVED by the Town Council that:

- (1) The Town Council hereby authorizes the abandonment of the Existing Greenway Interests shown on Exhibit A hereto in accordance with Paragraphs (2) and (3) below.
- (2) The Town retains any and all utility easement interests within the Existing Greenway Interests hereby abandoned.
- (3) This abandonment of the Existing Greenway Interests shall be effective upon, and only upon, the recording of instruments at the Wake County Register of Deeds that convey to the Town of Apex the New Greenway Easement areas referenced on Exhibit B. Exhibit B attached hereto shall also be attached to said instruments to be recorded.

Upon motion duly made by Council Member Council Member, the about Town Council at the meeting held on the day	er, and duly seconded by ve Resolution was duly adopted by the Apex of, 2022, in the Town Hall.
Upon call for a vote the following Council	Members voted in the affirmative:
	_
and the following Council Members voted i	n the negative:
This theday of	
	TOWN OF APEX
	Jacques K. Gilbert, Mayor
ATTEST:	
Tesa Silver, Deputy Town Clerk, CMC	

Toa\sweetwater greenway abandonment & new greenway dedication (2019-020)

NOTES

1. AREAS COMPUTED BY COORDINATE METHOD.

EFFECTIVE DATE OF MAY 2, 2006.

2. BASIS OF BEARING NAD 83/2001. SEE BM 2017 PG 423-432

4. A PORTION OF SUBJECT PROPERTY IS LOCATED IN A DESIGNATED FEMA

5. WHERE TOWN OF APEX PUBLIC UTILITIES ARE INSTALLED WITHIN EASEMENTS CROSSING PRIVATE PROPERTY, THE TOWNS WATER RESOURCES DEPARTMENT, PUBLIC WORKS AND TRANSPORTATION DEPARTMENT AND ELECTRIC UTILITIES DEPARTMENT SHALL HAVE THE RIGHT TO ENTER UPON THE EASEMENT FOR PURPOSES OF INSPECTING, REPAIRING, OR REPLACING THE SEWER MAIN AND APPURTENANCES. WHERE PAVED PRIVATE STREETS, DRIVEWAYS, PARKING LOTS,

SHALL NOT BE RESPONSIBLE FOR THE REPAIR OR REPLACEMENT OF

OF THE PROPERTY OWNER AND/OR HOMEOWNERS ASSOCIATION.

AND LABELED "TOWN OF APEX PUBLIC UTILITY EASEMENT".

FLOOD PLAIN AS SHOWN ON THE FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP NO. 3720072200J, PANEL 0722, HAVING AN

ETC. HAVE BEEN INSTALLED OVER PUBLIC SEWER MAINS, THE TOWN OF APEX

PAVEMENT, CURBING, ETC. WHICH MUST BE REMOVED TO FACILITATE REPAIRS.

THE WATER RESOURCES DEPARTMENT, PUBLIC WORKS AND TRANSPORTATION DEPARTMENT AND ELECTRIC UTILITIES DEPARTMENT SHALL EXCAVATE AS

OWNED PAVEMENT, CURBING, WALKWAYS, ETC. SHALL BE THE RESPONSIBILITY

NECESSARY TO MAKE THE REPAIR, AND SHALL BACKFILL THE DISTURBED AREA TO APPROXIMATELY THE ORIGINAL GRADE. REPLACEMENT OF PRIVATELY

ALL OFF-SITE EASEMENTS SHALL BE ACQUIRED BY THE DEVELOPER AND THESE OFF-SITE EASEMENTS SHALL BE RECORDED BY A DEED OF EASEMENTS PRIOR TO UTILITY INFRASTRUCTURE CONSTRUCTION

NO PERSON SHALL PLACE ANY PART OF A STRUCTURE, ANY PERMANENT EQUIPMENT, OR IMPOUNDMENT UPON THE TOWN OF APEX PUBLIC UTILITY EASEMENTS. PROHIBITED STRUCTURES INCLUDE, BUT ARE NOT LIMITED TO:

BUILDINGS, HOUSES, AIR CONDITIONING UNITS, HEAT PUMP UNITS, DECKS, GARAGES, STORAGE/TOOL SHEDS, SWIMMING POOLS, WALLS, RETAINING WALL MECHANISMS/APPURTENANCES, AND FENCES. UPON PRIOR WRITTEN APPROVAL BY THE PUBLIC WORKS DEPARTMENT, FENCES MAY BE PERMITTED ACROSS EASEMENTS; PROVIDED THAT AN ACCESS GATE IS INSTALLED FOR THE FULL

NO PERSON SHALL PLANT TREES, SHRUBS, OR OTHER PLANTS WITHIN A

RCA NOTE: THE RESOURCE CONSERVATION AREA (RCA) SHOWN HEREON IS

BEING PROVIDED PER THE REQUIREMENTS OF ARTICLE 8 OF THE TOWN OF

PRESERVED IN PERPETUITY AND SHALL NOT BE DISTURBED IN ANY MANNER.

VISIBILITY ALONG THE ADJACENT ROADWAY. THE SIGHT DISTANCE EASEMENT IS THE AREA BETWEEN THE SIGHT DISTANCE LINE AND THE ADJACENT

10. PRIVATE OPEN SPACE SHALL BE MAINTAINED BY HOME OWNERS ASSOCIATION

11. WITHIN ANY SIGHT DISTANCE EASEMENT, NOTHING CAN BE BUILT, INSTALLED

OR PLANTED THAT POSES AN OBSTRUCTION OR RESTRICTS VEHICULAR

APEX'S UNIFIED DEVELOPMENT ORDINANCE (UDO). THIS RCA MUST BE

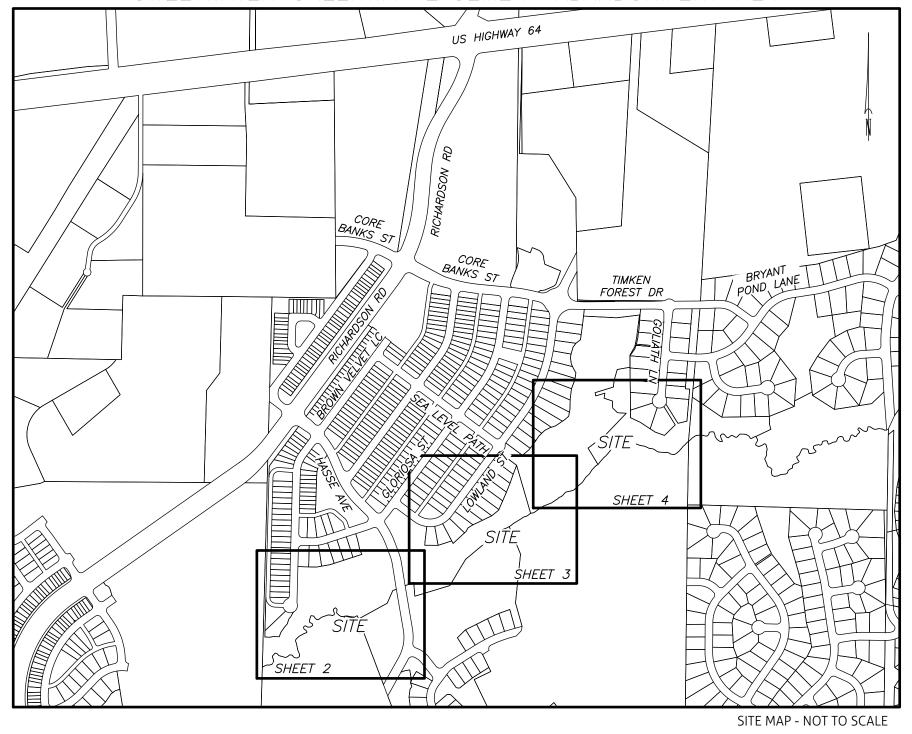
FROM THE WATER RESOURCES DEPARTMENT, PUBLIC WORKS AND TRANSPORTATION DEPARTMENT OR ELECTRIC UTILITIES DEPARTMENT, AS

TOWN OF APEX PUBLIC UTILITY EASEMENT WITHOUT PRIOR WRITTEN APPROVAL

APPROVAL. THESE EASEMENTS SHALL BE DEDICATED TO THE TOWN OF APEX

3. ALL DISTANCES ARE HORIZONTAL GROUND DISTANCES.

SWEETWATER GREENWAY EASEMENT ABANDONMENT PLAT



REVIEW OFFICER CERTIFICATE

REVIEW OFFICER OF WAKE COUNTY, CERTIFY THAT THIS PLAT MEETS ALL STATUTORY REQUIREMENTS FOR RECORDING.

REVIEW OFFICER

APPROVAL EXPIRES IF NOT RECORDED ON OR BEFORE

SURVEY CERTIFICATE

I, RUDOLF A VANDERVELDE JR, PLS, CERTIFY THAT THIS PLAT WAS DRAWN UNDER MY SUPERVISION FROM AN ACTUAL SURVEY MADE UNDER MY SUPERVISION (DEED DESCRIPTION RECORDED IN BOOK (16733), PAGE (1967); THAT THE BOUNDARIES NOT SURVEYED ARE CLEARLY INDICATED AS DRAWN FROM INFORMATION FOUND IN BOOK (SEE), PAGE (MAP); THAT THE RATIO OF PRECISION AS CALCULATED IS 1: 20,000; THAT THIS PLAT WAS PREPARED IN ACCORDANCE WITH G.S. 47-30 AS AMENDED. WITNESS MY ORIGINAL SIGNATURE, LICENSE NUMBER AND SEAL THIS XX DAY OF XXXXXXX, 2020.

I ALSO CERTIFY TO THIS MAP TO BE ONE OF THE FOLLOWING AS CHECKED BELOW;

(F)(11)(D) THAT THE SURVEY IF OF ANOTHER CATEGORY. SUCH AS THE RECOMBINATION OF EXISTING PARCELS, A COURT-ORDERED SURVEY, OR OTHER EXEMPTION OR EXCEPTION TO THE DEFINITION OF SUBDIVISION

CAD FILE: SWEETWATER GREENWAY

PROJECT NO: 02140249.00

RUDOLF A. VANDERVELDE JR L-5146



THE ONLY PURPOSE OF THIS PLAT IS TO ABANDON THE GREENWAY EASEMENT RECORDED IN BM 2017 PG 423-431. NO NO LOTS ARE BEING RE-CONFIGURED -NO EASEMENTS OR RIGHT-OF-WAYS ARE BEING DEDICATED PER THIS PLAT. FOR ANY AND ALL OTHER MATTERS PLEASE REFER TO THE PREVIOUSLY RECORDED SUBDIVISION PLATS - AS REFERENCED.

PIN: MULTIPLE - SEE MAP

SHEET 1 OF 4

OWNER INFO:

SWEETWATER PROPERTY OWNERS ASSOCIATION, INC

0722-42-1400 0722-42-8669 0722-53-6592 0722-63-1309

DEED REFERENCE: DB 16733 PG 1967 DB 16361 PG 261

PLAT REFERENCE: BM 2017 PG 539 BM 2017 PG 542 BM 2019 PG 261 BM 2017 PG 455 BM 2020 PG 1170

REVISIONS:	DATE: 11-19-20		GREENWAY EASEMENT ABANDONMENT	PLAT OF	
	SCALE: 1"=50'	SW	EETWATER SUBDIV	ISION	
	SURVEYED BY: AB		PROPERTY OF		
	DRAWN BY: RAV	SWEETWATER	SWEETWATER PROPERTY OWNERS ASSOCIATION, INC		
	CHECK & CLOSURE BY: JA	TOWNSHIP: WHITE OAK	COUNTY: WAKE	STATE: NORTH CAROLINA	
		TOWNSHIP. WHITE UAK	COUNTY. WAKE	STATE, NORTH CAROLINA	

7○NING #17CZ21

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115 MacKenan Drive | Cary, NC 27511 | t: 919.469.3340 | license #: C-0832 | www.withersravenel.com

WATERSHED PROTECTION OVERLAY DISTRICT. 13. ANNEXATION #559

WIDTH OF THE EASEMENT.

14. CONTACT THE PLANNING DEPARTMENT TO GET A COPY OF THE ZONING

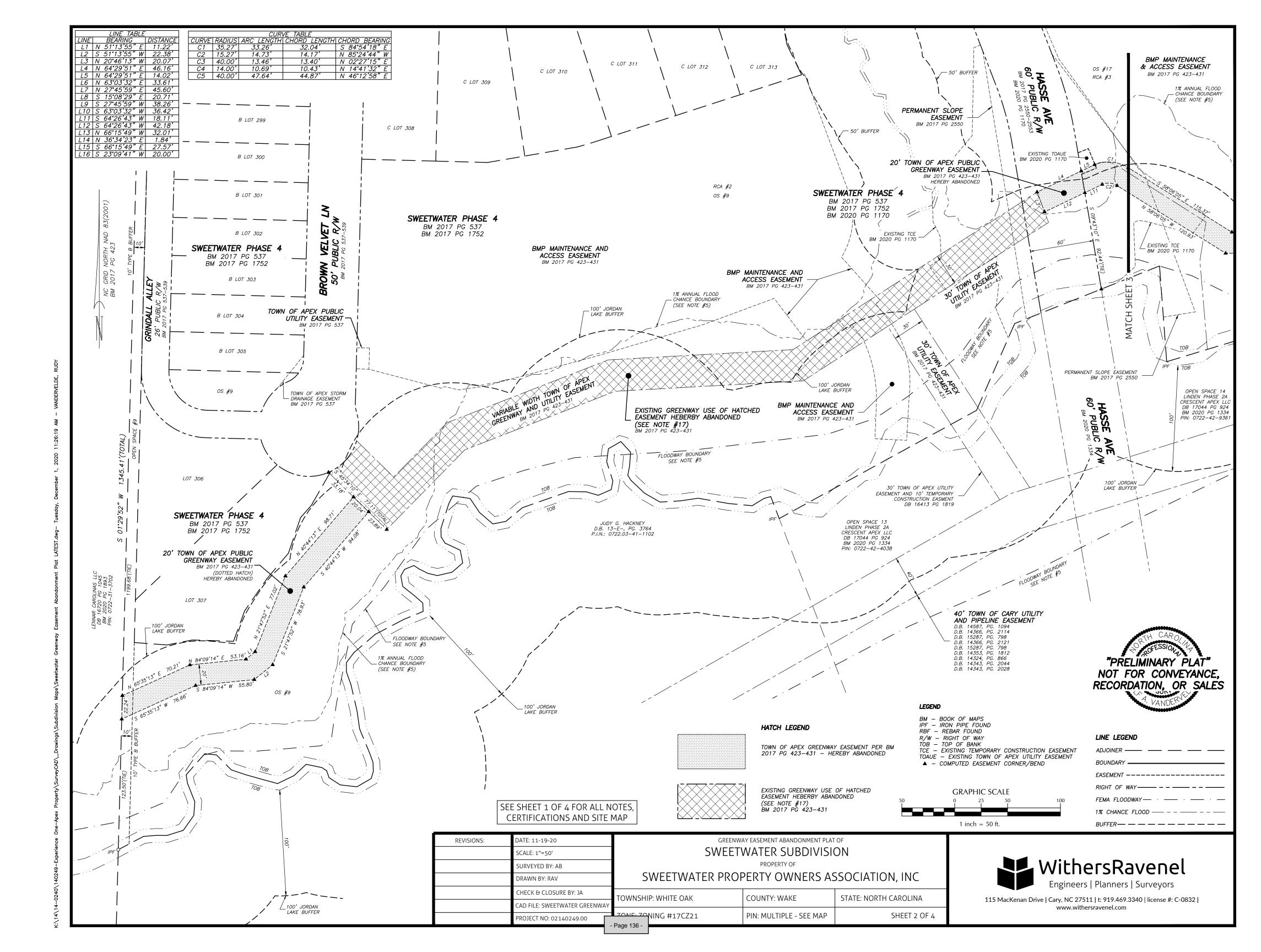
12. THE SUBJECT PROPERTY IS LOCATED IN THE TOWN OF APEX PRIMARY

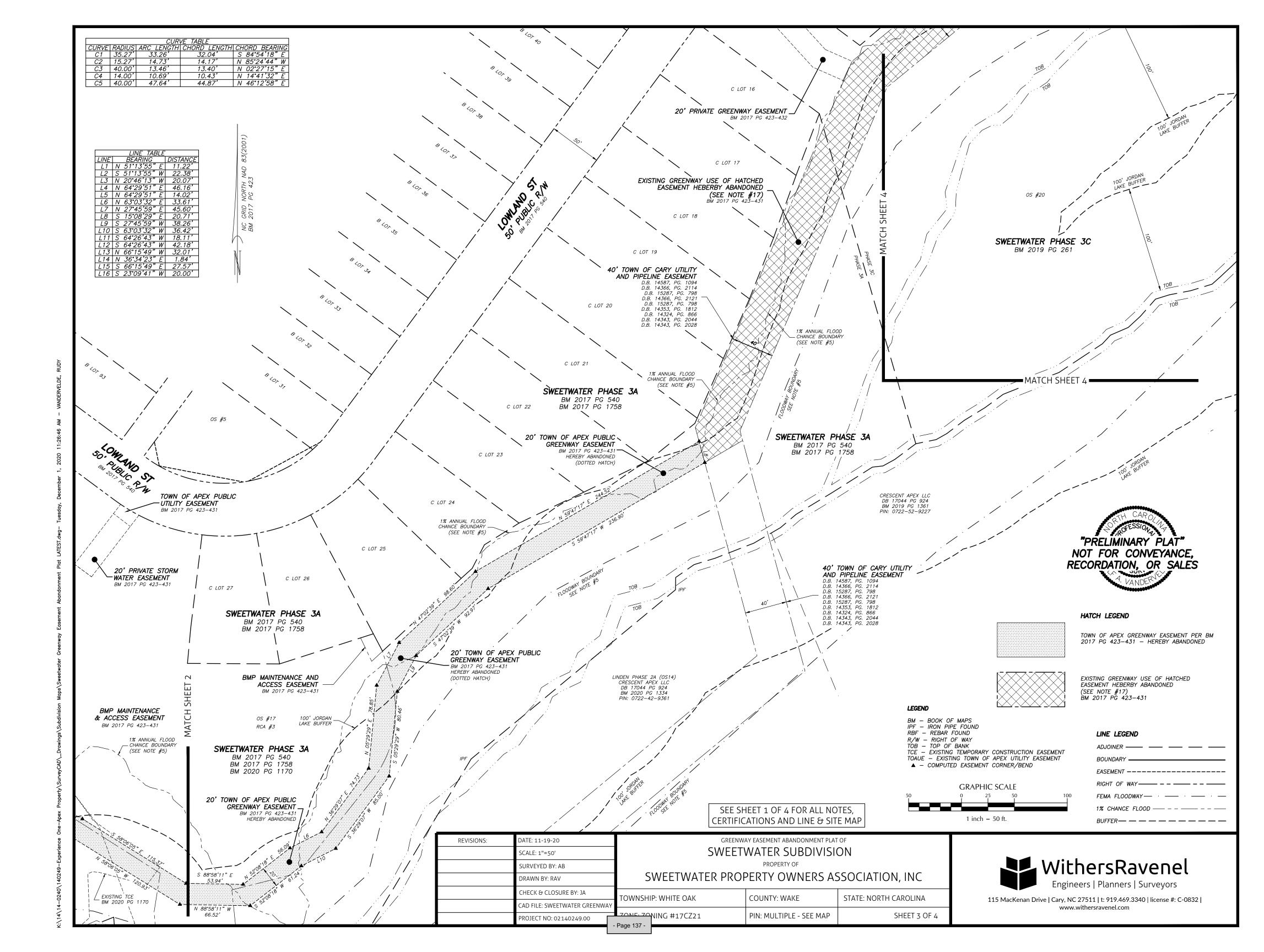
15. ALL FUTURE DEVELOPMENT OR REDEVELOPMENT ACTIVITIES ON THIS PROPERTY SHALL BE CONSISTENT WITH THIS APPROVED PLAN. NO CHANGES TO THIS PLAN SHALL BE PERMITTED WITHOUT WRITTEN APPROVAL FROM THE TOWN OF APEX

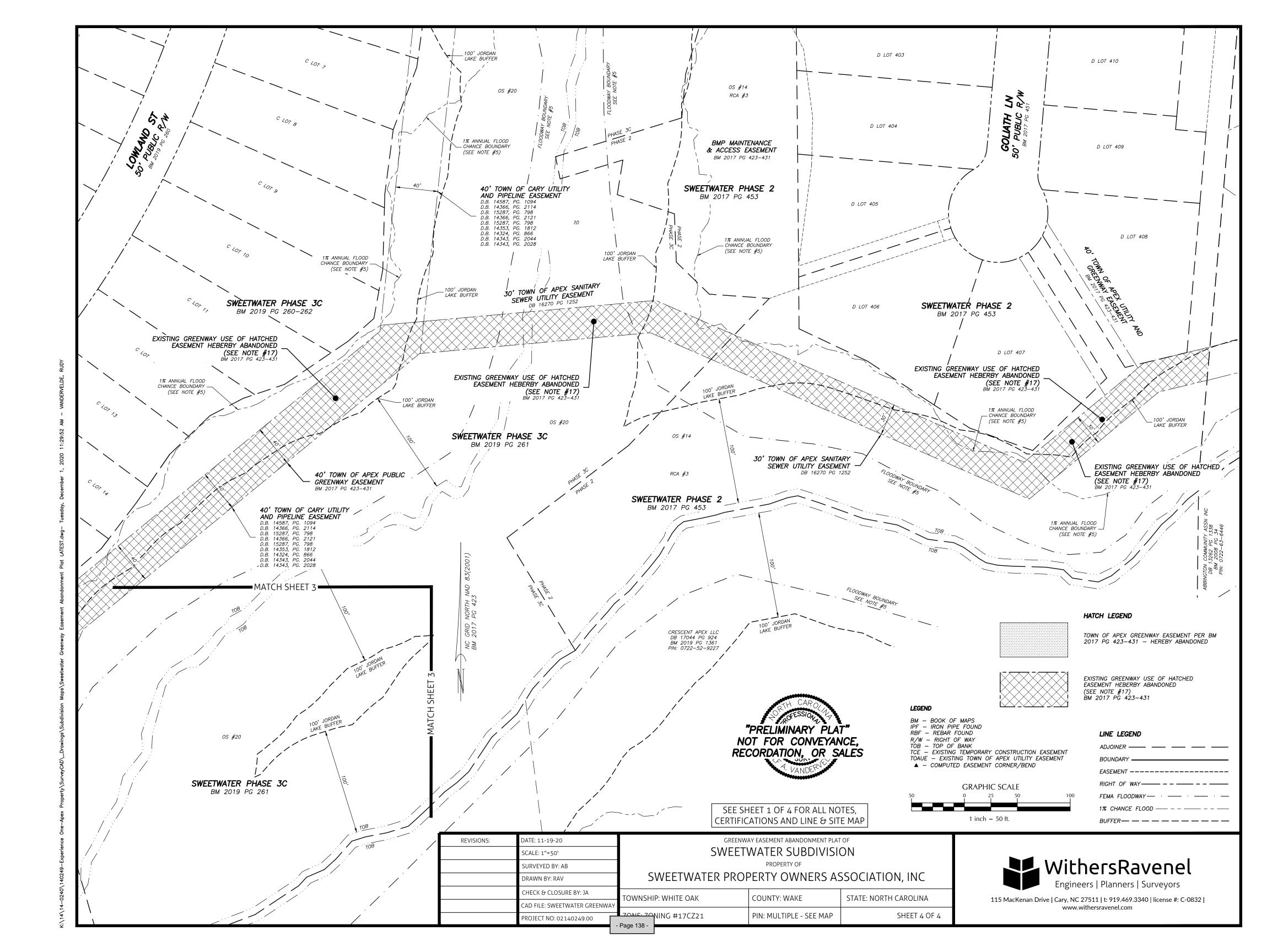
16. ALL DASHED LINES ARE LINES NON SURVEYED LINES.

17. ONLY THE "GREENWAY EASEMENT USAGE" OF THE EASEMENTS DEPICTED BY THE CROSS HATCH (AS NOTED IN THE HATCH LEGENDS) IS HEREBY ABANDONED. ANY AND ALL OTHER USES OF SAID EASEMENTS PER THE REFERENCED PLATS/DEEDS REMAIN AS EXISTING EASEMENTS. A NEW GREENWAY EASEMENT DEDICATION PLAT TO BE RECORDED SHORTLY AFTER THIS ABANDONMENT PLAT - WHICH WILL SHOW THE ENTIRETY OF THE NEW GREENWAY EASEMENT(S).

18. EASEMENT ABANDONMENT COUNCIL RESOLUTION # ______







I HEREBY CERTIFY THAT I AM THE OWNER OF THE PROPERTY SHOWN AND DESCRIBED HEREIN. AND ALL SHEETS RELATED HERETO, WHICH IS LOCATED IN THE SUBDIVISION JURISDICTION OF THE TOWN OF APEX, AND THAT I HEREBY ADOPT THIS EASEMENT OR RIGHT-OF-WAY DEDICATION PLAT WITH MY FREE CONSENT, AND AS APPLICABLE, CERTIFY THAT THIS PLAN COMPLIES WITH BUILDING SETBACK LINES ESTABLISHED BY THE TOWN OF APEX UNIFIED DEVELOPMENT ORDINANCE AND DEDICATE ALL STREETS, ALLEYS, WALKS, PARKS AND OTHER SITES AND EASEMENTS TO PUBLIC OR PRIVATE USE AS NOTED AND WILL MAINTAIN THE SAME TO THE STANDARDS SET FORTH BY THE TOWN OF APEX UNIFIED DEVELOPMENT ORDINANCE UNTIL THE TOWN OR HOMEOWNERS ASSOCIATION TAKES OVER THIS RESPONSIBILITY. FURTHERMORE, I HEREBY DEDICATE ALL ELECTRICAL SYSTEMS WHICH ARE LOCATED WITHIN THE MUNICIPAL ELECTRIC SERVICE AREA, SEWER AND WATER LINES TO THE TOWN OF APEX SWEFTWATER PROPERTY OWNERS ASSOCIATION INC

OWNER (SIGNATURE MUST BE NOTARIZED)	DATE
NOTARY CERTIFICATE	
I, A NOTARY PUBLIC OF THE CO, STATE OF NORTH CAROLINA HEREBY CERTIFY THAT	OUNTY OF
PERSONALLY APPEARED BEFORE ME THIS DAY AND UNDER OATH ACKNOWL THAT THE ABOVE FORM WAS EXECUTED BY HIM/HER.	EDGED
WITNESS MY HAND AND SEAL THIS DAY OF, 2	2021.

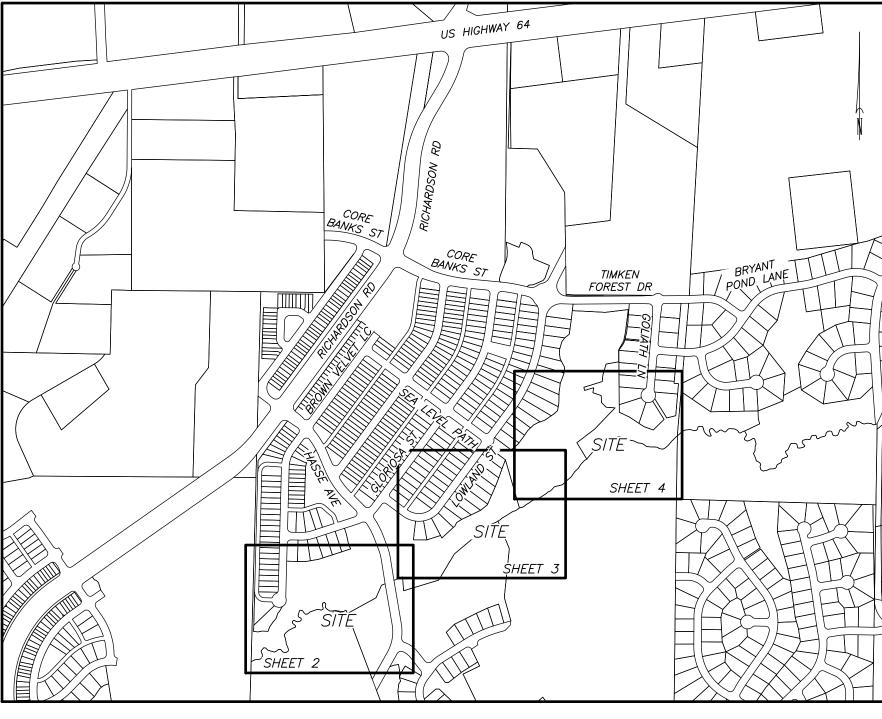
CERTIFICATE OF OWNERSHIP AND DEDICATION:

MY COMMISSION EXPIRES _

I HEREBY CERTIFY THAT I AM THE OWNER OF THE PROPERTY SHOWN AND DESCRIBED HEREIN, AND ALL SHEETS RELATED HERETO, WHICH IS LOCATED IN THE SUBDIVISION JURISDICTION OF THE TOWN OF APEX, AND THAT I HEREBY ADOPT THIS EASEMENT OR RIGHT-OF-WAY DEDICATION PLAT WITH MY FREE CONSENT, AND AS APPLICABLE, CERTIFY THAT THIS PLAN COMPLIES WITH BUILDING SETBACK LINES ESTABLISHED BY THE TOWN OF APEX UNIFIED DEVELOPMENT ORDINANCE AND DEDICATE ALL STREETS, ALLEYS, WALKS, PARKS AND OTHER SITES AND EASEMENTS TO PUBLIC OR PRIVATE USE AS NOTED AND WILL MAINTAIN THE SAME TO THE STANDARDS SET FORTH BY THE TOWN OF APEX UNIFIED DEVELOPMENT ORDINANCE UNTIL THE TOWN OR HOMEOWNERS ASSOCIATION TAKES OVER THIS RESPONSIBILITY. FURTHERMORE, I HEREBY DEDICATE ALL ELECTRICAL SYSTEMS WHICH ARE LOCATED WITHIN THE MUNICIPAL ELECTRIC SERVICE AREA, SEWER AND WATER LINES TO THE TOWN OF APEX EXPERIENCEONE HOMES, LLC

OWNER (SIGNATURE MUST BE NOTARIZED)	DATE
NOTARY CERTIFICATE	
I, A NOTARY PUBLIC OF THE COUNTY, STATE OF NORTH CAROLINA HEREBY CERTIFY THAT	OF
PERSONALLY APPEARED BEFORE ME THIS DAY AND UNDER OATH ACKNOWLEDGED THAT THE ABOVE FORM WAS EXECUTED BY HIM/HER.	i
WITNESS MY HAND AND SEAL THIS DAY OF, 2021.	

SWEETWATER GREENWAY DEDICATION PLAT



- 1. AREAS COMPUTED BY COORDINATE METHOD.
- 2. BASIS OF BEARING NAD 83/2001.
- 3. ALL DISTANCES ARE HORIZONTAL GROUND DISTANCES.
- 4. IRON PIPES SET AT ALL CORNERS UNLESS OTHERWISE NOTED.
- 5. A PORTION OF SUBJECT PROPERTY IS LOCATED IN A DESIGNATED FEMA FLOOD PLAIN AS SHOWN ON THE FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP NO. 3720072200J, PANEL 0722, HAVING AN EFFECTIVE DATE OF MAY 2, 2006.
- 6. WHERE TOWN OF APEX PUBLIC UTILITIES ARE INSTALLED WITHIN EASEMENTS CROSSING PRIVATE PROPERTY, THE TOWNS WATER RESOURCES DEPARTMENT, PUBLIC WORKS AND TRANSPORTATION DEPARTMENT AND ELECTRIC UTILITIES DEPARTMENT SHALL HAVE THE RIGHT TO ENTER UPON THE EASEMENT FOR PURPOSES OF INSPECTING, REPAIRING, OR REPLACING THE SEWER MAIN AND APPURTENANCES. WHERE PAVED PRIVATE STREETS. DRIVEWAYS THE SEWER MAIN AND APPURIENANCES. WHERE PAVED PRIVATE STREETS, DRIVEWAYS, PARKING LOTS, ETC. HAVE BEEN INSTALLED OVER PUBLIC SEWER MAINS, THE TOWN OF APEX SHALL NOT BE RESPONSIBLE FOR THE REPAIR OR REPLACEMENT OF PAVEMENT, CURBING, ETC. WHICH MUST BE REMOVED TO FACILITATE REPAIRS. THE WATER RESOURCES DEPARTMENT, PUBLIC WORKS AND TRANSPORTATION DEPARTMENT AND ELECTRIC UTILITIES DEPARTMENT SHALL EXCAVATE AS NECESSARY TO MAKE THE REPAIR, AND SHALL BACKFILL THE DISTURBED AREA TO APPROXIMATELY THE ORIGINAL GRADE. REPLACEMENT OF PRIVATELY OWNED PAVEMENT, CURBING, WALKWAYS, ETC. SHALL BE THE RESPONSIBILITY OF THE PROPERTY OWNER AND/OR HOMEOWNERS ASSOCIATION.
- 7. ALL OFF—SITE EASEMENTS SHALL BE ACQUIRED BY THE DEVELOPER AND THESE OFF—SITE EASEMENTS SHALL BE RECORDED BY A DEED OF EASEMENTS PRIOR TO UTILITY INFRASTRUCTURE CONSTRUCTION APPROVAL. THESE EASEMENTS SHALL BE DEDICATED TO THE TOWN OF APEX AND LABELED "TOWN OF APEX PUBLIC UTILITY EASEMENT".
- 8. NO PERSON SHALL PLACE ANY PART OF A STRUCTURE, ANY PERMANENT EQUIPMENT, OR IMPOUNDMENT UPON THE TOWN OF APEX PUBLIC UTILITY EASEMENTS. PROHIBITED STRUCTURES INCLUDE, BUT ARE NOT LIMITED TO: BUILDINGS, HOUSES, AIR CONDITIONING UNITS, HEAT PUMP UNITS, DECKS, GARAGES, STORAGE/TOOL SHEDS, SWIMMING POOLS, WALLS, RETAINING WALL MECHANISMS/APPURTENANCES, AND FENCES. UPON PRIOR WRITTEN APPROVAL BY THE PUBLIC WORKS DEPARTMENT, FENCES MAY BE PERMITTED ACROSS EASEMENTS; PROVIDED THAT AN ACCESS GATE IS INSTALLED FOR THE FULL WIDTH OF THE EASEMENT.
- 9 NO PERSON SHALL PLANT TREES SHRUBS OR OTHER PLANTS WITHIN A TOWN OF APEX PUBLIC UTILITY EASEMENT WITHOUT PRIOR WRITTEN APPROVAL FROM THE WATER RESOURCES DEPARTMENT, PUBLIC WORKS AND TRANSPORTATION DEPARTMENT OR ELECTRIC UTILITIES DEPARTMENT, AS APPROPRIATE.
- 10. PRIVATE OPEN SPACE SHALL BE MAINTAINED BY HOME OWNERS ASSOCIATION
- 11. WITHIN ANY SIGHT DISTANCE EASEMENT, NOTHING CAN BE BUILT, INSTALLED OR PLANTED THAT POSES AN OBSTRUCTION OR RESTRICTS VEHICULAR VISIBILITY ALONG THE ADJACENT ROADWAY. THE SIGHT DISTANCE EASEMENT IS THE AREA BETWEEN THE SIGHT DISTANCE LINE
- 12. THE SUBJECT PROPERTY IS LOCATED IN THE TOWN OF APEX PRIMARY WATERSHED PROTECTION OVERLAY DISTRICT.
- 13. ANNEXATION #559
- 14. CONTACT THE PLANNING DEPARTMENT TO GET A COPY OF THE ZONING CONDITIONS.
- 15. ALL FUTURE DEVELOPMENT OR REDEVELOPMENT ACTIVITIES ON THIS PROPERTY SHALL BE CONSISTENT WITH THIS APPROVED PLAN. NO CHANGES TO THIS PLAN SHALL BE PERMITTED WITHOUT WRITTEN APPROVAL FROM THE TOWN OF APEX
- 16 ALL DASHED LINES ARE LINES NON SURVEYED LINES.

THE PURPOSE OF THIS PLAT IS TO DEDICATE A NEW TOWN OF APEX GREENWAY EASEMENT

FOR INFORMATION REGARDING THE ABANDONMENT OF THE PREVIOUS SWEETWATER GREENWAY EASEMENT SEE SWEETWATER GREENWAY ABANDONMENT PLAT

_ WAKE COUNTY REGISTRY __ PG_

FOR ALL OTHER MATTERS PLEASE REFER TO THE PREVIOUSLY RECORDED SUBDIVISION PLATS AS

REVIEW OFFICER CERTIFICATE

SUBDIVISION ADMINISTRATOR

REVIEW OFFICER OF WAKE COUNTY, CERTIFY THAT THIS PLAT MEETS ALL STATUTORY REQUIREMENTS FOR RECORDING.

APPROVAL EXPIRES IF NOT RECORDED ON OR BEFORE CERTIFICATE OF COMPLIANCE OF GREENWAY EASEMENT LOCATION: THIS EASEMENT GENERALLY COMPLIES WITH THE APPROVED CONSTRUCTION PLANS.

	SURVEY	CERTIFICATI
⊃ι ΔΤ		

I, RUDOLF A VANDERVELDE JR, PLS, CERTIFY THAT THIS PLAT WAS DRAWN UNDER MY SUPERVISION FROM AN ACTUAL SURVEY MADE UNDER MY SUPERVISION (DEED DESCRIPTION RECORDED IN BOOK (SEE), PAGE (REFERENCES); THAT THE BOUNDARIES NOT SURVEYED ARE CLEARLY INDICATED AS DRAWN FROM INFORMATION FOUND IN BOOK (SEE), PAGE (MAP); THAT THE RATIO OF PRECISION AS CALCULATED IS 1: 20,000; THAT THIS PLAT WAS PREPARED IN ACCORDANCE WITH G.S. 47-30 AS AMENDED. WITNESS MY ORIGINAL SIGNATURE, LICENSE NUMBER AND SEAL THIS XX DAY OF XXXXXXX, 2021.

I ALSO CERTIFY TO THIS MAP TO BE ONE OF THE FOLLOWING AS CHECKED BELOW;

(F)(11)(D) THAT THE SURVEY IF OF ANOTHER CATEGORY, SUCH AS THE RECOMBINATION OF EXISTING PARCELS, A COURT-ORDERED SURVEY, OR OTHER EXEMPTION OR EXCEPTION TO THE DEFINITION OF SUBDIVISION

RUDOLF A. VANDERVELDE JR L-5146

OWNER INFO:

SWEETWATER PROPERTY OWNERS ASSOCIATION, INC

MY COMMISSION EXPIRES __

0722-42-1400 0722-42-8669 0722-63-1309

DEED REFERENCE: DB 16733 PG 1967

OWNER INFO:

EXPERIENCEONE HOMES, LLC ______ 0722-53-6592

<u>DEED REFERENCE:</u> DB 16361 PG 669

PLAT REFERENCE:

PLAT REFERENCE:	INEVISIONS.	D/(12. 12 20 20
BM 2017 PG 423 BM 2017 PG 539 BM 2017 PG 542 BM 2017 PG 455 BM 2019 PG 261 BM 2020 PG 1170 BM 2020 PG		
		SURVEYED BY: AB
		DRAWN BY: RAV
		CHECK & CLOSURE BY: JA
		CAD FILE: SWEETWATER GREE
		PROJECT NO: 02140249.00

GREENWAY EASEMENT DEDICATION PLAT OF SWEETWATER SUBDIVISION PROPERTY OF EXPERIENCEONE HOMES, LLC SWEETWATER PROPERTY OWNERS ASSOCIATION, INC.

STATE: NORTH CAROLINA TOWNSHIP: WHITE OAK COUNTY: WAKE P.I.N. SEE MAP SHEET 1 OF 4 'ONE: 70NING #17CZ21



49.05

L5 N 21 20 47 L 21.27 L4 N 59°21'52" E 5.70' L5 N 32°38'41" E 57.48' L6 N 79°35'09" W 5.34' L7 N 14°48'56" E 7.25' L8 N 01°20'00" E 44.25'

L9 N 10°46'00" E 35.99'

L76 S 50 36 56 W 74.36 L77 S 06°57'38" W 21.56' L78 S 30°47'14" W 57.13' L79 N 77°01'28" W 19.32' L80 N 87°34'27" W 26.88' L81 N 73°29'50" W 23.74' L82 N 68°56'59" W 21.95' L83 N 51°40'44" W 39.71'

L84 S 80°18'19" W 44.34' L85 S 50°07'19" E 27.36' L86 S 53°25'37" E 20.11' L87 N 36°34'23" E 2.61'

N 49°11'04" E

N 38°28'10"

N 08°13

S 83°24'33" S 01°36'09"

S 46°00'17" W S 24°51'17" W

N 41°13'07"

N 39°00'08" I

S 49°11'04" W

N 44°00

S 67°14'53" W S 44°00'20" W

S 28°39'11" W S 62°16'01" W S 66°29'41" W S 53°23'44" W

N 42°25'25" E S 26°44'33" W S 34°06'16" W

N 64°01'32" E N 36°34'23" E N 14°41'32" E

64.41

47.59 7.86

36.37' 88.02'

74.25

19.55

19.02

14.24

50.92' 63.19' 65.16' 43.60'

88.49'

24.64' 17.25' 20.48' 37.22' 90.83' 74.33' 97.10' 3.80'

19.61

19.94

14.29'

41.10

C17 | 460.60'

C20 69.36'

C24 18.84'

C25 49.36' C26 30.00'

C27 190.00' C28 440.62' C29 84.88' C30 70.00' C31 90.00'

C41 40.00

C64 47.00 C65 17.00

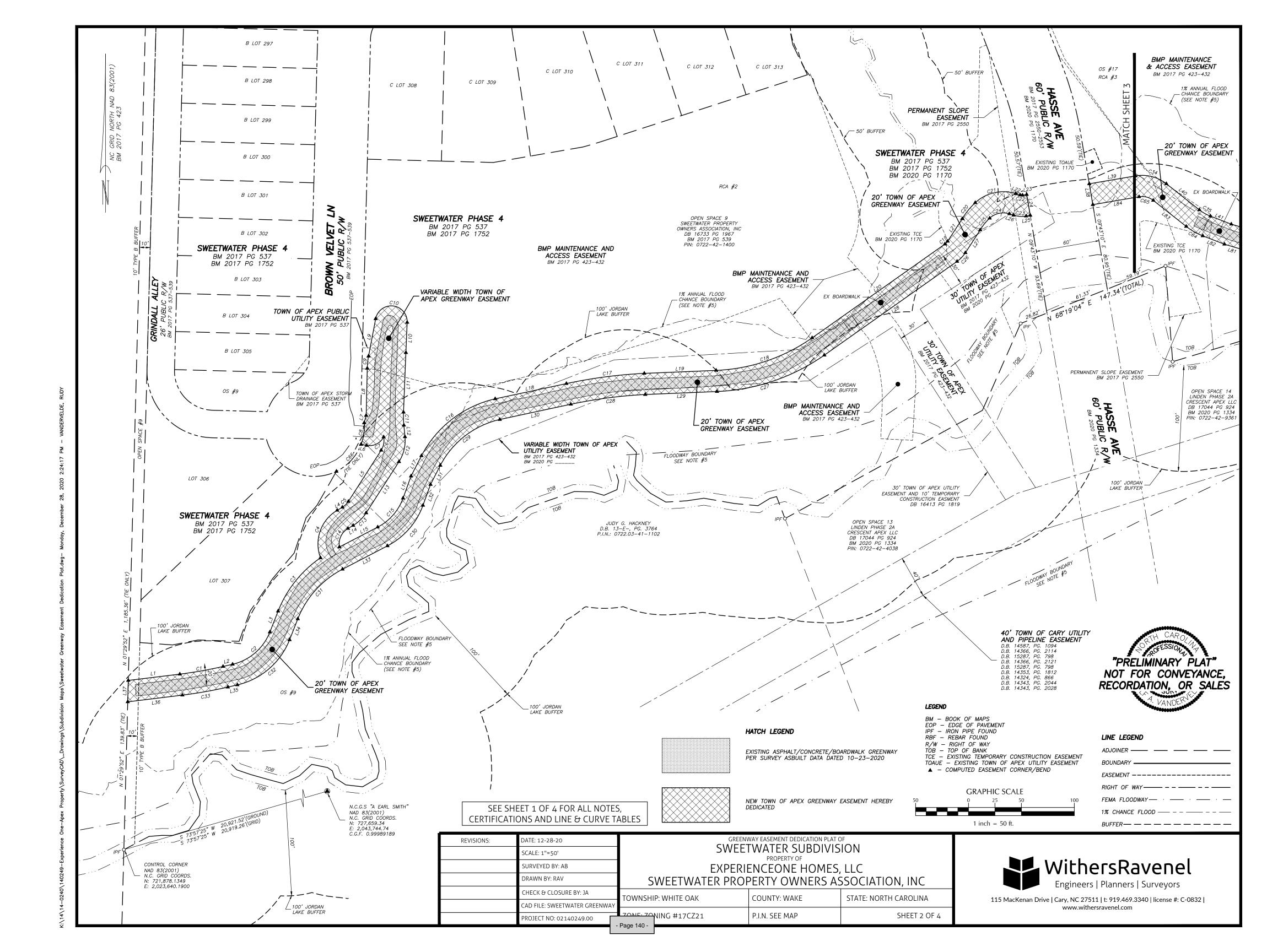
115 MacKenan Drive | Cary, NC 27511 | t: 919.469.3340 | license #: C-0832 | www.withersravenel.com

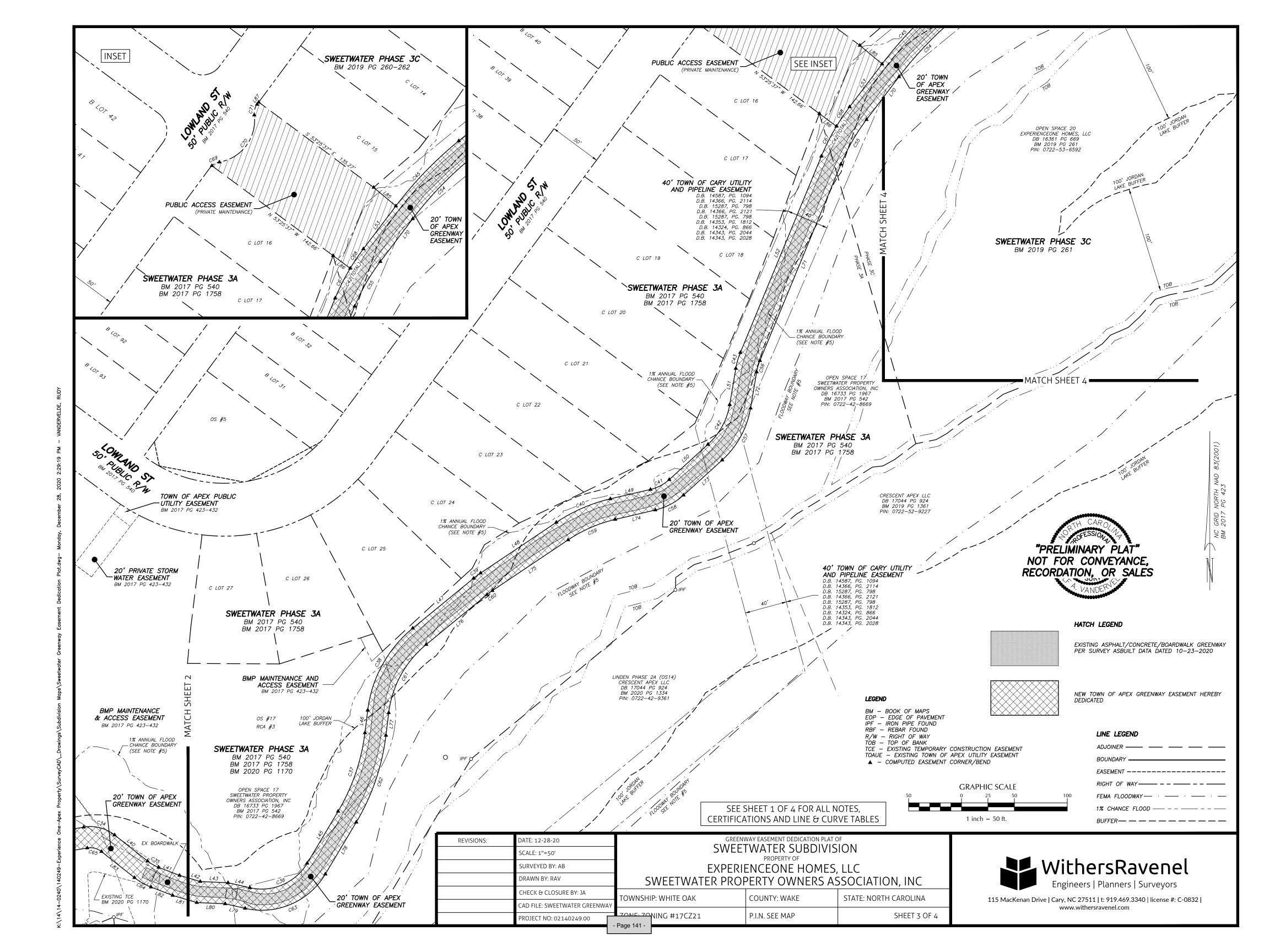
RECORDED IN TOWN COUNCIL RESOLUTION #

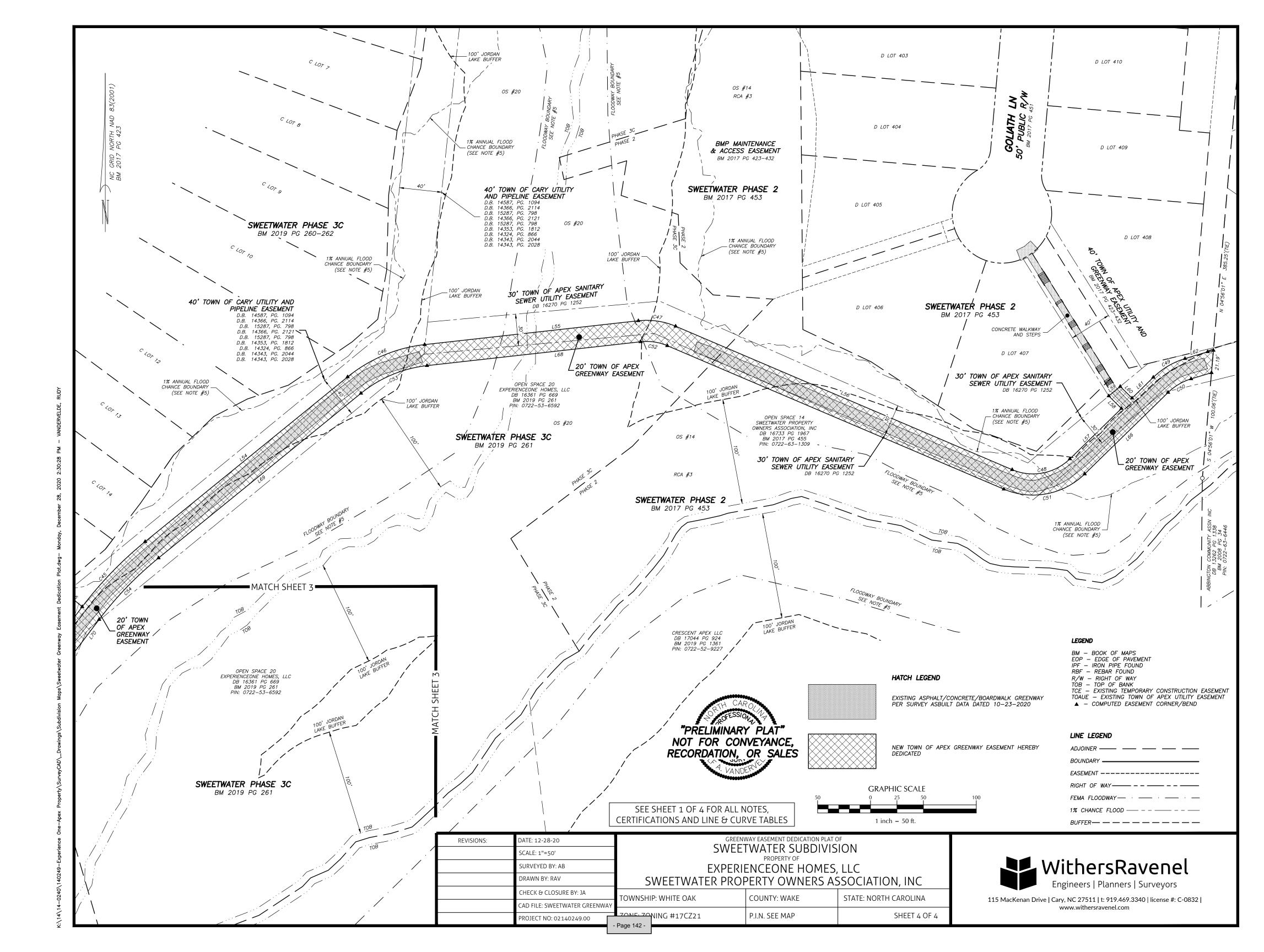
REFERENCED.

NOT FOR CONVEYANCE. RECORDATION, OR SALES

> GREENWAY Page 139 -







| Agenda Item | cover sheet

for consideration by the Apex Town Council

Item Type: CONSENT AGENDA

Meeting Date: March 8, 2022

Item Details

Presenter(s): Marty Stone, Assistant Town Manager

Department(s): Administration

Requested Motion

Motion to approve an encroachment agreement between the Town and property owners Christopher Adkins and spouse Christina Adkins to install a private driveway that will encroach 575 square (SF) onto the Town's Public Utility Easement and authorize the Town Manager to execute the same.

<u>Approval Recommended?</u>

Yes

Item Details

The proposed Encroachment Agreement is between the Town and property owners Christopher Adkins and spouse Christina Adkins (Grantee) for the property described as a residential lot known as Wake County PIN #0721-34-8491, Book of Maps 2016, Page 00542, lot is also known as 1860 Blue Jay Point, Apex, NC 27502. Grantee wishes to install certain improvements, more particularly described as a private driveway that will encroach 575 square feet (SF) onto the Town's Public Utility Easement

Attachments

- Encroachment Agreement
- Exhibit A



After Recording Mail To:

Development Services

Town of Apex PO Box 250 Apex, NC 27502

STATE OF NORTH CAROLINA COUNTY OF WAKE

ENCROACHMENT AGREEMENT

THIS ENCROACHMENT AGREEMENT, being made this _____ day of _____, 2022, by and between Christopher Adkins and spouse Christina Adkins, hereinafter referred to as "Grantees," and the Town of Apex, hereinafter referred to as the "Town."

WHEREAS, the Grantees are the owners of a certain residential lot of land in the County of Wake, State of North Carolina, which is designated as PIN #0721-34-8491 by the Wake County Revenue Department and more particularly described as Lot 01 of the subdivision known as Parkside Phase 14 as shown on that certain plat recorded in Book of Maps 2016, Page 00542, Wake County Registry (hereinafter the "Subdivision Plat"). The residential lot is also known as 1860 Blue Jay Point, Apex, NC 27502. The residential lot described in this paragraph is hereinafter referred to as the "Residential Lot."

WHEREAS, the Town is the owner of a "40' TOA Public Utility Easement as shown on the Subdivision Plat hereinafter referred to as the "Public Utility Easement."

WHEREAS, Grantees wish to install certain improvements, more particularly described as a private driveway that will encroach 575 square feet (SF) into the Public Utility Easement, which serves the Residential Lot, hereinafter referred to as the "Encroachment," all as shown on the attached Exhibit A. Grantees desire to make certain agreements and covenants regarding the Encroachment.

WHEREAS, the Town, under the terms and conditions herein set forth, is willing to allow the above-described Encroachment upon the **Public Utility Easement**.

NOW, THEREFORE, in consideration of these promises and other consideration, the receipt and sufficiency of which is hereby acknowledged, Grantees and the Town hereby covenant and agree:

- 1. Subject to the terms herein, the Town agrees to allow Grantees, and Grantees' successors and assigns at Grantees' sole risk and expense, to encroach into the **Public Utility Easement** of the Town as shown in the attached **Exhibit A**, and incorporated by reference as though fully set forth herein.
- 2. The Encroachment shall not be enlarged or increased beyond the Encroachment shown in the **Exhibit A** and described in this Encroachment Agreement. Grantees are responsible for any and all expenditures of labor or materials required for the installation, erection, repair, removal, or maintenance of the above-referenced Encroachment.
- 3. Grantees are to be fully responsible for any and all property damage or injury or death of any person which results from any and all negligence, omission, defect in design, maintenance, or workmanship created by the Encroachment described herein, or any cause of action arising out of the installation, maintenance, removal, destruction, or location of said Encroachment.
- 4. Grantees agree to and do hereby hold the Town, its officers, council members and employees harmless from any and all liability arising out of such negligence, omission, defect or other cause of action; that it will defend the Town, its officers, council members and employees, and pay all attorney fees in any and all actions brought as a result of such; and that it will indemnify the Town, its officers, council members, and employees against any and all loss sustained by reason of such negligence, omission, defect, or other cause of action, claim, cost, or expense arising out of the installation, maintenance, removal, or location of said Encroachment.
 - 5. Sections 3 and 4 shall survive the termination of this Encroachment Agreement for any reason.

All notices required herein shall be deemed given by depositing such in the United States mail, first class, and addressed to:

To Town:

Town Manager Town of Apex PO Box 250 Apex, NC 27502

To Grantees: Christopher Adkins and spouse Christina Adkins

1860 Blue Jay Point Apex, NC 27502

7. In the event there is a dispute between the parties concerning the interpretation of the terms of this Encroachment Agreement or their respective rights and obligations hereunder, such dispute or controversy shall be adjudged pursuant to the laws of the State of North Carolina.

8. Grantees agree to abide by all applicable laws, regulations, statutes and ordinances.

This Encroachment Agreement shall not divest the Town of any rights or interest in said Public Utility Easement and the Town may terminate this Encroachment Agreement by giving Grantees ninety (90) days written notice of termination. Prior to the termination date, Grantees shall remove, at their own expense, all or part of the Encroachment as specified by the Town.

10. If the Town deems, within its sole discretion, that there is not time to give Grantees notice as provided in Paragraph 9 and that removal of the Encroachment is necessary in order to operate, protect, maintain, modify, replace, add-to or improve its facilities located within the Public Utility Easement, then no notice shall be required and the Town may remove the Encroachment from the Public Utility **Easement** without cost, risk or liability to the Town.

11. Grantees agree to pay and reimburse the Town the entire expense and cost of removal of the Encroachment in the event that the Town removes the Encroachment as provided in Paragraph 10 or if Grantees fail to remove the Encroachment within the time limit after receiving notice under Paragraph 9.

- 12. Grantees, if not self-performing the installations that are the subject of this Agreement, agree to purchase or cause to be procured from a responsible insurance carrier or carriers authorized under the laws of the State of North Carolina, valid general liability insurance in the minimum amount of \$500,000 and provide a certificate of such insurance naming the Town of Apex as additional insured by endorsement to the policy. Where the Grantees are self-performing the installations, Grantees shall show proof of homeowner's insurance with personal liability coverage in a minimum amount of at least \$300,000. Grantees shall provide notice of cancellation, non-renewal or material change in coverage to the Town of Apex within 10 days of their receipt of notice from the insurance company.
- 13. Notwithstanding Section 14 below, Grantees shall be released from its obligation under this Encroachment Agreement only upon the assumption of said obligations either by a successor in title to real property known as Wake County PIN #0721-34-8491, 1860 Blue Jay Point, Apex, NC 27502. The Town's consent to such assumption and release shall be required but shall not be withheld, conditioned or delayed if, as reasonably determined by the Town, the party assuming Grantees' obligations possesses adequate financial resources and ownership interest, and Grantees' delegate and proposed assignee assume and agree to fulfill, in writing, all of Grantees' duties set forth in this Encroachment Agreement.
- 14. The right to encroach is appurtenant to and runs with the land hereinabove referred to and shall forever be subject to the conditions above agreed on between the parties. This Encroachment Agreement is binding upon the heirs, assigns, transferees, and successors in interest of the Grantees and shall, upon execution, be recorded in the Office of the Register of Deeds of Wake County, North Carolina.

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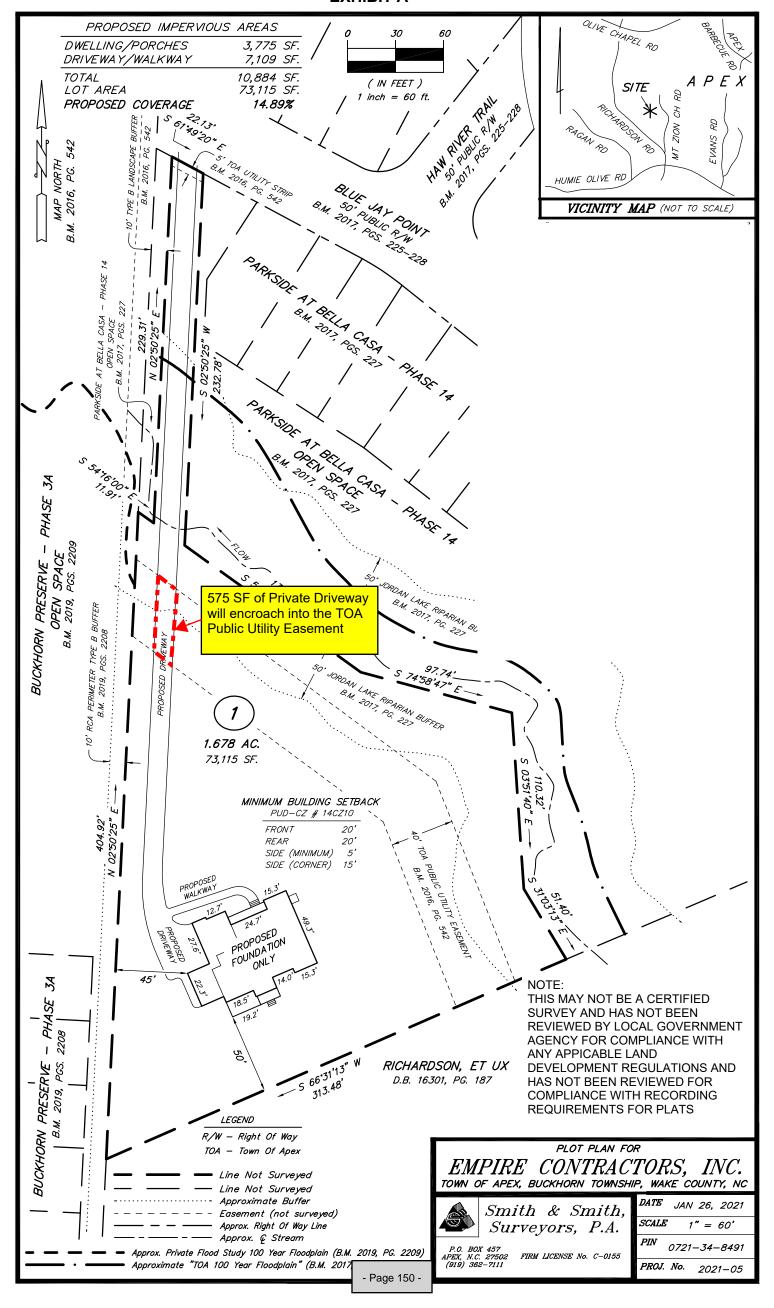
In testimony whereof, said Grantees and said Town have here unto set their hands and seals, the day and year first above written.

GRANTEES
By: Christopher Adkins
By: Christina Adkins
Ciristilla Adkiris
STATE OF NORTH CAROLINA COUNTY OF [county in which acknowledgement taken]
I, do hereby certify that <u>Christopher Adkins</u> , personally appeared before me this day and acknowledged the due execution of the foregoing instrument.
Witness my hand and official stamp or seal, this 8 day of Educary, 2022.
[Signature of Notary Public] My Commission Expires: 18 2023 My Commission Expires Aug 18, 2023

STATE OF NORTH CAROLINA COUNTY OF Water [county in which acknowledgement taken]
I, do hereby certify that <u>Christina Adkins</u> , personally appeared before me this day and acknowledged the due execution of the foregoing instrument.
Witness my hand and official stamp or seal, this 8th day of Forum, 2022.
[Signature of Notary Public] My Commission Expires: 18, 2023 MARIELYNN BOETCHER Notary Public - North Carolina Wake County My Commission Expires Aug 18, 2023

TOWN OF APEX

	Catherine Crosby	
	Town Manager	
(Corporate Seal)		
ATTEST:		
Jontesca Silver, CMC, NCCMC Deputy Town Clerk		
STATE OF NORTH CAROLINA		
COUNTY OF [c	ounty in which acknowledgement taken	7
l,	came before me this day and ack ex, a North Carolina Municipal Co the corporation, the foregoing in	nowledged that she is orporation, and that by strument was signed in its
Witness my hand and official stamp or	seal, this day of	, 2022.
[Signature of Notary Public]	(Sea	11)
My Commission Expires:		



| Agenda Item | cover sheet

for consideration by the Apex Town Council

Item Type: CONSENT AGENDA

Meeting Date: March 8, 2022

Item Details

Presenter(s): Dennis Brown, Senior Capital Projects Manager

Department(s): Administration

Requested Motion

Motion to approve and authorize the Town Manager to execute Contract Amendment #3 for GMP 4 with Construction Manager at Risk, J M Thompson, in the amount of \$4,234,090.53 for the new Pleasant Park Project and approve corresponding Capital Project Ordinance Amendment No. 2022-03.

<u>Approval Recommended?</u>

Yes

Item Details

This amendment will allow for the completion of the base bid work and Alternates # 1 of in the GMP 4 bid packages. This work will include Phase 1A road work and Alt # 1, Traffic signals, Plantings/Sod/Irrigation/Landscaping Work.

The source of additional funding is premium on General Obligation Bonds sold in 2018.

Attachments

- GMP 4 Amendment
- Capital Project Ordinance Amendment No. 2022-03



CONTRACT	AMENDMENT	#4
DATE:		

NORTH CAROLINA WAKE COUNTY

CONTRACT AMENDMENT #4

THIS CONTRACT AMENDMENT #4, dated March ______, 2022, is entered into by and between the Town of Apex, a North Carolina municipal corporation, (hereinafter referred to as the "Town") and J.M. Thompson Company (hereinafter referred to as the "Construction Manager at Risk" or "CMAR"). Town and CMAR may be collectively referred to as "Parties" hereinafter.

WHEREAS, the Town and the CMAR entered into a Construction Manager at Risk Pre-Construction and Construction Services Contract on or about December 18, 2019 (hereinafter the "Contract") for the CMAR to provide construction management services for the construction of the Town of Apex Pleasant Park (hereinafter "Project") to be located at Old US 1 Hwy, Apex, NC 27502; and

WHEREAS, on or about February 18, 2020, the Parties entered into an amendment to the Contract to establish the first Guaranteed Maximum Price (hereinafter "GMP-1") as provided for in the Contract; and

WHEREAS, on or about January 26, 2021, the Parties entered into an amendment to the Contract to establish the second Guaranteed Maximum Price (hereinafter "GMP-2") as provided for in the Contract; and

WHEREAS, on or about August 24, 2021, the Parties entered into an amendment to the Contract to establish the third Guaranteed Maximum Price (hereinafter "GMP-3") as provided for in the Contract; and

WHEREAS, the Parties desire to amend the Contract to establish the forth Guaranteed Maximum Price (hereinafter "GMP-4") as provided for in the Contract and to reduce the terms of this amendment to writing; and

NOW THEREFORE, for and in consideration of the mutual promises and covenants as hereinafter set forth, the Parties hereto do mutually agree to amend the Contract as follows:

- 1. The Contract is hereby amended to establish GMP-4 in accordance with the terms of the Contract. GMP-4 for the Town of Apex Pleasant Park is \$4,234,090.53.
- 2. GMP-4 includes the scope of work for the portion of the Project covered by GMP-4 as described in detail in the attached document titled "Town of Apex Pleasant Park GMP 4", dated March 1, 2022 and labeled "Exhibit A." The budget, plans and specifications, and

Project Schedule are detailed in Exhibit A. Exhibit A is incorporated into this Contract Amendment #4 as if fully set forth herein.

3. The amended Contract Amount is as follows:

Construction Manager at Risk

Original Pre-Construction Amount:	\$ 181,710.00
Contract Amendment #1 (GMP-1):	\$ 9,219,199.39
Change Order #1 to GMP-1	\$ 218,312.11
Contract Amendment #2 (GMP-2):	\$ 4,537,077.23
Change Order #2 to GMP-1	\$ 955,800.93
Contract Amendment #3 (GMP-3)	\$13,226,438.60
Change Order #3 to GMP-1	\$ 980,200.90
Contract Amendment #4 (GMP-4)	<u>\$ 4,234,090.53</u>
PROJECT TOTAL:	\$33,552,829.70

Except as specifically modified by this Contract Amendment #4, all other terms, conditions and other provisions of the Contract and Contract Amendment #1, #2 and #3 remain in full force and effect.

Town of Apex

IN WITNESS WHEREOF, the contracting parties, by their authorized agents, affix their signatures and seals this the _____day of March 2022.

<u> </u>	-
Name:	
J.M. Thompson Company	Catherine Crosby, Town Manager
By: De M. Show	Attest:
(Signature) Printed Name/Title:	Donna Hosch, Town Clerk
Attest: (Secretary, if a corporation)	This instrument has been preaudited in the manner
HAL M. THOMBON EXECT. Printed Name/Title SECT.	required by the Local Government Budget and Fiscal Control Act.
	Vance Holloman, Finance Director

Exhibit A

March 1st, 2022

TOWN OF APEX PLEASANT PARK GMP 4





BUILT ON STRONG FOUNDATION

- Page 154 -





Table of Contents - GMP 4

Town of Apex Pleasant Park - March 1, 2022

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Executive Summary - GMP 4

Town of Apex Pleasant Park – March 1, 2022

Pleasant Park, approved as part of the 2017 Parks Bond, will be a showcase facility for the Town of Apex and the entire region. The 92 acre park will provide opportunities for all ages and abilities.

Along with the creation of roadways and pathways within the limits of disturbance, the park will include six turf multiuse athletic fields, a signature soccer building, picnic shelters and amenity buildings with restrooms, a maintenance structure, and a 1.3 acre enclosed water play / splash pad area.

GMP -4 as conveyed throughout this deliverable encompasses the work detailed herein. The trade scopes include. All sub-contractors have been prequalified. The contractors issued sub contracts have been identified as the lowest responsible bidder and are to be bonded and insured accordingly.

GMP-4 also includes the necessary general conditions as applicable to the scope(s) of work detailed in this deliverable, and correlates to the schedule.

GMP -4 Is a change order to the existing contract for preconstruction, in combination with GMP 1,2,& 3.

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Pleasant Park Totals - 3/1/2022

Division:	Description:		Base Bid		Alte	ernate 1
BP 2.5.1	Phase 1A		\$	809,000.00	\$	198,000.00
BP 2.5.2	Traffic Signals		\$	235,468.00	\$	-
BP 2.8	Amenity Area Plantings		\$	433,244.37	\$	-
BP 2.8.1	Site Plantings		\$	1,634,107.23	\$	-
BP 2.8.2	Site Sod		\$	550,298.45	\$	-
BP 2.8.3	Site Irrigation		\$	483,800.00	\$	-
	Delete Allowance for Chapel Hill Grit from Cross Country Trail		\$	(212,500.00)	\$	-
	GMP 1 Unused Allowances		\$	(231,029.14)	\$	-
	GMP 2 Unused Allowances		\$	(245,461.25)	\$	-
	Deleted Baseball Field Storm Drainage		\$	(70,990.37)	\$	-
	Subtotal:		\$	3,385,937.29	\$	198,000.00
	Bonds & Insurance:	1.25%	\$	42,324.22	\$	2,475.00
	Fee:	3.50%	\$	119,989.15	\$	7,016.63
	Extended Pre-Construction		\$	96,091.00		
	Extended General Conditions		\$	382,257.25		
	Total Investment:		\$	4,026,598.91	\$	207,491.63

GMP 4 Total \$ 4,234,090.53



GMP 4 Project Totals 3/1/2022

Division:	Description:		GMP 4
BP 1.2	General Trades		\$ 172,753.00
BP 1.3	Final Cleaning		\$ 28,177.00
BP2.0	Earthwork & Storm Drainage		\$ 5,712,870.00
BP2.1	Segmental Walls		\$ 689,484.00
BP2.3	Utilities		\$ 1,451,328.00
BP2.4	Fields & Turf		\$ 3,334,300.00
BP 2.5	Asphalt Paving/ C+G		\$ 1,991,725.00
BP 2.5.1	Phase 1A	GMP 4	\$ 1,007,000.00
BP 2.5.2	Traffic Signals	GMP 4	\$ 235,468.00
BP 2.55	Sports Courts		\$ 350,335.58
BP 2.6	Site Concrete		\$ 974,652.00
BP2.7	Fencing		\$ 863,100.00
BP 2.8	Landscaping	GMP 4	\$ 3,101,450.05
BP 2.9	Safety Surfaces		\$ 441,832.00
BP 3.0	Building Concrete		\$ 403,414.00
BP 2.10	Bridges		\$ 1,462,654.00
BP 4.0	Masonry		\$ 644,500.00
BP 6.2	Glue Laminated Construction		\$ 496,736.00
BP 6.3	Trusses		\$ 313,773.00
BP 6.4	Casework		\$ 57,245.00
BP 7.0	Roofing		\$ 320,090.00
BP 7.1	Metal Composite Panels		\$ 55,500.00
BP 7.2	Damp Proofing		\$ 128,020.00
BP 8.0	Doors/Frames/Hardware		\$ 96,855.00
BP 8.1	Glass & Glazing		\$ 69,794.00
BP 9.0	Framing & Drywall		\$ 76,884.00
BP 9.1	Painting		\$ 81,143.00
BP 9.3	Ceramic Tile		\$ 5,678.00
BP 9.5	Acoustic Ceiling		\$ 10,255.00
BP 10.0	Toilet Partitions & Accessories		\$ 57,960.00
BP 10.1	Metal Lockers		\$ 13,735.00
BP 10.2	Operable Partitions		\$ 5,430.00
BP 10.3	Signage		\$ 165,110.11
BP 10.4	Flagpoles		\$ 23,096.00
BP 10.7	Aluminum Walkway Covers		\$ 41,502.00
BP 11.1	Athletic Equipment		\$ 162,656.00
BP 12.0	Site Furnishings		\$ 571,785.11
BP 12.2	Roller Window Shades		\$ 5,750.00
BP 15.2	Plumbing		\$ 378,750.00
BP 15.4	HVAC		\$ 227,500.00
BP 16.0	Electrical		\$ 950,100.00
Preferre	ed Brand Alternates		
PA #1	LCN 1200 Series Door Closers		\$ 1,000.00

PA #2	Sloan Flush Valves		\$	2,090.00
PA #3	Trane HVAC Units			No Cost
PA #4	Schlage Locks		\$	2,500.00
PA #5	Primus Lock Cylinders		\$	4,700.00
Estima	tes			
BP2.80	Pond conversion / Field seeding		\$	321,000.00
BP 2.9.1	Nature Play		\$	150,000.00
BP 5.1	Structural Steel & Misc. Steel		\$	63,000.00
BP 9.6	Resilient Tile & Flooring		\$	32,576.00
Credit/	Deductions			
	Delete Allowance for Chapel Hill Grit from Cross Country Trail		\$	(212,500.00)
	GMP 1 Unused Allowances		\$	(231,029.14)
	GMP 2 Unused Allowances		\$	(245,461.25)
	Deleted Baseball Field Storm Drainage Credit		\$	(70,990.37)
	Budgeted Sub Total		\$	26,997,275.09
	Bonds & Insurance:	1.25%	\$	337,465.94
	General Conditions:		\$	1,911,172.00
	Fee:	3.50%	\$	1,023,606.96
	CM Contingency	2.50%	\$	318,937.53
	Owner contingency		\$	150,000.00
	Total Budgeted Value		\$	30,738,457.51
	Change Orders			
CO#1	Treeprotection fence & Sewer additions	11/24/2020	\$	218,312.11
CO#2	Additional Storm Drainage	7/7/2021	\$	955,800.93
CO#3	Soil Stabilization/ Jack + Bore	1/25/2022	\$	980,200.90
	Original Pre-Construction Amount	1/23/2022	\$	181,710.00
	Extended Pre-Construction		\$	96,091.00
	Extended General Conditions		\$	382,257.25
			\$ 3	= ==,==: 125

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Unit Prices BP 02.5.1 Phase 1A Pleasant Plains Rd & Old US 1 Improvement	Unit Prices B	P 02.5.1 Phase	1A Pleasant Plains	s Rd & Old US 1	Improvement
--	----------------------	----------------	--------------------	-----------------	-------------

UP #1 (Applicable to BP 02.5.1)

Excavate unsuitable soils & waste on site as directed by CM. \$___35.00__ per CY

UP #2 (Applicable to BP 02.5.1)

Replace unsuitable soil with compacted ABC stone. \$ 75.00 per CY

UP #3 (Applicable to BP 02.5.1)

Replace unsuitable soil with off site fill. \$ 50.00 per CY

UP #4 (Applicable to BP 02.5.1)

Sawcut, demo, dispose offsite, fine grade, provide ABC base, 30"

Curb & Gutter. \$ 60.00 per LF

UP #5 (Applicable to BP 02.5.1)

Provide 10"ABC base, 4" Intermediate course,

3" surface course per Roadway Typical Section \$80.00 per SY

UP#6(ApplicabletoBP02.5.1)

Provide 1.5" S9.5B overlay \$ ____14.00 per SY

UP#7(ApplicabletoBP02.5.1)

Provide 1.5" milling \$\frac{45.00}{} per SY

UP #8 (Applicable to BP 02.5.1)

NC DOT Liquid Asphalt Index Escalation \$____30.00_ per Ton

Unit Prices BP 02.5.2 Phase 1A Traffic Signals:

UP #1 (Applicable to BP 02.5.1) None

Unit Prices BP 02.8 Amenity Area Plantings, Sod, Irrigation, Pavers and Improvements:

UP #1 (Applicable to BP 02.8)

Provide & install off site top soil. \$\\ 67.46\\ per CY

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UP #2 (Applicable to BP 02.8) Provide & install Grass Pave \$ 8.37 per SF system including excavation and waste spoils on site. UP #3 (Applicable to BP 02.8) Provide and install unit pavers including excavation to subgrade \$ 15.20 per SF and waste spoils on site. **UP #4 (Applicable to BP 02.8)** Install permanent seeding including fine grading & amendments. \$ 0.50 per SF UP #5 (Applicable to BP 02.8) Install underdrain pipe assembly including excavation, fabric, \$ 8.50 per LF stone and pipe. UP #6 (Applicable to BP 02.8) Install underdrain drain structure assembly including excavation, \$800.00 per EA and backfill, stone, connection per detail. **UP #7 (Applicable to BP 02.8)** Install Chapel Hill grit per detail 05-11.11 including excavation, fabric, grit, metal edging, and waste on site. 29.88 per SY UP #8 (Applicable to BP 02.8) Provide & install SOD including fine grading, amendments. \$ 9.45 per SY UP #9 (Applicable to BP 02.8) Provide & install Mulch 82.95 per CY Unit Prices BP 02.8.1 Site Plantings and Seeding:

	_
UP #1 (Applicable to BP 02.8.1) Provide & install off site top soil.	\$ <u>64.73</u> per CY
UP #2 (Applicable to BP 02.8.1) Install permanent seeding including fine grading & amendments.	\$ <u>0.61</u> per SF
UP #3 (Applicable to BP 02.8.1) Install underdrain pipe assembly including excavation, fabric, stone and pipe.	\$ <u>6.50</u> per LF
UP #4 (Applicable to BP 02.8.1) Install underdrain drain structure assembly including excavation, and backfill, stone, connection per detail.	\$ <u>800.00</u> EA

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UP #5 (Applicable to BP 02.8.1)

Install Chapel Hill grit per detail on 13.0 Cross Country Trail Exhibit and Bid Manual.

\$ 1.61 per SF

UP #6 (Applicable to BP 02.8.1)

Provide & install SOD including fine grading, amendments.

\$ 9.45 per SY

Unit Prices BP 02.8.2 Site Sod:

UP #1 (Applicable to BP 02.8.2)

Provide & install SOD including fine grading, amendments.

\$ 11.79 per SY

Unit Prices BP 02.8.3 Site Irrigation:

NONE

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ALLOWANCES:

Allowances BP 02.5.1 Phase 1A Pleasant Plains Rd & Old US 1 Improvements: 02.5
Asphalt Paving C&G:

Allowance #1: (Applicable to BP 02.5.1)

Excavate unsuitable soils & waste on site as directed by CM. 100 CY: \$ 3,500 Total

Allowance #2: (Applicable to BP 02.5.1)

Replace unsuitable soil with compacted ABC stone. 50 CY: \$ 3,750 Total

Allowance #3: (Applicable to BP 02.5.1)

Replace unsuitable soil with off site fill 50 CY: \$\,\text{2,500}\) Total

Allowance #4: (Applicable to BP 02.5.1)

Sawcut, demo, dispose offsite, fine grade, provide ABC base,

30" Curb & Gutter. 50 LF: \$ 3,000 Total

Allowance #5: (Applicable to BP 02.5.1)

Provide 10"ABC base, 4" Intermediate course,

3" surface course per Roadway Typical Section 100 SY: \$ 8,000 Total

Allowance #6: (Applicable to BP 02.5.1)

Provide 1.5" S9.5B overlay 50 SY: \$ 700 Total

Allowance #7: (Applicable to BP 02.5.1)

Provide 1.5" milling 50 SY: \$\(\frac{2,250}{}\) Total

Allowance #8: (Applicable to BP 02.5.1)

NC DOT Liquid Asphalt escalation allowance to include your estimate tonnage for this bid package x the unit rate of \$30:

Estimate tonnage 79 x \$30 = \$ 2,370 Total Allowance

Allowances BP 02.5.2 Phase 1A Traffic Signals:

Allowance #1: (Applicable to BP 02.5.2) NONE

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Allowances BP 02.8 Amenity Area Plantings, Sod, Irrigation, Pavers and Improvements:

Allowance #1: (Applicable to BP 02.8.0)

Provide & install off site top soil.

500 CY\$ 33,730 Total

Allowances BP 02.8.1 Site Plantings:

Allowance #1: (Applicable to BP 02.8.1) **Allowance has been changed to "Amend Soil in Place for a Credit of \$206,259.00**

Provide & install off site top soil.

5000 CY \$ 315,400 Total

Allowance #2: (Applicable to BP 02.8.1)

Install Chapel Hill grit per detail on 13.0 Cross Country Trail Exhibit

and Bid Manual. 132,000 SF \$ 212,520 Total

Allowances BP 02.8.2 Site Sod:

Allowance #1: (Applicable to BP 02.8.2) NONE

Allowances BP 02.8.3 Site Irrigation:

Allowance #1: (Applicable to BP 02.8.3) NONE

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GMP 4 Documents:

GMP 4 Bid Manual 11-15-2021

Pleasant Park Master Set Plans 10-5-2021

Cross Country Trail Exhibit 13.0

Pleasant Park Irrigation Exhibit 10-13-2021

Phase 1A Pleasant Plains Rd & Old US 1 Improvements Plans

Traffic Signal Plans E1 thru E5,G, SCP1 &2, letter to DTE

WithersRavenel Specifications

Addenda 1 12-2-2021

Revised Bid Form- Make sure you use form dated 12-02-2021

Revised Irrigation Exhibit 12-02-2021

CSX Agreement draft related to BP 02.5.1 Phase 1A and BP 02.5.2 Traffic Signals

HH Architecture MP Fieldhouse A120

Addenda 2 12-6-2021

Schedule Update 6 10-18-2021

Appendux A General Conditions

CM at Risk Pre Construction and Construction Services Contract

Pleasant Park Standard Agreement between Constructor and Subcontractor

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GMP3 Documents included as part of GMP 4:

WithersRavenel GMP 3 Plans Bid Set with Electrical 3-5-2021

WithersRavenel GMP 3 Specifications Bid Set 3-29-2021

HH Architecture GMP 3 Plans Bid Set 3-10-2021

HH Architecture Addendum 1 3-24-2021

HH Architecture Addendum 2 4-9-2021

GMP 3 Bid Manual 4-9-2021

GMP3 Addenda 1

Addenda 1 Cover 4-9-2021

Amenity Area Layout Plans

Nature Play Recommendations 202000702

Play Surface Information

Pleasant Park Fall Heights

Pleasant Park Play Surface Areas 202000826

Safety Surface Detail 11.10

Bridges Information

Site Plan 3.4

Town of Apex Standards Details 900.02.1,2 & 3

Specification 323413 Fabricated Pedestrian Bridges

Town of Apex Standard Specifications Section 900

Entry Gates Information Sheet 4-9-2021

GMP 3 Site Procurement Matrix 4-1-2021

Knox Box Specification Sheet Knox Box 3200 4-9-2021



Landscaping Information

Irrigation Overlay 32321 4-9-2021

Selective Landscape Cleanup 4-9-2021

Pickleball-Basketball Transition

Pleasant Park Appendix A General Conditions

Pleasant Park CMAR Pre Construction Services Contract

Pleasant Park Preliminary Geotechnical Report

Pleasant Park Standard Agreement between Constructor and Subcontractor

Pleasant Park General, Park and MUTCD Signage 2-12-2021

Preliminary Schedule 4-8-2021

E8 Electrical Plan Revision

Site Structural Details S154 & 155 3-9-2021

GMP3 Addenda 2

Addenda 2 Cover 4-15-2021

GMP 3 Bid Manual Revised 4-15-2021

GMP 3 Procurement Matrix Revised 4-15-2021

HH Architecture Addendum 3 3-12-2021

Pleasant Park GMP 3 CAD Files & Revised Sheets 4-15-2021

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GMP3 Addenda 3

Addenda 3 Cover 4-20-2021

Revised Bid Form 4-20-2021

C 11.6 Misc. Details 4-20-2021

Spec 312300 Excavation Backfill & Compaction

13



Spec 312319 Dewatering

Spec 312500 Erosion and Sedimentation Control

Spec 329000 Final Grading & Landscaping

Spec 329100 Misc. Work & Cleanup

HH MP Signature Fieldhouse E111 & 112

HH Shelter 2 E311

GMP3 Addenda 4

Addenda 4 Cover 4-26-2021

MBE Participation Forms 7-22-2010

GMP3 Addenda 5

Addenda 5 Cover 4-27-2021

Revised Bid Form 4-27-2021

GMP2 Documents included as part of GMP 4:

GMP 2 Bid Manual 11-15-2020

Pleasant Park GMP2 Plans 10-23-2020

Specification 116833 34 Baseball & Softball Field Equipmentv2

Specification 323113 00 Chain Link Fences and Gates DRAFT

Specification – Montage Plus

Synthetic Turf Spec Draft

Synthetic Turf Base Course Spec Draft

Synthetic Turf Subsurface Drainage Spec Draft

Addenda 1:

GMP2 Addenda 1 Cover

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Pleasant Park Revised Plans 11-13-2020

Specification 321550_10 Synthetic Turf Base Course

Specification 321813 00 Synthetic Turf

Specification 323113FL-Chain Link Fences and Gates

Specification 323119.53 Decorative Metal Security Fences & Gates

Specification 323119.53.1 Decorative Metal Security Fences & Gates-Swinging

Specification 324116 10 Synthetic Turf Subsurface Drainage

Apex GMP2 Bid Form Fencing

Apex GMP2 Bid Form Fields & Turf

Chain Link Fence Bulletin Drawing 11-12-2020

Pleasant Park Schedule Update 02 Remaining Work 11-10-2020

PP backstop Netting Posts

Soccer Field Curb Taper 11-03-2020

Dugout Post Example photo

Backstop Post Example photo

Addenda 2:

GMP2 Addenda 2 Cover 11-25-2020

Apex GMP2 Bid Form Fields & Turf Revised 11-25-2020

GMP1 Documents included as part of GMP 4:

9-26 Plans Combined

Addenda 1, 11-12-2019

Addenda 2, 11-26-2019

Pleasant Park Temp Road, Staging & Fencing

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GMP 4 Clarifications and Qualifications

PROJECT: Apex Pleasant Park – GMP-4

LOCATION: 3400 Pleasant Plains Road, Apex NC

ARCHITECT: Withers Ravenel

OWNER: Town of Apex

SCOPE OF WORK:

GMP 4 includes Base Bid Phase 1A Pleasant Plains Roæd & Old US 1 Improvements. Phase 1A Traffic Signals. Amenity area Landscaping package including plantings, sod, seeding, irrigation, pavers and improvements. Site plantings and seeding. Site sod, Site irrigation design and installation. General conditions and applicable insurances as described herein.

The Town of Apex has elected to accept the Base Bid and Alternate 1 per the bid scope documents for GMP 4.

BP 02.5 .1 Phase 1A Pleasant Plains Rd & Old US 1 Improvements

- 2.5.1.1 Complete the improvements to Pleasant Plains Road and Old US 1 including demolition, item relocation, erosion control, storm drainage, grading, milling, overlay, deceleration tapers, asphalt paving, stone base, pavement marking, guardrails and end treatments.
- 2.5.1.2 Furnish and install concrete curb & gutter and sidewalks including curb ramps. Provide curb & gutter, expansion joints, and incidentals for a turnkey installation.
- 2.5.1.3 Provide and install sidewalks, curb ramps and detectable warning.
- 2.5.1.4 Provide all thermoplastic pavement markings lines & arrows including stop bars, cross bars, cross walks, handicap symbols and parking spaces. Provide interim markings as required by DOT, MUTCD and CSX. Provide Traffic Signage types and locations as shown. Provide Traffic Control plan.
- 2.5.1.5 Complete Alternate 1 work including demolish existing paving from Old US 1 to station 1700 on Pleasant Plains Rd and replace with 10"ABC base, 4" Intermediate course, 3" surface course per Roadway Typical Section.

BP 02.5.2 Phase 1A Traffic Signals

- 2.5.2.1 Complete the Traffic Signal improvements to Pleasant Plains Road-SR1170 and Old US 1- SR1011.
- 2.5.2.2 ProvideTraffic Control for this work per MUTCD, CSX Transportation, NC DOT guidelines and requirements.

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GMP 4 Clarifications and Qualifications

BP 02.8 Amenity Area Plantings, Sod, Seed, Irrigation, Pavers and Improvements

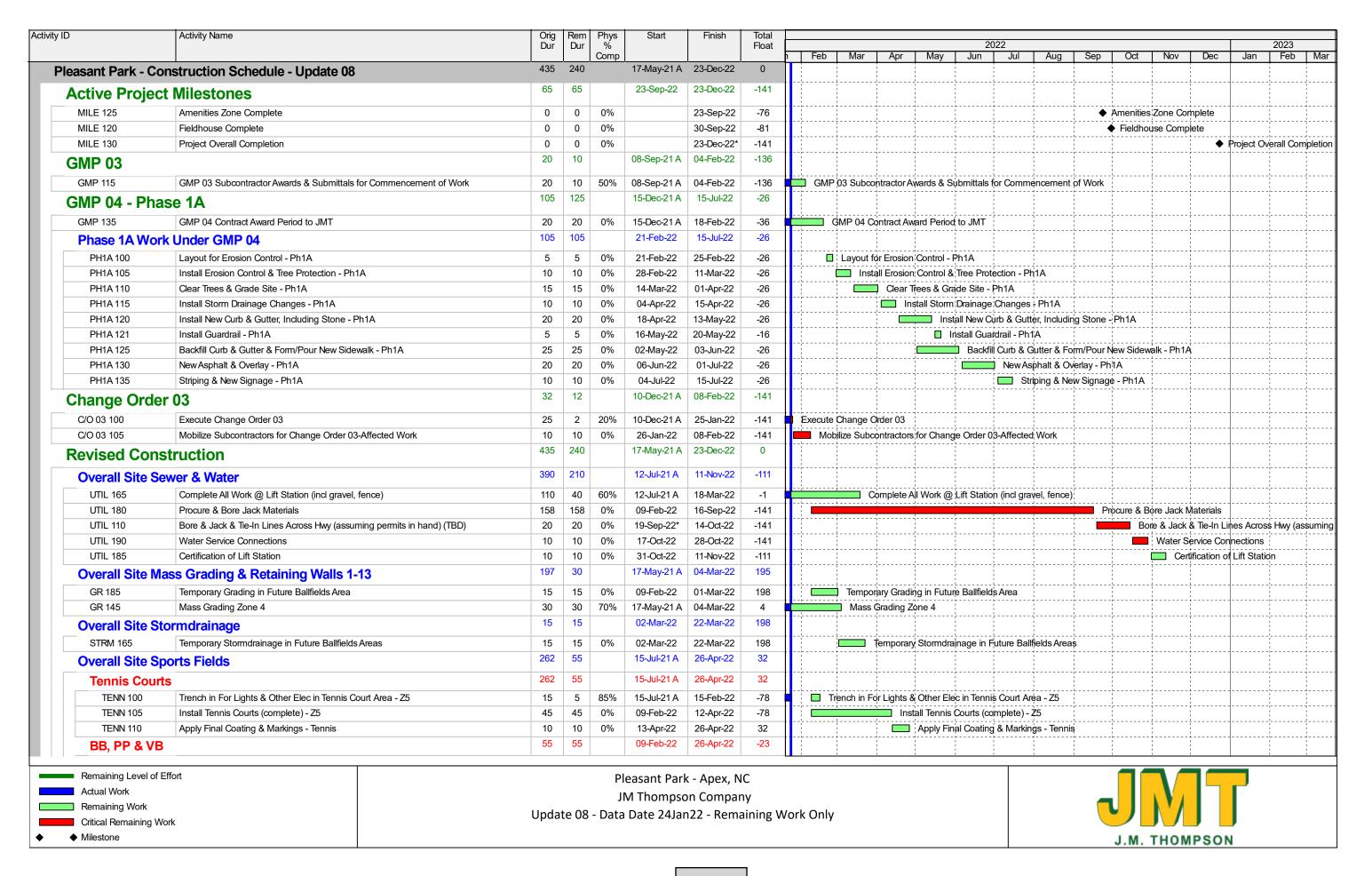
- 2.8.1 Provide and install all specified seeding, and sodding, Inorganic/Organic Soil Amendments, fertilizers mulches and plantings..
- 2.8.2 Provide specified watering and maintenance as required in the specifications and drawings. Water and maintain all plantings and seedlings until operable irrigation system is in place.
- 2.8.3 Provide all specified plants, planting soils, mulches, grasses, and planting bed areas.
- 2.8.4 Design, furnish and install complete turnkey underground sprinkler system for Amenity Area.
- 2.8.5 Provide Grass Pave area
- 2.8.6 Provide and install all pavers and concrete work required to set pavers
- 2.8.7 Provide Chapel Hill grit paths as shown

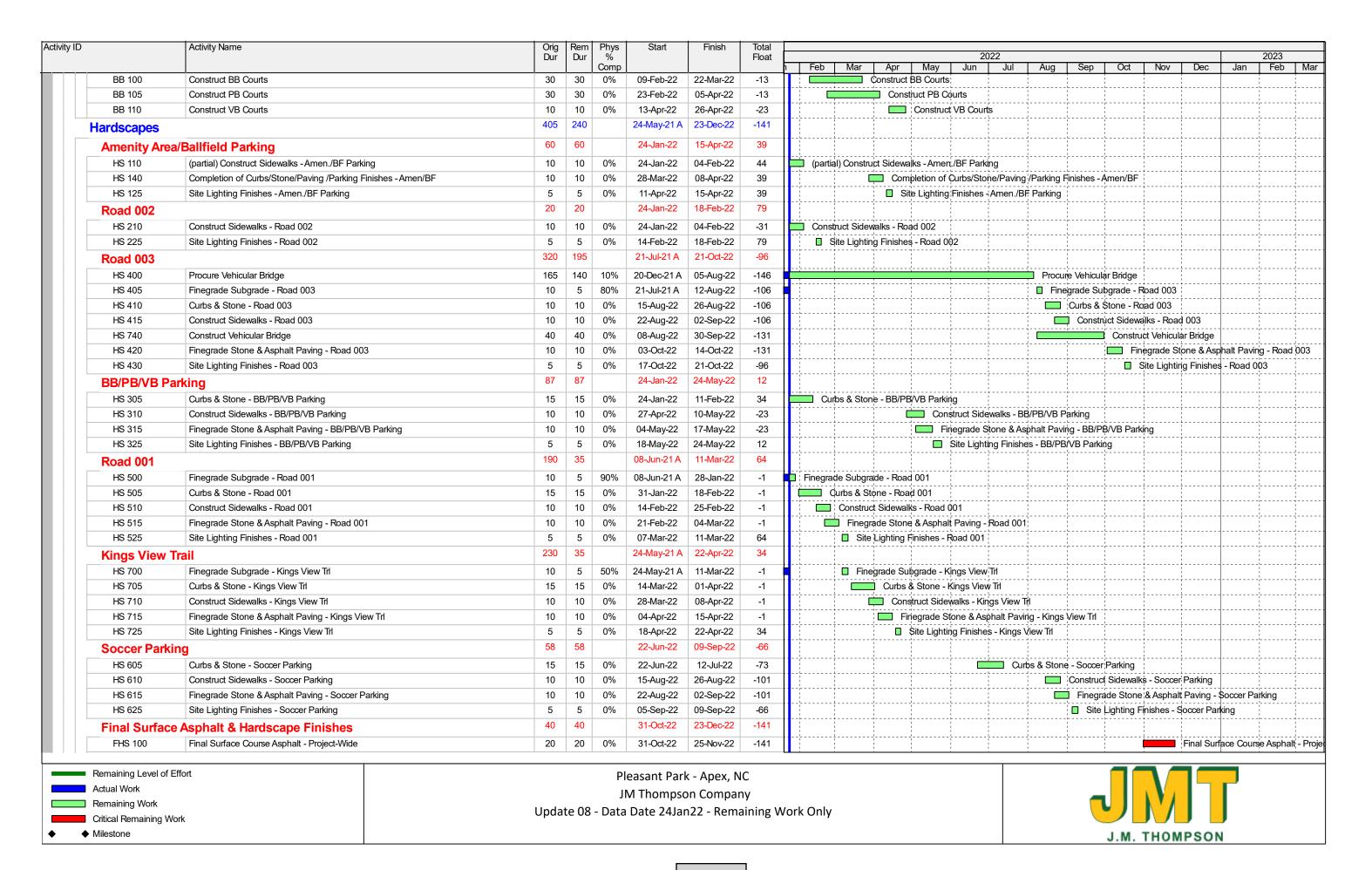
BP 02.8.1 Site Plantings and Seeding

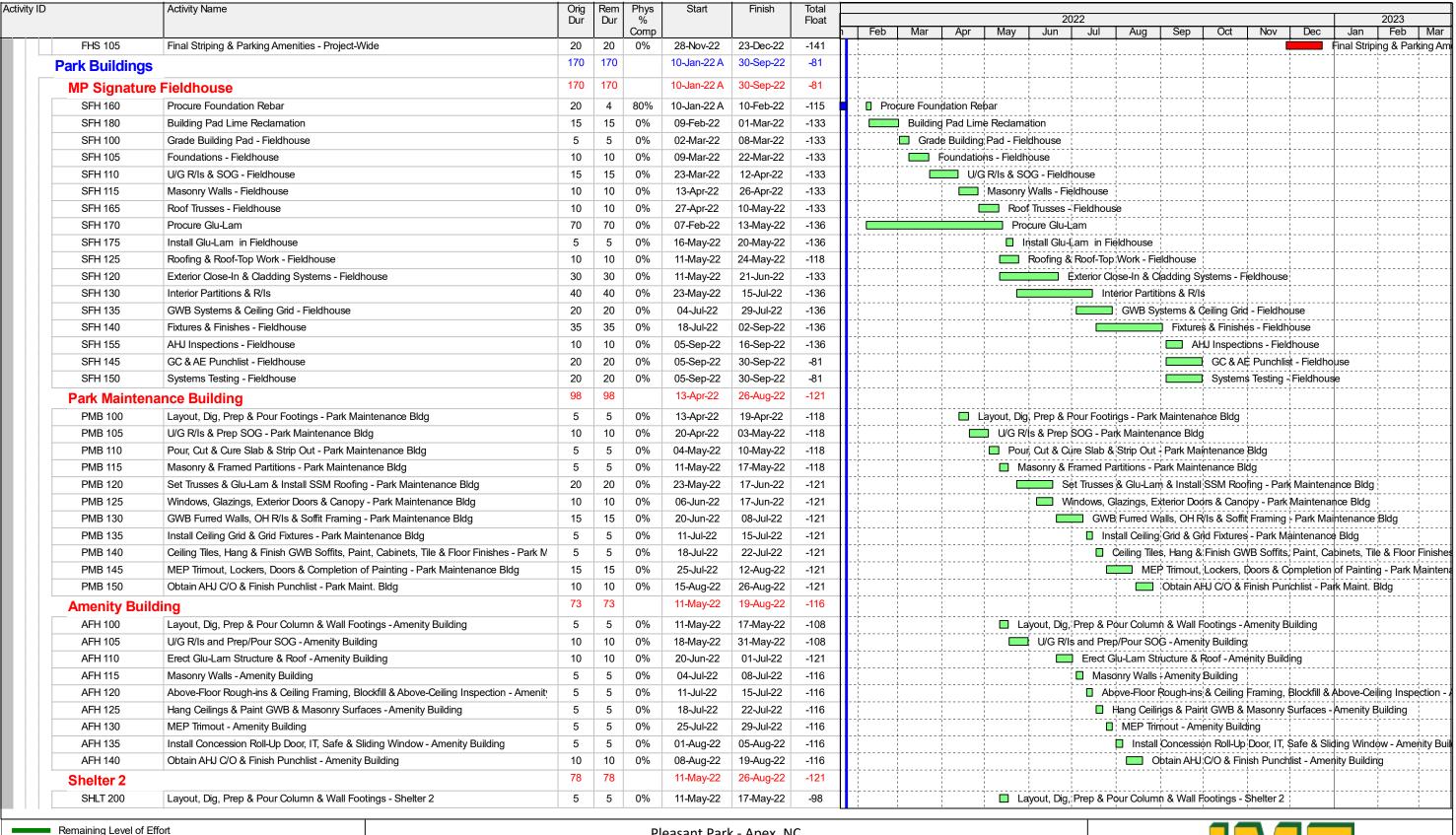
- 2.8.1.1 Provide and install all specified seeding, Inorganic/Organic Soil Amendments, fertilizers mulches, plants Site Plantings and Seeding.
- 2.8.1.2 Provide specified watering and maintenance
- 2.8.1.3 Provide all specified plants, planting soils, mulches, grasses, and planting bed areas along with vegetated shelf plantings and seeding.
- 2.8.1.4 Provide Allowance of 132,000 SF based on SF unit price of Chapel Hill Grit installed 3" deep over geo fabric.
- 2.8.1.5 Provide 80' x 50' sand volleyball court per detail C-22 on sheet 11.6 including timber border, edge guard,fabric, #57 stone and sand.
- BP 02.8.2 Site Sod
- 2.8.2.1 Provide and install all specified sodding, Inorganic/Organic Soil Amendments, fertilizers mulches for complete sod system.
- 2.8.2.2 Provide specified watering and maintenance

BP 02.8.3 Site Irrigation

2.8.3.1 Design, furnish and install complete turnkey underground sprinkler system per Irrigation Exhibit. Include sleeves, piping, valves, zone control wiring, valve boxes, irrigation heads, drip irrigation, riser pipe, pop up sprays, rotors, automatic controllers, flow sensors, master valves, and all other necessary appurtenances and incidentals for a complete turnkey system.







Actual Work

Remaining Work

Critical Remaining Work

Milestone

Pleasant Park - Apex, NC

JM Thompson Company

Update 08 - Data Date 24Jan22 - Remaining Work Only



	Activity Name	Orig Dur				Start	Finish	Total Float					2	022								2023
		Dai	Dai	Con				riout	n Feb	Mar	Apr	May	Jun	Jul	Aug	Se	р (Oct	Nov	Dec		Feb N
SHLT 205	U/G R/Is and Prep/Pour SOG - Shelter 2	10	10	0%	%	18-May-22	31-May-22	-98					U/GR	ls and Pr	ep/Pour	SOG - Sh	elter 2					
SHLT 210	Erect Glu-Lam Structure & Roof - Shelter 2	10	10	0%	%	04-Jul-22	15-Jul-22	-121				<u> </u>	!	- E				Roof - S	helter 2			
SHLT 215	Masonry Walls - Shelter 2	5	5	0%	%	18-Jul-22	22-Jul-22	-121		. i		j J	L	_ L	Masoni	y Walls -	Shelter	2				
SHLT 220	Above-Floor Rough-ins & Ceiling Framing, Blockfill & Above-Ceiling Inspection - Shelter	5	5	0%	%	25-Jul-22	29-Jul-22	-121						į (Abov	e-Floor R	ough-ins	s & Ceilin	ng Framin	g, Blockfi	ill & Above-	Ceiling In
SHLT 225	Hang Ceilings & Paint GWB & Masonry Surfaces - Shelter 2	5	5	0%	%		05-Aug-22	-121			<u> </u>	 	i ! !				'		& Mason	ry Surfac	es - Shelte	r2
SHLT 230	MEP Trimout - Shelter 2	5	5	0%	%	08-Aug-22	12-Aug-22	-121				; 			: -	/IEP Trimo	out - Sh	nelter 2				
SHLT 235	Obtain AHJ C/O & Finish Punchlist - Shelter 2	10	10	0%	%		26-Aug-22	-121				 - 				Obtai	n AHJ C	C/O & Fin	ish Punc	hlist - She	elter 2	1
Pump House)	61	61			01-Jun-22	24-Aug-22	-119				1	1									
PH 100	Prep & Pace Concrete Foundations & Slab - Pumphouse	5	5	0%	%	01-Jun-22	07-Jun-22	-93					Prep	& Pace	Concrete	Foundat	ions & S	Slab - Pu	mphouse	€		
PH 105	PME Prep & Turnout Piping - Pumphouse	5	5	0%	%	08-Jun-22	14-Jun-22	-93			1		■ PI	√IE Prep ∂	& Tumou	t Piping -	Pumph	nouse				
PH 110	Masonry - Pumphouse	5	5	0%	%	08-Jun-22	14-Jun-22	-93				-i		asonry - F								
PH 130	Install Glu-Lam Column - Pumphouse	3	3	0%	%	18-Jul-22	20-Jul-22	-119	-				1		Install G	lu-Lam C	olumn -	- Pumpho	ouse		1	
PH 115	Roofing Structure & Roofing Underlayment - Pumphouse	5	5	0%	%	21-Jul-22	27-Jul-22	-119						_	Roofir	g Structu	ıre & Ro	oofing Un	derlayme	nt - Pum	phouse	
PH 120	Roofing Shingles & Weathered Wood Siding - Pumphouse	10	10	0%	%	28-Jul-22	10-Aug-22	-119		!	1	1	1		— В	oofing Sh	ningles &	& Weath	ered Woo	od Siding	- Pumphoုံ၊	use
PH 125	Interior PME Work & Finishes - Pumphouse	10	10	0%	%	11-Aug-22	24-Aug-22	-119] 								Pumpho	use	
Amenities Are	a	258	205			01-Nov-21 A	04-Nov-22	-106				1 1 1					!					
AMEN 140	Install Splash Pad	30	15	509	%	01-Nov-21 A	11-Feb-22	-1	Ins	stall Splas	h Pad	i										
AMEN 120	Install Amenities Equipment	60	45	259	%	01-Nov-21 A	25-Mar-22	-51			Install An	nenities Fo	uipment	1	1	į	1	1	į.			
AMEN 110	Amenities Area Sidewalks, Concrete Flatwork, Finishes & Amenities (prior to Ped Br)	30	30	0%	%	28-Mar-22	06-May-22	-46	· •	1		Amer	rities Area	Sidewall	ksi Conc	ete Flatw	ork Fini	ishes & A	Amenities	(prior to	Ped Br)	
AMEN 100	Pedestrian Bridge	30	30	0%	%	08-Aug-22	16-Sep-22	-146	:	1	1	1	1	1			D -1 -1	and the second section			. 55 2.7	
AMEN 145	Amenities Area Sidewalks, Concrete Flatwork, Finishes & Amenities (after Ped Br)	10	10	0%	%	12-Sep-22	23-Sep-22	-146		†			; :				■ Ame	enities Ar	rea Sidev	valks, Cor	ncrete Flatv	work, Finis
AMEN 130	Safety Surfacing (estimated time of year start after start of March)	30	30	0%	%	26-Sep-22*	04-Nov-22	-106											Safety	Surfacing	ncrete Flatw (estimated	I time of y
Remove Temp	orary Storm Basins	70	70			24-Jan-22	29-Apr-22	29				1	!	1		1	-				-	-
TSB 140	Convert Temp. Basin 2 to SCM 2 - Z4	10	10	0%	%	24-Jan-22	04-Feb-22	24	Conv	ert Temp.	Basin 2 to											
TSB 135	Convert Temp. Basin 1 to SCM1 - Z2	10	10	0%	%	24-Jan-22	04-Feb-22	69	Conv	ert Temp.	₿asin 1 to	SCM1 - 2	72									
TSB 125	Convert Temp. Basin #3 & Final Planting - Z6	20	20	0%	%	24-Jan-22	18-Feb-22	59		Convert Te	emp. Basir	#3 & Fina	Planting									
TSB 115	Remove Basin #8, Complete Grading - Z4	20	20	0%	%	07-Mar-22	01-Apr-22	29			Remov	e Basin #	8, Compl	ete Gradir	ng - Z4							
TSB 120	Remove Basin #9, Complete Grading - Z4	20	20	0%	%	07-Mar-22	01-Apr-22	29			Remov	/e Basin #	9, Compl	ete Gradir	ng - Z4							
TSB 155	Finalize Landscaping at Permanent Stormwater Basins	20	20	0%	%	04-Apr-22	29-Apr-22	29] Finalize	Landsca	ping at Pe	ermanen	t Stormw	ater Bas	sins ¦				
Landscaping		175	175			21-Feb-22	21-Oct-22	-146					!								-	
LS 120	Site Irrigation	40	40	0%	%	21-Feb-22	15-Apr-22	-36			Si	te Irrigatio	า่	1	1	i i	i	1	į			i
LS 100	Site Plantings	45	45	0%			22-Sep-22	-41		+	4	<u> </u>						Planting				
LS 110	Sod & Plantings @ Buildings	15	15	0%	%	23-Sep-22	13-Oct-22	-31	· •	-		 !						Sod 8	k Planting	ıs @ Build	dings	
LS 140	Amenity Area Landscaping (before Ped Bridge Erection)	18	18	0%	%	26-Sep-22	19-Oct-22	-37		÷		-i	:			j 		Ame	enity Area	Landsc	aping (befo	re Ped B
LS 130	Site Sod	40	40	0%	%	28-Mar-22	20-Oct-22	-36										Site	Sod		····	
LS 145	Amenity Area Landscaping (after Ped Bridge Erection)	2	2	0%	%	20-Oct-22	21-Oct-22	-37		:			!								aping (afte	

Remaining Level of Effort

Actual Work

Remaining Work

Critical Remaining Work

Milestone

Pleasant Park - Apex, NC

JM Thompson Company

Update 08 - Data Date 24Jan22 - Remaining Work Only





Town of Apex capital project ordinance amendment 2022-03

67-Recreation Capital Projects Fund

BE IT ORDAINED, by the Council of the Town of Apex that the Capital Project Ordinance previously entitled "Recreation Capital Projects Fund" be amended as follows:

previously entitled Recreation dupital Projects I	
Section 1. Revenues:	
Premium on Bond Proceeds	\$3,600,000
Total Revenues	\$3,600,000
Section 2. Expenditures:	
Pleasant Park	\$3,600,000
Total Expenditures	\$3,600,000
Section 3. Within five (5) days after adoption, of	copies of this Amendment shall be filed with the
Finance Officer and Town Clerk.	
Adopted this the 8th day of March, 2022.	
	Attest:
	Attest:
Jacques K. Gilbert, Mayor	
jacques K. dilbert, Mayor	

| Agenda Item | cover sheet

for consideration by the Apex Town Council

Item Type: CONSENT AGENDA

Meeting Date: March 8, 2022

Item Details

Presenter(s): Amanda Bunce, Current Planning Manager

Department(s): Planning

Requested Motion

Motion to adopt a Resolution Directing the Town Clerk to Investigate Petition Received, to accept the Certificate of Sufficiency by the Town Clerk, and to adopt a Resolution Setting Date of Public Hearing for March 22, 2022, on the Question of Annexation - Apex Town Council's intent to annex Peggy G. Gray property containing 35.22 acres and Reginald and William Mills property containing 96.88 acres located off NC Hwy 751, Annexation #726 into the Town's corporate limits

<u>Approval Recommended?</u>

Yes

Item Details

The Town Clerk certifies to the investigation of said annexation. Adoption of the Resolution authorizes the Town Clerk to advertise said public hearing by electronic means and on the Town of Apex's website.

Attachments

- Annexation Petition
- Legal Description
- Vicinity Map
- Resolution Directing the Town Clerk to Investigate Petition
- Certificate of Sufficiency by the Town Clerk
- Resolution Setting Date of Public Hearing



PETITION FOR VOLUNTARY ANNEXATION This document is a public record under the North Carolina Public Records Act and may be published on the Town's website or disclosed to third parties. 20220-01 Submittal Date: Application #: Check # Fee Paid TO THE TOWN COUNCIL APEX, NORTH CAROLINA 1. We, the undersigned owners of real property, respectfully request that the area described in Part 4 below be annexed to the Town of Apex, <a> Wake County, <a> Chatham County, North Carolina. 2. The area to be annexed is ochtiguous, one-contiguous (satellite) to the Town of Apex, North Carolina and the boundaries are as contained in the metes and bounds description attached hereto. 3. If contiguous, this annexation will include all intervening rights-of-way for streets, railroads, and other areas as stated in G.S. 160A-31(f), unless otherwise stated in the annexation amendment. OWNER INFORMATION Reginald Mills Jr & William S Mills 0712 00 55 1996 919-467-4400 Property PIN or Deed Book & Page # Owner Name (Please Print) 919-624-3208 (cell) E-mail Address 0712 00 55 1776 William Stephen Mills Property PIN or Deed Book & Page # Owner Name (Please Print) William S Mills E-mail Address Phone 919-624-3708 0712 00 56 6821 Reginald Horton Mills Jr Property PIN or Deed Book & Page # Owner Name (Please Print) porton 1/500 p. 6 mail com Phone SURVEYOR INFORMATION Surveyor: John E Kaukola, Jr. 919-752-8765 Fax: Phone: E-mail Address: john.kaukola@sam.biz **ANNEXATION SUMMARY CHART** Reason(s) for annexation (select all that apply) **Property Information** 96.88 Need water service due to well failure Total Acreage to be annexed: Need sewer service due to septic system failure Population of acreage to be annexed:

*If the property to be annexed is not within the Town of Apex's Extraterritorial Jurisdiction, the applicant must also submit a rezoning application with the petition for voluntary annexation to establish an Apex zoning designation. Please contact the Department of Planning and Community Development with questions.

Water service (new construction)

Sewer service (new construction)

Receive Town Services

- Page 178 -

2

LI-CZ

1

Existing # of housing units:

Proposed # of housing units:

Zoning District*:

Application #:	Submittal Date:
OMPLETE IF SIGNED BY INDIVIDUALS:	
Il individual owners must sign. (If additi	ional signatures are necessary, please attach an additional sheet.)
RIGINAL MILIS TO	Landel Miller 12.
Please Print It Ilian S M TC	Signature
Villiam S MIS	William S Mut
Please Print	Signature
Please Print	Signature
Please Print	Signature
TATE OF NORTH CAROLINA	
COUNTY OF WAKE Chathan	
worn and subscribed before me,	J. Aaron Marks, a Notary Public for the above State and County,
his the THOM	2021.
THOMATIL	* // Cloon Mena
AT CONSSION ESTA	Notary Public
TARY &	
PUBL 07.26.20 2.2.	My Commission Expires: 01/26/2026
AUBLOS A	
- 1 / 9 4 1770 575	
Control of the contro	
COMPLETE A CORPORATION:	
OMPLETE IS A CORPORATION:	caused this instrument to be executed by its President and attested by its
OMPLETE IS A CORPORATION:	caused this instrument to be executed by its President and attested by its ors, this the day of
OMPLETE IS A CORPORATION:	
n witness whereof, said corporation has ecretary by order of its Board of Director	ors, this the day of, 20
n witness whereof, said corporation has ecretary by order of its Board of Director	cors, this the day of, 20 Corporate Name
ome Freis A COR CRATION: n witness whereof, said corporation has ecretary by order of its Board of Directo	ors, this the day of, 20
ome Freis A COR CRATION: n witness whereof, said corporation has ecretary by order of its Board of Director SEAL	Corporate Name By:
OMMETE & A CONFORTION:	Corporate Name By:
n witness whereof, said corporation has secretary by order of its Board of Director SEAL Attest: Secretary (Signature)	Corporate Name By:
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n witness whereof, said corporation has ecretary by order of its Board of Directors SEAL Attest: Secretary (Signature) TATE OF NORTH CAROLINA COUNTY OF WAKE	Corporate Name By: President (Signature)
OMERTE IS A CONFORTION: In witness whereof, said corporation has ecretary by order of its Board of Director SEAL Attest: Secretary (Signature) TATE OF NORTH CAROLINA COUNTY OF WAKE worn and subscribed before me,	Corporate Name By: President (Signature) a Notary Public for the above State and County,
OME Freis A CON GRATION: In witness whereof, said corporation has ecretary by order of its Board of Director SEAL Attest: Secretary (Signature) TATE OF NORTH CAROLINA COUNTY OF WAKE	Corporate Name By: President (Signature) , a Notary Public for the above State and County,, 20
OME FILE A CORPORATION: In witness whereof, said corporation has ecretary by order of its Board of Director SEAL Attest: Secretary (Signature) TATE OF NORTH CAROLINA OUNTY OF WAKE worn and subscribed before me, nis theday of	Corporate Name By: President (Signature) a Notary Public for the above State and County,
witness whereof, said corporation has ecretary by order of its Board of Directors SEAL Attest: Secretary (Signature) TATE OF NORTH CAROLINA OUNTY OF WAKE Worn and subscribed before me,	Corporate Name By: President (Signature) , a Notary Public for the above State and County,, 20

- Page 179 -

Adcock Law Firm, P.A.

TELEPHONE: (919) 552-6600 FACSIMILE: (919) 552-4227 john@adcocklawfirm.com John B. Adcock, Esq.

Board Certified Specialist in Commercial Real Property Law

202 E. Academy Street

FUQUAY-VARINA, NORTH CAROLINA 27526

MAILING ADDRESS: Post Office Box 1478 Fuquay-Varina, NC 27526

January 3, 2022 Via Hand Delivery

Dianne Khin Director of Planning and Community Development Town of Apex 73 Hunter Street, 2nd Floor Apex, NC 27502

RE: Petition for Voluntary Annexation – Peggy G. Gray, Trustee Signature Page "Project Real" Rezoning and Annexation - Off NC Hwy 751 (Chatham Co.) Beacon Acquisition, LLC ("Applicant")

Dear Ms. Khin,

I represent Peggy G. Gray, Trustee of the Gray Family Trust and owner Chatham County Parcel ID 0060523. Ms. Gray's property is part of the Project Real rezoning and annexation application. Please find enclosed Ms. Gray's signature page for the Petition for Voluntary Annexation, which is to be included with the application submitted by Beacon Acquisition, LLC. Please do not hesitate to let me know if you need any additional information or have any questions. Thank you.

ADCOCK LAW FIRM, P.A.

Sincerely

John B. Adcock

Cc: Peggy G. Gray, c/o Lisa Bateman (via email)

Maggie Houston, Beacon Acquisition, LLC (via email)

		tecords Act and may be published on the Town's website or disclosed to third p	
Application #:		Submittal Date:	
Fee Paid \$			
To THE TOWN COUNCIL APEX, NORTH (CAROLINA		
 We, the undersigned owners of re to the Town of Apex, <u> Wake Cou</u> 		pectfully request that the area described in Part 4 below be an <u>County</u> , North Carolina.	inexe
 The area to be annexed is ☐ cor boundaries are as contained in the 		-contiguous (satellite) to the Town of Apex, North Carolina a ands description attached hereto.	nd th
 If contiguous, this annexation will G.S. 160A-31(f), unless otherwise 		vening rights-of-way for streets, railroads, and other areas as streets are streets are an area.	ated i
OWNER INFORMATION			
Peggy G Gray Trustee		0712 00 57 5776	
Owner Name (Please Print)		Property PIN or Deed Book & Page #	
Phone		E-mail Address	
Owner Name (Please Print)		Property PIN or Deed Book & Page #	
Phone		E-mail Address	
Owner Name (Please Print)		Property PIN or Deed Book & Page #	
Phone		E-mail Address	
SURVEYOR INFORMATION	7011018		
Surveyor: John E Kaukola, Jr.			S 100
Phone: 919-752-8765		Fax:	
E-mail Address: john.kaukola@sa	m.biz		
Annexation Summary Chart			
Property Information		Reason(s) for annexation (select all that appl	y)
Total Acreage to be annexed:	35.22	Need water service due to well failure	
Population of acreage to be annexed:	0	Need sewer service due to septic system failure	
Existing # of housing units:	0	Water service (new construction)	Ø
Proposed # of housing units:	0	Sewer service (new construction)	V
Zoning District*:	IL-CZ	Receive Town Services	
		of Apex's Extraterritorial Jurisdiction, the applicant must also su nnexation to establish an Apex zoning designation. Please cont	

4

Page 2 of 5

the Department of Planning and Community Development with questions.

Last Updated: November 8, 2021

Petition for Voluntary Annexation

Submittal Date:
gnatures are necessary, please attach an additional sheet.)
n
sergisignature Record
Signature
Signature
Signature
. Adcock, a Notary Public for the above State and County
20 21.
20_21. J. B. (dull
Notary Public
//
My Commission Expires: 01/25/2026
d this instrument to be executed by its President and attested by its
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d this instrument to be executed by its President and attested by its s the day of 20 porate Name
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s the day of porate Name By: President (Signature) , a Notary Public for the above State and County
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s the day of, 20 porate Name By: President (Signature) , a Notary Public for the above State and County

Petition for Voluntary Annexation

Last Updated: November 8, 2021

PETITION FOR VOLUNTARY ANNEXATION Application #: Submittal Date: COMPLETE IF IN A LIMITED LIABILITY COMPANY a limited liability company, caused this instrument to be executed in In witness whereof,____ its name by a member/manager pursuant to authority duly given, this the _____ day of ______, 20____. Name of Limited Liability Company By: Signature of Member/Manager STATE OF NORTH CAROLINA **COUNTY OF WAKE** Sworn and subscribed before me, _______, a Notary Public for the above State and County, this the ______, 20_____. **Notary Public** SEAL My Commission Expires: COMPLETE IF IN A PARTNERSHIP _____, a partnership, caused this instrument to be executed in its In witness whereof, ___ name by a member/manager pursuant to authority duly given, this the _____ day of ______, 20_____. Name of Partnership By: Signature of General Partner STATE OF NORTH CAROLINA COUNTY OF WAKE Sworn and subscribed before me, _____ ______, a Notary Public for the above State and County, this the ______ day of ______ 20____. **Notary Public** SEAL My Commission Expires:

SITUATED AND LYING IN THE STATE OF NORTH CAROLINA, CHATHAM COUNTY, TOWNSHIP OF NEW HOPE, AND BEING BOUNDED ON THE NORTH BY US GOVERNMENT LAND, ON THE SOUTH BY THE ROADS NC 751 AND US 64, ON THE WEST BY BARBOUR KATHLEEN B PARCEL (BM 92 PG 43), LONG JOHN W AND LONG FAYE C PARCEL (BM 92 PG 43), ALUCINO WILLIAM J AND ALUCINO BARBARA J PARCEL (BM 11 PG 9), DROEGE BRENT MICHAEL PARCEL (BM 2014 PG 0320) AND DROGE INVESTMENTS LLC PARCEL (DB 1949 PG 612), AND ON THE EAST BY TRAN HUNG AND NGUYEN LIEN PARCEL (BM 1993 PG 603), ABBOT O WAYNE PARCEL (BM 2009 PG 216), DIACUMSKI JASON PARCEL (BM 2009 PG 216), BISHOP HELEN A AND BISHOP WILLIAM H PARCEL (BM 2009 PG 216), ABBOTT O WAYNE PARCEL (BM 2009 PG 216) AND US GOVERNMENT LAND (ALL REFERENCES TO DEED BOOKS AND PLAT BOOKS IN THIS DESCRIPTION REFER TO THE RECORDS OF THE CHATHAM COUNTY REGISTER OF DEEDS OFFICE, NORTH CAROLINA), BEING MORE PARTICULARLY BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT A 1/2 INCH IRON PIPE (SAID PIPE BEING INSIDE OF A 1 3/4 INCH IRON PIPE), SAID 1/2 INCH IRON PIPE BEING SOUTH 0 DEGREES 24 MINUTES 11 SECONDS EAST A DISTANCE OF 141.41 FEET FROM AN EXISTING 1/2 INCH IRON PIPE, THE POINT OF COMMENCING (HAVING NORTH CAROLINA STATE PLANE COORDINATES OF NORTHING: 727970.55' EASTING: 2014637.34'), SAID POINT OF COMMENCING BEING THE NORTHEAST CORNER OF THAT PARCEL CONVEYED TO PHILIP MICHAEL MCLAIN AND WIFE BY DEED 1395 PAGE 247, DESCRIBED AS TRACT D, SAID 1/2 IRON PIPE BEING THE TRUE POINT OF BEGINNING (HAVING NORTH CAROLINA STATE PLANE COORDINATES OF NORTHING: 727829.13' EASTING: 2014636.46'), SAID POINT OF BEGINNING BEING NORTH 3 DEGREES 22 MINUTES 52 SECONDS A DISTANCE OF 2,685.98 FEET FROM AN EXISTING NGS MONUMENT STAMPED "FIN" (PID AB2852).

THENCE RUNNING IN A CLOCKWISE DIRECTION SOUTH 71 DEGREES 07 MINUTES 23 SECONDS EAST A DISTANCE OF 169.65 FEET TO AN EXISTING 1/2 INCH IRON PIPE; THENCE NORTH 10 DEGREES 18 MINUTES 21 SECONDS EAST A DISTANCE OF 749.23 FEET TO AN EXISTING 1/2 INCH IRON PIPE; THENCE NORTH 33 DEGREES 58 MINUTES 49 SECONDS WEST A DISTANCE OF 289.54 FEET TO A 4 INCH CONCRETE MONUMENT WITH DISK (STAMPED CORPS OF ENGINEERS US ARMY, DATE: 1967, ID# 5554); THENCE NORTH 86 DEGREES 14 MINUTES 51 SECONDS EAST A DISTANCE OF 357.10 FEET TO A 4 INCH BY 4 INCH CONCRETE MONUMENT WITH DISK (STAMPED CORPS OF ENGINEERS US ARMY, DATE: 1967, ID# 5555); THENCE SOUTH 49 DEGREES 31 MINUTES 1 SECOND EAST A DISTANCE OF 901.76 FEET TO A CALCULATED POINT; THENCE NORTH 83 DEGREES 19 MINUTES 1 SECOND EAST A DISTANCE OF 405.10 TO AN EXISTING 1/2 INCH IRON PIPE; SOUTH 53 DEGREES 24 MINUTES 19 SECONDS EAST A DISTANCE OF 530.32 FEET TO A CALCULATED POINT ON THE CHATHAM-WAKE COUNTY LINE; THENCE LEAVING CHATHAM-WAKE COUNTY LINE, SOUTH 20 DEGREES 29 MINUTES 52 SECONDS WEST A DISTANCE OF 733.29 FEET TO A CALCULATED POINT ON THE TRACT 1 NORTHERN LINE; THENCE LEAVING PEGGY G TRUSTEE SOUTHERN LINE SOUTH 71 DEGREES 27 MINUTES 2 SECONDS EAST A DISTANCE OF 59.40 FEET TO AN EXISTING 1 INCH IRON PIPE WITH WHITE CAP AND TACK; THENCE WITH THE COUNTY LINE BETWEEN CHATHAM COUNTY AND WAKE COUNTY, DESCRIBED AS LINE "F" IN BOOK OF MAPS 61 PAGE 68 THE FOLLOWING BEARINGS AND DISTANCES, SOUTH 15 DEGREES 53 MINUTES 52 SECONDS WEST A DISTANCE OF 823.61 FEET TO AN EXISTING 1 INCH IRON PIPE WITH WHITE CAP AND TACK; THENCE SOUTH 15 DEGREES 56 MINUTES 17 SECONDS WEST A DISTANCE OF 66.32

FEET TO AN EXISTING 1/2 INCH IRON PIPE WITH WHITE CAP AND TACK; THENCE SOUTH 15 DEGREES 50 MINUTES 58 SECONDS WEST A DISTANCE OF 241.91 FEET TO AN EXISTING 1/2 INCH IRON PIPE WITH WHITE CAP AND TACK; THENCE SOUTH 15 DEGREES 52 MINUTES 53 SECONDS WEST A DISTANCE OF 911.62 FEET TO AN EXISTING 1 INCH IRON PIPE; THENCE SOUTH 15 DEGREES 46 MINUTES 19 SECONDS WEST A DISTANCE OF 343.72 FEET TO A CALCULATED POINT IN THE NORTHERN LINE OF US 64 HIGHWAY 200 FOOT RIGHT OF WAY; THENCE WITH THE NORTHERN LINE OF US 64 HIGHWAY AND LEAVING CHATHAM-WAKE COUNTY LINE SOUTH 82 DEGREES 51 MINUTES 36 SECONDS WEST A DISTANCE OF 837.66 FEET TO A CALCULATED POINT; THENCE NORTH 71 DEGREES 52 MINUTES 46 SECONDS WEST A DISTANCE OF 161.00 FEET TO AN EXISTING 5/8" IRON ROD ON THE EASTERN LINE OF NC HIGHWAY 751 60 FOOT RIGHT OF WAY; THENCE WITH THE EASTERN LINE OF NC HIGHWAY 751 60 FOOT RIGHT OF WAY NORTH 38 DEGREES 43 MINUTES 21 SECONDS WEST A DISTANCE OF 157.84 FEET TO A CALCULATED; THENCE A CURVE HAVING A RADIUS OF 6,670 FEET, A LONG CHORD BEARING OF NORTH 38 DEGREES 34 MINUTES 29 SECONDS WEST A DISTANCE OF 245.92 FEET TO A CALCULATED POINT; THENCE A CURVE HAVING A RADIUS OF 6,270 FEET, A LONG CHORD BEARING OF NORTH 35 DEGREES 35 MINUTES 11 SECONDS WEST A DISTANCE OF 249.29 FEET TO A CALCULATED POINT; THENCE NORTH 34 DEGREES 15 MINUTES 32 SECONDS WEST A DISTANCE OF 374.51 FEET TO A CALCULATED POINT; THENCE LEAVING THE EASTERN LINE OF NC HIGHWAY 751 60 FOOT RIGHT OF WAY AND WITH THE SOUTHERN LINE OF BARBOUR TRACT (BB 92 PAGE 43) NORTH 55 DEGREES 38 MINUTES 45 SECONDS EAST A DISTANCE OF 2.24 FEET TO AN EXISTING 1 3/4 INCH IRON ROD WITH SQUARE METAL TOP; THENCE CONTINUING WITH THE SOUTHERN LINE OF BARBOUR TRACT NORTH 55 DEGREES 38 MINUTES 45 SECONDS EAST A DISTANCE OF 505.51 FEET TO AN EXISTING 1 3/4 INCH IRON ROD WITH SQUARE METAL TOP; THENCE WITH THE EASTERN LINE OF BARBOUR TRACT NORTH 0 DEGREES 25 MINUTES 8 SECONDS EAST A DISTANCE OF 99.99 FEET TO AN EXISTING 1 INCH IRON PIPE; THENCE WITH THE EASTERN LINE OF LONG TRACT (BM 92 PG 43) AND TRACT B-1 (BM 11 PG 9) NORTH 0 DEGREES 41 MINUTES 44 SECONDS EAST A DISTANCE OF 1298.14 FEET TO AN EXISTING 1/2 INCH IRON PIPE; THENCE WITH THE EASTERN LINE OF LOT 1 (BM 2014 PG 0320) NORTH 0 DEGREES 42 MINUTES 32 SECONDS EAST A DISTANCE OF 280.64 FEET TO AN EXISTING 1/2 INCH IRON PIPE WITH WHITE CAP AND TACK; THENCE WITH TRACT C EASTERN LINE (DB 1949 PG 612) NORTH 1 DEGREE 3 MINUTES 8 SECONDS EAST A DISTANCE OF 171.91 FEET TO THE POINT OF BEGINNING.

CONTAINING 5,754,539 SQUARE FEET OR 132.11 ACRES, MORE OR LESS.

AND BEING A PORTION OF THE LAND CONVEYED TO JEAN CARROL MILLS GOODWING, MARGARET KING MILLS, REGINALD HORTON MILLS, JR. AND WILLIAM STEPHEN MILLS BY DEED BOOK 657 PAGE 863, DESCRIBED AS TRACT 1 AND TRACT 2 IN DEED BOOK LQ PAGE 235, AND BEING ALL OF THE LAND CONVEYED TO WILLIAM STEPHEN MILLS BY PLAT RECORDED IN BOOK OF MAPS 95 PAGE 462, DESCRIBED AS LOT 1. AND BEING ALL OF THE LAND CONVEYED TO WILLIAM STEPHEN MILLS BY PLAT RECORDED IN BOOK OF MAPS 97 AT PAGE 471, DESCRIBED AS LOT 2, AND BEING ALL OF THE LAND CONVEYED TO GRAY PEGGY G TRUSTEE BY DEED BOOK 1919 PAGE 1134.

SURVEY NOTES:

- 1. ALL DISTANCES SHOWN HEREON ARE HORIZONTAL GROUND AND EXPRESSED IN FEET AND HUNDRETH OF FEET.
- 2. AREA CALCULATED BY COORDINATE GEOMETRY.
- 3. ZONING: R-1
- ${\color{red} {\sf ZONING \ SOURCE:} \ \underline{\sf https://chathamncgis.maps.arcgis.com/}}$
- 4. THIS SURVEY DOES NOT REFLECT OR DETERMINE OWNERSHIP.
- ADJOINER'S INFORMATION OBTAINED FROM WAKE COUNTY AND CHATHAM COUNTY GIS WEBSITE.
- 6. EXCEPT AS SHOWN, THERE ARE NO OTHER VISIBLE OR RECORDED EASEMENTS OR RIGHTS OF WAY ACROSS THE SURVEYED PROPERTY THAT HAVE BEEN PROVIDED TO THE SURVEYOR
- 7. ALL PROPOSED PARCEL AREAS MATHEMATICALLY CLOSE GREATER THAN 1:10,000.
- 8. ROADS, STREETS AND HIGHWAYS SHOWN HEREIN SHOW EVIDENCE OF BEING COMPLETED, DEDICATED AND ACCEPTED FOR PUBLIC

LEGEND AND ABBREVIATIONS:

- UTILITY POLE
- **GUY ANCHOR**

- FX FIBER OPTIC PEDESTAL
- GO GAS MARKER
- PARCEL IDENTIFICATION BOOK PG.
- **EXISTING** EASEMENT
- SQ.FT. SQUARE FEET
- PAGE
- B.M. PG. P.0.C

IRON PIPE FOUND (IPF)

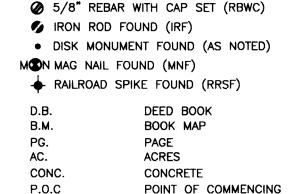
- SUBJECT PROPERTY LINE
- ADJOINER PROPERTY LINE WIRE FENCE (AS NOTED)

----- OE ----

REFERENCES

- 22ND, 1997 AND RECORDED IN BM 97 PG 471 IN THE CHATHAM COUNTY
- SUBDIVISION PLAT FOR MARION C. PENNY, DATED OCTOBER 18TH, 1966 AND RECORDED IN BM 11 PG 9 IN THE CHATHAM COUNTY REGISTER OF DEEDS OFFICE.

 6. RECOMBINATION SURVEY FOR ALLEN B. BARBOUR AND WIFE, DATED JANUARY 14TH. 1992 AND RECORDED IN BM 92 PG 43 IN THE CHATHAM COUNTY REGISTER
- RECOMBINATION PLAT FOR WILLIAM J. GRECZYN, DATED DECEMBER 1ST, 2014 AND RECORDED IN BM 2014 PG 320 IN THE CHATHAM COUNTY REGISTER OF
- RECORDED IN DB 1949 PG 0612 IN THE CHATHAM COUNTY REGISTER OF DEEDS
- COUNTY REGISTER OF DEEDS OFFICE. 11. RECOMBINATION PLAT FOR JANICE M. MILLS, DATED MAY 11TH, 1993 AND
- 12. MAP OF BOUNDARY LINE BETWEEN WAKE COUNTY AND CHATHAM COUNTY NORTH CAROLINA, DATED JUNE—DEC, 1960 AND RECORDED IN BM 1961 PG 68 IN

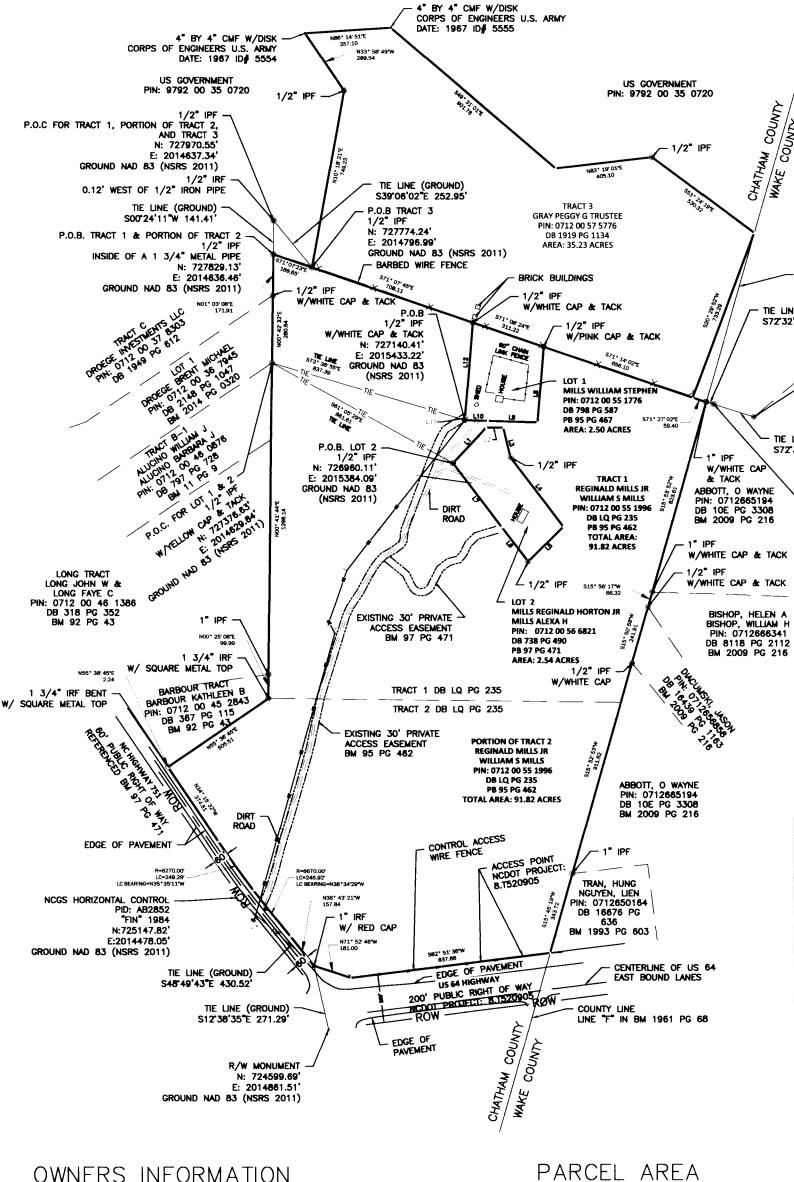


P.0.B POINT OF BEGINNING EASEMENT (AS NOTED) EXISTING APPARENT RIGHT-OF-WAY

CENTER LINE ROAD (AS NOTED) OVERHEAD ELECTRIC

DEED FOR J. B. MILLS AND WIFE, DATED JANUARY 9TH, 1954 AND RECORDED

- IN DB LQ PG 235 IN THE CHATHAM COUNTY REGISTER OF DEEDS OFFICE. DEED FOR PEGGY G. GRAY, TRUSTEE, DATED APRIL 12TH, 2017 AND RECORDED IN DB 1919 PG 1134 IN THE CHATHAM COUNTY REGISTER OF DEEDS
- PLAT FOR WILLIAM STEPHEN MILLS, DATED NOVEMBER 16TH, 1996 AND RECORDED IN BM 95 PG 462 IN THE CHATHAM COUNTY REGISTER OF DEEDS
- 4. PLAT FOR REGINALD HORTON MILLS JR. AND ALEXA H. MILLS, DATED OCTOBER
- 8. DEED FOR JAMES MARCUS MALOCH WIFE, DATED SEPTEBER 29TH, 2017 AND
- 9. DEED FOR PHILIP MICHAEL MCLAIN AND WIFE, DATED APRIL 4TH, 2008 AND RECORDED IN DB 1395 PG 247 IN THE CHATHAM COUNTY REGISTER OF DEEDS
- 10. SUBDIVISION AND RECOMBINATION PLAT FOR JOHN B. MILLS, JR., DATED DECEMBER 31ST, 2008 AND RECORDED IN BM 2009 PG 216 IN THE WAKE
- RECORDED IN BM 1993 PG 603 IN THE WAKE COUNTY REGISTER OF DEEDS
- THE WAKE COUNTY REGISTER OF DEEDS OFFICE. 13. NCDOT US 64 HIGHWAY PROJECT 8.T520905, SHEETS 42 AND 43



CERTIFICATION:

GRAPHIC SCALE

Day/Month/Year

and exact map of annexation adopted the ___

Annexation # __

THIS PLAT WAS PREPARED FOR RECORDING IN ACCORDANCE WITH GS 47-30, AS AMENDED

GS 47-30 F(11)C(1). THAT THE SURVEY IS OF AN EXISTING PARCEL OR PARCELS OF LAND OR ONE OR MORE EXISTING EASEMENTS AND DOES NOT CREATE A NEW STREET OR CHANGE AN EXISTING STREET.

SITE

VICINITY MAP

(NOT TO SCALE)

_, Town Clerk, Apex, North Carolina certify this a true

____ day of _

___, by the Town Council. I set my hand and seal of the Town of Apex,

TOWN OF APEX

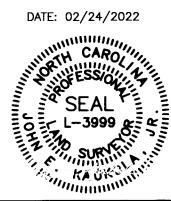
- CORPORATE LIMIT

I. JOHN E. KAUKOLA, JR. DO HEREBY CERTIFY THAT THIS PLAT WAS DRAWN UNDER MY SUPERVISION FROM AN ACTUAL SURVEY MADE UNDER MY SUPERVISION USING REFERENCES SHOWN HEREON; THAT THE BOUNDARIES NOT SURVEYED ARE SHOW AS BROKEN LINES PLOTTED FROM INFORMATION SHOWN HEREON; THAT THE RATIO OF PRECISION AS CALCULATED BY LATITUDES AND DEPARTURES IS 1:10,000 OR GREATER; THAT THIS SURVEY WAS PERFORMED USING GNSS AND CONVENTIONAL SURVEY. THAT THE FOLLOWING INFORMATION WAS USED TO PERFORM THE GNSS SURVEY:

CLASS OF SURVEY: A POSITIONAL ACCURACY: 3CM + 50PPM TYPE OF GPS FIELD PROCEDURE: VRS RTK DATES OF SURVEY: NOVEMBER 24TH TO DEC 15TH OF 2021 DATUM/EPOCH: NAD 83 (2011) PUBLISHED/FIXED-CONTROL USE: DURH, NCRD AND SNFD CORS ARP GEOID MODEL: 12B UNITS: US SURVEY FEET COMBINED GRID FACTOR: 0.999898256

John E. Kaukola, Jr. NORTH CAROLINA PROFESSIONAL LAND SURVEYOR LICENSE NUMBER L-3999 john.kaukola@sam.biz (919) 752-8765

SURVEYING AND MAPPING, LLC F-1442



OWNERS INFORMATION

LOT 1: MILLS WILLIAM STEPHEN ADDRESS: 106 751 HWY, APEX 27523

LOT 2: MILLS REGINALD HORTON JR ADDRESS: 104 751 HWY, APEX 27523

TRACT 1 AND PORTION OF TRACT 2: REGINALD MILLS JR & WILLIAM S MILLS

BEACON PARTNERS

1021066922

2022/02/24

JOHN KAUKOLA

JOEL ALVARADO

MITCHELL WELLS

US 64-751 -ANNEX

AS SHOWN ON PLAT

1"=400"

US64-NC751 SURVEY

ADDRESS: NOT ASSIGNED TRACT 3: GRAY PEGGY G TRUSTEE ADDRESS: NOT ASSIGNED

PROJECT:

JOB NUMBER:

DATE:

SCALE:

SURVEYOR:

DRAWING: TRACT ID:

TECHNICIAN:

PARTYCHIEF:

FIELDBOOKS:

SATELLITE ANNEXATION MAP FOR THE TOWN OF APEX

US GOVERNMENT

TIE LINE (GROUND) S72'32'33"E 32.99'

S72'30'18"E 175.45'

LINE "F" IN BM 1961 PG 68

- CONTROL CORNER

N: 727151.99'

E: 2016637.88'

CONTROL CORNER

W/WHITE CAP & TACK

GROUND NAD 83 (NSRS 2011)

LINE TABLE

NUMBER

L2

L4

L5

L10

TRACT 1 AND PORTION OF TRACT 2 - 91.82 ACRES

2.50 ACRES

2.56 ACRES

TOTAL AREA TO BE ANNEXED: 132.11 ACRES

TRACT 3 - 35.23 ACRES

LOT 2 -

DIRECTION LENGTH

N42'53'24"E 203.16'

N89'31'40"E 71.19'

S13°27'23"E 128.99'

S37'20'15"E 361.83'

S45*01'20"W 206.78'

N37'20'15"W 334.14'

N88*19'06"W 207.15'

N87'53'09"W 95.72'

NO4'46'32"E 11.64'

181.35'

N37'20'15"W

S04°40'01"W

L12 N04'46'32"E 394.58'

1 1/2" IPF

N: 727204.75

W/WHITE CAP & TACK

GROUND NAD 83 (NSRS 2011)

NEW HOPE TOWNSHIP, CHATHAM COUNTY STATE OF NORTH CAROLINA

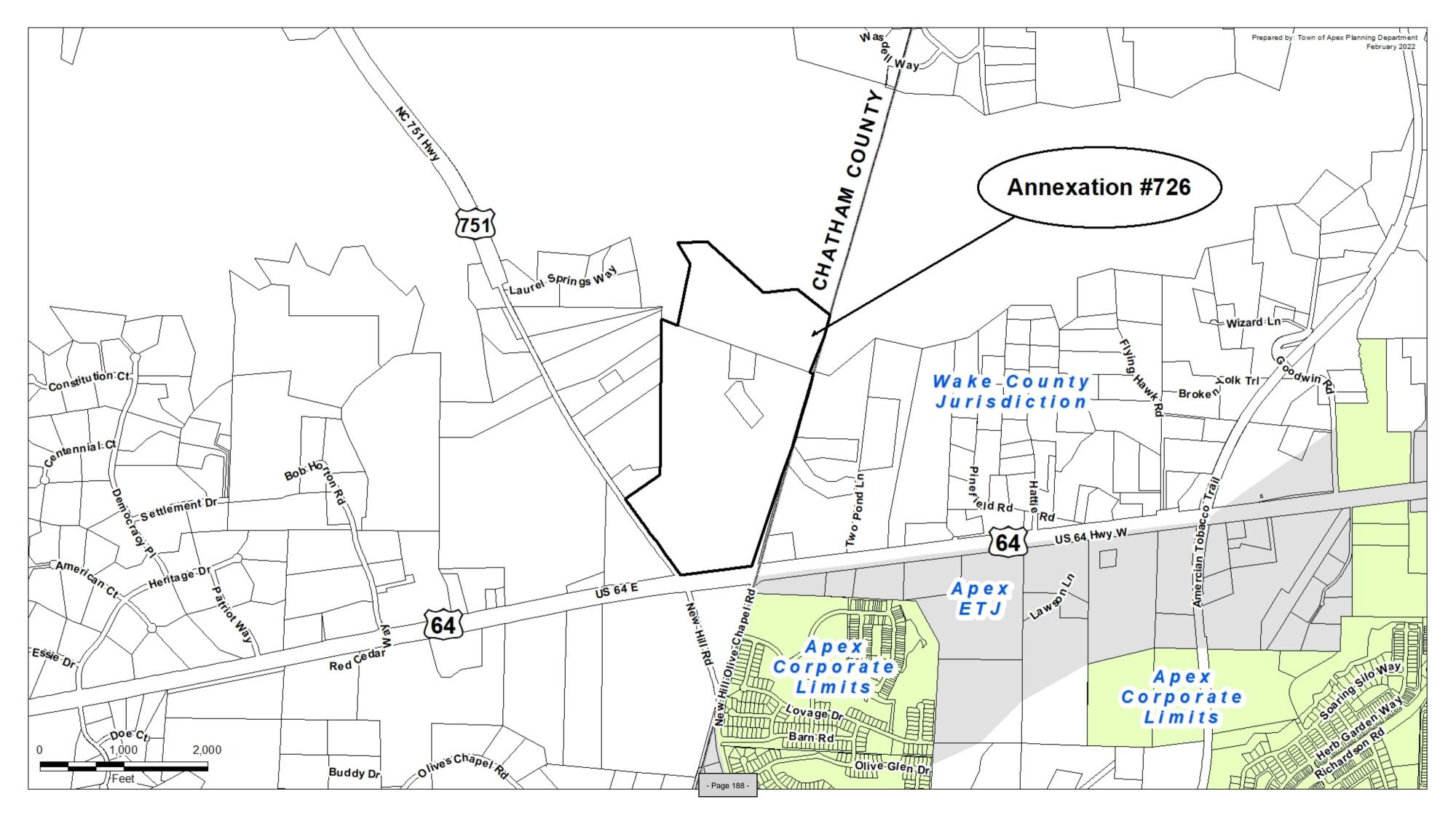
SHEET 1

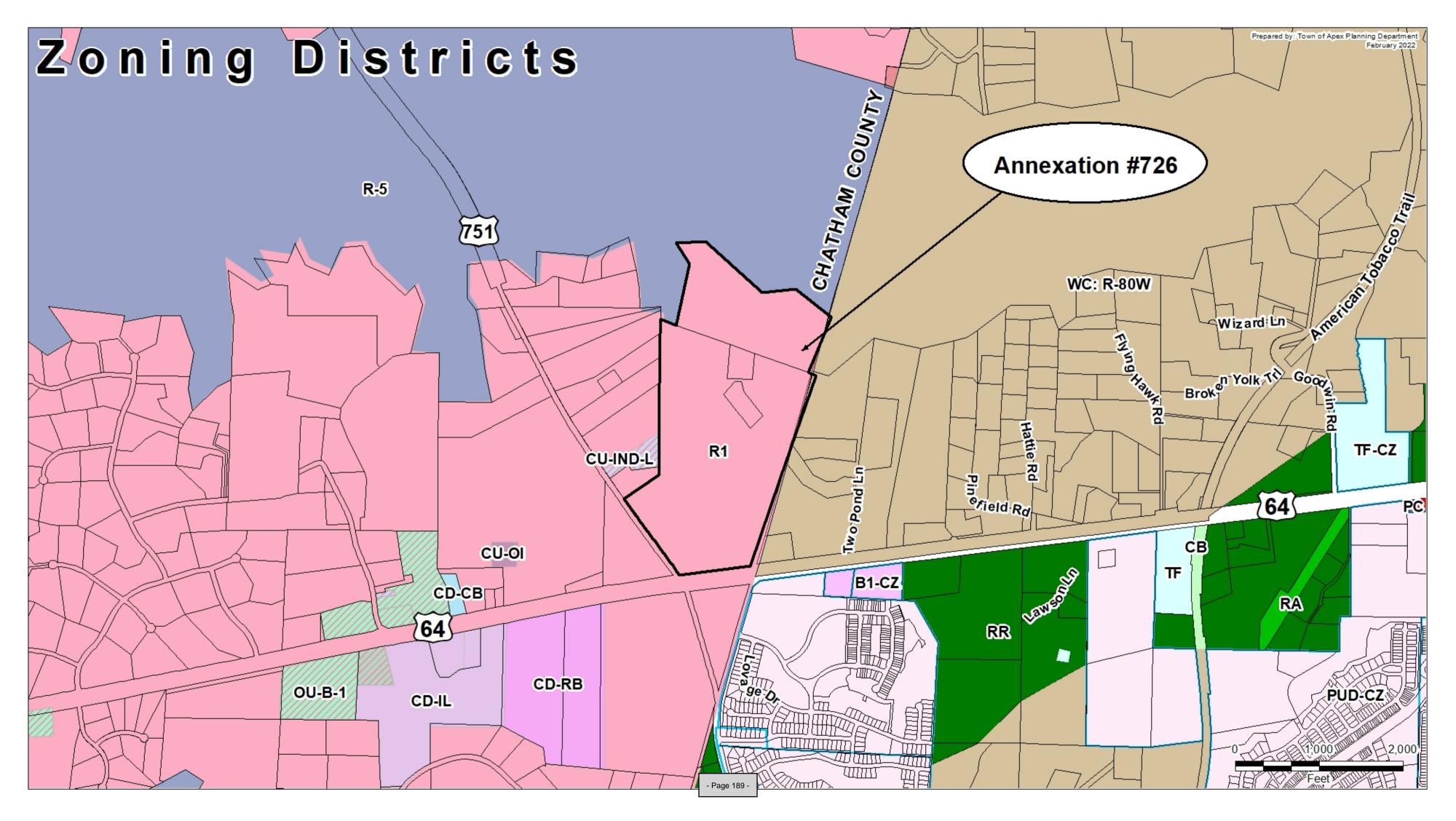
OF 1

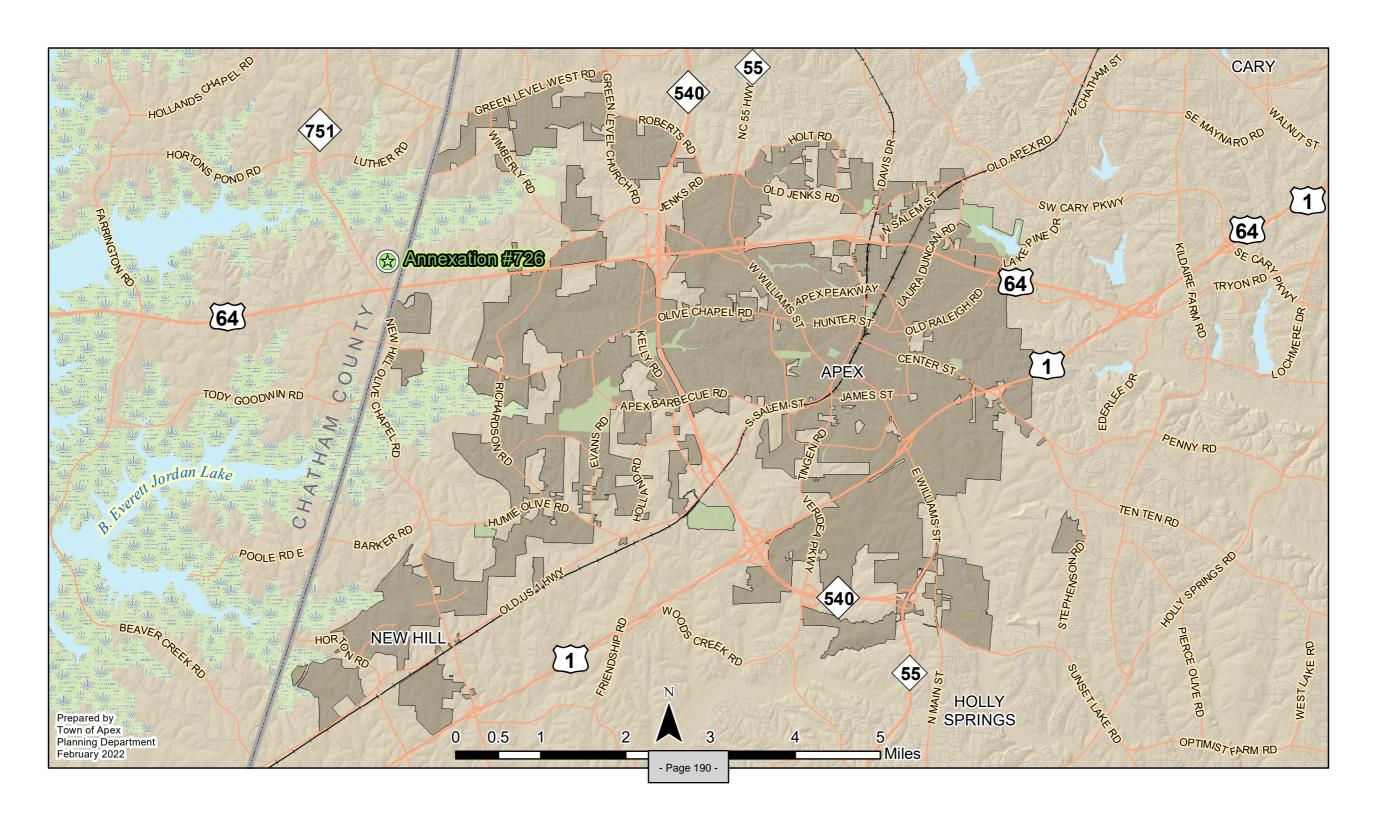


2641-116 Sumner Blvd. Raleigh, NC 27616 Ofc: 919.878.7466 info@sam.biz Email:











RESOLUTION DIRECTING THE TOWN CLERK TO INVESTIGATE PETITION RECEIVED UNDER G.S.§ 160A-31

Annexation Petition #726 104, 106, & Unassigned Off NC Hwy 75, Chatham County

WHEREAS, G.S. §160-A 31 provides that the sufficiency of the petition shall be investigated by the Town Clerk before further annexation proceedings may take place; and

WHEREAS, the Town Council of the Town of Apex deems it advisable to proceed in response to this request for annexation;

NOW, THEREFORE, BE IT RESOLVED by the Town Council of the Town of Apex, that the Town Clerk is hereby directed to investigate the sufficiency of the above-described petition and to certify to the Town Council the result of her investigation.

This, the 8th day of March 2022

	Jacques K. Gilbert Mayor	
ATTEST:		
Town Clerk (Interim)		



CERTIFICATE OF SUFFICIENCY BY THE TOWN CLERK

Annexation Petition #726 104, 106, & Unassigned Off NC Hwy 75, Chatham County

To: The Town Council of the Town of Apex, No	orth Carolina		
I,, Town Clerk, do hereby certify that I have investigated the annexation petition attached hereto, and have found, as a fact, that said petition is signed by all owners of real property lying in the area described therein, in accordance with G.S.§ 160A-31, as amended.			
IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of the Town of Apex, North Carolina this 8th day of March 2022.			
	Town Clerk (Interim)		
	TOWIT CIGIX (ITTICITITI)		
(Seal)			



RESOLUTION SETTING DATE OF PUBLIC HEARING ON THE QUESTION OF ANNEXATION PURSUANT TO G.S.§ 160A-31 AS AMENDED

Annexation Petition #695 104, 106, & Off Unassigned NC Hwy 75, Chatham County

WHEREAS, a petition requesting annexation of the area described herein has been received; and

WHEREAS, the Town Council of Apex, North Carolina has by Resolution directed the Town Clerk to investigate the sufficiency thereof; and

WHEREAS, Certification by the Town Clerk as to the sufficiency of said petition has been made;

NOW, THEREFORE, BE IT RESOLVED by the Town Council of the Town of Apex, North Carolina that:

Section 1. A public hearing on the question of annexation of the area described herein will be held at the Apex Town Hall at 6 o'clock p.m. on the 22nd day of March 2022.

Section 2. The area proposed for annexation is described as attached.

Section 3. Notice of said public hearing shall be published on the Town of Apex Website, www.apexnc.org, Public Notice, at least ten (10) days prior to the date of said public hearing.

This the 8th day of March 2022.

	Jacques K. Gilbert, Mayor
ATTEST:	
	, Town Clerk (Interim)

| Agenda Item | cover sheet

for consideration by the Apex Town Council

Item Type: PRESENTATION

Meeting Date: March 8, 2022

Item Details

Presenter(s): Jacques K. Gilbert, Mayor

Department(s): Governing Body

Requested Motion

Presentation of Arbor Day Proclamation

Approval Recommended?

N/A

Item Details

N/A

Attachments

Proclamation



Proclamation

from the Office of the Mayor

Arbor Day in the Town of Apex

WHEREAS, in 1872, J. Sterling Morton proposed to the Nebraska Board of Agriculture that a special day be set aside for the planting of trees; and

WHEREAS, this holiday called Arbor Day was first observed with the planning of more than a million trees; and

WHEREAS, Arbor Day is now observed throughout the nation and the world; and

WHEREAS, trees can reduce the erosion of our precious topsoil by wind and water, cut heating and cooling costs, moderate the temperature, clean the air, produce life-giving oxygen, and provide habitat for wildlife; and

WHEREAS, trees in our town increase property values, enhance the economic vitality of business areas, and beautify our community' and

WHEREAS, the Apex Town Council and the Tree Citizen Advisory Panel (Tree CAP) will commemorate Arbor Day by planting seven trees, one for each year designated as a Tree City USA, at Hunter Street Park on March 18, 2022; and

NOW, THEREFORE, I, Jacques K. Gilbert, Mayor of the Town of Apex, do hereby proclaim March 18, 2022 as Arbor Day in the Town of Apex, and urge all citizens to celebrate our Arbor Day and to support efforts to protect our trees and woodlands.

IN WITNESS THEREOF, I have hereunto set my hand and caused the Seal of the Town of Apex, North Carolina to be affixed this the 8th day of March 2022

Acques K. Gilbert, Mayor

| Agenda Item | cover sheet

for consideration by the Apex Town Council

Item Type: PRESENTATION

Meeting Date: March 8, 2022

Item Details

Presenter(s): Jacques K. Gilbert, Mayor

Department(s): Governing Body

Requested Motion

Presentation of Women's History Month

Approval Recommended?

N/A

Item Details

N/A

Attachments

Proclamation



Town of Apex, North Carolina

Proclamation

from the Office of the Mayor

WOMEN'S HISTORY MONTH-MARCH 2022

- WHEREAS, Women's History Month traces back to the first International Women's Day held in 1911 and was extended to Women's History week in 1978; and
- WHEREAS, Sarah Lawrence College, the Women's Action Alliance and the Smithsonian Institution collaborated to host the first Women's History Conference in 1979; and
- WHEREAS, the women's suffrage movement led to the passage by Congress of the 19th Amendment to the Constitution of the United States in 1919 and was ratified by the states by the summer of 1920; and
- WHEREAS, in 1980, President Jimmy Carter issued a proclamation declaring the week beginning March 7, 1982 as "Women's History Week" and in 1987 Congress provided bipartisan support to extend the Week to Women's History Month; and
- WHEREAS, the theme of 2021 is Valiant Women of the Vote: Refusing to be silenced, recognizing and honoring the important roles of multicultural suffragists and voting right activists; and
- WHEREAS, women of every race, ethnicity, and background have made contributions to the growth and strength of our Nation in countless ways; and
- WHEREAS, women have historically played and continue to play a crucial economic, cultural and social role in every sphere of the life of the Nation by constituting a significant portion of the work force inside and outside of the home; and
- WHEREAS, women of every race, ethnicity, and background have been leaders, not only in securing their own rights of freedom, suffrage and equal opportunity, but also in the abolitionist movement, the emancipation movement, the industrial labor movement, the civil rights movement, and other movements, especially the peace movement, which creates a more fair, just, and inclusive society for all people; and
- WHEREAS, despite these contributions, celebration of this Month acknowledging the role of women in history has been consistently overlooked and undervalued, in the literature, teaching and study of American history;
- NOW, THEREFORE, I, Jacques K. Gilbert, Mayor of the Town of Apex, do hereby proclaim March 2022 as Women's History Month in the Town of Apex and call upon all citizens to celebrate the numerous contributions women have made to our community, state, nation and to the world.

IN WITNESS THEREOF, I have hereunto set my hand
and caused the Seal of the Town of Apex, North Carolina
to be affixed this the 8th day of March 2022
Jacques K. Gilbert. Mavor

| Agenda Item | cover sheet

for consideration by the Apex Town Council

Item Type: PUBLIC HEARING

Meeting Date: March 8, 2022

Item Details

Presenter(s): Sarah Van Every, Senior Planner

Department(s): Planning and Community Development

Requested Motion

Public Hearing and possible motion to approve Rezoning Application #21CZ14 Holland Road Mixed Use Assembly PUD. The applicant, Geno Ray, LG Investments Inc, seeks to rezone approximately 28.68 acres located at 7528 Humie Olive Rd; 2236 Old US 1 Hwy, 1001, 1004, 1005 Red Cardinal Lane 3104; & 3116 Holland Rd (PINs 0720992587, 0720998487, 0730095707, 0731001087, 0731003359, 0731004075, 0730091779) from Rural Residential (RR) to Planned Unit Development-Conditional Zoning (PUD-CZ).

Approval Recommended?

The Planning and Community Development Department recommends approval.

The Planning Board held a public hearing on February 14, 2022 and, by a vote of 5-2, recommended approval with the additional conditions offered by the applicant. The applicant committed to increase the width of Thoroughfare Buffers along two roads, conduct a signal warrant analysis and install a traffic signal if warranted, and provide two homes at 100% of the Wake County AMI.

Item Details

The properties to be rezoned are identified as PINs 0720998487, 0730091779, 0730095707, 0731004075, 0731001087, 0731003359, 0720992587.

Attachments

- Staff Report
- Vicinity Map
- Application



Rezoning #21CZ14 Holland Road Mixed Use Assembly PUD

March 8, 2022 Town Council Meeting



All property owners and neighborhood associations within 300 feet of this rezoning have been notified per UDO Sec. 2.2.11 *Public Notification*.

BACKGROUND INFORMATION:

Location: 2236 Old US 1 Hwy; 1001 & 1004, & 1005 Red Cardinal Lane; 3104 & 3116 Holland

Road; 7528 Humie Olive Road

Applicant/Agent: Geno Ray, LG Investments, Inc./Jeff Roach, Peak Engineering & Design, PLLC.

Owners: David Ray Powell, Johnny & Carolyn M Pendergraft, Pamela Etal Bullock & Francis T

Purefoy, Ernestine Smith, Joanne Pendergraft Hearn Heirs, RGNC-10 LLC, Annie P. &

Billie E. Stroup, Shelba Clem, P. Diane Williams, and Lisa W. Krummel

PROJECT DESCRIPTION:

Acreage: ±28.68 acres

PINs: 0720998487, 0730091779, 0730095707, 0731004075, 0731001087,

0731003359, 0720992587

Current Zoning: Rural Residential (RR)

Proposed Zoning: Planned Unit Development-Conditional Zoning (PUD-CZ)

Current 2045 Land Use Map: Medium Density Residential, Medium/High Density Residential, and

Commercial Services

Town Limits: ETJ

Adjacent Zoning & Land Uses:

	Zoning	Land Use
North:	Medium Density-Conditional Use (MD- CZ #13CZ16); Rural Residential (RR)	Single-Family Residential (individual lots and Siena and Verona at Bella Casa)
South:	Rural Residential (RR); Neighborhood Business (B1); Tech/Flex-Conditional Zoning (TF-CZ #15CZ25 & 18CZ13)	Old US 1 Hwy; Single-Family Residential; Restaurant; Vacant
East:	Rural Residential (RR)	Holland Rd; Single-Family Residential; Church
West:	Rural Residential (RR)	Vacant; Single-Family Residential

EXISTING CONDITIONS:

The properties are situated on the north side of Old US 1, between Humie Olive and Holland Roads. The properties contain two residential structures and a few outbuildings. The subject site is heavily wooded.

NEIGHBORHOOD MEETING:

The applicant conducted a neighborhood meeting on April 27, 2021. The neighborhood meeting report is attached.

WCPSS Coordination:

A Letter of Impact from Wake County Public School System (WCPSS) was received for this rezoning and is included in the staff report packet. WCPSS indicates that elementary, middle, and high schools within the current assignment area for this rezoning/development are anticipated to have insufficient capacity for

Rezoning #21CZ14 Holland Road Mixed Use Assembly PUD

March 8, 2022 Town Council Meeting



future students at all levels; transportation to schools outside of the current assignment area should be anticipated. School expansion or construction within the next five years is anticipated address concerns at the elementary and high school levels.

2045 LAND USE MAP:

The 2045 Land Use Map designates the subject properties as Medium Density Residential, Medium/High Density Residential, and Commercial Services. The proposed rezoning to Planned Unit Development-Conditional Zoning (PUD-CZ) is generally consistent with those Land Use Map designations. The proposed rezoning includes a mix of residential uses and commercial uses. If the properties are rezoned as proposed, the 2045 LUM will automatically be amended to remove the Medium/High Density Residential area, expand the Medium Density Residential area and reduce the Commercial Services area per NCGS 160D-605(a).

PLANNED UNIT DEVELOPMENT PLAN:

The applicant is proposing a Planned Unit Development Plan with uses and development standards as follows:

Permitted Uses:

The development will include office, retail and residential uses. The Rezoned Lands may be used for, and only for, the uses listed below. The permitted uses are subject to the limitation and regulations stated in the UDO and any additional limitation or regulations stated below. For convenience, some relevant sections of the UDO may be referenced; such references do not imply that other sections of the UDO do not apply.

Residential Tract:

- Accessory apartment
- Townhouse (as shown on the PUD Map)
- Single family (as shown on the PUD Map)
- Greenway

Commercial Tract:

- Drop-in or short-term day care
- Botanical garden
- Entertainment, indoor
- Youth or day camps
- Restaurant, drive-through
- Restaurant, general
- Medical or dental office or clinic
- Office, business or professional
- Publishing office
- Artisan Studio
- Barber and beauty shop
- Book store
- Convenience store
- Convenience store with gas sales
- Dry cleaners and laundry service

- Recreation Facility, private
- Park, active
- Park, passive
- Utility, minor
- Nursing or convalescent facility
- Financial institution
- Floral shop
- Greenhouse or nursery, retail
- Grocery, general
- Grocery, specialty
- Health/fitness center or spa
- Laundromat
- Newsstand or gift shop
- Personal service
- Pharmacy
- Printing and copying service
- Real estate sales
- Retail sales, general
- Studio for art
- Tailor shop
- Upholstery shop

Rezoning #21CZ14 Holland Road Mixed Use Assembly PUD

March 8, 2022 Town Council Meeting



- Pet services
- Microbrewery
- Greenway

- Park, active
- Park, passive
- Utility, minor

Proposed Design Controls:

Density

The PD Plan proposes an overall maximum residential density of 6 dwelling units per acre and a maximum of 76,500 sf including four (4) outparcels and a convenience store with no more than ten (10) fueling stations in the nonresidential section. The overall residential development shall not exceed 110 dwelling units, with a minimum of 10 single-family detached dwellings and the remainder comprised of townhouses.

Height

The maximum building height shall be:

Single-family detached: 36' Townhouses: 40' Non-residential: 50'

Single-family Minimum Lot Standards:

Lot size: 6,000 square feet (see zoning condition #4)

Lot width: 60'

Setbacks

	Proposed Minimum Setbacks		
Single-family	Front	10'	
	Front (garage)	20'	
	Side	5′	
	Corner side	10'	
	Rear	10'	
	From Buffer/RCA	10' for buildings; 5' for parking areas	
Townhouse –	Front	10'	
front loaded	Front (garage)	20'	
	Side	3' (0 between units)	
	Corner side	10'	
	Rear	10'	
	Building to building	10'	
	From Buffer/RCA	10' for buildings; 5' for parking areas	
Townhouse –	Front	10'	
rear/alley loaded	Side	3' (0 between units)	
	Corner side	10'	
	Rear	5' from alley R/W	
	Building to building	10'	
	From Buffer/RCA	10' for buildings; 5' for parking areas	

Rezoning #21CZ14 Holland Road Mixed Use Assembly PUD

March 8, 2022 Town Council Meeting



Non-Residential	Street	20'
	Rear	20'
	Side	20'
	From Buffer/RCA	10' for buildings; 5' for parking areas

Buffers

The following buffers are proposed by this PUD.

Residential:

Perimeter Buffers:	UDO Required	Proposed
Northern Boundary	20' Type B or	20' Type A;
	10' Type B*	20' Type B; or
		30' Type A
Holland Road	30' Type B	30' Type B
Western Boundary	20' Type B**	10' Type B

Non-Residential:

Perimeter Buffers:	UDO Required*	Proposed	
Holland Road	30' Type E	30' Type E	
Old US 1	30' Type E	30' Type E 30' Type E	
Humie Olive Road	30' Type E	30' Type E	
Northern & Western	40' Type A 10' Type B buffer is proposed although no		
Boundary Adjacent to PIN	buffer is required if a public street or private		
0720-99-3901	driveway straddles or is located along the		
		property line between the parcels.	

^{*}based on Class 5 Land Use Class for Section 8.2.6 Buffering

Note: Where perimeter buffers coincide with stream buffers or 100-year floodplain, existing vegetation shall be used to meet the buffer width and opacity.

Built Upon Area

The proposed maximum built upon area is 70% for the non-residential development and 60% for the residential development.

Resource Conservation Area

This PUD shall be subject to, and meet the requirements of Section 8.1.2 of the UDO, *Resource Conservation Area* and Section 2.3.4 *Planned Development Districts*.

The site shall provide 25% RCA for the non-residential portion of the development based upon the standards set forth within UDO Section 8.1. The development provides a non-residential component to the development and per UDO Section 2.3.4.F.1.c.i is requesting a RCA reduction to 25% minimum from the 30% minimum required for single-family and townhouse developments. Development shall not be subject to additional RCA requirement for mass grading of single-family detached lots per UDO 7.2.5.B.8.

Rezoning #21CZ14 Holland Road Mixed Use Assembly PUD

March 8, 2022 Town Council Meeting



Off-site RCA per 8.1.2.A.1 may be used to comply with the approved RCA standards outlined by the Unified Development Ordinance.

In response to a request from adjacent Bella Casa property owners. The buffer along the northern boundary may be cleared and replanted per previous PD Text conditions and shall count as Resource Conservation Area (RCA) for the development.

The overhead Duke Energy electric line and easements along Humie Olive Road, Old US 1 Highway, and Holland Road shall be counted towards the required RCA and buffer standards as identified within various UDO sections.

Parking

Parking for the development shall meet the requirements of UDO Section 8.3.

ZONING CONDITIONS

The following conditions shall also apply:

- 1. A maximum of 100 townhouse dwellings shall be permitted.
- 2. A minimum of 10 single-family detached dwellings shall be permitted.
- 3. Of the 100 permitted townhouse dwellings, at least two (2) residential restricted median-income affordable housing townhome ownership units (Affordable Housing Units) shall be constructed on-site and sold at a mutually agreeable maximum affordable housing median-income ownership initial sales price (includes unit price and lot price) that is calculated based upon the one-hundred percent (100%) of the Raleigh, NC Metropolitan Statistical Area (MSA) Area Median Income (AMI) as published by the U.S. Department of Housing and Urban Development (HUD). The Affordable Housing Units shall be occupied by low or median-income households earning no more than one-hundred percent (100%) of the Raleigh, NC MSA AMI, adjusted for family size as published by HUD. A restrictive covenant (i.e. resale deed restriction) with a minimum affordability period of ten (10) years shall be recorded against each residential restricted median-income affordable housing townhome ownership unit concurrently at the close of escrow upon the sale of the Affordable Housing Units to memorialize the affordable housing terms and conditions. The two (2) Affordable Housing Unit lots shall be identified on the Master Subdivision Final Plat, which may be amended from time to time. A restrictive covenant (i.e. affordable housing agreement) between the Town and Applicant shall be recorded against the two (2) Affordable Housing Unit lots prior to the issuance of a building permit for such lots to memorialize the affordable housing terms and conditions of the approved zoning condition. Final Affordable Housing Unit floor plan selection which includes the unit size and bedroom size will be at the discretion of the developer. Developer shall provide written notice to the Town, Attn: Housing Program Manager, giving the Town ninety (90) days to identify qualified applicants to enter into a lot or purchase agreement with the Seller of the Affordable Housing Units.
- 4. Single-family detached dwellings adjacent to and abutting Wake County PINs 0731-00-1666 and 0731-00-3635 shall be located on lots that are a minimum of 12,000 square feet and oriented to face Vasari Drive.
- 5. A signal warrant analysis for the intersection of Holland Road and Old HWY 1 shall be performed by the applicant prior to the platting of the 100th lot platted within the development and developer shall install a traffic signal if permitted by NCDOT at that time. If a traffic signal is not permitted by NCDOT at that time then developer shall have no future responsibility for a traffic signal.

Rezoning #21CZ14 Holland Road Mixed Use Assembly PUD

March 8, 2022 Town Council Meeting



- 6. A maximum of 76,500 square feet of commercial/retail uses, inclusive of up to four (4) non-residential outparcels and a convenience store with up to ten (10) fueling stations.
- 7. All single-family detached and non-residential buildings shall provide solar conduit for the installation of rooftop solar panels.
- 8. No covenant shall be placed on the property which prohibits accessory apartment as a use.
- 9. The uses Restaurant, drive-through and Convenience store with gas sales shall not be permitted within 100' of residential properties within the development.
- 10. A 20' landscape easement shall be provided between the commercial/retail area and the residential area. This area shall be landscaped to a Type 'A' buffer standard with a berm as permitted by UDO 8.2.6.B.5.
- 11. A Type 'A' buffer shall be provided along the northern boundary with the Bella Casa subdivision. The Type 'A' buffer will remove and replace the existing vegetation while permitting the buffer to count towards overall RCA requirements. A berm shall be installed along with additional buffer improvements per UDO Section 8.2.6.B.5.
- 12. The project shall install at least one (1) sign per SCM about not using fertilizer near an SCM drainage area. The sign(s) shall be installed in locations that are publicly accessible, such as adjacent to amenity centers, sidewalks, greenways, or side paths.
- 13. The project shall install one (1) sign near each SCM about cleaning up pet waste.
- 14. The project shall increase biodiversity within the development by:
 - a. Selecting and installing tree, shrub and perennial species with special attention to providing diverse and abundant pollinator and bird food sources, including plants that bloom in succession from spring to fall.; or
 - b. Planting only native plant species as listed in the Apex Design and Development Manual.
- 15. The project shall include landscaping that requires less irrigation and chemical use by planting warm season grasses for drought-resistance.
- 16. A minimum of three (3) pet waste stations shall be installed within the development located around the SCMs, play lawns, and gathering areas.
- 17. The exterior lighting for all non-residential buildings and parking lots will consist entirely of LED fixtures. The project shall install light timers, motion sensors, or other smart lighting technology for all lighting within the parking lots.
 - a. The project shall use full cutoff LED fixtures that have a maximum color temperature of 3,500 for all exterior lighting, including, but not limited to, parking lot and building mounted fixtures.

Architectural Standards

The proposed development offers the following architectural controls to ensure a consistency of character throughout the development, while allowing for enough variety to create interest and avoid monotony. Changes to the exterior materials, roof, windows, doors, process, trim, etc. are allowable with administrative approval at the staff level. Further details shall be provided at the time of development plan submittal. The following conditions shall apply:

A. Residential Development

Single Family Detached:

- 1. Vinyl siding is not permitted; however, vinyl windows, decorative elements, and trim are permitted.
- 2. Primary building materials will be brick, stone, and fiber cement siding.
- 3. Windows that are not recessed shall be trimmed. Windows shall vary in size and/or type.

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- 4. At least four of the following decorative features shall be used on each building: decorative shake, board and batten siding, decorative porch rails and posts, shutters, decorative functional foundation and roof vents, recessed windows, decorative windows, decorative brick or stone, decorative gables, decorative cornices, or metal roofing.
- 5. A varied color palette shall be utilized throughout the development to include a minimum of three-color families for siding and shall include varied trim, shutter, and accent colors complementing the siding color.
- 6. The rear and side elevations of the units that can be seen from the right-of-way shall have trim around the windows.
- 7. Front facing garage doors must have windows, decorative details, or carriage-style adornments.
- 8. Entrances for units with front-facing garages shall have a prominent covered porch/stoop area leading to the front door.
- 9. Porches constructed with a dwelling unit shall be a minimum of six feet (6') deep.
- 10. The front façade of any front-loaded garage shall not protrude farther than one foot forward of (i) the front façade of the dwelling unit, or (ii) the front porch of the dwelling unit, whichever is closer to the right-of-way from which the dwelling unit is addressed.

Single Family Attached (Townhouses):

- 1. Vinyl siding is not permitted; however, vinyl windows, decorative elements and trim are permitted.
- 2. The roofline cannot be a single mass; it must be broken up horizontally and vertically between every unit.
- 3. Garage doors must have windows, decorative details or carriage-style adornments on them.
- 4. House entrances for units with front-facing single-car garages shall have a prominent covered porch/stoop area leading to the front door.
- 5. The garage cannot protrude more than 1 foot out from the front façade or front porch.
- 6. Building facades shall have horizontal relief achieved by the use of recesses and projections.
- 7. A varied color palette shall be utilized on homes throughout the subdivision to include a minimum of three (3) color families for siding and shall include varied trim, shutter, and accent colors complementing the siding color.
- 8. The rear and side elevations of the units that can be seen from the right-of-way shall have trim around the windows.
- 9. At least four of the following decorative features shall be used on each building: decorative shake, board and batten siding, decorative porch rails and posts, shutters, decorative brick or stone, decorative gables, decorative cornices, or metal roofing.
- 10. The visible side of a townhouse on a corner lot facing the public street shall contain at least 3 decorative elements such as, but not limited to, the following elements:
 - Windows
 - Bay window
 - Recessed window
 - Decorative window
 - Trim around the windows
 - Wrap around porch or side porch
 - Two or more building materials
 - Decorative brick/stone
 - Decorative trim

- Decorative shake
- Decorative air vents on gable
- Decorative gable
- Decorative cornice
- Column
- Portico
- Balcony
- Dormer

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B. Commercial Development

- Predominant exterior building materials shall be brick masonry, decorative concrete block (either integrally colored or textured), stone accents, aluminum storefronts with anodized or pre-finished colors, EIFS cornices and parapet trim, and precast concrete. Materials shall comply with UDO Section 9.3.5.
- 2. Additional exterior materials may include stone accents, aluminum store fronts with anodized or pre-finished colors, EIFS cornices and parapet trim, and precast concrete.
- 3. The building shall have more than one (1) parapet height.
- 4. The building exterior shall have more than one (1) material color.
- 5. No more than 20% of any building façade may consist of EIFS material.
- 6. EIFS or synthetic stucco shall not be used in the first 4 feet above grade.
- 7. Only full cut-off lighting fixtures and fixtures with external house-side shields shall be allowed where non-residential properties are adjacent to residential properties.

PUBLIC FACILITIES:

The project's construction will consist of the extension of public facilities to serve the site. All public facilities and infrastructure shall comply with the Town of Apex Sewer and Water Master Plans and the Town of Apex Standards and Specifications.

STORMWATER MANAGEMENT:

This PUD shall meet all stormwater management requirements for quality and quantity treatment in accordance with Section 6.1.7 of the UDO, such that: Post development peak runoff shall not exceed pre-development peak runoff conditions for the 1-year, 10-year, and 25-year, 24-hour storm events.

AFFORDABLE HOUSING

The applicant met with Senior Planner Sarah Van Every and Housing Program Manager Christopher "C.J." Valenzuela to discuss possible options to contribute to affordable housing and has proposed the following:

Of the 100 permitted townhouse dwellings, at least two (2) residential restricted median-income affordable housing townhome ownership units (Affordable Housing Units) shall be constructed onsite and sold at a mutually agreeable maximum affordable housing median-income ownership initial sales price (includes unit price and lot price) that is calculated based upon the one-hundred percent (100%) of the Raleigh, NC Metropolitan Statistical Area (MSA) Area Median Income (AMI) as published by the U.S. Department of Housing and Urban Development (HUD). The Affordable Housing Units shall be occupied by low or median-income households earning no more than one-hundred percent (100%) of the Raleigh, NC MSA AMI, adjusted for family size as published by HUD. A restrictive covenant (i.e. resale deed restriction) with a minimum affordability period of ten (10) years shall be recorded against each residential restricted median-income affordable housing townhome ownership unit concurrently at the close of escrow upon the sale of the Affordable Housing Units to memorialize the affordable housing terms and conditions. The two (2) Affordable Housing Unit lots shall be identified on the Master Subdivision Final Plat, which may be amended from time to time. A restrictive covenant (i.e. affordable housing agreement) between the Town and Applicant shall be recorded against the two (2) Affordable Housing Unit lots prior to the issuance of a building permit for such lots to memorialize the affordable housing terms and conditions of the approved zoning condition. Final Affordable Housing Unit floor plan selection which includes the unit size and bedroom size will be at the discretion of the developer. Developer shall provide written notice to the Town, Attn: Housing Program Manager, giving the Town ninety (90) days to identify qualified applicants to enter into a lot

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or purchase agreement with the Seller of the Affordable Housing Units.

APEX TRANSPORTATION PLAN/ACCESS and CIRCULATION:

The proposed PUD is consistent with the Apex Transportation Plan. The proposed development provides access to Old US 1, Holland Road, and Humie Olive Road. Future development will extend Vasari Drive, the existing stub street from Bella Casa, south to serve the development. Stub street(s) to the west of the PUD will be provided to serve future development. A 10' Side Path will be constructed along Humie Olive Road and 5' sidewalks will be provided along Holland Road and Old US 1 Hwy.

Developer shall provide minimum dedication of public right-of-way along each of Holland Road, Old US 1, and Humie Olive Road. Cul-de-sacs shall be avoided unless the design of the subdivision and the existing or proposed street system in the surrounding area indicate that a through street is not essential in the location of the proposed cul-de-sac, or where sensitive environmental areas such as streams, floodplains, and wetlands would be substantially disturbed by making road connections. Sidewalks shall be provided on both sides of streets internal to the site per UDO standards. Refer to the concept plan of the PUD plan for proposed access points, stub streets, and planned vehicular connectivity. All access and circulation is conceptual and shall be finalized at the time of Master Subdivision Plan or Minor Site Plan review and approval.

Roadway improvements are subject to modification and final approval by the Town of Apex and NCDOT as part of the Minor Site Plan, Master Subdivision Plan, and construction plan approval process. A Traffic Impact Analysis (TIA) has been performed as part of this PUD rezoning consistent with the Town's standards for the same. Based upon the recommendations of the TIA and approval by Town staff and NCDOT, the final transportation improvement zoning conditions shall be provided:

- 1. Developer shall widen Holland Road along the project frontage as development occurs based on a minimum 41-foot curb and gutter roadway section with 5-foot sidewalk and dedication based on a minimum 80-foot right-of-way.
- 2. Developer shall propose a maximum of two (2) access points to Holland Road. A full-movement access shall be located approximately 950 feet north of Old US 1. A right-in/right-out access shall be located approximately 350 feet north of Old US 1 with right-turn channelization designed according to Apex and NCDOT standards.
- 3. Developer shall provide additional frontage widening along Holland Road to extend the exclusive southbound right turn lane at Old US 1 to the right-in/right-out access when that right-in/right-out access is constructed for an approximate total length of 350 feet.
- 4. Developer shall propose a maximum of one (1) access point to Old US 1. The right-in/right-out access point shall be proposed approximately 275 feet west of Holland Road and restricted by installation of a concrete median along the center of Old US 1, based on NCDOT standards.
- 5. Developer shall widen Old US 1 at the time the access point is constructed by adding a second westbound through-lane starting at Holland Road and terminating at the westbound right-turn lane at Humie Olive Road, and a 6-foot paved shoulder for a future bike lane, with a 5-foot sidewalk, and dedication based on a minimum 110-foot right-of-way.
- 6. Developer shall widen Humie Olive Road along the project frontage as development occurs based on a minimum 41-foot curb and gutter roadway section with 10-foot side path and dedication based on a minimum 80-foot right-of-way.
- 7. Developer shall propose a maximum of one (1) access point to Humie Olive Road. The full-movement access point shall be proposed approximately 600 feet west of Old US 1 Highway and

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Developer shall provide additional widening to construct a westbound right turn lane with 75 feet of storage and an eastbound left-turn lane with 175 feet of storage, plus applicable full-width deceleration and taper length.

- 8. Developer shall provide separate left- and right-turn lanes exiting the access point with 150 feet of internal protected storage, measured from the edge of Humie Olive Road to the first crossing internal access.
- 9. Developer shall extend the eastbound left-turn lane on Old US 1 at Humie Olive Road to provide a minimum of 225 feet of storage plus applicable full-width deceleration and taper length prior to the first certificate of occupancy in the commercial phase.
- 10. Developer shall extend the northbound left-turn lane on Friendship Road at Old US 1 to provide a minimum of 150 feet of storage plus applicable full-width deceleration and taper length prior to the first certificate of occupancy in the commercial phase.

ENVIROMENTAL ADVISORY BOARD:

The Apex Environmental Advisory Board (EAB) held a pre-application meeting for this rezoning on April 15, 2021. The zoning conditions suggested by the EAB are listed below along with the applicant's response to each condition.

EAB Suggested Condition	Applicant's Response
Increase design storm for retention basins in flood-prone areas.	Added
Option 2: Increase design storm pre- and post-attenuation requirement	
to the 25-year storm.	
Install signage near environmental sensitive areas in order to:	Added
Reduce pet waste near SCM drainage areas; and	
Eliminate fertilizer near SCM drainage areas.	
Increase biodiversity:	Added
Plant pollinator-friendly flora	
Plant native flora (Refer to the Apex Design & Development Manual for	
approved native species).	
Improve soil quality to be amenable for a variety of native and non-invasive	Added condition for
plantings	native plantings
Install pet waste stations in neighborhoods	Added
Include solar conduit in building design	Added
Install timers or light sensors or smart lighting technology for exterior	Added
lighting.	
Include International Dark Sky Association compliance standards.	Added
 Outdoor lighting shall be shielded in a way that focuses lighting to 	
the ground.	
 Lighting that minimizes the emission of blue light to reduce glare 	
shall be used.	
Incorporate natural lighting techniques into building design whether	Added
residential or non-residential.	
Maintain connections between RCAs to preserve habitat if possible.	Added
Move play area to residential side (north side) for better accessibility of open	Added
green space.	

PARKS, RECREATION, AND CULTURAL RESOURCES ADVISORY COMMISSION:

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The Parks, Recreation, and Cultural Resources Advisory Commission reviewed the Holland Road Mixed Use Assembly PUD project at their June 30, 2021 meeting. The Commission made a unanimous recommendation for a fee-in-lieu of dedication with a credit for construction of greenway trail if an opportunity is identified at the time of Master Subdivision Plan review and approval. The recommendation is based on the 2022 rates and proposed maximum lot count provided:

Single-family detached Units: $$3,753.89 \times 10 = $37,538.90$ Single-family attached Units: $$2,528.25 \times 100 - $252,825.00$

Total residential fee in lieu per current unit count: \$290,363.90

Staff note: The fee-in-lieu rate is based on the date of PUD approval, not on the date of the Commission's recommendation.

PLANNING BOARD RECOMMENDATION:

The Planning Board held a public hearing on February 14, 2022 and, by a vote of 5-2, recommended approval with the additional conditions offered by the applicant. The applicant committed to increase the width of Thoroughfare Buffers along two roads, conduct a signal warrant analysis and install a traffic signal if warranted, and provide two homes at 100% of the Wake County AMI.

PLANNING STAFF RECOMMENDATION:

Planning staff recommends approval of Rezoning #21CZ14 Holland Road Mixed Use Assembly PUD with the conditions as offered by the applicant.

ANALYSIS STATEMENT OF THE REASONABLENESS OF THE PROPOSED REZONING:

This Statement will address consistency with the Town's comprehensive and other applicable plans, reasonableness, and effect on public interest:

The 2045 Land Use Map designates the site as Medium Density Residential, Medium/High Density Residential, and Commercial Services. The proposed PUD is generally consistent with that land use classification. The proposed rezoning includes a mix of residential uses and commercial uses. If the properties are rezoned as proposed, the 2045 LUM will automatically be amended to remove the Medium/High Density Residential area, expand the Medium Density Residential area, and reduce the Commercial Services area per NCGS 160D-605(a).

Approval of the rezoning is reasonable and in the public interest because the petition provides a transition between housing types and lower and higher residential densities, provides for a mix of neighborhood-level non-residential uses to develop along the three thoroughfares that will serve existing development, provides two units of median-income affordable housing, and provides pedestrian accommodations.

PLANNED UNIT DEVELOPMENT DISTRICT AND CONDITIONAL ZONING STANDARDS: Standards

In return for greater flexibility in site design requirements, Planned Development (PD) Districts are expected to deliver exceptional quality community designs that preserve critical environmental resources; provide high quality community amenities; incorporate creative design in the layout of buildings, Resource Conservation Area and circulation; ensure compatibility with surrounding land uses and neighborhood character; provide high quality architecture; and provide greater efficiency in the layout and provision of

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roads, utilities, and other infrastructure. The Planned Development (PD) Districts shall not be used as a means of circumventing the Town's adopted land development regulations for routine developments.

- 1) Planned Unit Development (PUD-CZ) District
 In approving a Planned Development (PD) Zoning District designation for a PUD-CZ, the Town
 Council shall find the PUD-CZ district designation and PD Plan for PUD-CZ demonstrates compliance
 with the following standards:
 - a) Development parameters
 - (i) The uses proposed to be developed in the PD Plan for PUD-CZ are those uses permitted in Sec. 4.2.2 *Use Table*.
 - (ii) The uses proposed in the PD Plan for PUD-CZ can be entirely residential, entirely non-residential, or a mix of residential and non-residential uses, provided a minimum percentage of non-residential land area is included in certain mixed use areas as specified on the 2030 Land Use Map. The location of uses proposed by the PUD-CZ must be shown in the PD Plan with a maximum density for each type of residential use and a maximum square footage for each type of non-residential use.
 - (iii) The dimensional standards in Sec. 5.1.3 *Table of Intensity and Dimensional Standards, Planned Development Districts* may be varied in the PD Plan for PUD-CZ. The PUD-CZ shall demonstrate compliance with all other dimensional standards of the UDO, North Carolina Building Code, and North Carolina Fire Code.
 - (iv) The development proposed in the PD Plan for PUD-CZ encourages cluster and compact development to the greatest extent possible that is interrelated and linked by pedestrian ways, bikeways and other transportation systems. At a minimum, the PD Plan must show sidewalk improvements as required by the Apex Transportation Plan and the *Town of Apex Standard Specifications and Standard Details*, and greenway improvements as required by the Town of Apex Parks, Recreation, Greenways, and Open Space Plan and the Apex Transportation Plan. In addition, sidewalks shall be provided on both sides of all streets for single-family detached homes.
 - v) The design of development in the PD Plan for PUD-CZ results in land use patterns that promote and expand opportunities for walkability, connectivity, public transportation, and an efficient compact network of streets. Cul-de-sacs shall be avoided unless the design of the subdivision and the existing or proposed street system in the surrounding area indicate that a through street is not essential in the location of the proposed cul-de-sac, or where sensitive environmental areas such as streams, floodplains, and wetlands would be substantially disturbed by making road connections.
 - (vi) The development proposed in the PD Plan for PUD-CZ is compatible with the character of surrounding land uses and maintains and enhances the value of surrounding properties.
 - (vii) The development proposed in the PD Plan for PUD-CZ has architectural and design standards that are exceptional and provide higher quality than routine developments. All residential uses proposed in a PD Plan for PUD-CZ shall provide architectural

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elevations representative of the residential structures to be built to ensure the Standards of this Section are met.

- b) Off-street parking and loading. The PD Plan for PUD-CZ shall demonstrate compliance with the standards of Sec. 8.3 Off-Street Parking and Loading, except that variations from these standards may be permitted if a comprehensive parking and loading plan for the PUD-CZ is submitted as part of the PD Plan that is determined to be suitable for the PUD-CZ, and generally consistent with the intent and purpose of the off-street parking and loading standards.
- c) RCA. The PD Plan for PUD-CZ shall demonstrate compliance with Sec. 8.1.2 Resource Conservation Area, except that the percentage of RCA required under Sec. 8.1.2 may be reduced by the Town Council by no more than ten percent (10%) provided that the PD Plan for PUD-CZ includes one or more of the following:
 - (i) A non-residential component; or
 - (ii) An overall density of 7 residential units per acre or more; or
 - (iii) Environmental measures including but not limited to the following:
 - (a) The installation of a solar photovoltaic (PV) system on a certain number or percentage of single-family or townhouse lots or on a certain number or percentage of multifamily, mixed-use, or nonresidential buildings. All required solar installation shall be completed or under construction prior to 90% of the building permits being issued for the approved number of lots or buildings. For single-family or townhouse installations, the lots on which these homes are located shall be identified on the Master Subdivision Plat, which may be amended;
 - (b) The installation of a geothermal system for a certain number or percentage of units within the development; or
 - (c) Energy efficiency standards that exceed minimum Building Code requirements (i.e. SEER rating for HVAC).
- d) Landscaping. The PD Plan for PUD-CZ shall demonstrate compliance with the standards of Sec. 8.2 Landscaping, Buffering and Screening, except that variations from these standards may be permitted where it is demonstrated that the proposed landscaping sufficiently buffers uses from each other, ensures compatibility with land uses on surrounding properties, creates attractive streetscapes and parking areas and is consistent with the character of the area. In no case shall a buffer be less than one half of the width required by Sec. 8.2 or 10 feet in width, whichever is greater.
- e) Signs. Signage in the PD Plan for PUD-CZ shall demonstrate compliance with Sec. 8.7 Signs, except that the standards can be varied if a master signage plan is submitted for review and approval concurrent with the PD plan and is determined by the Town Council to be suitable for the PUD-CZ and generally consistent with the intent and purpose of the sign standards of the UDO. The master signage plan shall have design standards that are exceptional and

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provide for higher quality signs than those in routine developments and shall comply with Sec. 8.7.2 *Prohibited Signs*.

- f) Public facilities. The improvements standards and guarantees applicable to the public facilities that will serve the site shall comply with Article 7: Subdivision and Article 14: Parks, Recreation, Greenways, and Open Space.
 - (i) The PD Plan for PUD-CZ demonstrates a safe and adequate on-site transportation circulation system. The on-site transportation circulation system shall be integrated with the off-site transportation circulation system of the Town. The PD Plan for PUD-CZ shall be consistent with the Apex Transportation Plan and the *Town of Apex Standard Specifications and Standard Details* and show required right-of-way widths and road sections. A Traffic Impact Analysis (TIA) shall be required per Sec. 13.19.
 - (ii) The PD Plan for PUD-CZ demonstrates a safe and adequate on-site system of potable water and wastewater lines that can accommodate the proposed development, and are efficiently integrated into off-site potable water and wastewater public improvement plans. The PD Plan shall include a proposed water and wastewater plan.
 - (iii) Adequate off-site facilities for potable water supply, sewage disposal, solid waste disposal, electrical supply, fire protection and roads shall be planned and programmed for the development proposed in the PD Plan for PUD-CZ, and the development is conveniently located in relation to schools and police protection services.
 - (iv) The PD Plan shall demonstrate compliance with the parks and recreation requirements of Sec. Article 14: *Parks, Recreation, Greenways, and Open Space* and Sec. 7.3.1 *Privately-owned Play Lawns* if there is a residential component in the PUD-CZ.
- g) Natural resource and environmental protection. The PD Plan for PUD-CZ demonstrates compliance with the current regulatory standards of this Ordinance related to natural resource and environmental protection in Sec. 6.1 Watershed Protection Overlay District, Sec. 6.2 Flood Damage Prevention Overlay District, and Sec. 8.1 Resource Conservation.
- h) Storm water management. The PD Plan shall demonstrate that the post-development rate of on-site storm water discharge from the entire site shall not exceed pre-development levels in accordance with Sec. 6.1.7 of the UDO.
- i) Phasing. The PD Plan for PUD-CZ shall include a phasing plan for the development. If development of the PUD-CZ is proposed to occur in more than one phase, then guarantees shall be provided that project improvements and amenities that are necessary and desirable for residents of the project, or that are of benefit to the Town, are constructed with the first phase of the project, or, if this is not possible, then as early in the project as is technically feasible.
- j) Consistency with 2045 Land Use Map. The PD Plan for PUD-CZ demonstrates consistency with the goals and policies established in the Town's 2030 Land Use.

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k) Complies with the UDO. The PD Plan for PUD-CZ demonstrates compliance with all other relevant portions of the UDO.

Legislative Considerations

The Town Council shall find the PUD-CZ designation demonstrates compliance with the following standards. Sec. 2.3.3.F:

The applicant shall propose site-specific standards and conditions that take into account the following considerations, which are considerations that are relevant to the legislative determination of whether or not the proposed conditional zoning district rezoning request is in the public interest. These considerations do not exclude the legislative consideration of any other factor that is relevant to the public interest.

- 1) Consistency with 2030 Land Use Map. The proposed Conditional Zoning (CZ) District use's appropriateness for its proposed location and consistency with the purposes, goals, objectives, and policies of the 2030 Land Use Map.
- 2) Compatibility. The proposed Conditional Zoning (CZ) District use's appropriateness for its proposed location and compatibility with the character of surrounding land uses.
- 3) Zoning district supplemental standards. The proposed Conditional Zoning (CZ) District use's compliance with Sec. 4.4 Supplemental Standards, if applicable.
- 4) Design minimizes adverse impact. The design of the proposed Conditional Zoning (CZ) District use's minimization of adverse effects, including visual impact of the proposed use on adjacent lands; and avoidance of significant adverse impacts on surrounding lands regarding trash, traffic, service delivery, parking and loading, odors, noise, glare, and vibration and not create a nuisance.
- 5) Design minimizes environmental impact. The proposed Conditional Zoning District use's minimization of environmental impacts and protection from significant deterioration of water and air resources, wildlife habitat, scenic resources, and other natural resources.
- 6) Impact on public facilities. The proposed Conditional Zoning (CZ) District use's avoidance of having adverse impacts on public facilities and services, including roads, potable water and wastewater facilities, parks, schools, police, fire and EMS facilities.
- 7) Health, safety, and welfare. The proposed Conditional Zoning (CZ) District use's effect on the health, safety, or welfare of the residents of the Town or its ETJ.
- 8) Detrimental to adjacent properties. Whether the proposed Conditional Zoning (CZ) District use is substantially detrimental to adjacent properties.
- 9) Not constitute nuisance or hazard. Whether the proposed Conditional Zoning (CZ) District use constitutes a nuisance or hazard due to traffic impact or noise, or because of the number of persons who will be using the Conditional Zoning (CZ) District use.
- 10) Other relevant standards of this Ordinance. Whether the proposed Conditional Zoning (CZ)

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District use complies with all standards imposed on it by all other applicable provisions of this Ordinance for use, layout, and general development characteristics.



June 4, 2021

Nathan Bouquin Ramey Kemp & Associates, Inc. 5808 Faringdon Place, Suite 100 Raleigh, NC 27609

Subject: Staff summary and comments for the Holland Road Mixed-Use TIA, 05/01/2021

Mr. Bouquin:

Please review the following summary of my comments and recommendations. You may schedule a meeting with me and your client to discuss at your convenience.

Study Area

The TIA studied access to the proposed development at the following intersections:

- Holland Road and Site Drive 1
- Holland Road and Site Drive 2
- Old US Highway 1 and Site Drive 3
- Humie Olive Road and Site Drive 4

The following four intersections in the study area were also analyzed in the TIA:

- Old US Highway 1 and Humie Olive Road/ Vicious Fishes Brewery Driveway
- Old US Highway 1 and Holland Road
- Old US Highway 1 and Friendship Road
- Holland Road and Kelly Road

Trip Generation

The proposed development is expected to consist of up to 110 single-family homes, and 60,000 square feet of shopping center with 4 additional outparcels. The outparcels are expected to consist of two 4,000 square-foot fast food restaurants with drive-thrus, an 8,500 square-foot quality restaurant, and a gas station with 10 fuel pump stations and a convenience market. The mixed-use development is projected to generate approximately 216 new trips entering and 201 new trips exiting the site during the weekday A.M. peak hour and 210 new trips entering and 164 new trips exiting the site during the weekday P.M. peak hour. The development is projected to add a total of 11,920 daily trips onto the adjacent roadway network.

Background traffic

Background traffic consists of 4% annual background traffic growth compounded to build out year 2025, and the following approved developments:

- E-41 (Apex Friendship Elementary) AM trips only
- Pleasant Park PM trips only
- Friendship Middle School AM trips only (since existing counts were taken during COVID-19 when school was not in session)
- Friendship High School AM trips only (since existing counts were taken during COVID-19 when school was not in session)

Trip Distribution and Assignment

The trip distributions to and from the development for residential trips are as follows:

- 60% to/from the east via Old US Highway 1
- 25% to/from the north via Kelly Road
- 15% to/from the north via Humie Olive Road

The trip distributions to and from the development for commercial trips are as follows:

- 10% to/from the southeast via Friendship Road
- 25% to/from the north via Humie Olive Road
- 15% to/from the north via Kelly Road
- 20% to/from the east via Old US Highway 1
- 25% to/from the west via Old US Highway 1
- 5% to/from the north via Holland Road

Traffic Capacity Analysis and Recommendations

Level of Service (LOS) is a grade of A through F assigned to an intersection, approach, or movement to describe how well or how poorly it operates. LOS A through D is considered acceptable for peak hour operation. LOS E or F describes potentially unacceptable operation and developers may be required to mitigate their anticipated traffic impact to improve LOS based on the Apex Unified Development Ordinance (UDO).

Tables 1 through 8 describe the levels of service (LOS) for the scenarios analyzed in the TIA. "*NA*" is shown when the scenario does not apply. The scenarios are as follows:

- Existing 2021 Existing year 2021 traffic counts adjusted to account for pandemic traffic conditions.
- **No Build 2025** Projected year (2025) with background growth, approved development traffic from others, and committed transportation improvements by others where applicable.
- **Build 2025** Projected year (2025) with background traffic, background improvements, and site build-out including recommended improvements where applicable.

Holland Road and Site Drive 1 (Unsignalized)

Table 1. A.M. / P.M. Unsignalized Peak Hour Levels of Service Holland Road and Site Drive 1			
Build 2025			
<u>Overall</u>	<u>NA</u>		
Eastbound (Site Drive 1) A / B ¹			
Northbound (Holland Road) A / A ²			
Southbound (Holland Road)	NA		

- 1. Level of service for stop-controlled minor street approaches.
- 2. Level of service for left turn movements on free-flowing approaches.

TIA recommendations:

• The TIA recommends construction of future Site Drive 1 as a two-lane road (one lane in each direction) with full access and stop control at Holland Road. The TIA does not recommend any other improvements to the intersection.

Apex staff recommendations:

 Apex staff concur with the recommendations. All movements at the access drive are projected to operate at LOS B or better with minimal vehicle delays or queues.

Holland Road and Site Drive 2 (Unsignalized)

Table 2. A.M. / P.M. Unsignalized Peak Hour Levels of Service Holland Road and Site Drive 2			
Build 2025			
<u>Overall</u>	<u>NA</u>		
Eastbound (Site Drive 2) A / A ¹			
Northbound (Holland Road) NA			
Southbound (Holland Road) NA			

- 1. Level of service for stop-controlled minor street approaches.
- 2. Level of service for left turn movements on free-flowing approaches.

TIA recommendations:

 The TIA recommends construction of future Site Drive 2 as a two-lane road (one lane in each direction) with stop control and right-in/right-out operations at Holland Road. The TIA does not recommend any other improvements to the intersection.

Apex staff recommendations:

 Apex staff concur with the recommendations. The access drive is projected to operate at LOS A with minimal vehicle delays or queues.

Old US Highway 1 and Site Drive 3 (Unsignalized)

Table 3. A.M. / P.M. Unsignalized Peak Hour Levels of Service Old US Highway 1 and Site Drive 3				
Build 2025				
<u>Overall</u> NA				
Eastbound (Old US Highway 1) NA				
Westbound (Old US Highway 1) NA				
Southbound (Site Drive 3)	D/C¹			

- 1. Level of service for stop-controlled minor street approaches.
- 2. Level of service for left turn movements on free-flowing approaches.

TIA recommendations:

 The TIA recommends construction of future Site Drive 3 as a two-lane road (one lane in each direction) with stop control and right-in/right-out operations at Old US Highway 1.
 Additionally, the TIA recommends construction of a westbound right turn lane on Old US Highway 1 with 75 feet of storage and appropriate deceleration length and taper per NCDOT guidance.

Apex staff recommendations:

• The distance between Holland Road and proposed Site Drive 3 is approximately 250 feet and the distance between Site Drive 3 and Humie Olive Road is approximately 550 feet. Due to short intersection spacing, Apex staff recommends construction of an exclusive right-turn add lane from the Holland Road to the Humie Olive Road intersections along Old US Highway 1 with a center median island on Old US Highway 1 for left turn access restrictions at Site Drive 3.

Humie Olive Road and Site Drive 4 (Unsignalized)

Table 4. A.M. / P.M. Unsignalized Peak Hour Levels of Service Humie Olive Road and Site Drive 4			
Build 2025			
<u>Overall</u>	<u>NA</u>		
Westbound (Site Drive 4) F/C ¹			
Northbound (Humie Olive Road) NA			
Southbound (Humie Olive Road)	B/A²		

- 1. Level of service for stop-controlled minor street approaches.
- 2. Level of service for left turn movements on free-flowing approaches.

TIA recommendations:

The TIA recommends construction of future Site Drive 4 as a stop controlled, full-access
driveway, with two lanes egress and one lane of ingress. Additionally, the TIA
recommends construction of a northbound right turn lane with 75 feet of storage, and a
southbound left turn with 175 feet of storage and appropriate deceleration length and
taper on Humie Olive Road.

Apex staff recommendations:

• Apex staff concurs with the recommendations in the TIA. The westbound egress lanes should provide 150 feet of internal storage to accommodate the left turn queues at the intersection. The minor street westbound approach will operate at LOS F and C in the AM and PM peak hours, respectively. It should be noted that average delays of over 2 minutes per vehicle are projected in the AM peak hour. The breakdown in operations on the minor street approach can be attributed to limited gaps in the traffic stream for left turning vehicles. With multiple access points out of the development, it's anticipated that vehicles will reroute when experiencing excessive delays at this intersection.

Old US Highway 1 and Humie Olive Road/ Vicious Fishes Brewery Driveway

Table 5. A.M. / P.M. Signalized Peak Hour Levels of Service Old US Highway 1 and Humie Olive Road/ Vicious Fishes Brewery Driveway						
Existing 2021 No Build 2025 Build 2025						
<u>Overall</u>	<u>B / B</u>	<u>F/C</u>	<u>F/C</u>			
Eastbound (Old US Highway 1)	B/A	A/B	A/B			
Westbound (Old US Highway 1)	D/C					
Northbound (Vicious Fishes Driveway B/B D/B D/B						
Southbound (Humie Olive Road)	B/C	F/C	F/C			

TIA recommendations:

 The TIA recommends no improvements at this intersection. The development is not anticipated to increase traffic by more than 5% from the No Build condition at this intersection.

Apex staff recommendations:

- Town staff recommends extending the eastbound left turn lane on Old US Highway 1 from 50 feet of storage to 225 feet of storage plus appropriate deceleration length and taper to accommodate the AM peak hour 95th percentile left turn queue of 234 feet. The development is projected to increase left turn traffic by nearly 20% in the AM peak hour and 31% in the PM peak hour. Mitigation of storage for the left turn queue is recommended per the UDO as queues are projected to cause spillback and blocking of the eastbound through lane on Old US Highway 1.
- Staff recognizes that the southbound approach will operate at LOS F in the AM peak
 hour with average delays of 2 minutes per vehicle and 95th percentile queues of over
 850 feet. These queues are projected to block access to Site Drive 4 on Humie Olive
 Road. However, since most of the congestion can be attributed to background traffic
 from the Friendship School system, no additional improvements are recommended at
 this intersection.

Old US Highway 1 and Holland Road (Unsignalized)

Table 6. A.M. / P.M. Unsignalized Peak Hour Levels of Service Old US Highway 1 and Holland Road							
Existing No Build 2025 Build 2025							
<u>Overall</u> <u>NA</u> <u>NA</u> <u>N</u>							
Eastbound (Old US Highway 1)	B/A ²	B/A^2					
Westbound (Old US Highway 1) NA NA NA NA							
Southbound (Holland Road) C/C^1 F/D^1 F/F^1							

- 1. Level of service for stop-controlled minor street approaches.
- 2. Level of service for left turn movements on free-flowing approaches.

TIA recommendations:

 The TIA recommends construction of an exclusive eastbound left turn lane with minimum of 75 feet of storage and appropriate deceleration length and taper, as well as an exclusive southbound right turn lane with a minimum of 200 feet of storage and appropriate deceleration length and taper. A traffic signal was considered but was not recommended as it will most likely not be warranted based on traffic volumes.

Apex staff recommendations:

- Apex staff concurs with the recommendation for the eastbound left turn lane, but recommends extending the southbound right turn lane 350 feet north of the intersection to Site Drive 2. Based on Synchro analysis, the 95th percentile queue will extend to 400 feet in the AM peak hour, blocking access to Site Drive 2. Extension of the southbound right turn lane to Site Drive 2 will act as a relief lane to mitigate excessive delays and queuing on the southbound approach. The southbound approach is still projected to operate with average delays of over 3 minutes per vehicle in the AM peak hour and 82 seconds per vehicle in the PM peak hour.
- Apex staff concurs with the recommendation for no traffic signal as it will most likely not be warranted at this time.

Old US Highway 1 and Friendship Road (Unsignalized)

Table 7. A.M. / P.M. Unsignalized Peak Hour Levels of Service Old US Highway 1 and Friendship Road							
Existing No Build 2025 Build 2025							
OverallNANANA							
Eastbound (Old US Highway 1) NA NA NA							
Westbound (Old US Highway 1) A/A^2 B/A^2 B/A^2							
Northbound (Friendship Road) C/D¹ F/F¹ F/F¹							

- 1. Level of service for stop-controlled minor street approaches.
- 2. Level of service for left turn movements on free-flowing approaches.

TIA recommendations:

• The TIA assumes that intersection improvements committed by Pleasant Park will be constructed prior to the developments Build 2025 scenario. These improvements include an exclusive westbound left turn lane with 150 feet of storage and appropriate deceleration length and taper, and a northbound left turn lane with 100 feet of storage and appropriate deceleration length and taper. The TIA recommends no additional intersection improvements beyond what has been committed by Pleasant Park.

Apex staff recommendations:

- Apex recommends extending the proposed northbound left turn lane from 100 feet to 150 feet to accommodate the 95th percentile left turn queues in both the AM and PM peak hours. The development is anticipated to add more than 10% of traffic to the future left turn storage lane requiring mitigation of queue spillback per the UDO.
- Additionally Apex agrees with NCDOT recommendations at this intersection for an eastbound right turn lane with 100 feet of storage and appropriate deceleration length and taper based on NCDOT's right turn lane warrants on 2-lane highways.
- With these improvements the northbound approach is still projected to operate at LOS F
 with average delays of over 3 minutes per vehicle in the AM peak hour and over 80
 seconds per vehicle in the PM peak hour.

9

Kelly Road and Holland Road (Unsignalized)

Table 8. A.M. / P.M. Unsignalized Peak Hour Levels of Service Kelly Road and Holland Road							
Existing No Build 2025 Build 2025							
<u>Overall</u>	erall NA NA NA						
Eastbound (Holland Road) B/B ¹ B/B ¹							
Northbound (Kelly Road) A/A^2 A/A^2 A/A^2							
Southbound (Kelly Road) NA NA NA							

- 1. Level of service for stop-controlled minor street approaches.
- 2. Level of service for left turn movements on free-flowing approaches.

TIA recommendations:

The TIA recommends no improvements at this intersection.

Apex staff recommendations:

Apex staff concurs with no improvements at this intersection. Although a southbound
right turn lane would be justified per NCDOT right turn lane warrants on 2-lane
highways, all movements are projected to operate at LOS B or better with minimal
queuing and minimal vehicular delays at this intersection. It is located more than a mile
from the site, and NCDOT recommended no improvements.

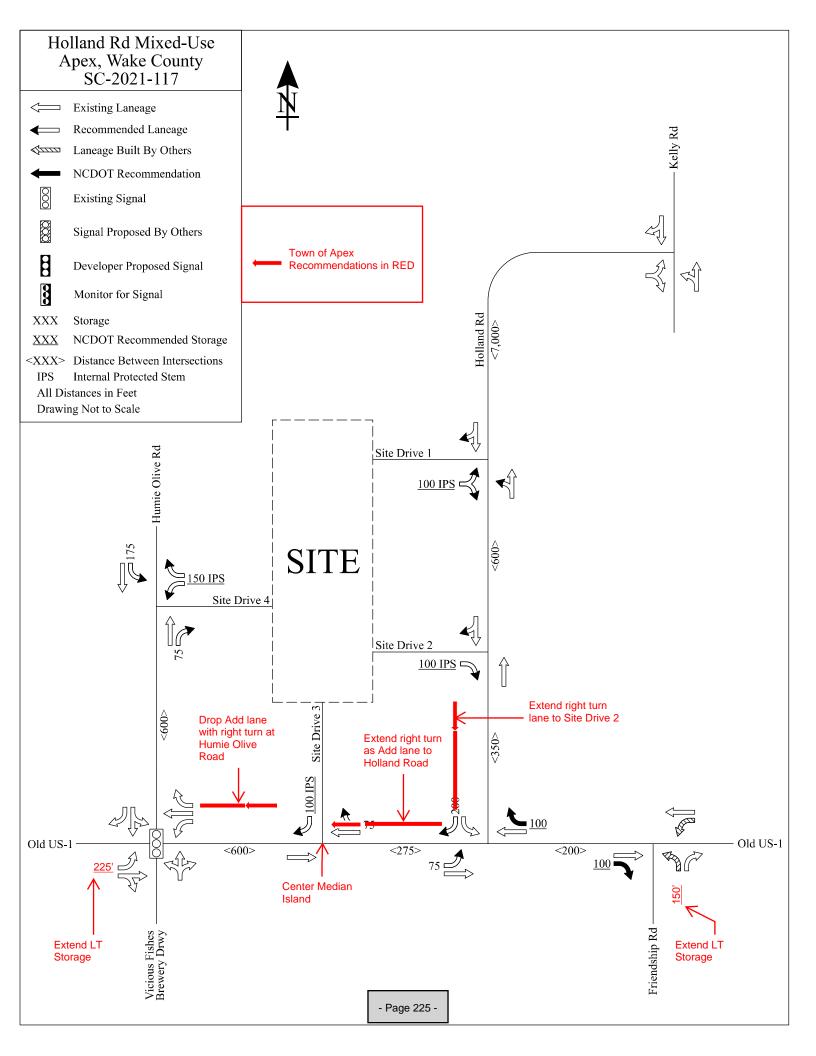
Please coordinate with the NCDOT District Engineer's Office concerning recommended improvements. Town staff will be available for meetings with NCDOT staff to discuss improvements on state maintained roadways as needed. All recommendations are subject to review by Town Council prior to approval.

Sincerely,

Serge Grebenschikov Traffic Engineer

919-372-7448

Attachment: Exhibit of Town of Apex Recommendations





PLANNED UNIT DEVELOPMENT APPLICATION		
This document is a public record under the North Carolina Public Records Act and may be published on the Town's website	or disclos	ed
third parties		

This documen third parties.	t is a public record under the	North Carolina Public Records Act	t and may be published on t	he Town's website o	r disclosed to
Application	#: <u>21CZ14</u>		Submittal Date:	05/03/2021	
Fee Paid	\$		Check#		
PETITION T	O AMEND THE OFFICIAL	ZONING DISTRICT MAP			
Project Nam	ne: Holland Road	Mixed Use Assembly	PUD		
Address(es)	750011 : 01: 5	Rd, 2236 Old US 1 Hwy, 1001		al Lane 3104 & 31	16 Holland Rd
		487, 0730095707, 07310	01087, 0731003359	, 0731004075,	0730091779
				Acreage: 28.	68 acres
Current Zon	ing: RR	Propo	osed Zoning: PUD-0		
	5 LUM Designation:	Med & Med-High De		Commercial	Services
Is the propo	sed rezoning consistent v	vith the 2045 LUM Classificat	ion(s)? Yes \square	No 🗉	Adjustments required to boundaries
If any portion	on of the project is showr	as mixed use (3 or more stri	pes on the 2045 Land U	se Map) provide t	
Are	ea classified as mixed use:		Acreage:		
Are	ea proposed as non-reside	ential development:	Acreage:		
Per	cent of mixed use area p	roposed as non-residential:	Percent:		
Applicant Ir	nformation				
Name:	LG Investments, II	NC. att: Geno Ray			
Address:	5944 Coral Ridge	Drive Suite 312			
City:	Coral Springs	State:	FL	Zip:	33076
Phone:	(754) 875-2975	E-mail:	geno@lginvest.n	et	
Owner Info	rmation				
Name:	See Attached				
Address:					
City:		State:		Zip:	
Phone:		 E-mail:		· _	
Agent Infor	mation				
Name:		& Design, PLLC, Jeff	Roach		
Address:	1125 Apex Peakw				
City:	Apex	State:	NC	Zip:	27502
Phone:	(919) 270-6940	E-mail:	jroach@peakeng		
Other conta	; a di a nd a @ n	eakengineering.com	<u>. </u>		
Janes conta		rningstarlawgroup.cor	 n		
	<u>. </u>				

- Page 227 -

HOLLAND ROAD ASSEMBLY

Property Owner - Exhibit 'A'

Property Owner	Contact Information	Site Address	PIN	Real Estate ID (REID)	Acreage	Current Zoning
David Ray Powell	524 Lapis Lane	2236 Old US 1	0720-99-8487	0197639	5.71	RR
	Cary, NC 27219	Highway			acres	
		Apex, NC 27502				
Johnny & Carolyn M.	2212 Old US 1 Hwy #1S	1001 Red Cardinal	0730-09-1779	0160074	8.96	RR
Pendergraft	Apex, NC 27502	Lane			acres	
		Apex, NC 27502				
Pamela Purefoy,	3116 Holland Road	3116 Holland Road	0730-09-5707	0070103	0.55	RR
Francis T. Bullock	Apex, NC 27502	Apex, NC 27502			acres	
Ernestine Smith						
Joanne Pendergraft	Bonnie Wood	1005 Red Cardinal	0731-00-1087	0160076	2.00	RR
Hearn Heirs	1115 Dycus Road	Lane			acres	
	Sanford, NC 27330	Apex, NC 27502				
RGNC-10, LLC	7307 NW 122 ND Ave	1004 Red Cardinal	0731-00-4075	0334537	2.10	RR
	Parkland, FL 33076	Lane			acres	
		Apex, NC 27502				
Annie P. and Billy	1924 Old US 1 Hwy #1S	3104 Holland Road	0731-00-3359	0087601	7.36	RR
Stroup	Apex, NC 27502	Apex, NC 27502			acres	
Shelba W. Clem,	3007 Buckingham Way	7528 Humie Olive	0720-99-2587	0193211	2.00	RR
P. Dianne Williams,	Apex, NC 27502	Road			acres	
Lisa W. Krummel		Apex, NC 27502				

Applicant and Owners' Representative:

LG Investments, Inc. Mr. Geno Ray 5944 Coral Ridge Drive Suite 312 Coral Springs, FL 33076 (754) 875-2975 (geno@lginvest.net)

Real Estate Representative:

Billy Mills Edwards Commercial Real Estate 2401 Weston Parkway Suite 103 Cary, NC 27513 (919) 618-3859 billymills0715@gmail.com

Civil Engineer

Peak Engineering & Design, PLLC Jeff Roach, P.E. 1125 Apex Peakway Apex, NC 27502 (919) 439-0100 jroach@peakengineering.com

PLANNED UNIT	DEVELOPMENT APPLICATION	ON	
Application #:	21CZ14	Submittal Date:	05/03/21
PLANNED UNIT	DEVELOPMENT DISTRICT S	STANDARDS:	
exceptional qua amenities; incor compatibility wi greater efficience Districts shall no	lity community designs that porate creative design in the thing land uses an y in the layout and provision of the used as a means of circuit.	requirements, Planned Development (PD) preserve critical environmental resources; e layout of buildings, Resource Conservat d neighborhood character; provide high of roads, utilities, and other infrastructure cumventing the Town's adopted land developments and the standards of Sec. 2	provide high quality community ion Area and circulation; ensure quality architecture; and provide at the Planned Development (PD) elopment regulations for routine
LEGISLATIVE CO	ONSIDERATIONS - CONDITION	ONAL ZONING	
which are considered zoning district re	derations that are relevant to ezoning request is in the publi	ndards and conditions that take into acco o the legislative determination of whethe ic interest. These considerations do not ex olic interest. Use additional pages as neede	r or not the proposed conditional clude the legislative consideration
		The proposed Conditional Zoning (CZ) Dis ourposes, goals, objectives, and policies of	
Answered v	vithin the PD Text do	ocument	
	y. The proposed Conditionath the character of surroundi	al Zoning (CZ) District use's appropriatending land uses.	ess for its proposed location and
Answered v	vithin the PD Text do	ocument	
	t supplemental standards. T andards, if applicable.	he proposed Conditional Zoning (CZ) Distr	ict use's compliance with Sec 4.4
Answered v	vithin the PD Text do	ocument	

PETITION PROCESS INFORMATION

adverse effects, including visual impact of the proposed use on adjacent lands; and avoidance of significant adverse impacts on surrounding lands regarding trash, traffic, service delivery, parking and loading, odors, noise, glare, and vibration and not create a nuisance.
Answered within the PD Text document
5) Design minimizes environmental impact. The proposed Conditional Zoning District use's minimization of environmental impacts and protection from significant deterioration of water and air resources, wildlife habitat, scenic resources, and other natural resources.
Answered within the PD Text document
6) Impact on public facilities. The proposed Conditional Zoning (CZ) District use's avoidance of having adverse impacts on public facilities and services, including roads, potable water and wastewater facilities, parks, schools, police, fire and EMS facilities.
Answered within the PD Text document
7) Health, safety, and welfare. The proposed Conditional Zoning (CZ) District use's effect on the health, safety, or welfare of the residents of the Town or its ETJ.
Answered within the PD Text document
8) Detrimental to adjacent properties. Whether the proposed Conditional Zoning (CZ) District use is substantially detrimental to adjacent properties.
Answered within the PD Text document

4) Design minimizes adverse impact. The design of the proposed Conditional Zoning (CZ) District use's minimization of

PETITION PROCESS INFORMATION

9) Not constitute nuisance or hazard. Whether the proposed Conditional Zoning (CZ) District use constitutes a nuisance or hazard due to traffic impact or noise, or because of the number of persons who will be using the Conditional Zoning (CZ) District use.
Answered within the PD Text document
10) Other relevant standards of this Ordinance. Whether the proposed Conditional Zoning (CZ) District use complies with all standards imposed on it by all other applicable provisions of this Ordinance for use, layout, and general development characteristics.
Answered within the PD Text document

CERTIFIED LIST OF NEIGHBORING PROPERTY OWNERS

Application #:	21CZ14	Submittal Date:	05/03/2021
Provide a certific		ners subject to this application and all pro subject property and HOA Contacts.	operty owners within 300' of the
	Owner's	Name	PIN
1. See Attache	ed Sheets		
2.			
2			
4			
_			
6			
7			
Q			
0			
10			
11			
13			
12			
1.4			
-			
, Jonathan Edv	within 300' of the sub	, certify that this is an accurate listin	g of all property owners and
		ject property. A S	
Date: February :	22, 2021	By: Janua Man	holi
COUNTY OF WAK	E STATE OF NORTH CA	AROLINA	
Sworn and subscr	ibed before me, <u>DA</u>	NIEL WOODS, a Notary	Public for the above State and
County, on this th	ne <u>ਕੋਕੋ</u> day of <u>ਸਿੰ</u>	EBRUARY 2021	
minelle.	Miller	Notan Notan	y Public
SENDA COMMISSI	ar Contraction	DANIEL H W	OODS
A HOTAL	18 0 m	Print	Name
NOTAL PUBLI	c]]	My Commission Expires:	11/18/2023
My Smber 18	20/40/		
THE COUN	1000 Million Barrell		

BELLA CASA HOMEOWNERS ASSOCIATION INC OMEGA ASSOCIATION MANAGEMENT 160 NE MAYNARD RD STE 210 CARY NC 27513-9676 0721904649, 0721909863, 0731000924, 0731007839 MARIANNA & CHARLES BURT 7601 HUMIE OLIVE RD APEX NC 27502-9670 0720896485 MARC CHADWICK 2220 VASARI DR APEX NC 27502-9681 0731001666

DONNIE & DEBBIE CLARK 7608 HUMIE OLIVE RD APEX NC 27502-9670 0720895858 DONNIE & DEBBIE CLARK TRUSTEE 7608 HUMIE OLIVE RD APEX NC 27502-9670 0720897818 ELIZABETH GANELL & ELIZABETH RENEE CLARK 4034 120TH AVE N ROYAL PALM BEACH FL 33411-8917 0721902492

THOMAS & JODI CLARKE 2219 VASARI DR APEX NC 27502-9681 0731003635 SHELBA CLEM & DIANE WILLIAMS 3007 BUCKINGHAM WAY APEX NC 27502-9341 0720992587

COOL POOLS NC, LLC 2300 OLD US 1 HWY APEX NC 27502-8409 0730096271

ALBERTO DIAZ OLIVER & OLIVER PLLC PO BOX 10349 RALEIGH NC 27605-0349 0731004075 ALAN ECKARD 7609 HUMIE OLIVE RD APEX NC 27502-9670 0720894498 JAMES & MARY EVANS 2712 BUTTERFINGER LN APEX NC 27502-8978 0731007820

MICHAELA & SENTELL WILLIAMS 2211 VASARI DR APEX NC 27502-9681 0731003841 JAMES & CLYDE EVANS 3020 HOLLAND RD APEX NC 27502-9151 0731005747 DANIEL & ELLEN GRIFFIN 2401 VETRINA WAY APEX NC 27502-7747 0721908740

HEARN, JOANN PENDERGRAFT HEIRS BONNIE WOOD 1115 DYCUS RD SANFORD NC 27330-7566 0731001087 MARK & LESLIE HOPKINS 3017 HOLLAND RD APEX NC 27502-9151 0731102964 ERIC & NIDAA HOSSENLOPP 2212 VASARI DR APEX NC 27502-9681 0731001862

MELVIN & JENNIFER HUGHES 2400 VETRINA WAY APEX NC 27502-7747 0721908881 JVI BUILDING & DEVELOPMENT, INC 2509 SOUTHWINDS RUN APEX NC 27502-6512 0720990292 KENTON & DEVON KAPLAN 2208 VASARI DR APEX NC 27502-9681 0731001941

JOYCE KELLY 2217 OLD US 1 HWY APEX NC 27502-8408 0730093122 RICHER & RICHERE LEVERT 2309 OLD US 1 HWY APEX NC 27502-8410 0720985958, 0720988948 WALTER MCCLAMB
PO BOX 243
APEX NC 27502-0243
0730097826, 0730097922, 0730098773,
0730098936, 0730099807, 0731007076

TONY MCDONALD 1825 N MAIN ST HOLLY SPRINGS NC 27540-9003 0731110157 DENNIS & MELISSA MCGURK 2216 VASARI DR APEX NC 27502-9681 0731001764 JEFFREY & AUDRA MCRAE 2215 VASARI DR APEX NC 27502-9681 0731003743

MILLER LAND GROUP LLC 1922 NAPOLI DR APEX NC 27502-9660 0720999210 DEREK & KIMBERLY MORGAN 2411 VETRINA WAY APEX NC 27502-7747 0721905775

KEVIN & KATHRYN NASH 2410 VETRINA WAY APEX NC 27502-7747 0721906933 NDJ VENTURES LLC 7201 APEX BARBECUE RD APEX NC 27502-7788 0720898988, 0720899911, 0720993901 JOHNNY & CAROLYN PENDERGRAFT 2212 OLD US 1 HWY #1S APEX NC 27502-8407 0730091779 DAVID POWELL 524 LAPIS LN CARY NC 27519-8576 0720993254, 0720998487

PAMELA PUREFOY & FRANCES BULLOCK 3116 HOLLAND RD APEX NC 27502-6680 0730095707 CRISTINA & SETH ROBERTS 2323 MANZONI DR APEX NC 27502-9674 0731003914 THE ROMAN CATHOLIC DIOCESE OF RALEIGH NC 7200 STONEHENGE DR RALEIGH NC 27613-1622 0731006698, 0731101525

OLIVER & LISA SCHABENBERGER 2153 VECCHIO LN APEX NC 27502-9704 0721907889 PETER SIMPSON & PATRICIA GOTSHALL 2415 VETRINA WAY APEX NC 27502-7747 0721904787 ANNIE & BILLY STROUP 1924 OLD US 1 HWY #1S APEX NC 27502-7765 0731003359, 0730190468

MATTHEW & KERRY SYKES 2319 MANZONI DR APEX NC 27502-9674 0731003980 TERRY & TINA VITHOULKAS 2405 VETRINA WAY APEX NC 27502-7747 0721907619 WESTERN WAKE BIBLE CHAPEL 7612 HUMIE OLIVE RD APEX NC 27502-9670 0731009204

DEVELOPMENT NAME APPROVAL APPLICATION

Application #:	21CZ14	Submittal Date: <u>05/03/2021</u>	
Fee for Initial Sub	mittal: No Charge	Fee for Name Change after Approval: \$500*	
ree for fillerar Sac	initial. No charge	ree for Name Change after Approval. \$500	

Purpose

To provide a consistent and clearly stated procedure for the naming of subdivisions and/or developments and entrance roadways (in conjunction with *Town of Apex Address Policy*) so as to allow developers to define and associate the theme or aesthetics of their project(s) while maintaining the Town's commitment to preserving the quality of life and safety for all residents of Apex proper and extraterritorial jurisdiction.

Guidelines

- ✓ The subdivision/development name shall not duplicate, resemble, or present confusion with an existing subdivision/development within Apex corporate limits or extraterritorial jurisdiction except for the extension of an existing subdivision/development of similar or same name that shares a continuous roadway.
- ✓ The subdivision/development name shall not resemble an existing street name within Apex corporate limits or extraterritorial jurisdiction unless the roadway is a part of the subdivision/development or provides access to the main entrance.
- ✓ The entrance roadway of a proposed subdivision/development shall contain the name of the subdivision/development where this name does not conflict with the Town of Apex Road Name Approval Application and Town of Apex Address Policy guidelines.
- ✓ The name "Apex" shall be excluded from any new subdivision/development name.
- ✓ Descriptive words that are commonly used by existing developments will be scrutinized more seriously in order to limit confusion and encourage distinctiveness. A list of commonly used descriptive words in Apex's jurisdiction is found below.
- ✓ The proposed subdivision/development name must be requested, reviewed and approved during preliminary review by the Town.
- ✓ A \$500.00 fee will be assessed to the developer if a subdivision/development name change is requested after official submittal of the project to the Town.*

*The imposed fee offsets the cost of administrative changes required to alleviate any confusion for the applicant, Planning staff, other Town departments, decision-making bodies, concerned utility companies and other interested parties. There is no charge for the initial name submittal.

Existing Development Titles, Recurring

	Residential	Non-Residential
10 or more	Creek, Farm(s), Village(s),	Center/Centre
6 to 9	Crossing(s), Park, Ridge, Wood(s)	Commons, Park
3 to 5	Acres, Estates, Glen(s), Green*, Hills	Crossing(s), Plaza, Station, Village(s)

^{*}excludes names with Green Level

Application #: 21	CZ14	Submittal Date:	05/03/2021
Proposed Subdivision	n/Development Information	i e	
Description of locatio	n: Multiple properties at the	intersection of Humie Olive	e Road and Old US 1 Hirhway
Nearest intersecting (roads: Humie Olive Road, C	Old US 1 Highway and Holla	and Road
Wake County PIN(s):	0720992587, 0720998487,	0730095707, 0731001087,	0731003359, 0731004075
Township: Buckhorn	1		0730-09-1779
Contact Information	(as appropriate)		
Contact person: Per	ak Engineering & Design, Jef	f Roach and Morningstar La	aw Group, Jason Barron
Phone number: (919	9) 439-0100	Fax number:	
Address: 1125 Apex	Peakway, Apex, NC 27523		
E-mail address: jroad	ch@peakengineering.com		
Owner: LG Investm	nents, INC. att: Geno Ray		
Phone number: (754	1) 875-2975	Fax number:	
Address: 5944 Coral	Ridge Drive Suite 312, Corra	al Springs, FL 33076	
E-mail address: gend	o@lginvest.net		
Proposed Subdivision	n/Development Name		
1 st Choice: Holland	Road Mixed Use Assembly (final name is being coordina	ated with property owners)
2 nd Choice (<i>Optional</i>):	:		

DEVELOPMENT NAME APPROVAL APPLICATION

Town of Apex Staff Approval:

Town of Apex Planning Department Staff

Date

TOWN OF APEX UTILITIES OFFER AND AGREEMENT

	O HEITIES OF ER AND AGREEME	VI	
Application #:	21CZ14	Submittal Date:	05/03/2021
	1	Town of Apex	
		Hunter Street	
	P.O. Box	250 Apex, NC 27502	
		919-249-3400	
	WAKE COUNTY, NORTH CARC	DLINA CUSTOMER SELECTION A	AGREEMENT
	At the intersection of Humie Oli	ve Road & Old US 1 Highwa	ay, and the
	intersection of Old US 1 Highwa	ay and Holland Road.	
	(ti	ne "Premises")	
you accept the Tow the Town.	of Apex offers to provide you with elvn's offer, please fill in the blanks on to the land of the land	this form and sign and we will	
. o m o nex (the	"Town") as the permanent electric su prary service if needed.	ipplier for the Premises. Perm	anent service to the Premises will be
The sale, owith, all the terms and the terms are town.	delivery, and use of electric power by and conditions of the Town's service	Customer at the Premises sha regulations, policies, procedur	II be subject to, and in accordance res and the Code of Ordinances of the
the requested servi	understands that the Town, based up ice. By signing this Agreement the un vider, for both permanent and tempo	dersigned signifies that he or	she has the authority to select the
Any addition	onal terms and conditions to this Agrates the entire agreement of the part	eement are attached as Apper ies.	ndix 1. If no appendix is attached this
Acceptanc	e of this Agreement by the Town con	stitutes a binding contract to p	ourchase and sell electric power.
Please not supplier for the Pre	e that under North Carolina General s mises.	Statute §160A-332, you may b	e entitled to choose another electric
Upon acce service to the Prem	eptance of this Agreement, the Town of the state of this Agreement, the Town of the state of the	of Apex Electric Utilities Division the you and the owner(s).	on will be pleased to provide electric
ACCEPTED:			
CUSTOMER: LG	hvestments, Inc. (Geno Ray)	TOWN OF APEX	
BY:	5	BY:	
	Authorized Agent		Authorized Agent
DATE:	1/30/2021	DATE:	

PIN: 0720-99-8487

AGEN	T AUTHORIZAT	TION FORM		
Application #: 21CZ14 David Ray Powell		Submittal Date:	5/3/21	
		is the owner* of the p	roperty for which the attached	
applica	tion is being su	ubmitted:		
	Land Use A	mendment		
V		For Conditional Zoning and Planned authorization includes express con Agent which will apply if the applic	sent to zoning condition	
	Site Plan			
~	Subdivision			
	Variance			
	Other:	<u> </u>	+:	
The pro	perty address	is: 2236 Old US 1 High	nway, Apex, NC 27502	2
The age	ent for this pro	ject is: Peak Engineering & Desi	gn, PLLC	
	□ I am the	owner of the property and will be	acting as my own agent	
Agent N	Name:	Jeff Roach, P.E. (Peak Enginee	ering & Design, PLLC)	
Address	s:	1125 Apex Peakway, Apex, NC	27502	
Telepho	one Number:	(919) 439-04100		
E-Mail /	Address:	jroach@peakengineering.com		
	*	Signature(s) of Owner(s)*	Owe // Type or print r	name Date
		:	Type or print i	name Date

Attach additional sheets if there are additional owners.

*Owner of record as shown on the latest equalized assessment rolls of Wake County. An option to purchase does not constitute ownership. If ownership has been recently transferred, a copy of the deed must accompany this authorization.

AFF	IDAVIT OF OV	VNERSHIP				
Арр	lication #:	21CZ14		Submittal Date:	5/3/21	
	ndersigned, (David R. Tollows:	Powell	(the "Affiant")	first being duly swor	n, hereby
1.	owner, or		zed agent	authorized to make this of all owners, of and legally described in	the property loc	ated at
2.	This Affidav	•	de for the purp	ose of filing an applicatio	on for development appi	roval with
3.				acquired ownership by deeds Office on 8/23/1993	eed, dated <u>8/19/1993</u> , in Book <u>5746</u>	Page
4.	indicating tl	•		er(s) of the Property, A Affiant the authority to	•	
5.	in interest hownership. Affiant's ow claim or act acting as an	Affiant has nave been in sole and Since taking possess nership or right to po ion has been brought authorized agent for	claimed sole or I undisturbed ion of the Pro ssession nor d against Affian owner(s)), wh	rom the time Affiant wnership of the Property possession and use of the perty on 8/26/1993 emanded any rents or pt (if Affiant is the owner dich questions title or right fiant or owner(s) in co	r. Affiant or Affiant's pre- the property during the, no one has que trofits. To Affiant's know), or against owner(s) (if the to possession of the	decessors period of uestioned rledge, no Affiant is property,
	This the	day of		Dovid R. 1	Swill Type or pi	(seal)
	OF NORTH CA	_				
I, the	undersigned	, a Notary Public	in and for t	ne County of w/AKE	, hereby ce	rtify that
DAV	ID POWE	Affiant, pe	rsonally know	n to me or known to me	e by said Affiant's prese	ntation of
said Af	ffiant's DRIV	ERS LICENSE	persona	ally appeared before me	e this day and acknowle	edged the
due an	d voluntary e	xecution of the foreg	oing Affidavit.			
	N. A.	NOTARL SEALL OF		Notary Public State of North Carolina My Commission Expires	1 1	

- Page 239 -

PIN: 0731-00-3359

AGEN	T A UTHORIZAT	TION FORM		
Application #: 210		21CZ14	Submittal Date:5/3/21	
Joh applica	tion is being su	ルショウスタドナ ubmitted:	is the owner* of the property f	or which the attached
	Land Use A	mendment		
v	-	_	anned Development rezoning applicat s consent to zoning conditions that an application is approved.	
	Site Plan			
~	Subdivision			
	Variance			
	Other:			
The pro	perty address	is: 3104 Holland Road,	Apex, NC 27502	
The age	ent for this pro	ject is: Peak Engineering &	Design, PLLC	
	☐ I am the	owner of the property and w	ill be acting as my own agent	
Agent N	Name:	Jeff Roach, P.E. (Peak En	gineering & Design, PLLC)	
Address	s:	1125 Apex Peakway, Apex	k, NC 27502	
Telephone Number: (91		(919) 439-04100		
E-Mail A	Address:	jroach@peakengineering.c	com	
		Signature(s) of Owner(s)*		
		O C 2	. —	
		Johny Parson	GLAFT Type or print name	4/29/202/ Date
		Carp N. Son	rdengre	11. 74. 21
		Consolpe M. Tr	Type or print name	Date

Attach additional sheets if there are additional owners.

*Owner of record as shown on the latest equalized assessment rolls of Wake County. An option to purchase does not constitute ownership. If ownership has been recently transferred, a copy of the deed must accompany this authorization.

Aff	IDAVIT OF O	WNERSHIP			Eliza III
Арр	lication #:	21/CZ14	Submitta	al Date: <u>5/3/21</u>	
	ndersigned, s or affirms a	TODENT PROJER as follows:	Эхр (the "/	Affiant") first being du	ıly sworn, hereby
1.	owner, o	over eighteen (18) years or is the authorize Road, Apex, NC 27502 ed herein (the "Property	and legally desc	nake this Affidavit. The ers, of the prope ribed in Exhibit "A" att	rty located at
2.	This Affida the Town (for the purpose of filing an a	pplication for developm	nent approval with
3.		· · · · · · · · · · · · · · · · · · ·	erty, Affiant acquired owners Register of Deeds Office on 1		
4.	indicating	_	of the owner(s) of the Progranting the Affiant the auth		
5.	in interest ownership Affiant's or claim or ac acting as a nor is any Property.	Affiant has cl have been in sole and Since taking possession wnership or right to post tion has been brought a n authorized agent for c	Property, from the time aimed sole ownership of the undisturbed possession and n of the Property on 10/27/dession nor demanded any regainst Affiant (if Affiant is the wner(s)), which questions ting against Affiant or owner 20 27.	Property. Affiant or Affia use of the property du ²⁰⁰⁰ , no on ents or profits. To Affian e owner), or against ow tle or right to possessio	ant's predecessors ring the period of the has questioned of st's knowledge, no ener(s) (if Affiant is on of the property,
			Johns P	endergrost	(seal)
STATE	OF NORTH C	PAROLINA	JOHNEY	fowder graz	ype or print name
	of North C Y of W4				
I, the	undersigne	d, a Notary Public in	and for the County of	WAKE, he	reby certify that
TOHN L	14 PENDE	RGRAFT , Affiant, pers	onally known to me or know	n to me by said Affiant	s's presentation of
said Af	fiant's <u>DRIV</u>	ERS LICENSE	, personally appeared be	fore me this day and a	acknowledged the
due an	d voluntary	execution of the foregoi	ng Affidavit.		
	THE TAXABLE PARTY OF THE PARTY	NOTARY SEAL COUNTY	Notary Public	Carolina Expires: 11/18/20	923

AGENT	A UTHORIZA	TION FORM		
Application #: 21CZ14		21CZ14 Submittal Date: 5/3/21		
Nelson R. Smith is the owner* of the property for which the attached				
applicat	ion is being s	ubmitted:		
		mendment		
V		For Conditional Zoning and Planned Development rezoning applications, this authorization includes express consent to zoning conditions that are agreed to by the Agent which will apply if the application is approved.		
	Site Plan			
V	Subdivision	1		
	Variance			
	Other:			
The pro	perty address	s is: 3116 Holland Road, Apex, NC 27502		
The age	nt for this pro	oject is: Peak Engineering & Design, PLLC		
	☐ I am the	e owner of the property and will be acting as my own agent		
Agent N	lame:	Jeff Roach, P.E. (Peak Engineering & Design, PLLC)		
Address	s:	1125 Apex Peakway, Apex, NC 27502		
Telepho	one Number:	(919) 439-04100		
E-Mail A	Address:	jroach@peakengineering.com		
		Signature(s) of Owner(s)* Nelson R SMIHI 1-PR 30, 202		
		Type or print name APR 30, 202		
		Type or print name Date		

Attach additional sheets if there are additional owners.

*Owner of record as shown on the latest equalized assessment rolls of Wake County. An option to purchase does not constitute ownership. If ownership has been recently transferred, a copy of the deed must accompany this authorization.

AFFII	DAVIT OF OWNERSHIP				
Appli	cation #: 21CZ14 Submittal Date: 5/3/21				
	or affirms as follows: (the "Affiant") first being duly sworn, hereby				
1.	Affiant is over eighteen (18) years of age and authorized to make this Affidavit. The Affiant is the sole owner, or is the authorized agent of all owners, of the property located at and legally described in Exhibit "A" attached hereto and incorporated herein (the "Property").				
2.	This Affidavit of Ownership is made for the purpose of filing an application for development approval with the Town of Apex.				
3.	If Affiant is the owner of the Property, Affiant acquired ownership by deed, dated 10/26/2000 and recorded in the Wake County Register of Deeds Office on 10/27/2000 , in Book 8718 Page 1304-1306				
4.	If Affiant is the authorized agent of the owner(s) of the Property, Affiant possesses documentation indicating the agency relationship granting the Affiant the authority to apply for development approval on behalf of the owner(s).				
5.	in interest have been in sole and undisturbed possession and use of the property during the period of ownership. Since taking possession of the Property on 10/27/2000, no one has questioned Affiant's ownership or right to possession nor demanded any rents or profits. To Affiant's knowledge, no claim or action has been brought against Affiant (if Affiant is the owner), or against owner(s) (if Affiant is acting as an authorized agent for owner(s)), which questions title or right to possession of the property, nor is any claim or action pending against Affiant or owner(s) in court regarding possession of the Property.				
	This the Oday of And (seal)				
	NELSON R. Sm, Ht				
	Type or print name				
COUN	OF NORTH CAROLINA TY OF CULUBER LAND				
I, the	undersigned, a Notary Public in and for the County of Whitehald, hereby certify that R. Swith, Affiant, personally known to me or known to me by said Affiant's presentation of				
said Affiant's Delson R. Swith, personally appeared before me this day and acknowledged the					
due ar	nd voluntary execution of the foregoing Affidavit.				
Posterior annual action	Notary Public Cumberland Co., North Carolina by Commission Expires Nov. 16, 2022 Notary Public State of North Carolina My Commission Expires: My Commission Expires:				

[NOTARY SEAL]

t Application

AGENT	AUTHORIZATI	ON FORM			
Applicat	tion #:	21CZ14 Submittal Date: 5/3/21			
Frances Bullock and Florucka Puris the owner* of the property for which the atta-					
	F-01				
	Site Plan				
V	Subdivision				
	Variance				
	Other:				
The prop	erty address is	3116 Holland Road, Apex, NC			
The agen	t for this proje	ect is: Peak Engineering & Design, PLLC			
	☐ I am the o	wner of the property and will be acting as my own agent			
Agent Na	me:	Jeff Roach, P.E. (Peak Engineering & Design, PLLC)			
Address: 1125 Apex Peakway, Apex, NC 27502		1125 Apex Peakway, Apex, NC 27502			
Telephone Number:		(919) 439-04100			
E-Mail Ad	dress:	jroach@peakengineering.com			
		Signature(s) of Owner(s)* Trances T. Bullock Type or print name Flonneka Purefry Type or print name 5/2/2021 Date Type or print name Date			

Attach additional sheets if there are additional owners.

*Owner of record as shown on the latest equalized assessment rolls of Wake County. An option to purchase does not constitute ownership. If ownership has been recently transferred, a copy of the deed must accompany this authorization.

AFF	Affidavit of Ownership					
Арр	lication #:	21CZ14		Submittal Date:	5/3/21	
	ndersigned, _ s or affirms as	follows:		(the "Affiant")	first being duly sworn, hereby	
1.	owner, or 3116 Holland Ro		uthorized ag	gent of all owners, of	s Affidavit. The Affiant is the sole f the property located a Exhibit "A" attached hereto and	
2.	This Affidavit		is made for the	e purpose of filing an application	on for development approval with	
3.				fiant acquired ownership by or r of Deeds Office on 10/27/2000		
4.	indicating th		_		Affiant possesses documentation apply for development approva	
5,	If Affiant is the owner of the Property, from the time Affiant was deeded the Property on 10/27/2000, Affiant has claimed sole ownership of the Property. Affiant or Affiant's predecessors in interest have been in sole and undisturbed possession and use of the property during the period of ownership. Since taking possession of the Property on 10/27/2000, no one has questioned Affiant's ownership or right to possession nor demanded any rents or profits. To Affiant's knowledge, no claim or action has been brought against Affiant (if Affiant is the owner), or against owner(s) (if Affiant is acting as an authorized agent for owner(s)), which questions title or right to possession of the property, nor is any claim or action pending against Affiant or owner(s) in court regarding possession of the Property. SHELIAM THOMAS NOTARY PUBLIC WAVE COUNTY AND THE PROPERTY.					
				Shelia m.	Type or print name	
	OF NORTH CAI TY OF <u>WAK</u>				.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
Fran	nces T. Bu	راه حات, Affiar	nt, personally	known to me or known to me	hereby certify that by said Affiant's presentation of this day and acknowledged the	
		ecution of the				
	SHELIA M NOTARY WAKE COL My CENNOMIACRY	THOMAS PUBLIC JNTY, NC STIMU 1.16-2024		Notary Public State of North Carolina My Commission Expires		

Aff	IDAVIT OF O V	VNERSHIP				
Арр	lication #:	21CZ14	Submittal Date: 5/3/21			
	ndersigned, _ s or affirms as	follows:	(the "Affiant") first being duly sworn, hereby			
1.	Affiant is over eighteen (18) years of age and authorized to make this Affidavit. The Affiant is the sole owner, or is the authorized agent of all owners, of the property located at 3116 Holland Road, Apex, NC 27502 and legally described in Exhibit "A" attached hereto and incorporated herein (the "Property").					
2.	This Affidav the Town of		s made for the purpose of filing an application for development approval with			
3.			e Property, Affiant acquired ownership by deed, dated 10/26/2000, bunty Register of Deeds Office on 10/27/2000, in Book 8718 Page			
4.	indicating th		agent of the owner(s) of the Property, Affiant possesses documentation onship granting the Affiant the authority to apply for development approval			
5.	If Affiant is the owner of the Property, from the time Affiant was deeded the Property on 10/27/2000, Affiant has claimed sole ownership of the Property. Affiant or Affiant's predecessors in interest have been in sole and undisturbed possession and use of the property during the period of ownership. Since taking possession of the Property on 10/27/2000, no one has questioned Affiant's ownership or right to possession nor demanded any rents or profits. To Affiant's knowledge, no claim or action has been brought against Affiant (if Affiant is the owner), or against owner(s) (if Affiant is acting as an authorized agent for owner(s)), which questions title or right to possession of the property, nor is any claim or action pending against Affiant or owner(s) in court regarding possession of the Property. This the day of					
		uu, u,	SHELIA M THOMAS NOTARY PUBLIC WAKE COUNTY, Spal) Shelia M. Thomas My Commission Expires 3-16-2024			
	OF NORTH CA		Type or print name			
-	_		t, personally known to me or known to me by said Affiant's presentation of			
said Affiant's Paneka Parefoy personally appeared before me this day and acknowledged the						
due and voluntary execution of the foregoing Affidavit.						
	SHELIA M NOTARY WARE 68X My Commission E	PUBLIC	Notary Public State of North Carolina My Commission Expires: 3 16 - 2024			

AGENT AUTHORIZATION FORM					
Application #:		21CZ14	Submittal Date:	5/3/21	
			is the owner* of the pro	perty for which the attached	
applicat	ion is being s	ubmitted:			
	Land Use A	mendment			
v		For Conditional Zoning and Pla authorization includes express Agent which will apply if the a	s consent to zoning conditions	applications, this s that are agreed to by the	
	Site Plan				
V	Subdivision	١			
	Variance				
	Other:			/=	
The pro	perty address	s is:			
The age	nt for this pro	oject is: Peak Engineering &	Design, PLLC		
	☐ I am the	owner of the property and w	ill be acting as my own agent		
Agent N	lame:	Jeff Roach, P.E. (Peak En	gineering & Design, PLLC)		
Address	5:	1125 Apex Peakway, Apex	k, NC 27502		
Telepho	one Number:	(919) 439-04100			
E-Mail A	Address:	jroach@peakengineering.c	com		
	ä	Signature(s) of Owner(s)* Robert W. Walk Share D.		05/05/21	

Attach additional sheets if there are additional owners.

*Owner of record as shown on the latest equalized assessment rolls of Wake County. An option to purchase does not constitute ownership. If ownership has been recently transferred, a copy of the deed must accompany this authorization.

Affidavit of Ownership					
Appl	ication #:	21CZ14	Submittal Date:	5/3/21	
	ndersigned, _ or affirms as	follows:	(the "Affiant")	first being duly sworn, hereby	
1.	owner, or 3116 Holland Ro	is the authorized age pad, Apex, NC 27502	ent of all owners, of	Affidavit. The Affiant is the sole the property located at Exhibit "A" attached hereto and	
	incorporated	herein (the "Property").			
2.	This Affidavit the Town of		purpose of filing an application	on for development approval with	
3.		he owner of the Property, Affi d in the Wake County Register			
4.	indicating th	_		Affiant possesses documentation apply for development approval	
5.	If Affiant is the owner of the Property, from the time Affiant was deeded the Property on 10/27/2000, Affiant has claimed sole ownership of the Property. Affiant or Affiant's predecessors in interest have been in sole and undisturbed possession and use of the property during the period of ownership. Since taking possession of the Property on 10/27/2000, no one has questioned Affiant's ownership or right to possession nor demanded any rents or profits. To Affiant's knowledge, no claim or action has been brought against Affiant (if Affiant is the owner), or against owner(s) (if Affiant is acting as an authorized agent for owner(s)), which questions title or right to possession of the property, nor is any claim or action pending against Affiant or owner(s) in court regarding possession of the Property.				
	This the	5 day of ,May	20 28) Thanks) alker (seal)	
			Sharke D	Type or print name	
STATE (OF NORTH CA	ROLINA	or the County of Van		
l, the	undersigned,	, a Notary Public in and f	or the County of	hereby certify that	
about	B Walke	Affiant, personally k	nown to me or known to me	e by said Affiant's presentation of	
said Af	fiant's _Shu	rie B Walker, pe	rsonally appeared before m	e this day and acknowledged the	
	d voluntary ex	=	Notary Public State of North Carolina My Commission Expire	1116/1116	
	THE CO	UNITY IN	- Page 248 -	-	

AFF	EIDAVIT OF OWNERSHIP				
Арр	elication #: 21CZ14	Submittal Date: 5/3/21			
	indersigned,s or affirms as follows:	(the "Affiant") first being duly sworn, hereby			
1.	Affiant is over eighteen (18) years of age ar owner, or is the authorized agent 3116 Holland Road, Apex, NC 27502 incorporated herein (the "Property").	nd authorized to make this Affidavit. The Affiant is the sole to fall owners, of the property located at and legally described in Exhibit "A" attached hereto and			
2,	•	urpose of filing an application for development approval with			
3.	If Affiant is the owner of the Property, Affian and recorded in the Wake County Register of 1304-1306	nt acquired ownership by deed, dated 10/26/2000 f Deeds Office on 10/27/2000, in Book 8718 Page			
4.		wner(s) of the Property, Affiant possesses documentation the Affiant the authority to apply for development approval			
5.	in interest have been in sole and undisturbed ownership. Since taking possession of the Affiant's ownership or right to possession not claim or action has been brought against Affiacting as an authorized agent for owner(s)), nor is any claim or action pending against Property.	r, from the time Affiant was deeded the Property on e ownership of the Property. Affiant or Affiant's predecessors ed possession and use of the property during the period of Property on 10/27/2000, no one has questioned or demanded any rents or profits. To Affiant's knowledge, no fiant (if Affiant is the owner), or against owner(s) (if Affiant is which questions title or right to possession of the property, a Affiant or owner(s) in court regarding possession of the			
	This the 5 day of May	_, 20 <u>21</u> .			
	P	Robert Walley (seal)			
	8	Robert W. Walksel JK. Type or print name			
COUN	TY OF Gravile				
Kob4	1.	own to me or known to me by said Affiant's presentation of sonally appeared before me this day and acknowledged the			
due and voluntary execution of the foregoing Affidavit.					
	[NOTARKERS]	Notary Public State of North Carolina My Commission Expires:			
	· · · · · · · · · · · · · · · · · · ·	Page 249 - Loct Undated: August 30, 2019			

AGENT AUTHORIZAT	TION FORM
Application #:	21CZ14 Submittal Date: _5/3/21
Crystal Puref	is the owner* of the property for which the attached
application is being su	ubmitted:
☐ Land Use Ar	mendment
a	or Conditional Zoning and Planned Development rezoning applications, this authorization includes express consent to zoning conditions that are agreed to by the Agent which will apply if the application is approved.
☐ Site Plan	
☐ Subdivision	
□ Variance	
□ Other:	
The property address	is: 3116 Holland Road, Apex, NC 27502
The agent for this proj	lect is: Peak Engineering & Design, PLLC
☐ I am the o	owner of the property and will be acting as my own agent Jeff Roach, P.E. (Peak Engineering & Design, PLLC)
Address:	1125 Apex Peakway, Apex, NC 27502
Telephone Number:	(919) 439-0100
E-Mail Address:	jroach@peakengineering.com
	Signature(s) of Owner(s)* Crystal Purebry Type or print name Date
	Type or print name Date

Attach additional sheets if there are additional owners.

*Owner of record as shown on the latest equalized assessment rolls of Wake County. An option to purchase does not constitute ownership. If ownership has been recently transferred, a copy of the deed must accompany this authorization.

A	FFIDAVIT OF OV	VNERSHIP	
A	oplication #:	21CZ14	Submittal Date: 5/3/21
	undersigned, _ ars or affirms as	Crystal Purefoy follows:	(the "Affiant") first being duly sworn, hereb
1.	owner, or 3116 Holla	is the authorized age	and authorized to make this Affidavit. The Affiant is the solution of all owners, of the property located a and legally described in Exhibit "A" attached hereto and
2.	This Affidavi		purpose of filing an application for development approval with
3.	If Affiant is the and recorde 1304-1306	d in the Wake County Register	of Deeds Office on 10/27/2000, in Book 8718 Page
4.	indicating th	전 100m : 100m	owner(s) of the Property, Affiant possesses documentation the Affiant the authority to apply for development approva
	ownership. Affiant's own claim or acting as an nor is any of Property.	ave been in sole and undistur Since taking possession of the nership or right to possession r on has been brought against A authorized agent for owner(s)	ole ownership of the Property. Affiant or Affiant's predecessors bed possession and use of the property during the period of e Property on
			Crystal Pure-fry Type or print name
	E OF NORTH CA		
'n		Affiant, personally ki	nown to me or known to me by said Affiant's presentation of resonally appeared before me this day and acknowledged the
		ecution of the foregoing Affida	
		FER M TORRES Notary Public ake County, NC	Notary Public State of North Carolina My Commission Funitors 2015 (2007)

[NOTARY SEAL]

AGEN	T AUTHORIZATI	ON FORM			PIN
Applic	ation #:	21CZ14	Submittal Date:	5/3/21	0731-00-1087
Bonn	ie H. Wood		is the owner* of the pro	perty for which the atta	ched
applica	tion is being sul	bmitted:			
	Land Use Am	nendment			
4	1 	or Conditional Zoning and Plan	•	75 St	
		uthorization includes express on gent which will apply if the app	n di Barana and Barana and falanca na antara an	that are agreed to by th	ie
	Site Plan	0	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		
4	Subdivision				
	Variance				
	Other:				
The pro	perty address i	s: 1005 Red Cardinal	Lane		
The age	ent for this proje	ect is: Peak Engineering & D	esign, PLLC		
	☐ I am the o	owner of the property and will	be acting as my own agent		
Agent N	Name:	Jeff Roach, P.E. (Peak Engi	neering & Design, PLLC)		
Addres	s:	1125 Apex Peakway, Apex,	NC 27502		
Telepho	one Number:	(919) 439-04100			
E-Mail Address:		jroach@peakengineering.co	m		
		Signature(s) of Owner(s)*			
Bonnin Halland					
Bonnie H. Wood 5-4-21					21
		Darance 1.	Type or print na		Date
		****	Type or print na	ime	Date

Attach additional sheets if there are additional owners.

*Owner of record as shown on the latest equalized assessment rolls of Wake County. An option to purchase does not constitute ownership. If ownership has been recently transferred, a copy of the deed must accompany this authorization.

AFFI	DAVIT OF OWI	VERSHIP			PIN
Land	cation #:	21CZ14	Submittal Date:	5/3/21	0731-00-1087
	dersigned, \(\frac{1}{2}\) or affirms as f	Barrio H. Wose ollows:	(the "Affiant") fir	st being duly sworn,	hereby
1.	owner, or 1005 Red Cardin		and authorized to make this Af nt of all owners, of and legally described in Ex	the property locat	ed at
2.	This Affidavit the Town of A		ourpose of filing an application f	or development appro	val with
3.		ne owner of the Property, Affic in the Wake County Register	ant acquired ownership by deed of Deeds Office on $\frac{2/13/2016}{}$	d, dated <u>2/13/2016</u> , in Book <u>16-E</u>	, Page
4.		e agency relationship granting	owner(s) of the Property, Affia the Affiant the authority to ap	- 15	
5.	in interest had ownership. S Affiant's own claim or acting as an a	Affiant has claimed so we been in sole and undisturl ince taking possession of the ership or right to possession n on has been brought against A outhorized agent for owner(s)	y, from the time Affiant was le ownership of the Property. Afficed possession and use of the Property on 2/13/2016 or demanded any rents or profifiant (if Affiant is the owner), o, which questions title or right at Affiant or owner(s) in court	ffiant or Affiant's prede property during the po , no one has que its. To Affiant's knowle r against owner(s) (if A to possession of the po	ecessors eriod of estioned edge, no effiant is roperty,
		th day of Macy	20 <u>21</u> . Bonnie H. U	Sood	(seal)
			Bonnie H.	Wood	**************************************
				Type or prir	nt name
	OF NORTH CAP Y OF				
I, the	undersigned,	a Notary Public in and fo	or the County of Lee	, hereby certi	fy that
Bon	rie. H. wi	Affiant, personally k	nown to me or known to me by	said Affiant's present	ation of
said Aff	iant's driv	rers / renze per	sonally appeared before me th	nis day and acknowled	ged the
due and	d voluntary ex	ecution of the foregoing Affida	vit.		
				^ ^	

DANIELLE CLINE
NOTARY PUBLIC
LEE COUNTY
North Carolina
My Commission Expires 1-4-2022

Notary Public

State of North Carolina

My Commission Expires: _

AGENT	AUTHORIZATI	ON FORM	Nas Lines at the	1245					
Applica	ation #:	21CZ14	Submittal Date:5/3/21						
RGNC-1	0, LLC		is the owner* of the property for which the attached						
applicat	ion is being sul	bmitted:							
	Land Use Am	nendment							
•	a	or Conditional Zoning and Planne uthorization includes express co gent which will apply if the appli	nsent to zoning conditions that a	ations, this are agreed to by the					
	Site Plan								
~	Subdivision								
	Variance								
	Other:								
The pro	perty address i	s: 104 Red Cardinal Lane	(PIN 0731-00-4075)						
The age	nt for this proj	ect is: Peak Engineering & Des	sign, PLLC						
	☐ I am the o	owner of the property and will be	e acting as my own agent						
Agent N	lame:	Jeff Roach, P.E. (Peak Engine	ering & Design, PLLC)						
Address	s:	1125 Apex Peakway, Apex, N	C 27502						
Telepho	one Number:	(919) 439-04100							
E-Mail	Address:	jroach@peakengineering.com							
		Signature(s) of Owner(s)* Rich Lewoca	Type or print name	Vs/aa Date					
			Type or print name	Date					

Attach additional sheets if there are additional owners.

*Owner of record as shown on the latest equalized assessment rolls of Wake County. An option to purchase does not constitute ownership. If ownership has been recently transferred, a copy of the deed must accompany this authorization.

Pursuant to Article 40 of Chapter 66 of the North Carolina General Statutes (the Uniform Electronic Transactions Act) this application and all documents related hereto containing an electronic or digitized signature are legally binding in the same manner as are hard copy documents executed by hand signature. The parties hereby consent to use electronic or digitized signatures in accordance with the Town's Electronic Signature Policy and intend to be bound by the application and any related documents. If electronic signatures are used the application shall be delivered in an electronic record capable of retention by the recipient at the time of receipt.

AFFII	DAVIT OF OWI	NERSHIP	
Appli	ication #:	21CZ14	Submittal Date:5/3/21
	ndersigned, Roor affirms as f		(the "Affiant") first being duly sworn, hereby
1.	owner, or 1004 Red Cardin	r eighteen (18) years of a is the authorized al Lane, Apex, NC 27502 herein (the "Property").	age and authorized to make this Affidavit. The Affiant is the sole agent of all owners, of the property located at and legally described in Exhibit "A" attached hereto and
2.	This Affidavit the Town of A	g = 11.00001 10.00=10.000 * 011.001 1.0040 0.000 0.000	the purpose of filing an application for development approval with
3.			Affiant acquired ownership by deed, dated 10/25/2021, ster of Deeds Office on 10/25/2021, in Book 18763 Page
4.		e agency relationship gran	the owner(s) of the Property, Affiant possesses documentation nting the Affiant the authority to apply for development approval
5.	in interest had ownership. S Affiant's own claim or action acting as an anor is any cl Property.	Affiant has claimed we been in sole and undiction ince taking possession of ership or right to possess on has been brought again authorized agent for owners.	operty, from the time Affiant was deeded the Property on ed sole ownership of the Property. Affiant or Affiant's predecessors sturbed possession and use of the property during the period of f the Property on 10/25/2021, no one has questioned ion nor demanded any rents or profits. To Affiant's knowledge, no est Affiant (if Affiant is the owner), or against owner(s) (if Affiant is er(s)), which questions title or right to possession of the property, gainst Affiant or owner(s) in court regarding possession of the
			(seal)
	_		Type or print name
·	OF NORTH CALL	ROLINA	
I, the	1		nd for the County of David hereby certify that
Bic			Illy known to me or known to me by said Affiant's presentation of
	Security Co.		, personally appeared before me this day and acknowledged the
due an	d voluntary ex	ecution of the foregoing A	Affidavit.
	Dir FT. Bond	MARTHA E. MENDIBLE Notary Public - State of Florida Commission # GG 280552 My Comm. Expires Nov 29, 2022 ed through National Notary Assn.	Notary Public State of North Carolina My Commission Expires: 12912677

PIN: 0731-00-3359

AGEN ⁻	T A UTHORIZAT	ON FORM		
Applic	ation #:	21CZ14	Submittal Date:	5/3/21
Bil	IY E. S	STROWD	is the owner* of the pro	perty for which the attached
applica	tion is being su	bmitted:		
	а	nendment or Conditional Zoning and Plann uthorization includes express co gent which will apply if the app	onsent to zoning conditions	
	Site Plan			
4	Subdivision			
	Variance			
	Other:			
The pro	perty address i	s: 3104 Holland Road, Ap	ex, NC 27502	
The age	ent for this proj	ect is: Peak Engineering & De	sign, PLLC	
	☐ I am the o	owner of the property and will b	e acting as my own agent	
Agent N	Name:	Jeff Roach, P.E. (Peak Engine	eering & Design, PLLC)	
Address	s:	1125 Apex Peakway, Apex, N	IC 27502	
Telepho	one Number:	(919) 439-04100		
E-Mail A	Address:	jroach@pakengineering.com	1	
		Signature of Owner(s)* Billy E. STROM	P Type or print n	4-28-2021 ame Date
		<u></u>	Type or print n	ame Date

Attach additional sheets if there are additional owners.

*Owner of record as shown on the latest equalized assessment rolls of Wake County. An option to purchase does not constitute ownership. If ownership has been recently transferred, a copy of the deed must accompany this authorization.

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Affii	DAVIT OF O	WNERSHIP		3. 建分类 多类	TELEVISION OF	
Appli	cation #:	21CZ14		Submittal Date:	5/3/21	
	dersigned, or affirms a		TROUP	(the "Affiant") first being duly sv	worn, hereby
1.	owner, o	over eighteen (18) years or is the authorize Road, Apex, NC 27502 ed herein (the "Property"	d agent	authorized to make thi of all owners, o and legally described in	f the property	located at
2.	This Affiday	vit of Ownership is made of Apex.	for the pur	pose of filing an applicati	on for development	approval with
3.		the owner of the Prope ed in the Wake County R —:				Page
4.	indicating	s the authorized agent the agency relationship g of the owner(s).				
5.	in interest ownership. Affiant's ov claim or acting as a nor is any Property.	is the owner of the, Affiant has clathave been in sole and upon Since taking possession whership or right to possition has been brought agonauthorized agent for or claim or action pending day of APRI	nimed sole of indisturbed in of the Properties o	pownership of the Propert possession and use of roperty on 10/27/2000 demanded any rents or nt (if Affiant is the owne hich questions title or ri	ty. Affiant or Affiant's the property during no one haprofits. To Affiant's kr), or against owner ght to possession of our tregarding poss	the period of as questioned mowledge, no s) (if Affiant is the property,
	OF NORTH (Y OF					
_		d, a Notary Public in				
		IBAS HEENSE				
due an	d voluntary	execution of the foregoin	ng Affidavit			
	[NOTAF	RY SEAL]		Notary Public State of North Carolin My Commission Expire		

PIN: 0720-99-2587

AGENT	AUTHORIZAT	ION FORM				10 To
Applica	tion #: 214	CZ14		Submittal Date: _	5/3/21	
See o	wners listed	ł below	is th	ne owner* of the pro	operty for which th	e attached
applicati	on is being su	bmitted:				
() ()	- 6	nendment or Conditional Zonin authorization include Agent which will app	s express consent	to zoning condition	applications, this s that are agreed to	by the
	Site Plan					
V	Subdivision					
	Variance					
	Other:			NO 07500		
The prop	erty address		e Olive Road, Apex			
The agen	t for this pro	ect is: Peak Engin	eering & Design, P	LLC		,
	☐ I am the	owner of the proper	ty and will be actin	ng as my own agent		
Agent Na	ime:	Jeff Roach, P.E. (Peak Engineering	& Design, PLLC)		
Address:		1125 Apex Peakv	/ay, Apex, NC 275	02		
Telephor	ne Number:	(919) 439-04100			.,	
E-Mail A	ddress:	jroach@peakengi	neering.com			
		Signature(s) of O Lin Shalka L'Anna Jeff Krun	wner(s)* William Wirk Wirk Lisa	Type or print n	hbaclem Ju ame	Date Date Date Date

Attach additional sheets if there are additional owners.

*Owner of record as shown on the latest equalized assessment rolls of Wake County. An option to purchase does not constitute ownership. If ownership has been recently transferred, a copy of the deed must accompany this authorization.

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AFF	IDAVIT OF OW	/NERSHIP				
Арр	lication #:	21CZ14		Submittal Date:	5/3/21	
	ndersigned, _ s or affirms as	follows:		(the "Affiant") first being duly sworn, he	ereby
1.	owner, or 7528 Humie Oli	er eighteen (18) is the autl ve Road, Apex, NC 275 I herein (the "Pro	norized agent 02	of all owners, o	s Affidavit. The Affiant is the f the property located Exhibit "A" attached hereto	at
2.	This Affidavi		made for the pur	pose of filing an applicati	on for development approval	with
3.				acquired ownership by on 7/7/2015		Page
4.	indicating th	the authorized a e agency relation the owner(s).	gent of the ow ship granting th	ner(s) of the Property, a e Affiant the authority to	Affiant possesses documenta apply for development appl	ation roval
5.	in interest has ownership. S Affiant's own claim or action acting as an anor is any cl Property.	Affiant have been in sole a ince taking poss ership or right to an has been broug authorized agent	as claimed sole and undisturbed ession of the P possession nor the against Affia for owner(s)), which against the possession of the posses	ownership of the Property I possession and use of t roperty on 7/7/2015 demanded any rents or p nt (if Affiant is the owner rhich questions title or rig	was deeded the Property Affiant or Affiant's predeces the property during the period no one has question rofits. To Affiant's knowledge of the property of	ssors od of oned oned on is ont is erty,
			<u>U</u>	sch C	(s	eal)
			-}	Vermel	Tuna an milat	
COUNTY	OF NORTH CAR	ule _	and for	/	Type or print na	
Tiens	undersigned, といい((AM 	a Notary Public 5, Shelba 6 , Affiant, 1	: In and for to ことをかり personally know	ne county of <u>U</u> 15a Kirummell L In to me orkn own to me	hereby certify Tello Krum mell by said Affiant's presentatio	that n_of
SON ON O	Stan	cutional Interest PAUL S Comments NO 1445	, person	ally appeared before me	this day and acknowledged	
*****	111111	Minou.	- 1111 -			

Page 10 of 16

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PUD-CZ & 2045

- Page 259 -

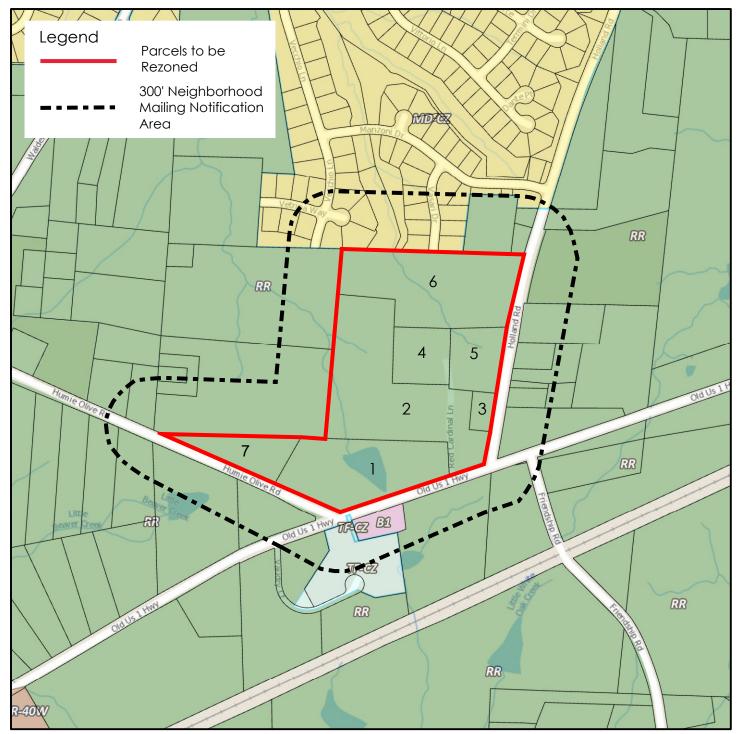
Last Updated: August 30, 2019

AFFIDAVIT OF OWNERSHIP: EXHIBIT A – LEGAL DESCRIPTION

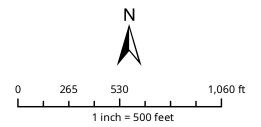
Application #: 21CZ14 Submittal Date: 5/3/21

Insert legal description below.

- 1. N/F David Ray Powell PIN 0720-99-8487 DB 5746 Pg 146
- 2. N/F Johnny & Carolyn M Pendergraft PIN 0730-09-1779 DB 8718 Pg 1292
- 3. N/F Pamela Purefoy, Frances T. Bullock, Ernestine Smith PIN 0730-09-5707 DB 8718 Pg 1304
- 4. N/F Joann Pendergraft Hearn Heirs PIN 0731-00-1087 DB 16 Pg 835
- 5. N/F RGNC-10, LLC PIN 0731-00-4075 DB 18763 Pg 1063
- 6. N/F Annie P & Billy E Stroup PIN 0731-00-3359 DB 8718 Pg 1301
- 7. N/F Shelba W. Clem, P. Diane Williams, Lisa W. Krummel PIN 0720-99-2587 DB 16078 Pg 0788



Holland Road Assembly



<u>Dis claime</u>

iMaps makes every effort to produce and publish the most current and accurate information possible. However, the maps are produced for information purposes, and are **NOT** surveys. No warranties, expressed or implied , are provided for the data therein, its use, or its interpretation.



Wake County Residential Development Notification

Developer Company Information						
Company Name	LG Investments, Inc.					
Company Phone Number	(754) 875-2975					
Developer Representative Name	Mr. Geno Ray					
Developer Representative Phone Number	(754) 875-2975					
Developer Representative Email	geno@lginvest.net					

New Residential Subdivision Information							
Date of Application for Subdivision	November 2021						
City, Town or Wake County Jurisdiction	Apex						
Name of Subdivision	TBD (Holland Road Mixed Use Assembly)						
Address of Subdivision (if unknown enter nearest cross streets)	Holland Road @ Old US 1 @ Humie Olive Road						
REID(s)	0197639, 0160074, 0070103, 0160076, 0334537, 0087601, 0193211						
PIN(s)	See zoning application and REIDs above for properties						

Please complete each section of this form and submit with your application.

Town of Apex staff will enter this information into the online WCPSS form.

Please send any questions about this form to:

studentassignment-gisgroup@wcpss.net

Projected Dates Information						
Subdivision Completion Date	August 2026					
Subdivision Projected First Occupancy Date	January 2024					

	Lot by Lot Development Information																				
Unit Type	Total # of Units	Senior Living	Studio	1 Bedroom	2 Bedroom	3 Bedroom	4 Bedroom	Square Rar		Price Range		Price Range				A	Anticipate	ed Compl	etion Uni	its & Date	<u>:</u> s
								Min	Max	Low	High	Year	# Units	Year	# Units	Year	# Units				
Single Family	10							2500				2023	5	2024	5						
Townhomes	100							2100				2023	15	2024	50	2025	35				
Condos																					
Apartments																					
Other					Gens Kay genodispressivel, (734) 879-0879																



Instruction Packet and Affidavit for

Neighborhood Meetings

Town of Apex Planning Department PO Box 250 Apex, NC 27502

T: 919-249-3426 F: 919-249-3338 This packet consists of instructions and templates for conducting a required Neighborhood Meeting. Planning Department staff are available to advise you in the preparation of these materials. Call the Planning Department at (919) 249-3426 for more information.

WHAT IS THE PURPOSE OF A NEIGHBORHOOD MEETING?

A neighborhood meeting is a required form of community outreach to receive initial feedback regarding certain project types prior to submittal to the Planning Department per the standards found in UDO Sec. 2.2.7. The intention of the meeting is to initiate neighbor communication and identify issues and concerns early on and provide the applicant an opportunity to address neighbor concerns about the potential impacts of the project prior to submitting an application. A neighborhood meeting is valid for six (6) months prior to the submission of an application; a delay in submission requires a new neighborhood meeting.

WHEN IS A NEIGHBORHOOD MEETING REQUIRED?

- Rezonings (including Planned Unit Developments);
- Major Site Plans;
- Residential Master Subdivision Plans (excluding exempt subdivisions); or
- Special Use Permits

INSTRUCTIONS

Prior to submitting an application for a Rezoning, Major Site Plan, residential Master Subdivision Plan (excluding exempt subdivisions), or Special Use Permit, the applicant must conduct at least one (1) Neighborhood Meeting. The applicant shall submit all forms included in this packet with the initial application submittal.

The Neighborhood Meeting must be held in accordance with the following rules:

These groups and individuals must be invited to the meeting:

- The applicant is required to notify the Planning Department, all property owners within 300 feet of the subject property, and any neighborhood association that represents citizens in the area via first class mail a minimum of 10 days in advance of the neighborhood meeting, not including the day of mailing. The applicant shall use their own return address on the envelopes as the meeting is a private meeting between the applicant and the neighbors.
- The applicant shall include with the meeting notice a vicinity map in addition to either the
 existing zoning map of the area or preliminary plans of the proposed development (see
 Handout requirements below).

- Page 263 -

The meeting must be held within specific timeframes and meet certain requirements:

- The meeting must be held for a minimum of two (2) hours, Monday through Thursday, during the 5:00 p.m. - 9:00 p.m. time period. The meeting cannot be held on a Town recognized holiday (which coincide with the State of North Carolina recognized holidays).
- The meeting shall be held at a place that is generally accessible to neighbors that reside in close proximity to the land subject to the application.
- A sign-in sheet must be used in order to verify attendance. Ensure each attendee signs in. Please note if any person(s) refuses to sign in. Note if no one attended.
- Handout requirements:
 - o For rezonings (excluding rezonings to PUD-CZ, TND-CZ and MEC-CZ), a vicinity map and existing zoning map of the area must be provided to help facilitate discussion.
 - For rezonings to PUD-CZ, TND-CZ and MEC-CZ; Major Site Plans; residential Master Subdivision Plans; and Special Use Permits, preliminary plans of the proposed development must be available at the meeting to help facilitate discussion. Neighbors may request emailed/mailed copies of the maps or plans from the applicant by checking the "send plans" box on the sign-in sheet; applicant shall provide reduced copies upon request.
 - o Printed copies must equal the number of notices required to be sent.
 - Contact information for the applicant's representative and Town Staff must be provided on the attached "Project Contact Information" form.
 - o "Common Construction Issues & Who to Call" sheet (attached) must be included as part of the handout.
 - A copy of the handout must be included as part of the Neighborhood Meeting report.
- The agenda of the meeting shall include:
 - Explanation of all processes the meeting is being held for (rezoning, subdivision, etc.).
 - Explanation of future meetings (additional neighborhood meetings, Planning Board, Town Council, etc.).
 - Explanation of development proposal uses and conditions for rezonings, layout for subdivision and site plans, and builder/end user if known/public knowledge.
- Questions or concerns by attendees, and responses by the applicant, if any, must be noted. Provide blank comment sheets or notecards for neighbors to submit written comments. The applicant shall also include any questions and concerns received via written correspondence (such as email) or phone call along with responses provided by the applicant.
- The applicant shall be responsible for notifying any neighbors who check the "Send Plans & Updates" box on the sign-in sheet of any additional neighborhood meetings and the actual submittal date to the Town with a link to the Town of Apex's Interactive Development Map.

For accountability purposes, please submit the following with your application:

- A copy of the letter mailed to neighbors and neighborhood organizations (use attached invitation template);
- A list of those persons and neighborhood organizations invited to the meeting;
- A copy of the sign-in sheet (use attached sign-in sheet template);
- A summary of the meeting and a list of any changes made to the project as a result of the neighborhood comments (use attached meeting summary template);
- The affidavit, signed, dated, and notarized (use attached affidavit template); and
- One reduced copy of the maps and/or plans presented to the neighbors at the Neighborhood Meeting.



NOTICE OF NEIGHBORHOOD MEETING

This document is a public record	under the	North Card	lina Public	Records	Act	and	may b	e published	on the	Town's	website
or disclosed to third parties.											

April 14, 2021	
Dato	

Dear Neighbor:

You are invited to a neighborhood meeting to review and discuss the development proposal at 2236 Old US 1 Hwy, 1001, 1004 & 1005 Cardinal Lane, 3104 & 3116 Holland Road 0720-99-8487, 0731-00-3359, 0730-09-1779, 0731-00-1087, 0731-00-4075, 0730-09-5707 Address(es) PIN(s)

in accordance with the Town of Apex Neighborhood Meeting procedures. This meeting is intended to be a way for the applicant to discuss the project and review the proposed plans with adjacent neighbors and neighborhood organizations before the submittal of an application to the Town. This provides neighbors an opportunity to raise questions and discuss any concerns about the impacts of the project before it is officially submitted. Once an application has been submitted to the Town, it may be tracked using the Interactive Development Map or the Apex Development Report located on the Town of Apex website at www.apexnc.org.

A Neighborhood Meeting is required because this project includes (check all that apply):

App	plication Type	Approving Authority
~	Rezoning (including Planned Unit Development)	Town Council
	Major Site Plan	Town Council (QJPH*)
	Special Use Permit	Town Council (QJPH*)
V	Residential Master Subdivision Plan (excludes exempt subdivisions)	Technical Review Committee (staff)

^{*}Quasi-Judicial Public Hearing: The Town Council cannot discuss the project prior to the public hearing.

The following is a description of the proposal (also see attached map(s) and/or plan sheet(s)):

The purpose of this meeting is to discuss the upcoming Rezoning, Land Use Amendment, Site Plan and

Residential Master Subdivision Plan, for the properties listed and shown on the attached map.

Meeting to be held virtually, Zoom link provided below.

Estimated submittal date: May 3, 2021

MEETING INFORMATION:

Property Owner(s) name(s): Please see attached map.

Applicant(s): LG Investments, INC. att: Jeff Roah @ Peak Engineering & Design

Contact information (email/phone): jroach@peakengineering.com / (919) 439-0100

Meeting Address: https://us02web.zoom.us/j/82370025263?pwd=SCtqcUQvbnl1amZFbVhmNW5iS2lVdz09

Date of meeting**: April 27, 2021

Time of meeting**: 5:00

MEETING AGENDA TIMES:

Welcome: 5:00 Project Presentation: 5:05 Question & Answer: 5:30 -

- Page 265 -

Last Updated: December 20, 2019

^{**}Meetings shall occur between 5:00 p.m.-9:00 p.m. on a Monday through Thursday (excluding Town recognized holidays). If you have questions about the general process for this application, please contact the Planning Department at 919-249-3426. You may also find information about the Apex Planning Department and on-going planning efforts at http://www.apexnc.org/180/Planning.

PROJECT CONTACT INFORMATION

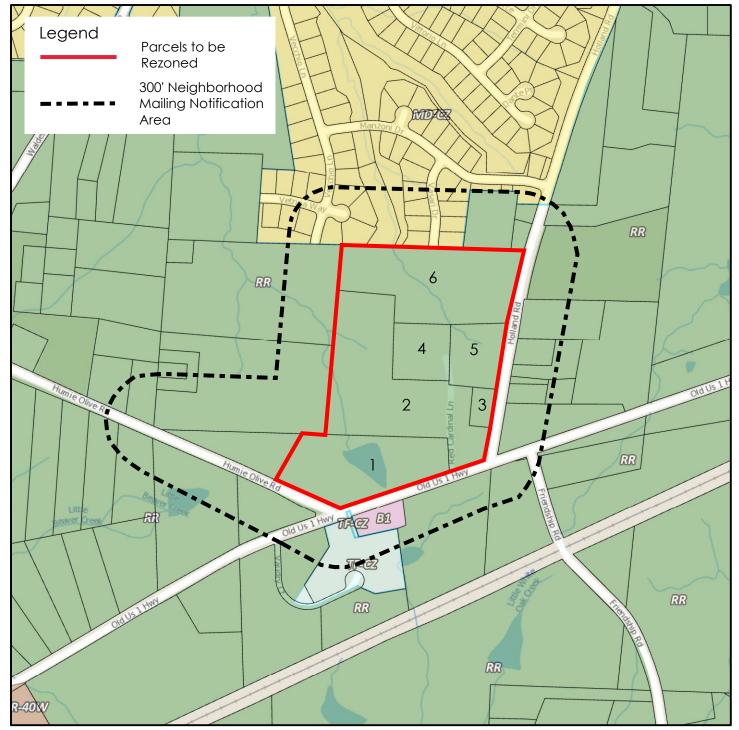
This document is a public record under the North Carolina Public Records Act and may be published on the Town's website or disclosed to third parties.

Development Contacts:		
Project Name: Holland Road Assembly	Zoning: RR	
Location: Humie Olive Road, Old US	1 Hwy, Holland Road	
Property PIN(s): Please see attached sheet Acreage	/Square Feet: 26.68	
Property Owner: Please see attached map)	
Address:		
City:	State: Zip:	
Phone: Email:		
Developer: LG Investments, INC. att: Ger	no Ray	
Address: 5944 Coral Ridge Drive Suite	e 312	
City: Coral Springs State:	FL zip: 33076	
Phone: (754) 875-2975 Fax:	Email: geno@lginvest.net	
Engineer: Peak Engineering & Design, J	eff Roach	
Address: 1125 Apex Peakway		
city: Apex	State: NC zip: <u>27502</u>	
Phone: (919) 270-6940 Fax:	Email: jroach@peakengineering.com	
Builder (if known):		
Address:		
	State: Zip:	
Phone: Fax:	Email:	

Please note that Town staff will not have complete information about a proposed development until the application is submitted for review. If you have a question about Town development standards and how they relate to the proposed development, please contact the appropriate staff person listed below.

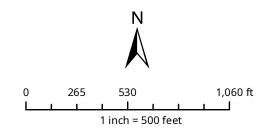
Town of Apex Department Contacts	
Planning Department Main Number	
(Provide development name or location to be routed to correct planner)	(919) 249-3426
Parks, Recreation & Cultural Resources Department	
Angela Reincke, Parks Planner	(919) 249-7468
Public Works - Transportation	
Russell Dalton, Senior Transportation Engineer	(919) 249-3358
Water Resources Department	
Mike Deaton, Stormwater & Utility Engineering Manager	(919) 249-3413
Stan Fortier, Senior Engineer (Sedimentation & Erosion Control)	(919) 249-1166
Electric Utilities Division	
Rodney Smith, Electric Technical Services Manager	(919) 249-3342

Last Updated: December 20, 2019



Holland Road Assembly

- 1. DAVID POWELL, 2236 OLD US 1 HWY LAPIS LN, APEX, NC 27502, 0720-99-8487
- 2. JOHNNY & CAROLYN PENDERGRAFT, 1005 RED CARDINAL LANE APEX, NC 27502, 0730-09-1779
- 3. PAMELA ETAL PÜREFOY & FRANCES T BULLOCK, 3116 HOLLAND RD, APEX, NC 27502, 0730-09-5707
- 4. JOANN PENDERGRAFT HEARN HEIRS, 1005 RED CARDINAL LANE, APEX NC 27502, 0731-00-1087
- ALBERTO DIAZ, OLIVER AND OLIVER, PLLC, 1004 RED CARDINAL LANE, APEX, NC 27502, 0731-00-4075
 ANNIE P & BILLY E STROUP, 3104 HOLLAND ROAD,
- APEX NC 27502, 0731-00-3359



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NEIGHBORHOOD MEETING SIGN-IN SHEET

This document is a public record under the North Carolina Public Records Act and may be published on the Town's website or disclosed to third parties.

Meeting Address:	Zoom meeting hosted by Morningstar	Law Group and Peak Engineering & Design	
Date of meeting:	April 27, 2021	Time of meeting: 5:00 - 7:00	
Property Owner(s) name(s): See attached list of property owners			
Applicant(s): LG Investments, Inc.			

Please <u>print</u> your name below, state your address and/or affiliation with a neighborhood group, and provide your phone number and email address. Providing your name below does not represent support or opposition to the project; it is for documentation purposes only.

	NAME/ORGANIZATION	ADDRESS	PHONE #	EMAIL	SEND PLANS & UPDATES
1.					
2.	A list of meeting attendees is	included within the PUD application			
3.					
4.					
5.					
6.					
7.					
8.					
9.					
10.					
11.					
12.					
13.					
14.					

Use additional sheets, if necessary.

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NEIGHBORHOOD MEETING ELECTRONIC SIGN-IN LIST

John Bang

Ellen Griffin 2401 Vetrina Way

Dennis McGurk 2216 Vasari Drive

Melissa McGurk 2216 Vasari Drive

Jonathan Peck 7612 Humie Olive Road
Michael Wengenroth Roman Catholic Diocese

Elizabeth Clark 0 Humie Olive Road david powell 2236 Old US 1 Hwy

greg hoff

Julia Kopacz

Lisa Schabenberger

mark Hopkins

2153 Vecchio Lane
3017 Holland Road

Nelson Clark

Dwight Clark

Sean McRae 2215 Vasari Drive

audra mcrae

Donnie Clark 7536 Humie Olive Road

Kimberly Morgan (Derek) 2411 Vetrina Way

debbie clark

Marc Chadwick 2220 Vasari Drive

Ken O'Berry

Kenton Kaplan 2208 Vasari Drive Lily Ryzebol 2141 Vecchio Lane

Brady Townsend

Jodi Clarke 2219 Vasari Drive

Jason Barron Jeff Roach Geno Ray

Richard Leonardi

Jonathan Edwards

Billy Mills

Matt Leonardi

SUMMARY OF DISCUSSION FROM THE NEIGHBORHOOD MEETING

This document is a public record under the North Carolina Public Records Act and may be published on the Town's website or disclosed to third parties.

Property Owner(s) name(s): See PUD application for list of property owners
Applicant(s): LG Investments, Inc.
Contact information (email/phone): Geno Ray; geno@lginvest.net; (724) 875-2975
Meeting Address: Zoom meeting
Date of meeting: April 27, 2021 Time of meeting: 5:00 - 7:00 pm
Please summarize the questions/comments and your response from the Neighborhood Meeting in the spaces below (attach additional sheets, if necessary). Please state if/how the project has been modified in response to any concerns. The response should not be "Noted" or "No Response". There has to be documentation of what consideration the neighbor's concern was given and justification for why no change was deemed warranted. Question/Concern #1: A list of questions or concerns is included within the PUD application.
Applicant's Response:
Question/Concern #2:
Applicant's Response:
Question/Concern #3:
Applicant's Response:
Question/Concern #4:
Applicant's Response:

Introduction and Housekeeping:

A ZOOM meeting was held on Tuesday, April 27, 2020 for the Holland Road Assembly. The meeting started around 5:00 pm. Jason Barron with Morningstar Law Group hosted the meeting along with Jeff Roach with Peak Engineering & Design. An introduction to the property assembly and the proposed zoning request was made with exhibits provided (exhibits are included in the zoning submittal package). After introduction of the project, Mr. Barron answered questions which were emailed to the design team or provided in the ZOOM meeting "chat box". Upon completion of the written question, the meeting was open for anyone to ask questions for the residents to hear. The meeting ended just after 7:00 pm when all questions were answered and the attendees all left the meeting. Below is a list of the questions with answers which were provided.

Email questions were received from Melissa McGurk prior to the meeting

Has the use for the land at the end of Vasari Drive been determined already?

- A row of SF detached homes backing up to the end of Vasari Drive with townhomes further sound of the single family detached lots.

How much buffer zone should we expect, if any, between the homes at the end of Vasari Drive and new construction? What mechanism exists for us to contribute our preferences, if any.

- 10' buffer is being provided between like uses along the Vasari Drive extension since SF homes are proposed.

How will the developers deal with the creek that runs through the woods beyond Vasari Drive, and how far is the creek from the end of the current road?

- The project will not touch the channel/creek within the Bella Casa subdivision with the exception of connecting to the existing sanitary sewer outfall. The site is being evaluated for the presence of creeks, streams and wetlands for minimization of impacts and avoidance where possible..

We request that the road not go all the way through to US Hwy 1 to keep traffic patterns light for a safe area for the MANY children living on our street and in the neighborhood. Has the road structure been determined yet?

- The design is being evaluated to provide access throughout the property but the concept is not to provide a straightline street connection to Old US 1 – there will be twists and turns. The final layout will be put together after zoning is heard through the Town Council process.

What is the timeline for development of the area to start?

Design will take 12-15 months from now and permits/approvals could be obtained by the Fall of 2022. Start construction in the Fall of 2022 with home construction beginning in the Springs of 2023. Residential build-out could take 2 years with the non-residential section along Old US 1 starting as soon as the owner has commitments from tenants or outparcel users.

For the different parcels of land on the map, how will they be grouped together for use and by whom?

- The properties have all been assembled for the rezoning process. As the Site Plans/Master Subdivision Plans are being reviewed, the final uses – residential vs non-residential – will be identified in the Site Plan documents.

Question from the Zoom Meeting Chat Box:

From Jonathan Peck to Everyone: 05:08 PM

Will the sewer line for the development go along Holland Road or elsewhere?

The current plan is to connect sewer to the existing main located west of Varari Drive and serve the area west of Holland Road, east of the NDJ Ventures property, and north of Old US 1.

From Dennis McGurk to Everyone: 05:11 PM

If current "dead-end" streets become through streets, is there flexibility for whether those streets go all the way to Salem Rd (old US1) versus going onto less major roads (e.g., Holland Road)?

- The internal network of streets will route drivers through the property to multiple access points to public streets including Holland Road, Old US 1 and Humie Olive Road. The PUD sheets will show connection points around the property but do not go into detail for exactly how the streets will be routed within the site (this will continue through sketch plan production).

From Dwight Clark to Everyone: 05:18 PM

"What are the required number of entry points for the proposed development?"

- There is a minimum per the UDO but the project exceeds the minimums and provides access points in various locations to improve traffic and pedestrian mobility within the area. Final access points are reviewed with staff during zoning and site plans.

From Lisa Schabenberger to Everyone: 05:24 PM

Can you please repeat the number or percent of attached homes to total of 115?

- Total number of lots noted as 115 with approximately 10 single family detached homes along the Bella Casa neighborhood. Final lot count may vary slightly.

From Lily Ryzebol to Everyone: 05:26 PM

Have you considered the sites north of site 6 for the development?

This is the Evans properties (PIN 0731-00-5747) and yes, the realtor reached out to the property owners who are not currently interested in selling the property. We will continue discussions but do not anticipate brining the property into the zoning request at this time.

From Jonathan Peck to Everyone: 05:27 PM

There was talk in the past about Holland Rd being turned a bit to meet up with Friendship Rd across from it. Will this influence this?

The long-range plans are for Holland Road and Friendship Road to align. This is not something that this project will be involved with as it would likely require condemnation and major roadway work. The Holland Road Assembly design does not hinder the future realignment or off-site improvements.

From Lily Ryzebol to Everyone: 05:31 PM

On the draft detailed plan, what does RCA stand for? How about SCM?

- RCA is Resource Conservation Area, SCM is Stormwater Control Measure.

From mark hopkins to Everyone: 05:31 PM

what is the impact on total traffic added to Holland road from the cumulative increase in this development on top of bella casa, Holland farm, etc? Do we anticipate stop lights, etc to aid getting out onto US1?

The proposed improvements from the TIA were discussed with the neighbors. This included turn lane improvements along Humie Olive Road, Old US 1 frontage improvements, Holland Road access improvements and extended/added turn lanes. A traffic signal is not proposed at Holland/Friendship and Old US 1.

From Julia Kopacz to Me: (Privately) 05:31 PM Would there be fencing along the NDJ property?

- The location of a fence along the NDJ Ventures property is being discussed separately with the owners of the property. Final location will be committed to either as a zoning condition or as a contractual obligation with the property owners as the design progresses.

From Dwight Clark to Everyone: 05:33 PM

"Will a traffic impact study be completed as part of this rezoning?

- A TIA has been completed and will be submitted as part of the zoning application. Conditions will be added to the zoning package once reviewed by Apex staff and NCDOT.

From Jodi Clarke to Everyone: 05:34 PM

What is the lot size of the single family homes?

- Current lots are shown around 6,000 SF but that could change as we move further into the project design/Master Subdivision Plan.

From Lily Ryzebol to Everyone: 05:36 PM

Do you know (yet) whether you will need to work on the sewer line that is off of that north west corner in the detailed plan?

Not yet. As part of the zoning, we investigate the existing utilities but have not expanded to include a full detailed study of the downstream system. We will be looking at the entire sewer outfall – likely to the Nature Park – to confirm there is capacity within the system.

From debbie clark to Everyone: 05:39 PM

I am concerned about trees being cut, noise pollution in addition from the noise from the school. Traffic increased, to be honest this is turning this land into a concrete jungle and I am totally against this. Apex does not need to be turned into a big city. it makes me ill.

- The rezoning is looking at the land use options within the property assembly associated with the Town's 2045 Land Use Plan and UDO. All designs will comply with Town standards and the design team will continue to coordinate with the surrounding property owners, staff and other vested partners to minimize impacts to the items noted in the comments.

From Jodi Clarke to Everyone: 05:39 PM

Are there any plans underway to develop the vicious fishes property that you are aware of?

Nothing has been filed that we are aware of with the Vicious Fishes property. But that could change at any point and we would not be aware of it.

From Dwight Clark to Everyone: 05:40 PM

"What are the price point of the SFD product and what type of superior architectural adders will be attached to the zoning to ensure property values are raised by this rezoning?"

Price point is unknown as that is market-driven. There will be building elevations included in the zoning submittal package for the single family, townhomes and retail/commercial buildings which will dictate construction options within the site – thus setting the price of the homes and office/retail space. There is also a list of architectural conditions within the zoning application.

From Donnie Clark to Everyone: 05:42 PM

Has an environmental impact study ben done, along with a traffic safety impact study along Humie olive road, keeping the school in mind.

An environmental study has been completed on the property and environmental issues onsite will be further studied as the project moves through the zoning and eventual Site Plan/Master

Subdivision Plan review. A traffic impact analysis has also been completed (draft is being reviewed by the buyers) and will be submitted as part of the zoning application.

From Kimberly Morgan to Everyone: 05:43 PM We completely agree with debbie Clark's comment

- No response.

From Jonathan Peck to Me: (Privately) 05:46 PM

Would LG Investments be open to allowing a sewer tie-in or extension to cross under Holland Rd and serve a property across Holland Rd (it is the property owned by Western Wake Bible Chapel)?

- That is something that we can evaluate through zoning and during the Master Subdivision Plan designs. If this is reasonable, we believe something can be worked out with the adjacent property owners.

From Julia Kopacz to Everyone: 05:49 PM

Regarding the access point and single family/ Retail Commercial & Retail property backing up to NDJ property. Would there be privacy fencing separating properties. great, thanks

- That is being discussed with the NDJ Ventures property owners through the zoning process.

From Dwight Clark to Everyone: 05:50 PM

Do density and/or commercial components trigger a certain number of access & exit points? To ensure adequate entry points for emergency vehicles or residents to exit the community in case of an emergency?"

- There are no thresholds within the UODO for commercial but we have 5 access points shown to surrounding public streets to assure there is adequate public safety access to the site. Great point that the site along a main corridor has sufficient emergency access. This will also be coordinated with staff (Police, Fire, Transportation and Planning) during the Site Plan design stage.

From Lisa Schabenberger to Everyone: 05:54 PM

Are there plans to distinguish the new development from the Bella Casa subdivision by creating signs for example? This could impact our property value.

A sign easement will be provided at the entrance to the development. The builder will determine if a sign is installed, a project "pillar/post" or something else is added to differential the projects.

From Jodi Clarke to Everyone: 05:55 PM

I live in the last home on Vasari Drive, I want to see the houses adjacent to my home rather than them backing up to my house.

- That is a great comment from Ms. Clarke – one that the design team will investigate the option of "turning" the homes to provide more of an integrated development rather than different home/lot configuration.

From Lisa Schabenberger to Everyone: 05:56 PM

It looks like there is still property that is not part of this development nor part of the Evans Road development - is that correct?

That is correct. There are a number parcels west of the Holland Road Assembly and east of the Evans Road Assembly which are not included in either rezoning application. The property owners are not interested in participating in the rezoning or development at this time.

From Ellen Griffin to Me: (Privately) 05:57 PM

Can you please share your email. I apologize if I missed it.

- Jason Barron and Jeff Roach both shared their emails for correspondence after the meeting.

From Lily Ryzebol to Everyone: 05:59 PM

Who is the residential developer?

- The applicant is currently working with a number of builders interested in the lots. Final builder selection will come during the Master Subdivision Plan design to incorporate additional builder-specific standards within the development.

From mark hopkins to Everyone: 06:03 PM

Have the 6 parcels already been acquired by the developer?

- The applicat does not own the parcels at this time. Each parcel is under contract and will not close until – at earliest – a decision has been made related to zoning.

From Jonathan Peck to Everyone: 06:17 PM

Whatever happened to the 25-50ft tree buffers between developments?

- The buffers between developments is controlled by various sections within the UDO. The proposed buffers are those which the Town requires for the uses proposed and noted within the PD Text document.

From Lily Ryzebol to Everyone: 06:24 PM

Hmm...how is any traffic study taking the pandemic situation into account? (Since current traffic is nowhere near reality)

- Information was provided to the group as we understand it from NCDOT and the Town of Apex transportation staff. Typically the traffic consultants obtain recent counts (pre-pandemic) and add an annual growth rate to the trips. That information is then used for "existing" conditions and the TIA completed. Recommendations are based upon the project's impact on existing traffic with additional projects in the design process included.

From Jodi Clarke to Everyone: 06:27 PM

Thank you for the information - More single family homes, adjacent to existing homes.

- We continue to evaluate the sketch plan to determine the lot distribution for single family attached and single family detached homes. Numbers may vary slightly as we evaluated additional layouts.

From Ellen Griffin to Everyone: 06:27 PM

Is there anyone we can contact to seek additional buffer given that we have none?

- In reference to the buffer on the Bella Casa property, that is something designed by the original developer of Bella Casa. We do not have any control over the Bella Casa property. The buffers on the Holland Road Assembly properties are along the boundary of the site and meet or exceed the UDO standards for perimeter buffers.

From mark hopkins to Everyone: 06:28 PM

Sounds like a number of folks might like to see a lower density development here. Has the ship sailed in terms of providing any input to the town to consider in their plan? If there was an opportunity, is that something that should be done ahead of august?

- The sketch plan and layout continues to move to determine the best lot distribution within the property providing the transition from Bella Casa to the retail/office section. The density for the project is within the medium density zoning standard for the overall PUD designation including the non-residential component of the project.

From Jonathan Peck to Everyone: 06:31 PM

Being we are at the expanding front of Apex development, this development will be adding substantial traffic, and Old US 1 could see thousands of homes south of Friendship and west on Humie Olive, are there any plans to widen Old US 1 to four lanes?

The Transportation Master Plan was discussed where Old US 1 Highway is planned to be a 4 lane, median divided thoroughfare from downtown Apex to the Humie Olive Road intersection and beyond. Roadway improvements will be completed as part of the Holland Road Assembly along Humie Olive Road, Old US 1 and Holland Road per the TIA which will be submitted with the zoning documents.

Additional Comments from attendees (asked after all the written comments were addressed)

Jodi Clark:

Asked about the option to turn the new single family homes along Vasari Way to face Vasari Way and not "back up to" the her property and the Chadwick property?

- This is something that the design team/applicant will look into with the sketch plans and turn if possible to accommodate the request

Dennis McGurk:

Asked about the look of the SCM which would be close to Bella Casa? Would there be any trees left along the border of the Bella properties and what plantings would be within the SCM?

Trees would be left within the buffer north of the SCM near Bella Casa. The SCM would then have a grass slope to the top of dam with the pond on the upside of the slope. The concept is to plan the SCM with native vegetation to supplement the look of the SCM.

Derek Morgan:

Why the high density with townhomes and lot count?

- The density of the project remains within the medium density land use designation of the 2045 Land Use Map. Townhomes are permitted

Why do you have to connect to Bella Casa? Higher end homes dropping down to lower priced homes in the new development. Custom Homes adjacent to smaller SF and townhomes – why?

- The Town of Apex UDO requires the extension of stub streets into adjacent properties. A change of product is needed at some point and the developers see the single family homes adjacent to Bella Casa, moving to townhomes then to retail on the southern end of the property as a reasonable transition from one property to another.

Is there an option to gate Bella Casa and stop the through streets?

The Town of Apex does not outright "ban" gates but there are not gated communities in Apex. And Apex will most likely not approve a gate for this area.

Kenton Kaplan:

Can we look to add more SF detached homes into the development?

- That is a great question. We can look into the layout and location of lots to see if there is an option to adjust the lot distribution.

The sketch plan shows a small "open space area" directly south of the Vasari Drive stub – can that be increased in size?

- Again, great thought that we will evaluate with the application/builder to see how we can increase the size of the open space area.

Sean McRae

Can we stop Vasari from extending into the development? How would the development access Old US 1 both from the property and Holland Road?

- The neighbors can request the stub street not extend but the UDO requires any new develops extend streets. Unless directed otherwise by staff/Council, Vasari Drive will extend into the property. The project plans to have multiple access points to Old US 1, Holland Road and Humie Olive to allow residents to access the non-residential areas without needed to use one of the major collector streets in the area.

Lisa

There is a buffer shown along the north side of the new development. What is the buffer width and is that combined with the existing Bella Casa buffers?

- The proposed buffer between single family homes with similar lot sizes is 10'. This is what is proposed for the development. Any buffers by the Holland Road Assembly developers would be contained wholly on the project side – not on the Bella Casa side. Any buffers on the Bella Casa side would remain untouched.

AFFIDAVIT OF CONDUCTING A NEIGHBORHOOD MEETING, SIGN-IN SHEET AND ISSUES/RESPONSES SUBMITTAL

This document is a public record under the North Carolina Public Records Act and may be published on the Town's website or disclosed to third parties.

I, Jeffr	ey A. Roach	, do hereby declare as follows:
	Print Name	
1.		leeting for the proposed Rezoning, Major Site Plan, Maste in accordance with UDO Sec. 2.2.7 Neighborhood Meeting.
2.		the Apex Planning Department, all property owners within 300 eighborhood association that represents citizens in the area via advance of the Neighborhood Meeting.
3.	The meeting was conducted at a virtua	al ZOOM meeting (location/address
	on April 27, 2021 (dat	te) from 5:00 pm (start time) to 7:00 pm (end time)
4.		g invitation, sign-in sheet, issue/response summary, and zoning
5.	I have prepared these materials in good	faith and to the best of my ability.
April 3	30, 2021 Date	By:
		000
	OF NORTH CAROLINA Y OF WAKE	
	and subscribed before me, <u>DANIEL H.</u> , on this the <u>3</u> day of <u>MAY</u>	
	WASHINGTON THOMASON WASHINGTON	Notary Public
	AT mission	Notary Public
i i	E NOTARY	Print Name
WITH THE	4 To AUBLIC	My Commission Expires:
	COUNT WILLIAM	

Holland Road Mixed Use PUD

PD PLAN APEX, NORTH CAROLINA

Submitted:

May 3, 2021

Resubmitted: June 10, 2021

Resubmitted: July 9, 2021

Resubmitted: January 14, 2022

PREPARED BY:



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Holland Road Assembly PUD

Section 1: Table of Contents - PUD Text

Section 1: Table of Contents

Section 2: Vicinity Map

Section 3: Project Data

Section 4: Purpose Statement

Section 5: Permitted Uses

Section 6: Design Controls

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Section 8: Parking and Loading

Section 9: Signage

Section 10: Natural Resource and Environmental Data

Section 11: Stormwater Management

Section 12: Parks and Recreation

Section 13: Public Facilities

Section 14: Phasing Plan

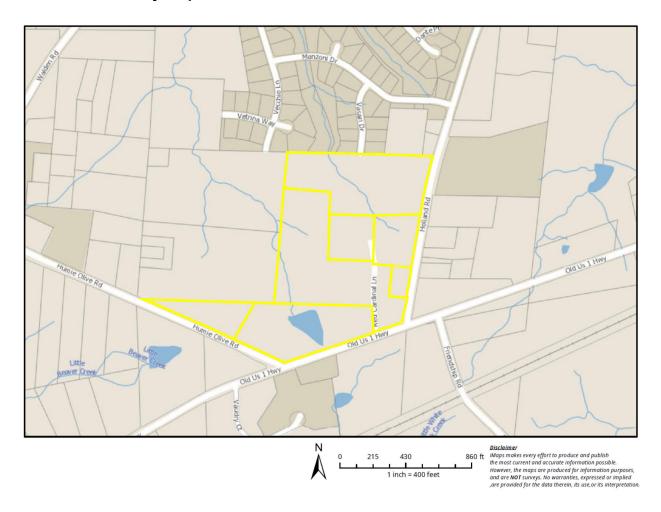
Section 15: Consistency with 2045 Land Use Plan

Section 16: Compliance with UDO

Section 17: Compliance with Apex Transportation and Bicycle Plan

Section 18: Public Art

Section 2: Vicinity Map



The Holland Road Mixed Use PUD is located in the Town of Apex, along the west side of Holland Road north of Old US 1 and Humie Olive Road. The subject properties are south of the Bella Casa residential community, and has underdeveloped parcels to the west, east and south. Advance Apex: The 2045 Land Use Map Update calls for nonresidential uses on the southern portion of the property along Old US 1 Highway and medium density development along the northern portion of the property as it transitions to the existing residential community. In that regard, the Holland Road Mixed Use PUD - with up to 76,500 square feet of commercial/retail uses, inclusive of four (4) non-residential outparcels and convenience store with up to ten (10) fueling stations, and a maximum of 110 residential dwelling units developed as medium density - fulfills the long-term planning vision that has existed for these properties for the better part of fifteen years, albeit with a modification to the line between the residential and non-residential uses.

Holland Road Assembly PUD

Section 3: Project Data

A. Name of Project:

Holland Road Mixed Use PUD

B. Property Owners:

David Ray Powell (0720-99-8487)

Johnny and Carolyn M. Pendergraft (0730-09-1779)

Pamela Purefoy, Frances T. Bullock, Ernestine Smith (0730-09-5707)

Joanne Pendergraft Hearn Heirs (0731-00-1087)

RGNC-10, LLC (0731-00-4075)

Billy and Annie P. Stroup (0731-00-3359)

Shelba W Clem, P Diane Williams and Lisa W. Krummel (0720-99-2587)

C. Prepared By:

Jason Barron, Partner Morningstar Law Group 421 Fayetteville St | Ste 530 Raleigh, NC 27601

D. Current Zoning Designation:

Rural Residential (RR)

E. Proposed Zoning Designation:

Planned Unit Development – Conditional Zoning (PUD-CZ)

F. Current 2045 Land Use Map Designation:

Commercial Services; Medium Density Residential; Medium-High Density Residential

G. Proposed 2045 Land Use Map Designation:

Commercial Services and Medium Density Residential (with revised boundaries)

H. Proposed Use

Up to 76,500 square feet of commercial/retail uses, inclusive of four (4) non-residential outparcels and convenience store with up to ten (10) fueling stations, and a maximum of 110 residential dwelling units

I. Size of Project

A total of +/- 28.68 acres

Section 4: Purpose Statement

The Holland Road Mixed Use PUD will be a mix of non-residential and medium density residential uses in keeping with the Town's long-range plans for a mix of such uses, with a modification to the boundaries for the same. The southern portion of the Property as identified on the PUD Plans will permit the development of up to 76,500 square feet of commercial/retail uses, four (4) non-residential outparcels, a convenience store with up to ten (10) fueling stations. The northern portion of the property is permitted for up to 110 residential dwelling units, with a minimum of 10 single-family detached dwellings and the remainder comprised of townhouses.

This concept is consistent with the Town's stated PUD goals to provide site-specific, high-quality neighborhoods that preserve natural features and exhibit compatibility with, and connectivity to, surrounding land uses. More specifically, this plan shall:

- Allow uses that are compatible with Section 4.2.2, Use Table of the UDO;
- Provide for the preservation of existing environmentally sensitive areas;
- Provide appropriate buffering and screening from the proposed use to the existing residential areas;
- Offer a mix of medium density residential and commercial uses in an area planned for the same:
- Deliver goods and services within walking and biking distance of planned residences along with existing residences, thereby reducing traffic congestion;
- Demonstrate dimensional standards that are consistent with the UDO, and where variations occur, said variations will be included herein and subject to Council approval;
- Provide a high-quality community that is linked by a network of connected streets and pedestrian sidewalks that promotes connectivity, walkability and healthy lifestyles;
- Exhibit character and quality that is compatible with surrounding communities, which is expected to enhance the value of surrounding land uses; and
- Provide open space and walkable trails to promote pedestrian activity, while appropriately buffering adjacent residential areas.

All site-specific standards and conditions of this PUD Plan shall be consistent with all Conditional Zoning (CZ) District standards set forth in the UDO Section 2.3.3, *Conditional Zoning Districts* and UDO Section 2.3.4.F.1, *Planned Unit Development (PUD-CZ) District*, except where noted. The proposed PUD shall provide a development density and intensity that is consistent with principles found throughout *Advance Apex 2045*.

Holland Road Assembly PUD

ENVIRONMENTAL ADVISORY BOARD (EAB) RECOMMENDATIONS:

A meeting was held with the EAB on April 15, 2021 in which the project was discussed. The following notes are provided directly from the EAB. The final zoning conditions have been included in PD Text Section 6 for enforceability:

- Increase design storm for retention basins in flood-prone areas.
 - Option 2: Increase design storm pre- and post-attenuation requirement to the 25year storm.
- Install signage near environmental sensitive areas in order to:
 - Reduce pet waste near SCM drainage areas.
 - Eliminate fertilizer near SCM drainage areas.
- Increase biodiversity.
 - Option 1: Plant pollinator-friendly flora.
 - Option 2: Plant native flora (Refer to the Apex Design & Development Manual for approved native species).
- Include landscaping that requires less irrigation and chemical use.
 - Option 1: Plant warm season grasses for drought-resistance.
- Improve soil quality to be amenable for a variety of native and non-invasive plantings.
- Install pet waste stations in neighborhoods.
- Include solar conduit in building design.
- Include energy efficient exterior lighting in building design.
- Install timers or light sensors or smart lighting technology for exterior lighting.
- Include International Dark Sky Association compliance standards.
 - Outdoor lighting shall be shielded in a way that focuses lighting to the ground.
- Lighting that minimizes the emission of blue light to reduce glare shall be used.
 Incorporate natural lighting techniques into building design whether residential or non-residential.
- Maintain connections between RCAs to preserve habitat if possible.
- Move play area to residential side (north side) for better accessibility of open green space.

Section 5: Permitted Uses and Zoning Conditions

The development shall include office, retail, and residential uses. The Rezoned Lands may be used for, and only for, the uses listed below. The permitted uses are subject to the limitation and regulations stated in the UDO and any additional limitation or regulations stated below. For convenience, some relevant sections of the UDO may be referenced; such references do not imply that other sections of the UDO do not apply. Specifically, the permitted uses include:

Residential Tract:

- Accessory apartment
- Townhouse (as shown on the PUD Map)
- Single-family (as shown on the PUD Map)

Commercial Tract:

- Drop-in or short-term day care
- Botanical garden
- Entertainment, indoor
- Youth or day camps
- Restaurant, drive-through
- Restaurant, general
- Medical or dental office or clinic
- Office, business or professional
- Publishing office
- Artisan Studio
- Barber and beauty shop
- Book store
- Convenience store
- Convenience store with gas sales
- Dry cleaners and laundry service
- Nursing or convalescent facility
- Financial institution
- Floral shop
- Greenhouse or nursery, retail

- Greenway
- Recreation Facility, private
- Park, active
- Park, passive
- Utility, minor
- Grocery, general
- Grocery, specialty
- Health/fitness center or spa
- Laundromat
- Newsstand or gift shop
- Personal service
- Pharmacy
- Printing and copying service
- Real estate sales
- Retail sales, general
- Studio for art
- Tailor shop
- Upholstery shop
- Pet services
- Microbrewery
- Greenway
- Park, active
- Park, passive
- Utility, minor

7 | P a g e

The following Zoning conditions shall apply to the project:

- A. A maximum of 100 townhouse dwellings shall be permitted.
- B. A minimum of 10 single-family detached dwellings shall be permitted.
- C. Of the 100 permitted townhouse dwellings, at least two (2) residential restricted median-income affordable housing townhome ownership units (Affordable Housing Units) shall be constructed on-site and sold at a mutually agreeable maximum affordable housing median-income ownership initial sales price (includes unit price and lot price) that is calculated based upon the one-hundred percent (100%) of the Raleigh, NC Metropolitan Statistical Area (MSA) Area Median Income (AMI) as published by the U.S. Department of Housing and Urban Development (HUD). The Affordable Housing Units shall be occupied by low or median-income households earning no more than one-hundred percent (100%) of the Raleigh, NC MSA AMI, adjusted for family size as published by HUD. A restrictive covenant (i.e. resale deed restriction) with a minimum affordability period of ten (10) years shall be recorded against each residential restricted median-income affordable housing townhome ownership unit concurrently at the close of escrow upon the sale of the Affordable Housing Units to memorialize the affordable housing terms and conditions. The two (2) Affordable Housing Unit lots shall be identified on the Master Subdivision Final Plat, which may be amended from time to time. A restrictive covenant (i.e. affordable housing agreement) between the Town and Applicant shall be recorded against the two (2) Affordable Housing Unit lots prior to the issuance of a building permit for such lots to memorialize the affordable housing terms and conditions of the approved zoning condition. Final Affordable Housing Unit floor plan selection which includes the unit size and bedroom size will be at the discretion of the developer. Developer shall provide written notice to the Town, Attn: Housing Program Manager, giving the Town ninety (90) days to identify qualified applicants to enter into a lot or purchase agreement with the Seller of the Affordable Housing Units.
- D. Single-family detached dwellings adjacent to and abutting Wake County PINs 0731-00-1666 and 0731-00-3635 shall be located on lots that are a minimum of 12,000 square feet and oriented to face Vasari Drive.
- E. A signal warrant analysis for the intersection of Holland Road and Old HWY 1 shall be performed by the applicant prior to the platting of the 100th lot platted within the development and developer shall install a traffic signal if permitted by NCDOT at that time. If a traffic signal is not permitted by NCDOT at that time then developer shall have no future responsibility for a traffic signal.
- F. A maximum of 76,500 square feet of commercial/retail uses, inclusive of up to four (4) non-residential outparcels and a convenience store with up to ten (10) fueling stations.
- G. All single-family detached and non-residential buildings shall provide solar conduit for the installation of rooftop solar panels.
- H. No covenant shall be placed on the property which prohibits accessory apartment as a use.
- I. The uses Restaurant, drive-through and Convenience store with gas sales shall not be permitted within 100' of residential properties within the development.
- J. A 20' landscape easement shall be provided between the commercial/retail area and the residential area. This area shall be landscaped to a Type 'A' buffer standard with a berm as permitted by UDO 8.2.6.B.5.

Holland Road Assembly PUD

- K. A Type 'A' buffer shall be provided along the northern boundary with the Bella Casa subdivision. The Type 'A' buffer will remove and replace the existing vegetation while permitting the buffer to count towards overall RCA requirements. A berm shall be installed along with additional buffer improvements per UDO Section 8.2.6.B.5.
- L. The project shall install at least one (1) sign per SCM about not using fertilizer near an SCM drainage area. The sign(s) shall be installed in locations that are publicly accessible, such as adjacent to amenity centers, sidewalks, greenways, or side paths.
- M. The project shall install one (1) sign near each SCM about cleaning up pet waste.
- N. The project shall increase biodiversity within the development by:
 - a. Selecting and installing tree, shrub and perennial species with special attention to providing diverse and abundant pollinator and bird food sources, including plants that bloom in succession from spring to fall.; or
 - b. Planting only native plant species as listed in the Apex Design and Development Manual.
- O. The project shall include landscaping that requires less irrigation and chemical use by planting warm season grasses for drought-resistance.
- P. A minimum of three (3) pet waste stations shall be installed within the development located around the SCMs, play lawns, and gathering areas.
- Q. The exterior lighting for all non-residential buildings and parking lots will consist entirely of LED fixtures. The project shall install light timers, motion sensors, or other smart lighting technology for all lighting within the parking lots.
 - a. The project shall use full cutoff LED fixtures that have a maximum color temperature of 3,500 for all exterior lighting, including, but not limited to, parking lot and building mounted fixtures.

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Section 6: Proposed Design Controls

A. Non-Residential Design Controls

Parcel Size – +/- 11 acres (approximate size)

Density – The overall maximum non-residential uses permitted upon the property shall be 76,500 square feet inclusive of four (4) outparcels and a convenience store with gas sales with no more than ten (10) fueling stations

Design Controls – At a minimum, all non-residential uses shall comply with the following dimensional standards:

Maximum Built-Upon Area: 70% Maximum Building Height: 50'

Minimum Building Setbacks:

Street 20 feet Rear 20 feet Side 20 feet

From Buffer/RCA: 10 feet for Buildings 5 feet for Parking Areas

B. Residential Design Controls

Parcel Size - +/-17 acres (approximate size)

Density - The overall gross residential density shall not exceed 110 units **Design Controls** – At a minimum, all residential uses shall comply with the following dimensional standards:

Maximum Density: 6.0 Dwelling Units/Acre

(Includes RCA and rights-of-way)

Maximum Number of Units: 110 Maximum Built-Upon Area: 60%

Minimum Lot Size: 6,000 square feet for single-family detached

Minimum Lot Width: 50' for single-family detached

22' for townhouse

Maximum Building Height: Single-family detached: 36'

Townhouse: 40'

Note: Porches, patios, decks and other accessory structures may encroach into building setbacks as allowed by the Town of Apex UDO.

Single-Family Detached:

Minimum Building Setbacks:

Front: 10 feet
Front (garage): 20 feet
Side: 5 feet
Corner side: 10 feet
Rear: 10 feet

- From Buffer/RCA: 10 feet for Buildings

5 feet for Parking Areas

Holland Road Assembly PUD

Single-family Attached (townhouse): <u>Front Loaded</u> Minimum Building Setbacks:

Front: 10 feetFront (garage): 20 feet

- Side: 3 feet (0 feet between townhouse units)

Corner side: 10 feet
Rear: 10 feet
From Building to Building: 10 feet

- From Buffer/RCA: 10 feet for Buildings

5 feet for Parking Areas

Single-family Attached (townhouse): Rear/Alley Loaded Minimum Building Setbacks:

- Front: 10 feet

- Side: 3 feet (0 feet between townhouse units)

- Corner side: 10 feet

- Rear: 5 feet from alley R/W

- From Building to Building: 10 feet

From Buffer/RCA: 10 feet for Buildings

5 feet for Parking Areas

C. Buffers

	Residential	Non-residential							
Northern	Adjacent to Bella Casa:								
boundary	20' Type A buffer;								
	20' Type B buffer;								
	OR								
	30' Type A buffer								
Holland Road	20' Type B	20' Type E							
Old US 1	N/A	20' Type E							
Humie Olive	N/A	30' Type E							
Road									
Western	10' Type B	Adjacent to PIN 0720-99-3901:							
boundary		10' Type B buffer is proposed although							
		no buffer is required if a public street or							
		private driveway straddles or is located							
		along the property line between the							
		parcels							

Note: Where perimeter buffers coincide with stream buffers or 100-year floodplain, existing vegetation shall be used to meet the buffer width and opacity.

Section 7: Proposed Architectural Controls

The proposed development offers the following architectural controls to ensure a consistency of character throughout the development, while allowing for enough variety to create interest and avoid monotony. Changes to the exterior materials, roof, windows, doors, process, trim, etc. are allowable with administrative approval at the staff level. Further details shall be provided at the time of development plan submittal. The following conditions shall apply:

A. Residential Development

Single-family Detached:

- 1. Vinyl siding is not permitted; however, vinyl windows, decorative elements, and trim are permitted.
- 2. Primary building materials shall be brick, stone, and fiber cement siding.
- 3. Windows that are not recessed shall be trimmed. Windows shall vary in size and/or type.
- 4. At least four of the following decorative features shall be used on each building: decorative shake, board and batten siding, decorative porch rails and posts, shutters, decorative functional foundation and roof vents, recessed windows, decorative windows, decorative brick or stone, decorative gables, decorative cornices, or metal roofing.
- 5. A varied color palette shall be utilized throughout the development to include a minimum of three-color families for siding and shall include varied trim, shutter, and accent colors complementing the siding color.
- 6. The rear and side elevations of the units that can be seen from the right-of-way shall have trim around the windows.
- 7. Front facing garage doors must have windows, decorative details, or carriage-style adornments.
- 8. Entrances for units with front-facing garages shall have a prominent covered porch/stoop area leading to the front door.
- 9. Porches constructed with a dwelling unit shall be a minimum of six feet (6') deep.
- 10. The front façade of any front-loaded garage shall not protrude farther than one foot forward of (i) the front façade of the dwelling unit, or (ii) the front porch of the dwelling unit, whichever is closer to the right-of-way from which the dwelling unit is addressed.

Single-Family Attached (Townhouse):

- 1. Vinyl siding is not permitted; however, vinyl windows, decorative elements and trim are permitted.
- 2. The roofline cannot be a single mass; it must be broken up horizontally and vertically between every unit.
- 3. Garage doors must have windows, decorative details or carriage-style adornments on them.
- 4. House entrances for units with front-facing single-car garages shall have a prominent covered porch/stoop area leading to the front door.
- 5. The garage cannot protrude more than 1 foot out from the front façade or front porch.
- 6. Building facades shall have horizontal relief achieved by the use of recesses and projections.
- 7. A varied color palette shall be utilized on homes throughout the subdivision to include a minimum of three (3) color families for siding and shall include varied trim, shutter, and accent colors complementing the siding color.
- 8. The rear and side elevations of the units that can be seen from the right-of-way shall have trim around windows.

- 9. At least four of the following decorative features shall be used on each building: decorative shake, board and batten siding, decorative porch rails and posts, shutters, decorative functional foundation and roof vents, recessed windows, decorative windows, decorative brick or stone, decorative gables, decorative cornices, or metal roofing.
- 10. The visible side of a townhouse on a corner lot facing the public street shall contain at least 3 decorative elements, such as, but not limited to, the follow elements:
- Windows
- Bay window
- Recessed window
- Decorative window
- Trim around the windows
- Wrap around porch or side porch
- Two or more building materials
- Decorative brick/stone Decorative trim

- Decorative shake
- Decorative air vents on gable
- Decorative gable
- Decorative cornice
- Column
- Portico
- Balcony
- Dormer

B. Commercial Development

- 1. Predominant exterior building materials shall be high quality materials, including brick, wood, stacked stone, other native stone, and tinted/textured concrete masonry units. Materials shall comply with UDO Section 9.3.5.
- 2. Additional exterior materials may include stone accents, aluminum storefronts with anodized or pre-finished colors, EIFS cornices and parapet trim, and precast concrete.
- 3. The building shall have more than one (1) parapet height.
- 4. The building exterior shall have more than one (1) material color.
- 5. No more than 20% of any building façade may consist of EIFS material.
- 6. EIFS or synthetic stucco shall not be used in the first 4 feet above grade.
- 7. Only full cut-off lighting fixtures and fixtures with external house-side shields shall be allowed where non-residential properties are adjacent to residential properties.

Section 8: Parking and Loading

Parking for the development shall meet the requirements of UDO Section 8.3.

Section 9: Signage

All signage for this PUD shall comply with Section 8.7, Signs, of the Town of Apex UDO.

Section 10: Natural Resource and Environmental Data

A. River Basins and Watershed Protection Overlay Districts

The properties are all located within the Cape Fear River/Jordan Lake Watershed. The Town's Watershed Protection Overlay District Map shows the property are part of the Primary Watershed within the Beaver Creek Basin.

B. Resource Conservation Areas (RCA) - Required and Provided

This PUD shall be subject to, and meet the requirements of Section 8.1.2 of the UDO, *Resource Conservation Area* and Section 2.3.4, *Planned Development Districts*.

The site shall provide 25% RCA for the non-residential portion of the development based upon the standards set forth within UDO Section 8.1. The development provides a non-residential component to the development and per UDO Section 2.3.4.F.1.c.i is requesting a RCA reduction to 25% minimum from the 30% minimum required for single-family and townhouse developments. Development shall not be subject to additional RCA requirement for mass grading of single-family detached lots per UDO 7.2.5.B.8.

Off-site RCA per 8.1.2.a.1 may be used to comply with the approved RCA standards outlined by the Unified Development Ordinance.

In response to a request from adjacent Bella Casa property owners, the buffer along the northern boundary may be cleared and replanted per previous PD Text conditions and shall count as Resource Conservation Area (RCA) for the development.

The overhead Duke Energy electric line and easements along Humie Olive Road, Old US 1 Highway, and Holland Road shall be counted towards the required RCA and buffer standards as identified within various UDO sections.

C. Historic Structures

As confirmed by the North Carolina State Historic Preservation Office, there are no historic structures present within the project boundary.

Section 11: Stormwater Management

This PUD shall meet all stormwater management requirements for quality and quantity treatment in accordance with Section 6.1.7 of the UDO, such that:

 Post development peak runoff shall not exceed pre-development peak runoff conditions for the 1-year, 10-year, and 25-year 24-hour storm events.

Section 12: Parks and Recreation

The Parks, Recreation and Cultural Resources Advisory Commission reviewed the project on June 30, 2021 and unanimously recommended fee-in-lieu of dedication with a credit for construction of greenway trail if an opportunity is identified at the time of Master Subdivision Plan review and approval. The recommendation is based on the 2022 rates and proposed maximum lot count provided:

Single-family detached Units: $$3,753.89 \times 10 = $37,538.90$ Single-family attached Units: $$2,528.25 \times 100 = $252,825.00$ Total residential fee in lieu per current unit count: \$290,363.90

(Final PRCR amount shall be coordinated with staff during Master Subdivision Plan and Construction Document reviews)

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Per Article 14 of the UDO, credit for greenway against fees requires the approval of construction plans, contingent upon approval of an engineer's estimate of probable cost for greenway construction. The greenway shall be completed prior to 25% of the total units for the project receiving building permits.

Section 13: Public Facilities

The proposed PUD shall meet all Public Facilities requirements as set forth in UDO Section 2.3.4.F.1.f and be designed according to sound engineering standards and shall comply with Town of Apex Sewer and Water Master Plan and the Town of Apex Standards and Specifications. Specifically, road and utility infrastructure shall be as follows:

A. General Roadway Infrastructure

Developer shall provide minimum dedication of public right-of-way along each of Holland Road, Old US 1, and Humie Olive Road. Cul-de-sacs shall be avoided unless the design of the subdivision and the existing or proposed street system in the surrounding area indicate that a through street is not essential in the location of the proposed cul-de-sac, or where sensitive environmental areas such as streams, floodplains, and wetlands would be substantially disturbed by making road connections. Sidewalks shall be provided on both sides of streets internal to the site per UDO standards. Refer to the concept plan of the PUD plan for proposed access points, stub streets, and planned vehicular connectivity. All access and circulation is conceptual and shall be finalized at the time of Master Subdivision Plan or Minor Site Plan review and approval.

A 10' side path shall be constructed and installed along Humie Olive Road.

B. Transportation Improvements

Roadway improvements are subject to modification and final approval by the Town of Apex and NCDOT as part of the Minor Site Plan, Master Subdivision Plan, and construction plan approval process. A Traffic Impact Analysis (TIA) has been performed as part of this PUD rezoning consistent with the Town's standards for the same. Based upon the recommendations of the TIA and approval by Town staff and NCDOT, the final transportation improvement zoning conditions shall be provided.

- 1. Developer shall widen Holland Road along the project frontage as development occurs based on a minimum 41-foot curb and gutter roadway section with 5-foot sidewalk and dedication based on a minimum 80-foot right-of-way.
- 2. Developer shall propose a maximum of two (2) access points to Holland Road. A full-movement access shall be located approximately 950 feet north of Old US 1. A right-in/right-out access shall be located approximately 350 feet north of Old US 1 with right-turn channelization designed according to Apex and NCDOT standards.
- Developer shall provide additional frontage widening along Holland Road to extend the exclusive southbound right turn lane at Old US 1 to the right-in/right-out access when that right-in/right-out access is constructed for an approximate total length of 350 feet.

- 4. Developer shall propose a maximum of one (1) access point to Old US 1. The right-in/right-out access point shall be proposed approximately 275 feet west of Holland Road and restricted by installation of a concrete median along the center of Old US 1, based on NCDOT standards.
- 5. Developer shall widen Old US 1 at the time the access point is constructed by adding a second westbound through-lane starting at Holland Road and terminating at the westbound right-turn lane at Humie Olive Road, and a 6-foot paved shoulder for a future bike lane, with a 5-foot sidewalk, and dedication based on a minimum 110foot right-of-way.
- 6. Developer shall widen Humie Olive Road along the project frontage as development occurs based on a minimum 41-foot curb and gutter roadway section with 10-foot side path and dedication based on a minimum 80-foot right-of-way.
- 7. Developer shall propose a maximum of one (1) access point to Humie Olive Road. The full-movement access point shall be proposed approximately 600 feet west of Old US 1 Highway and Developer shall provide additional widening to construct a westbound right turn lane with 75 feet of storage and an eastbound left-turn lane with 175 feet of storage, plus applicable full-width deceleration and taper length. Developer shall provide separate left- and right-turn lanes exiting the access point with 150 feet of internal protected storage, measured from the edge of Humie Olive Road to the first crossing internal access.
- 8. Developer shall extend the eastbound left-turn lane on Old US 1 at Humie Olive Road to provide a minimum of 225 feet of storage plus applicable full-width deceleration and taper length prior to the Site Plan Final first certificate of occupancy in the commercial phase.
- 9. Developer shall extend the northbound left-turn lane on Friendship Road at Old US 1 to provide a minimum of 150 feet of storage plus applicable full-width deceleration and taper length prior to the first certificate of occupancy in the commercial phase.

C. Water and Sanitary Sewer

All development within the project shall be served by the Town of Apex for water and sanitary sewer. The utility design will be finalized at the time of development plan review and approval based upon available facilities adjacent to the site at that time. A conceptual utility plan is included in the PUD plan for reference. All utility infrastructure shall meet current Town water and sewer master plans.

D. Other Utilities

Electricity will be provided by Apex Electric. Phone, cable, and gas shall be provided by the developer and shall meet the Town of Apex standards as outlined in the UDO.

Section 14: Phasing Plan

This PUD may be completed in multiple phases, with construction anticipated to begin in 2022-23. Project phasing shall ensure the points of access are provided in accordance with the UDO and emergency services are always available for the property.

Section 15: Consistency with the 2045 Land Use Map

The proposed land use is consistent with the 2045 Land Use Map as amended by this rezoning.

Section 16: Compliance with the UDO

The development standards adopted for this PUD are in compliance with those set forth in the current version of the Town's Unified Development Ordinance (UDO). Any deviations from UDO requirements have been specifically defined within this document.

Section 17: Compliance with Comprehensive Transportation Plan and Bicycle Plan Development plan review for any development to be made pursuant to this amendment to the Official Zoning District Map shall comply with the adopted Comprehensive Transportation Plan in effect at the time of the development plan approval as provided for in the Unified Development Ordinance. Further, development of the Property shall be consistent with the Town's adopted Bicycle and Pedestrian System Plan.

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HOLLAND ROAD MIXED USE ASSEMBLY

PLANNED UNIT DEVELOPMENT CONDITIONAL ZONING HOLLAND ROAD @ OLD US 1 HIGHWAY APEX, NORTH CAROLINA PROJECT NUMBER: 200304

MAY 3, 2021



AERIAL MAP NOT TO SCALE

OWNER/DEVELOPER

LG INVESTMENTS, INC.

GENO RAY 5944 CORAL RIDGE DRIVE SUITE 312 CORAL SPRINGS, FL 33076 (754) 875-2975

SURVEYOR

BATEMENT CIVIL SURVEYING COMPANY

STEVEN CARSON, PLS 2424 RELIANCE AVENUE APEX, 27539 PHONE: (919) 577-1080 FAX: (919) 577-1081 WEBSITE: www.BatemanCivilSurvey.com

CIVIL ENGINEER

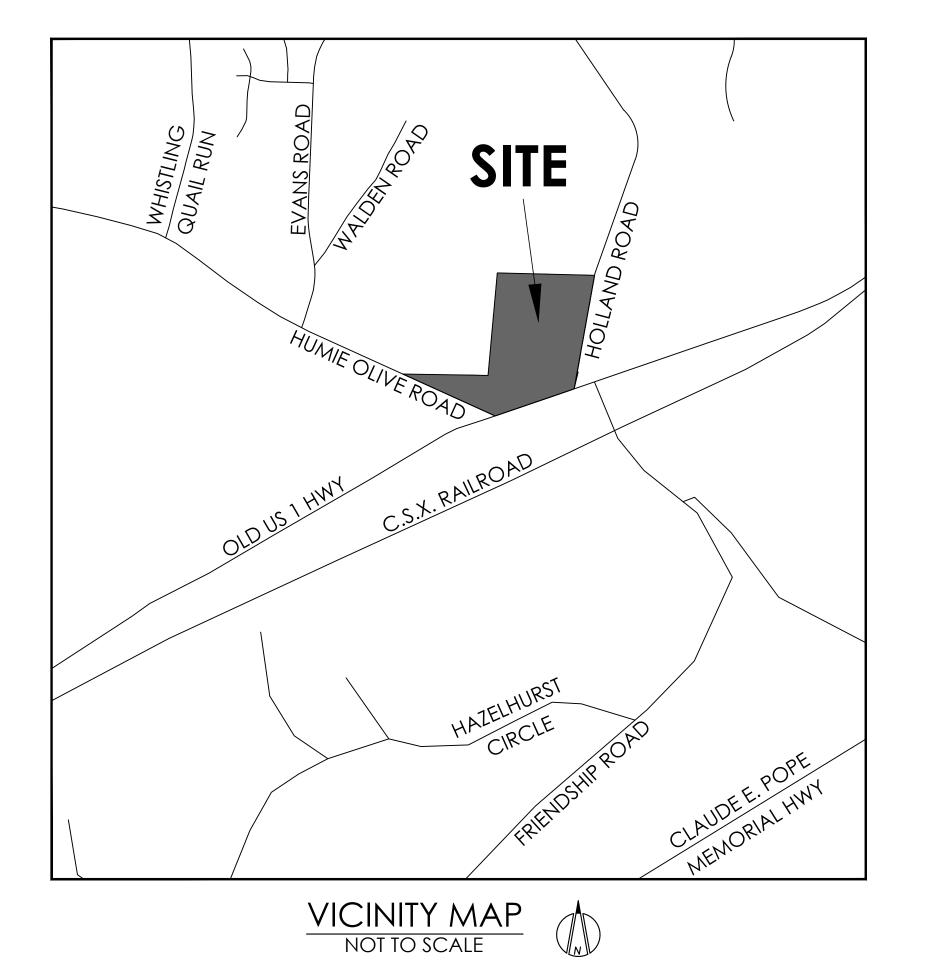
PEAK ENGINEERING & DESIGN, PLLC

JEFF ROACH, P.E. 1125 APEX PEAKWAY APEX, NC 27502 PHONE: (919) 439-0100

TRANSPORTATION **ENGINEER**

RAMEY KEMP & ASSOCIATES

RYNAL STEPHENSON, P.E. 5808 FARRINGDON PLACE SUITE 100 RALEIGH, NC 27609 FAX: (919) 872-5115 FAX: (919) 878-5416 WEBSITE: www.RameyKemp.com



DRAWING INDEX:

COVER SHEET **EXISTING CONDITIONS** CONCEPTUAL SITE PLAN CONCEPTUAL UTILITY PLAN

Property Owner/Site Address	<u>PIN</u>	<u>REID</u>	Deeded Acreage	DB/Plat Book & Page
David Ray Powell 2236 Old US 1 HWY Apex, NC 27502	0720-99-8487	197638	5.71	DB 5746, PG 146
Johnny & Carolyn M. Pendergraft 1001 Red Cardinal Lane Apex, NC 27502	0730-09-1779	160074	8.96	DB 8718, PG 1292
Pamela Purefoy, Frances T. Bullock & Ernestine Smith 3116 Holland Road Apex, NC 27502	0730-09-5707	70103	0.55	DB 8718, PG 1304
Joann Pendergraft Hearn Heirs 1005 Red Cardinal Lane Apex, NC 27502	0731-00-1087	160076	2.00	DB 16-E, PG 835
RGNC-10 LLC attn: Rich Leonardi 1004 Red Cardinal Lane Apex, NC 27502	0731-00-4075	334537	2.10	DB 18763, PG 1063 BM 2005 Pg 1522
Annie P. & Billy E. Stroup 3104 Holland Road Apex, NC 27502	0731-00-3359	87601	7.36	DB 8718, PG 1301
Shelba W. Clem, P. Diane Williams, Lisa W. Krummel 7528 Humie Olive Road Apex, NC 27502	0720-99-2587	0193211	2.00	DB 16078, PG 0788
Total acreage:			28.68 acres	

Existing Zoning: RR (Rural Residential) Proposed Zoning: PUD-CZ (Planned Unit Density - Conditional Zoning) Current 2045 Land Use Map: Medium and Medium/High Density Residential; Commercial Services Proposed 2045 Land Use Map: Medium Density Residential, Commercial Services Vacant and Single Family Residential

SITE INFORMATION:

Primary Watershed Protection Overlay District, Beaver Creek Basin, Cape

No historical structures on site

Residential: Proposed Uses:

Rear:

Front: Rear:

Parking:

Side (Corner Lot):

Side - unit or corner lot:

Single Family Detached and Attached (Townhomes)

Buildings: 110 total residential lots

Minimum of 10 Single Family Detached Maximum of 100 Single Family Attached

Maximum BUA: Single Family Detached: Maximum Building Height: 6,000 SF Minimum Lot Size: Minimum lot width: **Building Setbacks** Front - Garage:

Single Family Attached (Townhouses):

Maximum Building Height: 40' / 3 stories Minimum lot width: 22'

Front loaded Rear/alley loaded Front: Front - Garage:

Rear: 5' (from alley easement or R/W)

Single Family Detached Required Spaces: 2 spaces per dwelling unit

10 dwelling units x 2 spaces/unit = 20 spaces Proposed Spaces: 20 spaces (spaces will be provided within garages and driveways)

Single Family Attached

Required Spaces:

2 spaces per dwelling unit plus .25 per unit for guest parking 2 spaces/unit x 100 units = 200 spaces

.25 spaces/unit x 100 units = 25 spaces 225 spaces required

Commercial / Retail: See PD Text for list of non-residential uses Proposed Uses:

Non Residential Square Footage: 76,500 SF plus convenience store with no more than ten (10) fueling stations Maximum Building Height:

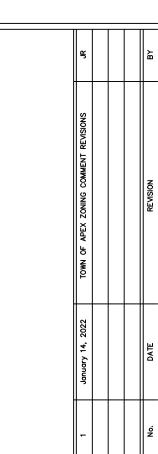
Building Setbacks:

10' for Buildings/5' for Parking Areas From Buffer/RCA:

Per UDO Section 8.3

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NC License #P-0673



title:

COVER SHEET

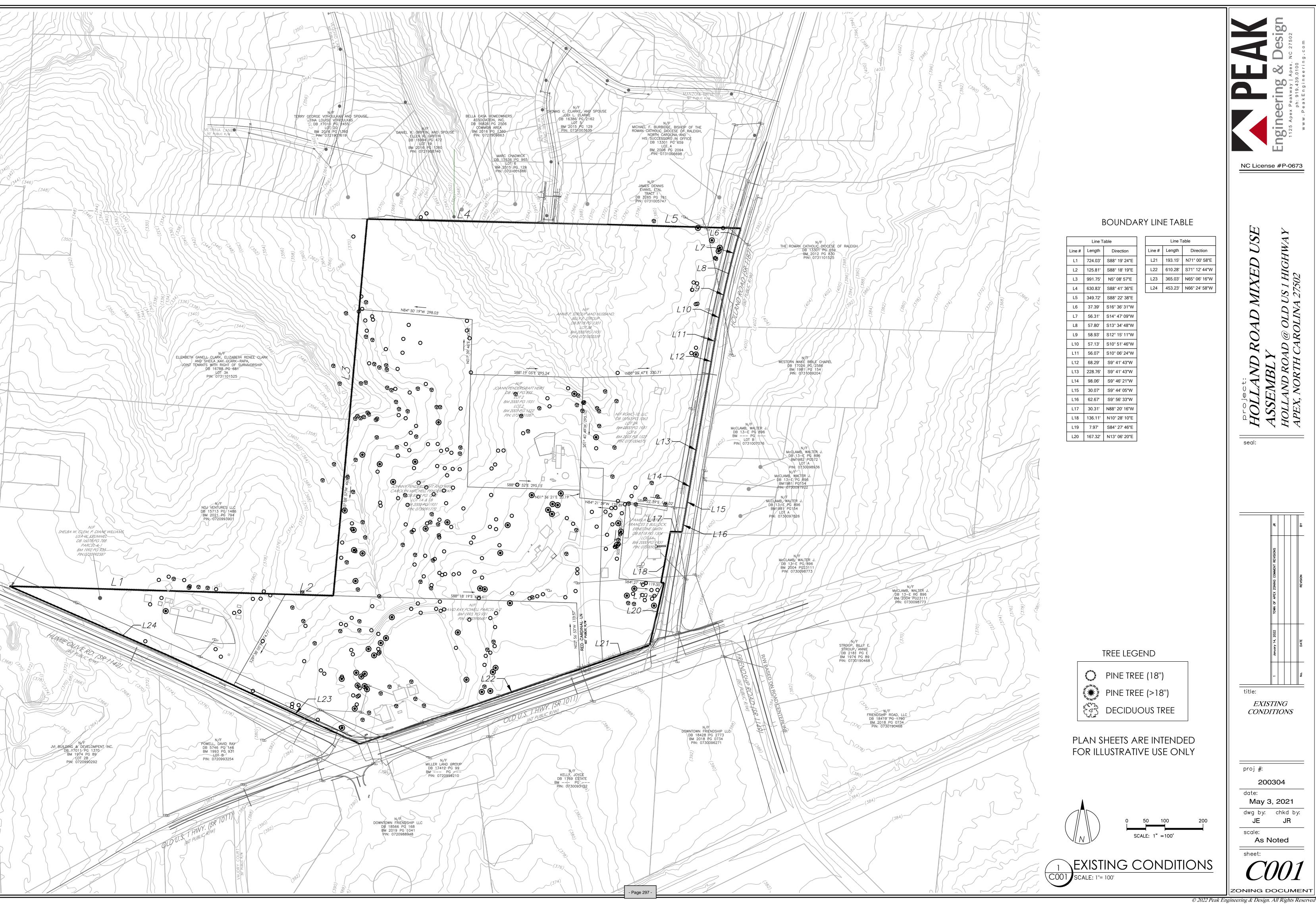
200304

date: May 3, 2021 dwg by: chkd by:

scale:

As Noted

ZONING DOCUMENT





NC License #P-0673

dwg by: chkd by: scale: As Noted

title:

proj #:

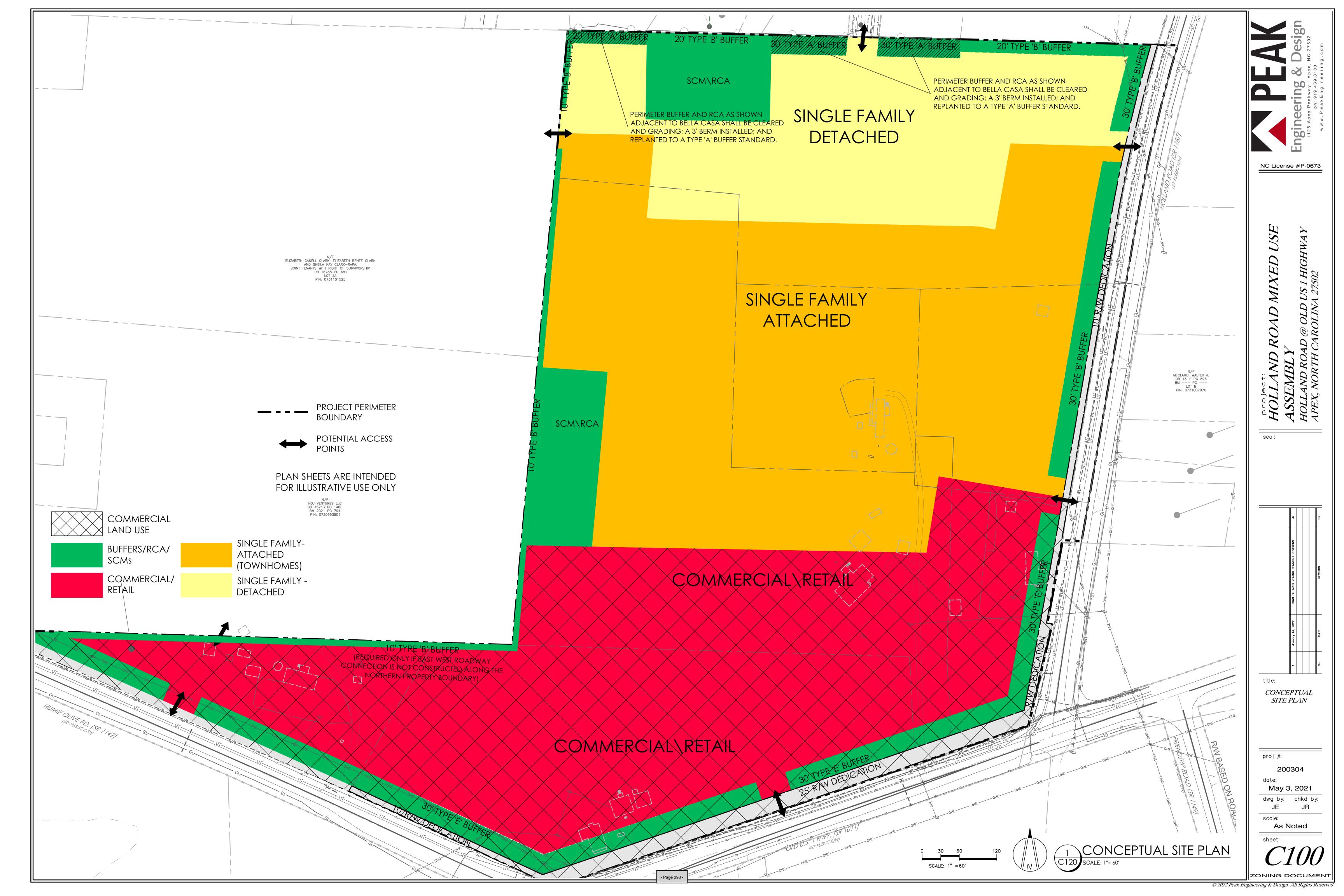
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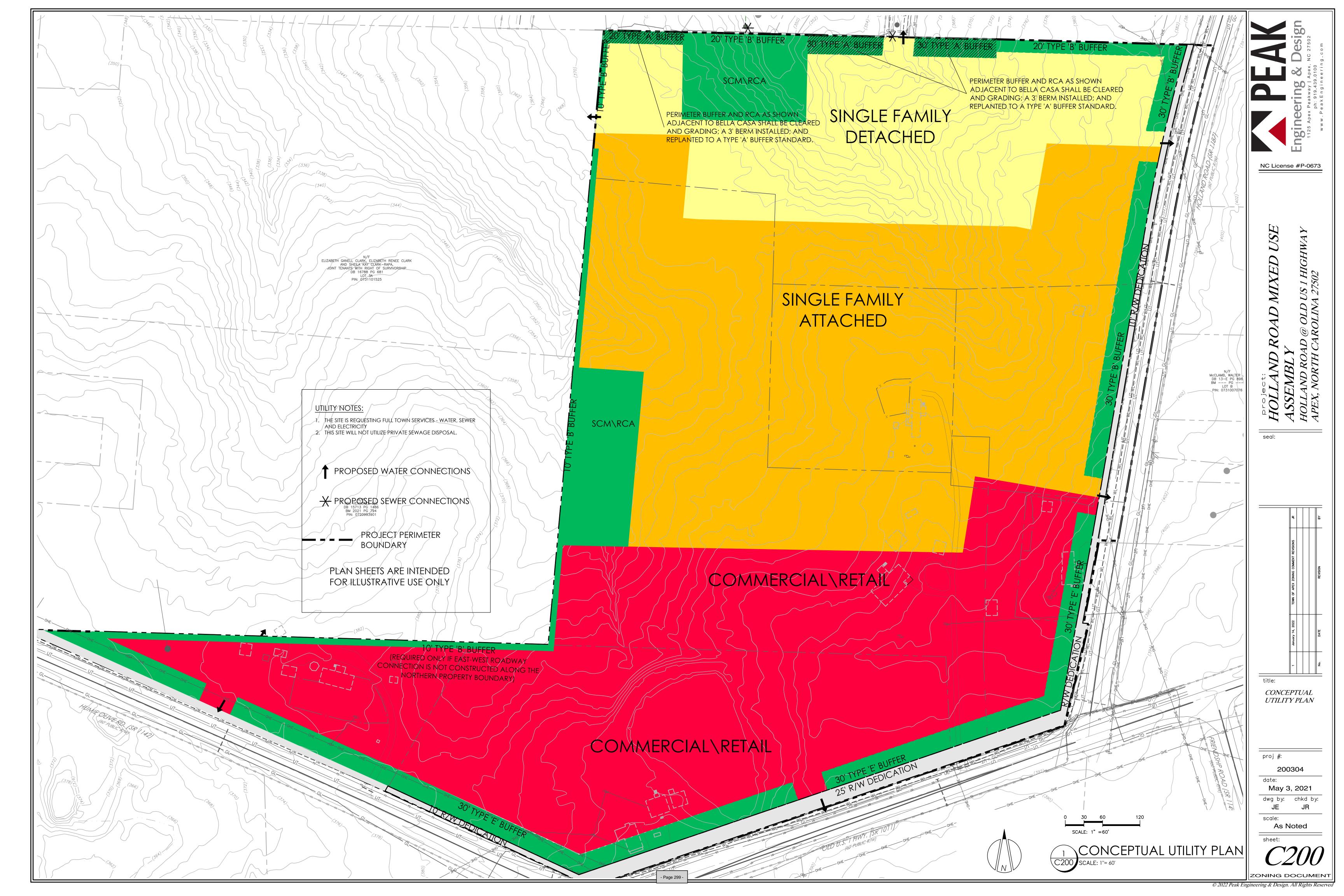
EXISTING

CONDITIONS

200304

May 3, 2021







Building A - West Elevation

1/8" = 1'-0"

2



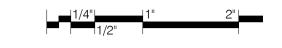
BUILDING A - SW PERSPECTIVE VIEW 1

CRACHITECTURE
510 W. MARTIN ST., SUITE 100
RALEIGH, NC 27603
P: 919.754.9924

HOLLAND ROAD - COMMERCIAL
APEX, NORTH CAROLINA

BUILDING A - CONCEPT DESIGN

SD - A1





Building B/C - South Elevation

1/8" = 1'-0"

2

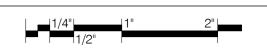


BUILDING B/C - SE PERSPECTIVE VIEW 1

ARCHITECTURE
510 W. MARTIN ST., SUITE 100
RALEIGH, NC 27603
P: 919.754.9924

HOLLAND ROAD - COMMERCIAL
APEX, NORTH CAROLINA

BUILDING B/C - CONCEPT DESIGN





Building D - East Elevation

1/8" = 1'-0"

2



BUILDING B - SE PERSPECTIVE VIEW 1

BUILDING D - CONCEPT DESIGN



ARCHITECTURE
510 W. MARTIN ST., SUITE 100
RALEIGH, NC 27603
P: 919.754.9924

HOLLAND ROAD - COMMERCIAL
APEX, NORTH CAROLINA







DARK BRONZE ALUMINUM **CANOPY & STOREFRONT**





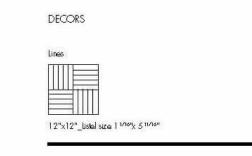


CEMENTITIOUS SIDING



COCOA





WALL TILE - WOOD LOOK

Non-Residential Design Guidelines:

- Buildings shall be arranged to define, create and activate edges and public spaces.
- Every effort shall be made to locate service and loading areas in the rear of the structures. Where these features are located between the building and a piblicroad, they will be designed in suca a way that they do not distract from the character of the development and they will be screened in accordance with the UDO.
- Drive-thru lanes, pick-up windows and other like functions shall be allowable if located facing an adjacent street or drive. Landscaping and/or other architectural features should be used to create screening for these types of uses.
- Elevations of building facing a street shall incoporate detailing in keeping with the character and style of other architectural features.
- Elevations of corner buildings shall utilize design features such as variations in wall plane, variation in building mass and window placement to generate street interest.
- Architectural treatments such as varying roof forms, facade articulation, breaks in roof, walls with texture material and ornamental details as well as landscaping shall be incorporated to add visual interest.
- Differences in roof height, pitch, ridgelines and materials may be used to create visual interest and avoid repetition.

Non-residential exteriors shall incoporate variation in materials. The primary (front) facade of the buildings tobe considered may include:

- Brick and/or stone masonry
- Decorative concrete block (integral color or textured)
- Stone accents
- Aluminum storefront with anodized or pre-finished colors
- EIFS cornices and parapet trim
- EIFS or synthetic stucco shall not be used in the first four feet above grade and shall be limited to 25% of each building facade
- Precast concrete
- Roof features may include flat roofs with parapet, hip roofs or awings with metal or canvas
- Soffit and facia materials to be considered include EIFS with crown trim elements
- Cementitious siding
- Heavy Timber accent elements

Non-residential buildings visible fomr the public view shall be constructed with compatible materials. Rear elecations of non-residential buildings facing opaque landscape buffers or not visible from vehicular use areas or public rights-of-way may incorporate decorative concrete masonry, metal coping, and EIFS trim.

Exterior materials that are not allowed as part of the development are as follows:

- Vinyl siding
- Painted, smooth faced concrete block
- Metal walls

MATERIAL BOARD







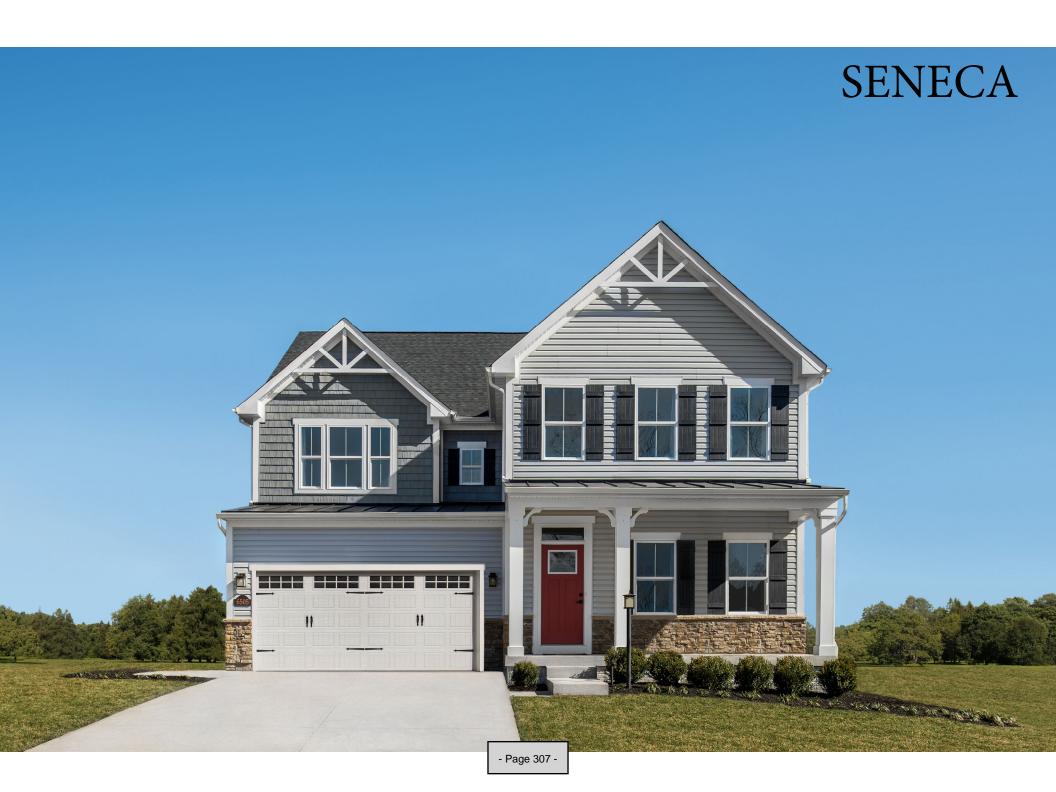


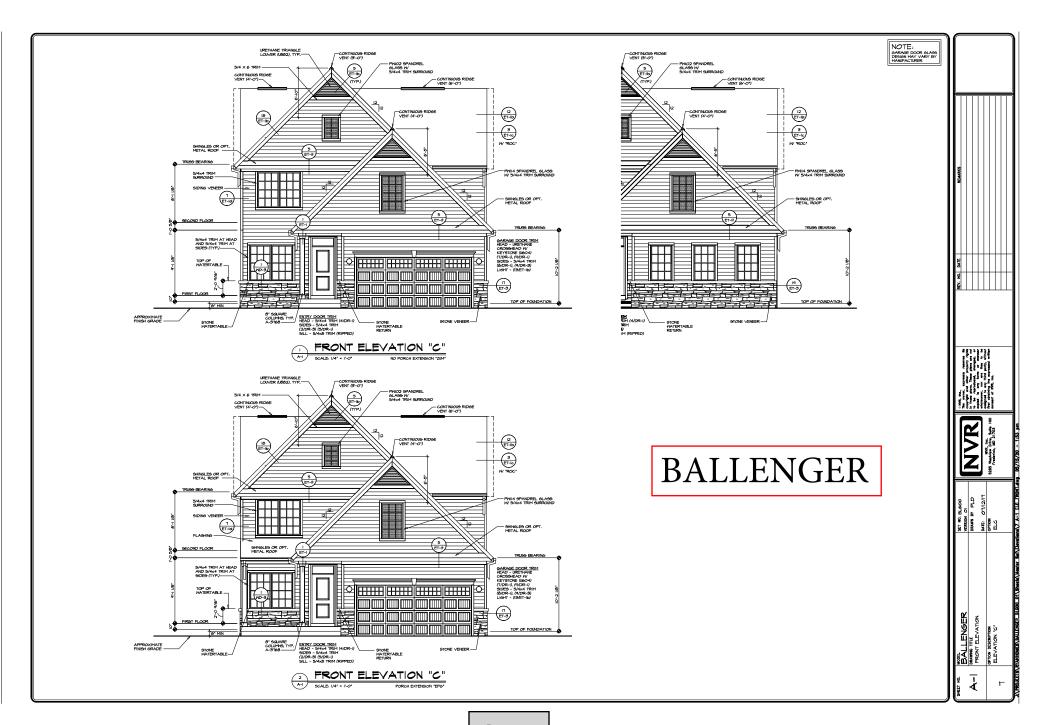
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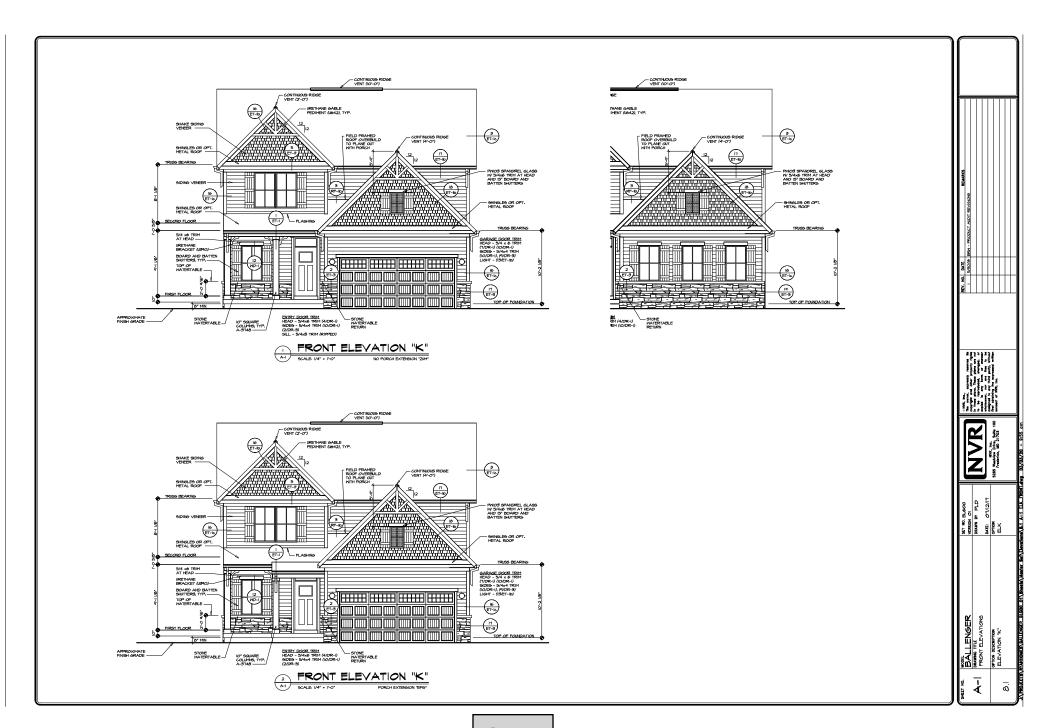


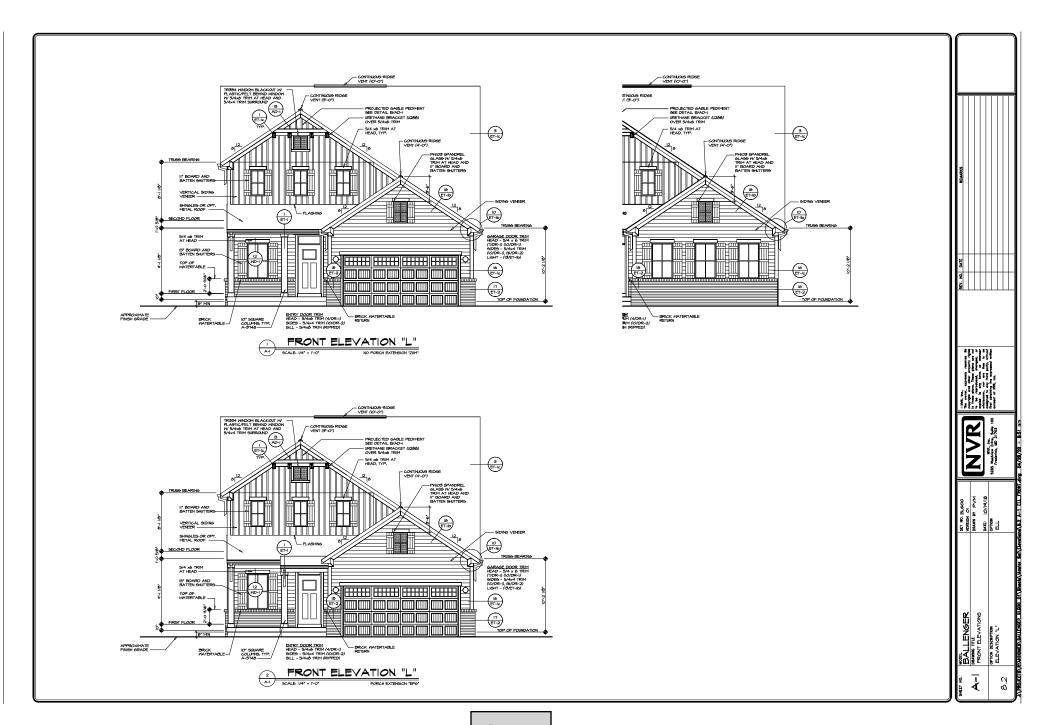








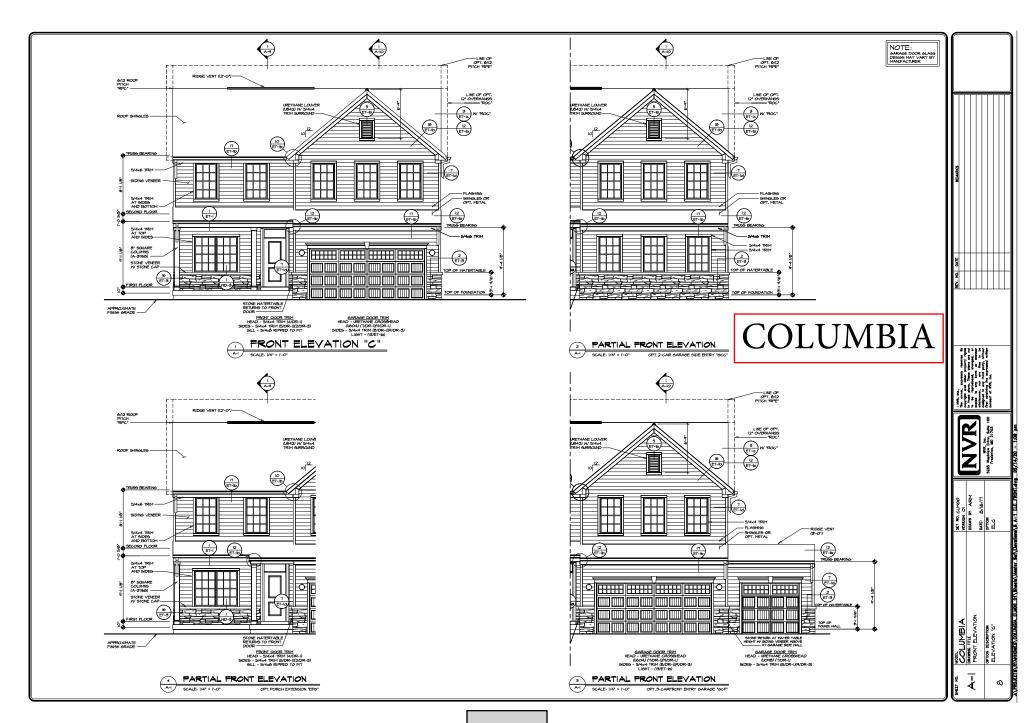






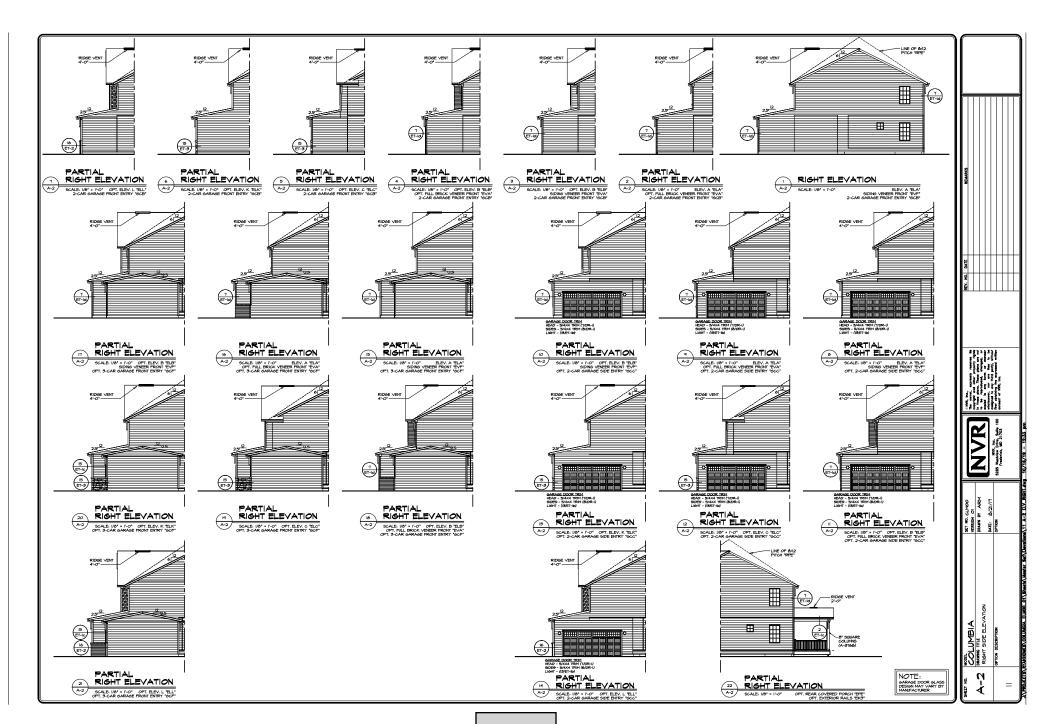


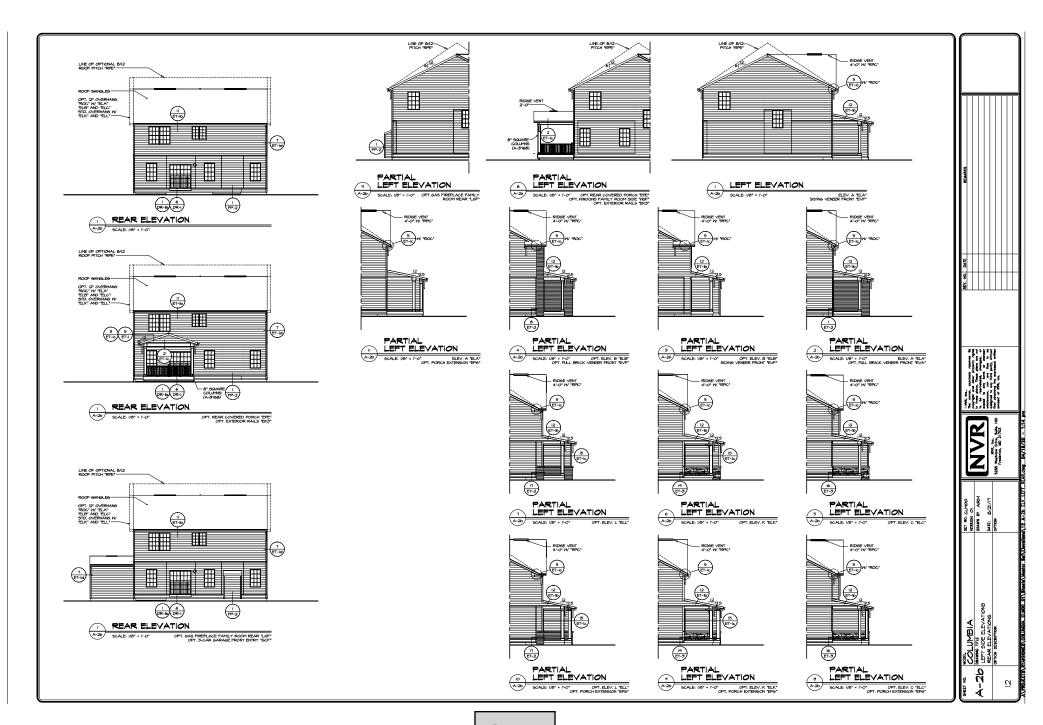


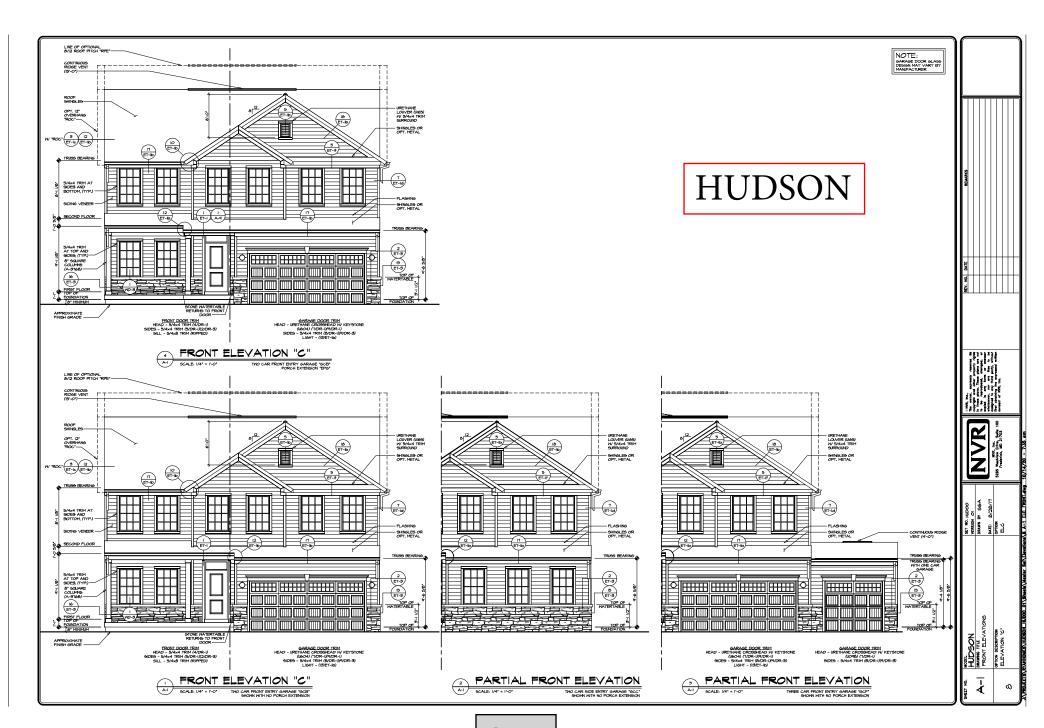


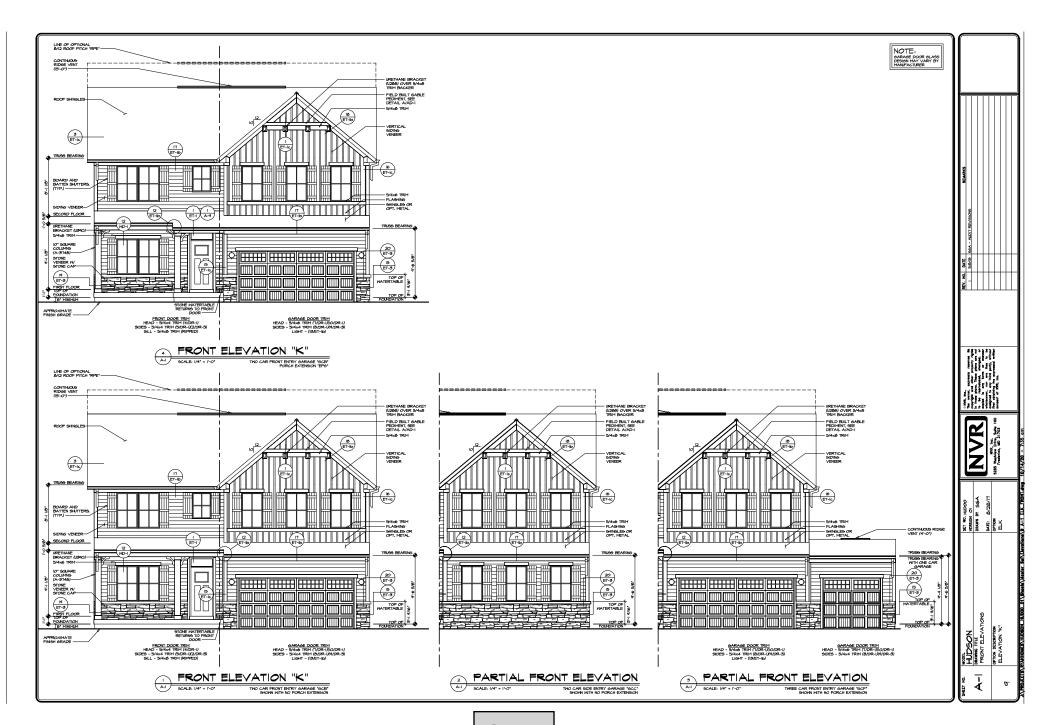


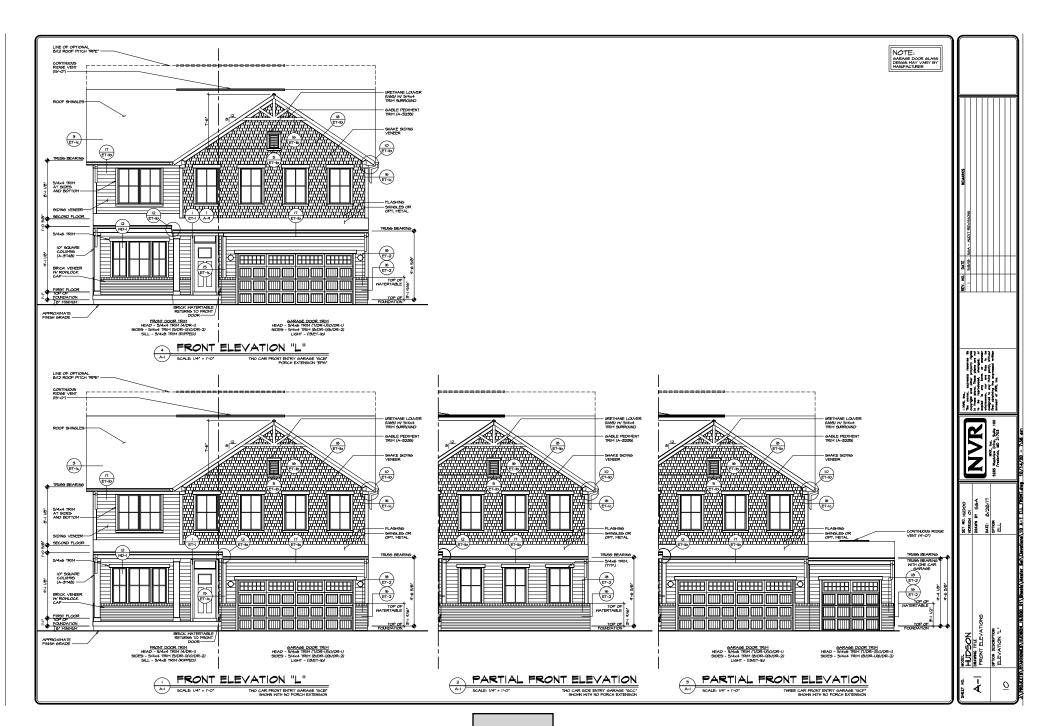


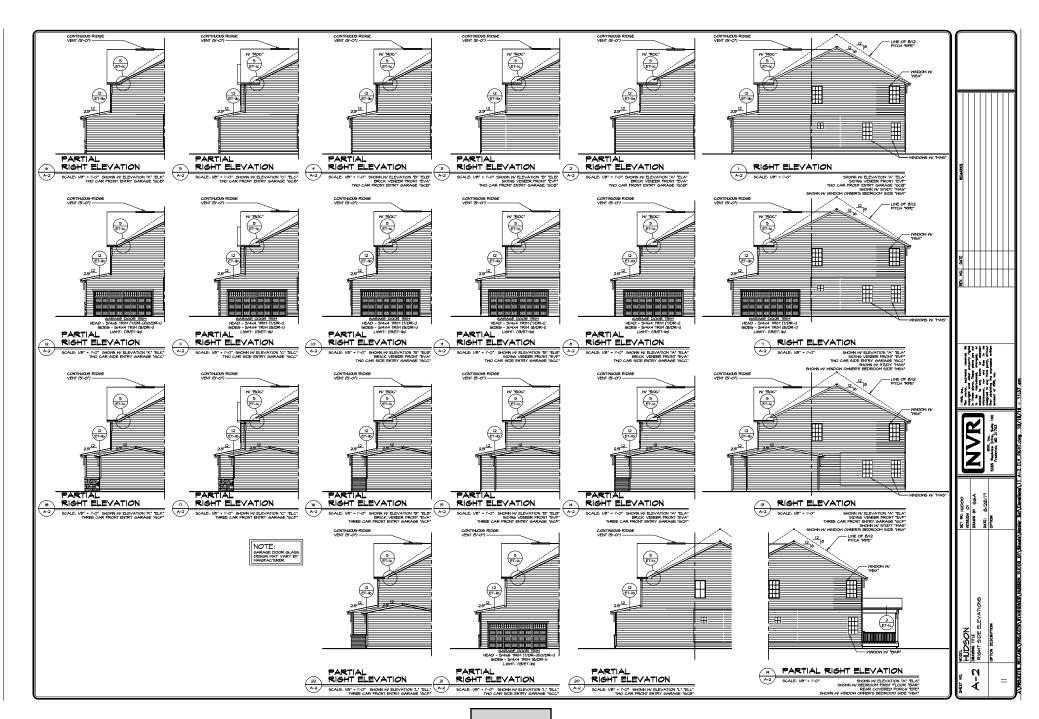


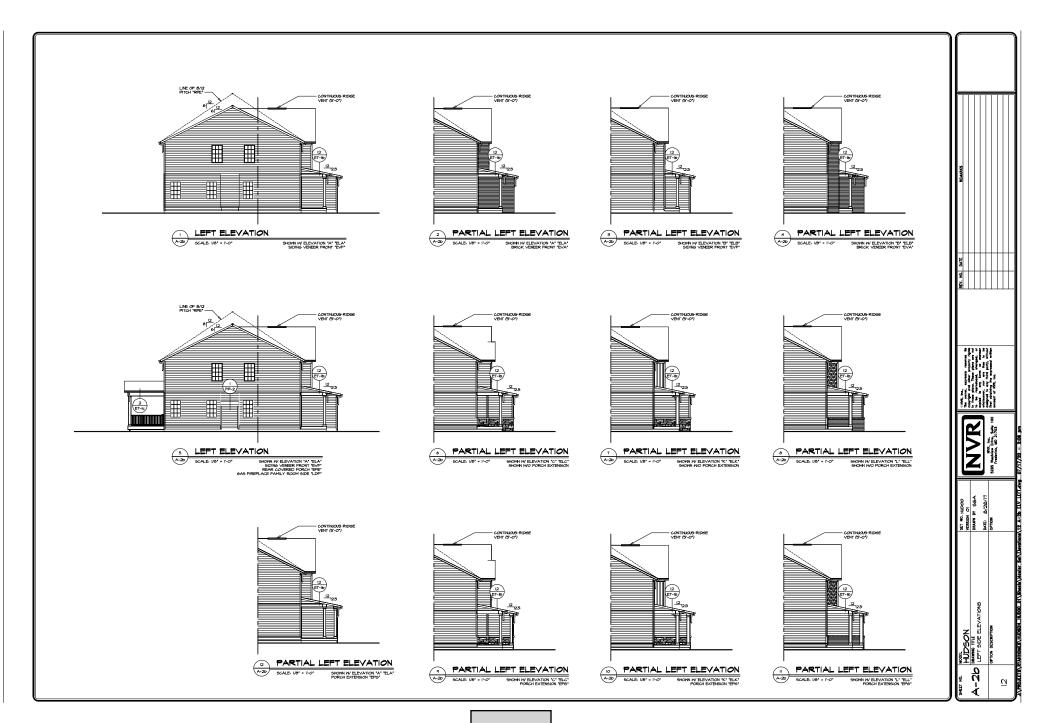


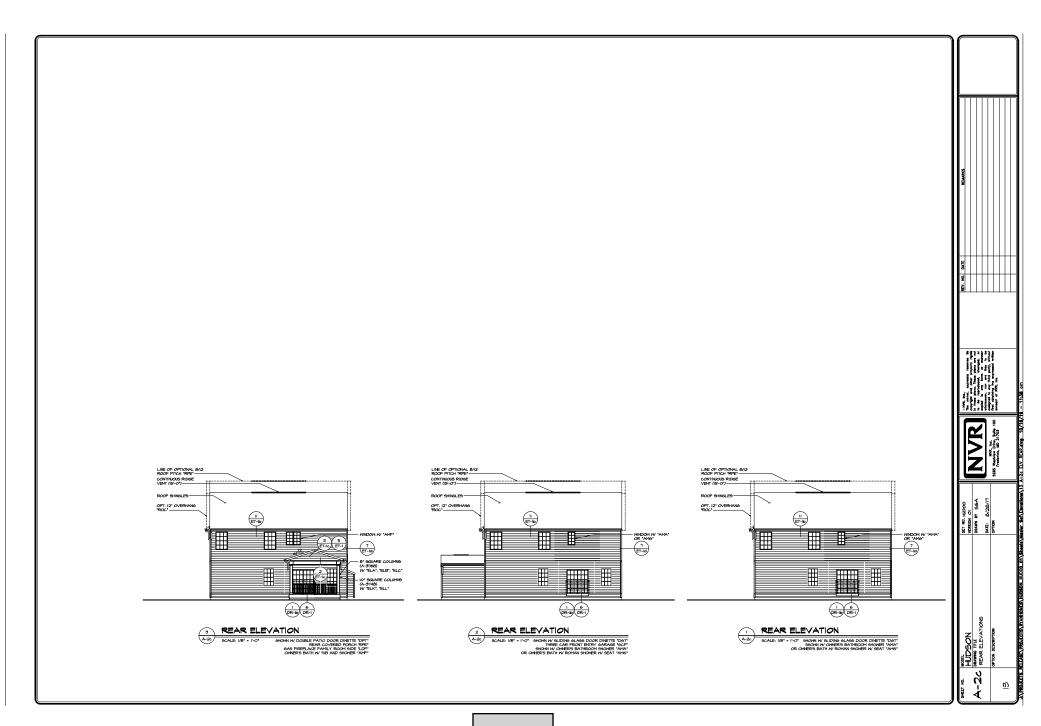




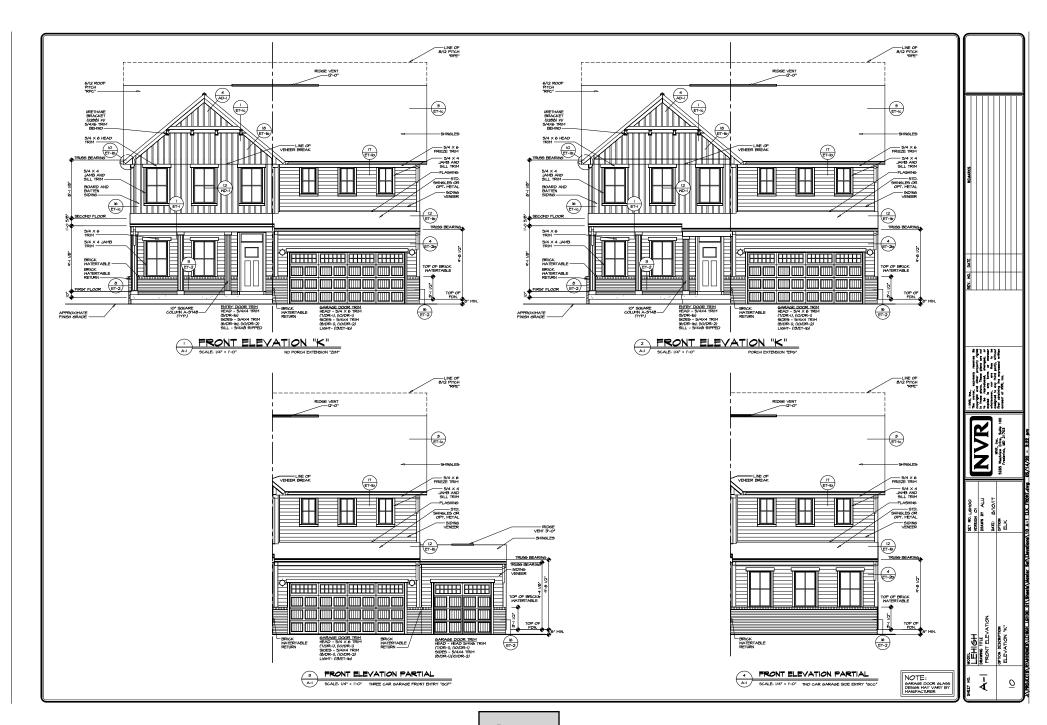


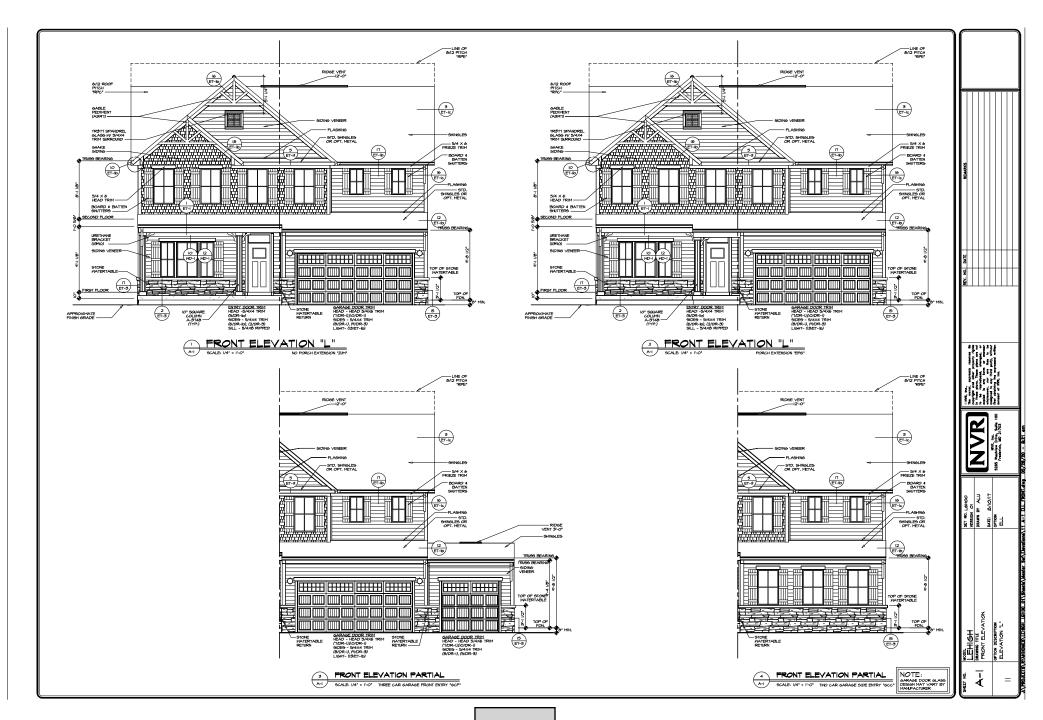


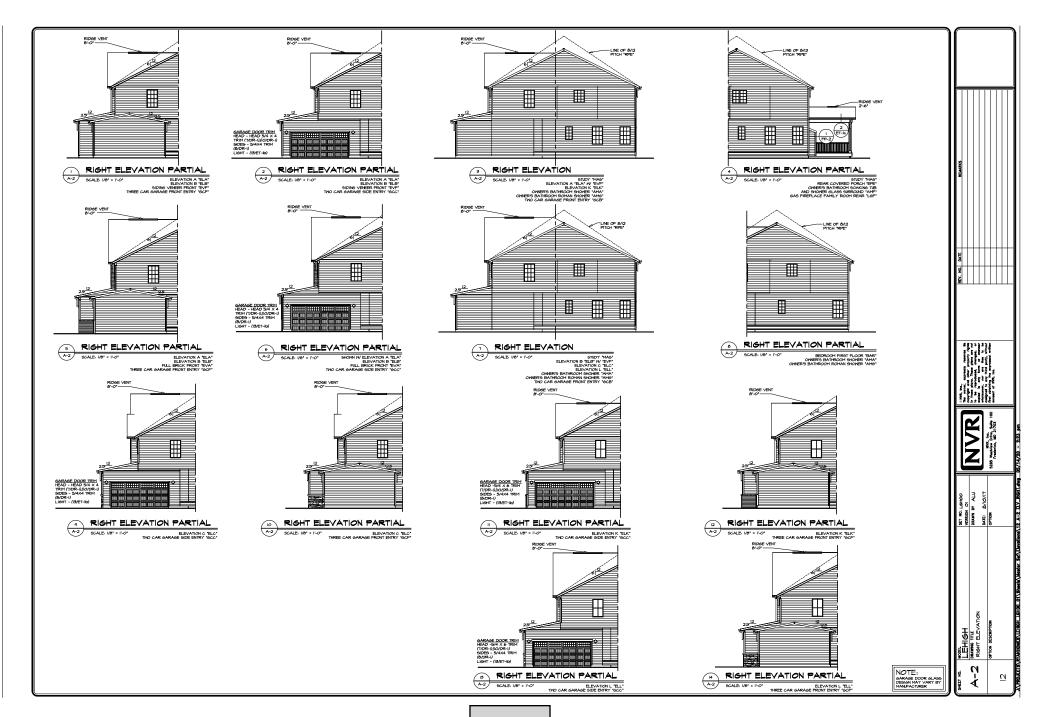


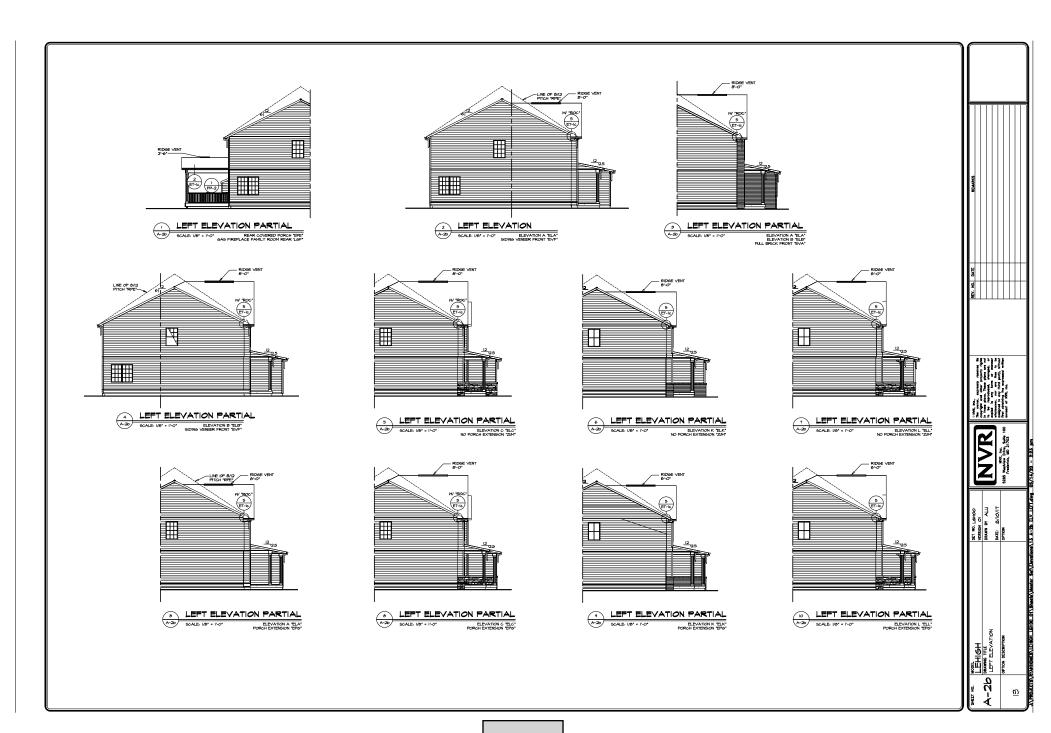


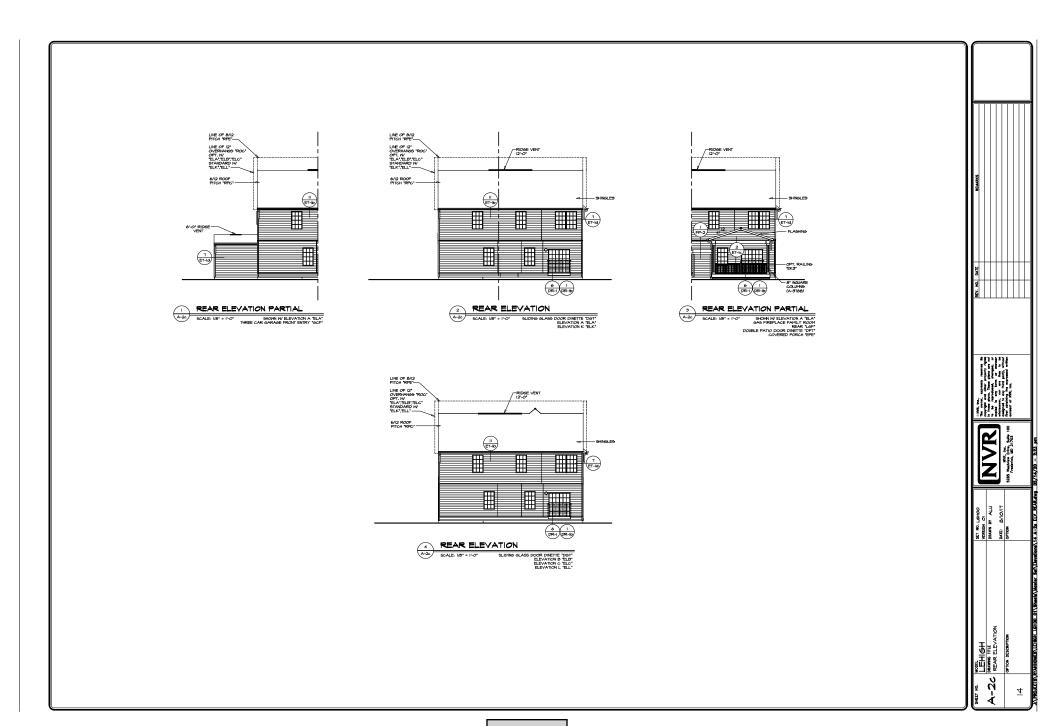








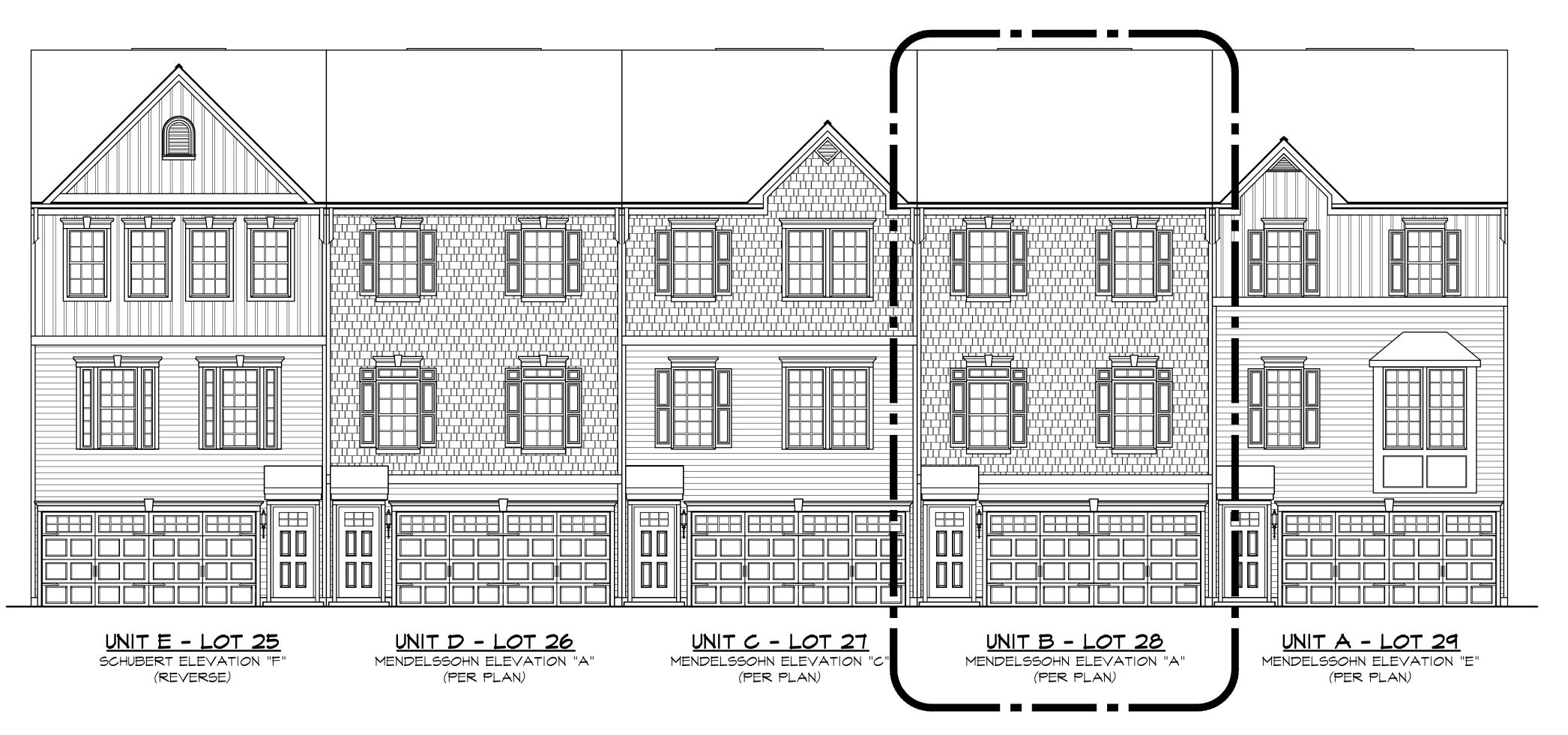








TOWNHOME PRODUCT



2025 AMBERGATE II - 5 UNIT BUILDING ELEVATION

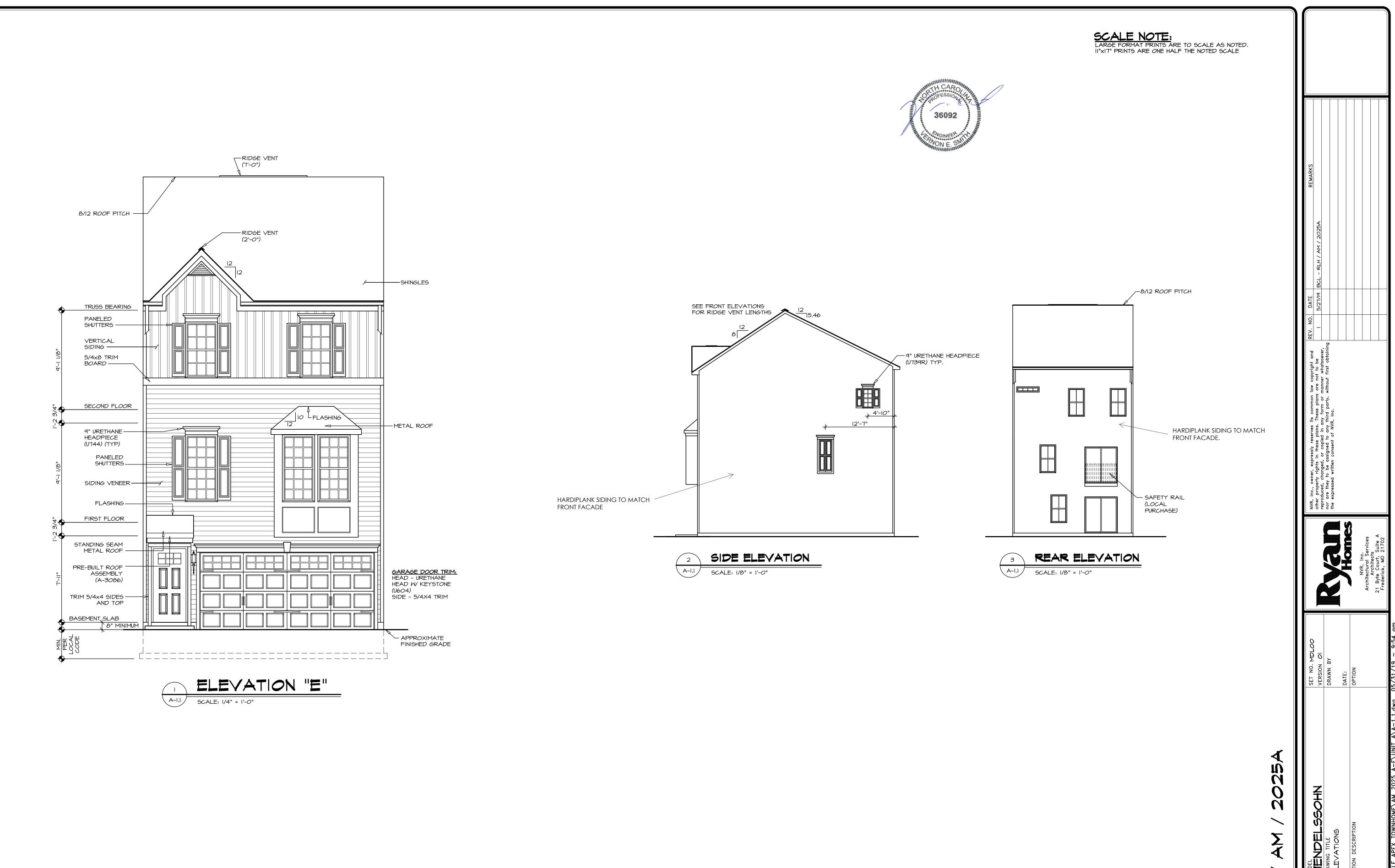
SCALE: 3/16" = 1'-0"

A 12" front facade off-set is provided between all townhome units within a common building "block". This includes the roof line and common building walls.

RTH / AM / 2025A-E

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5 - UNIT BUILDING

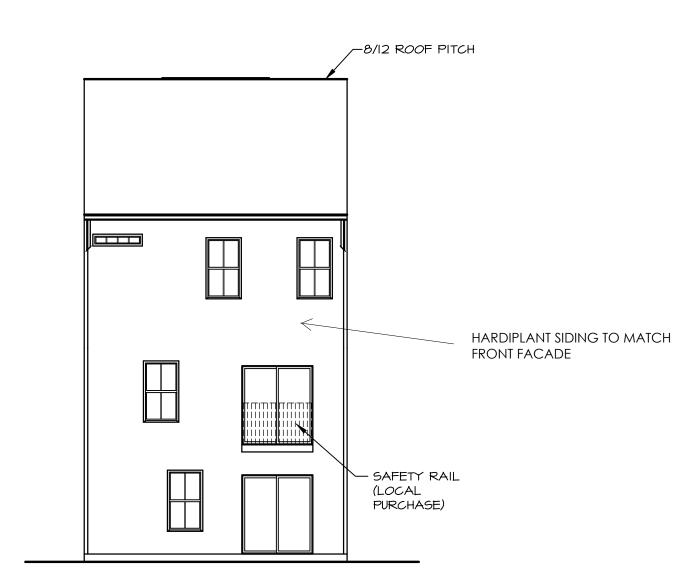
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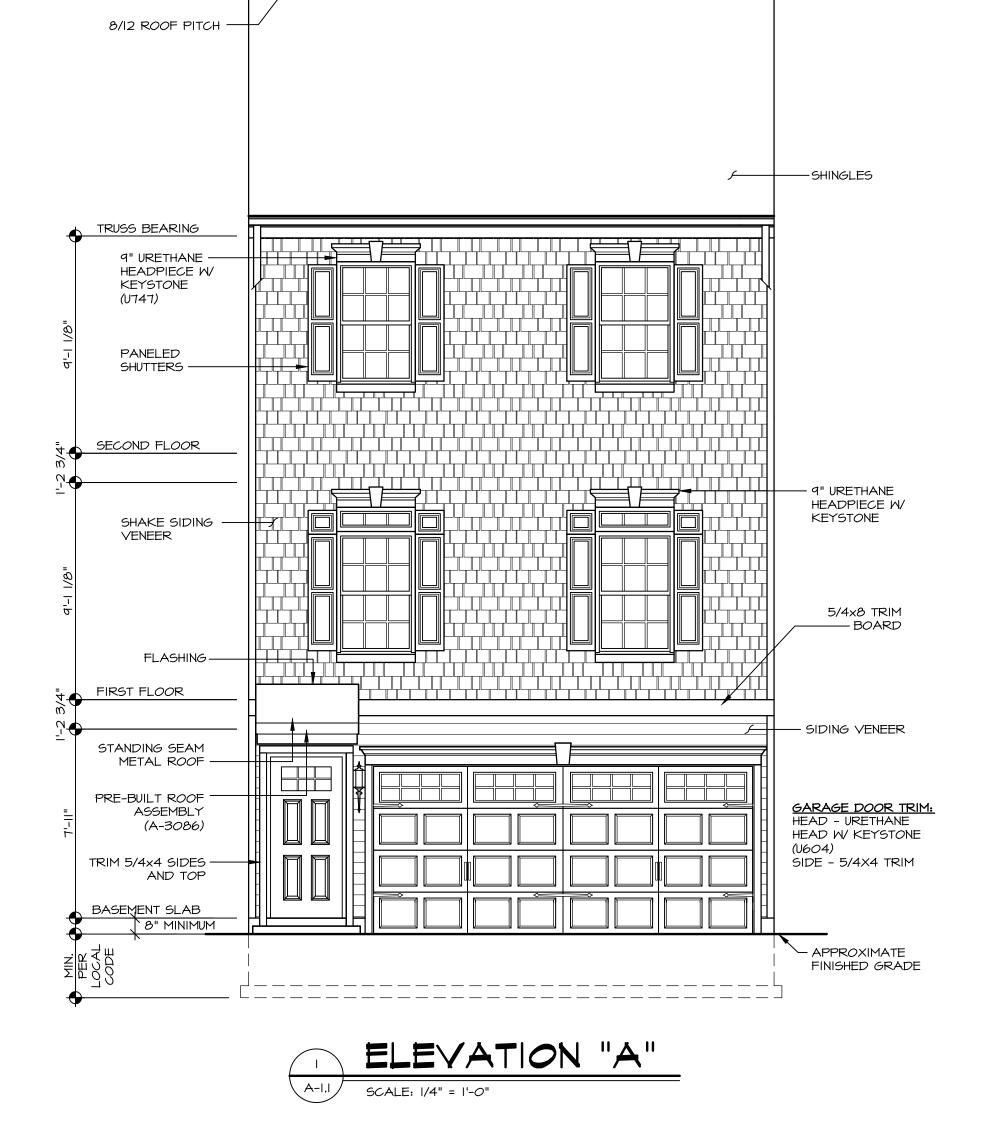
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SCALE NOTE: LARGE FORMAT PRINTS ARE TO SCALE AS NOTED. II"XI7" PRINTS ARE ONE HALF THE NOTED SCALE





REAR ELEVATION SCALE: 1/8" = 1'-0"



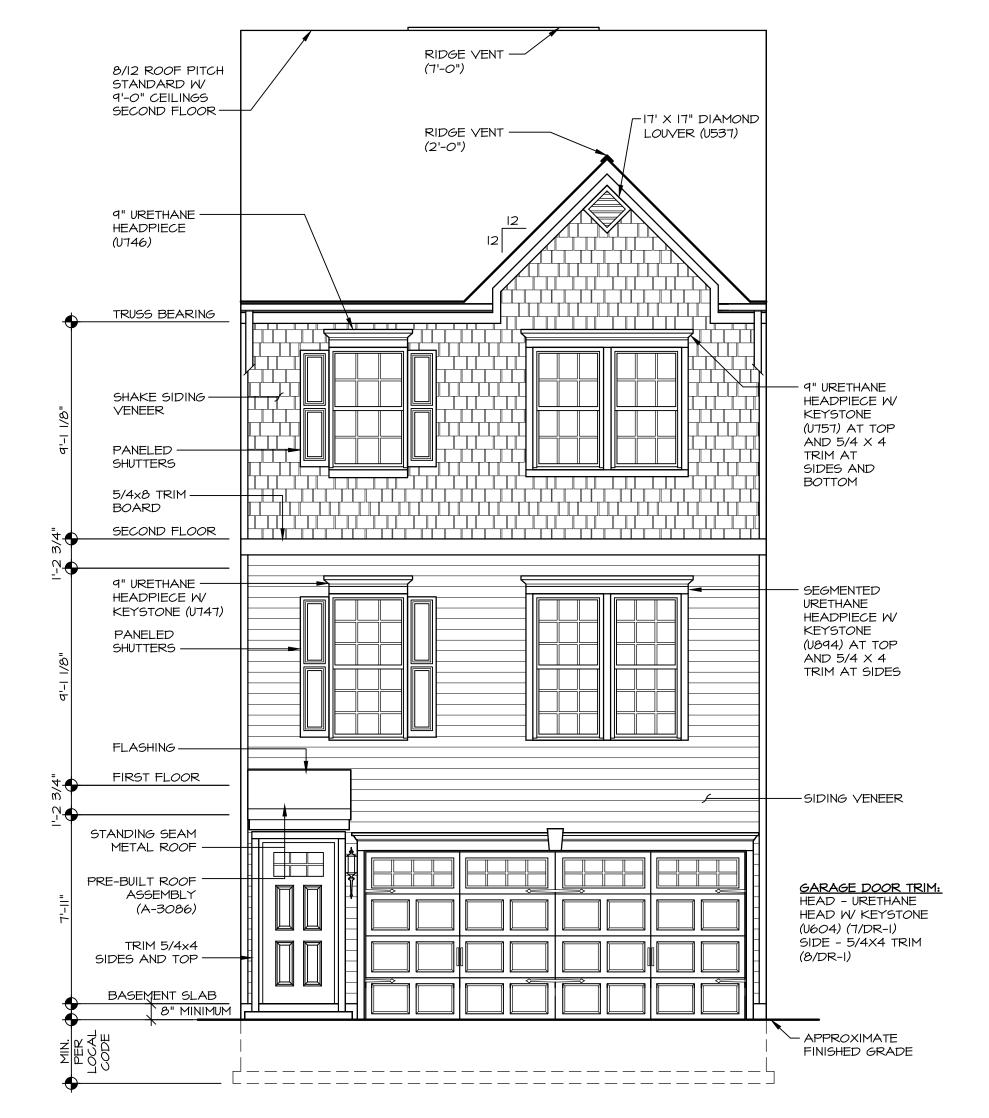
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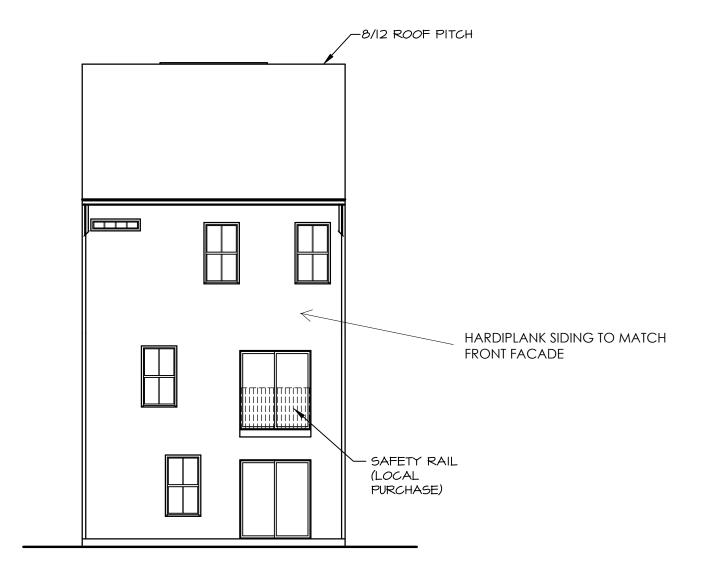
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SCALE NOTE: LARGE FORMAT PRINTS ARE TO SCALE AS NOTED. II"XI7" PRINTS ARE ONE HALF THE NOTED SCALE









2 REAR ELEVATION

SCALE: 1/8" = 1'-0"

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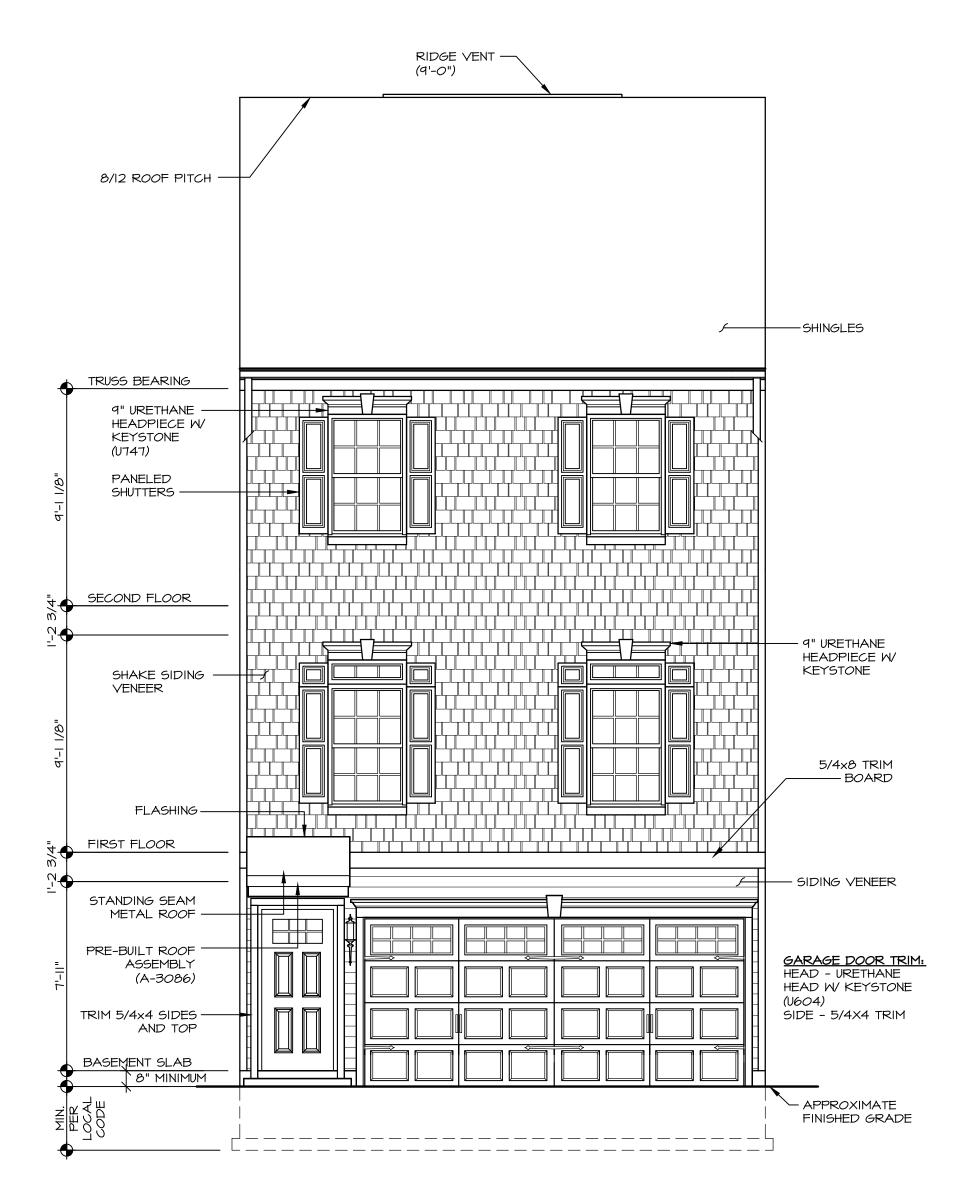
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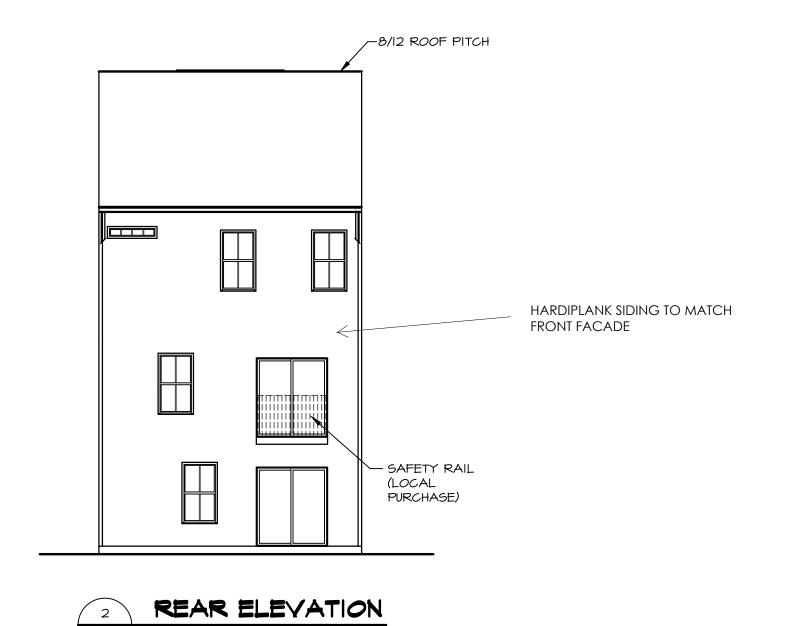
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ELEVATION "A"

SCALE: 1/4" = 1'-0"



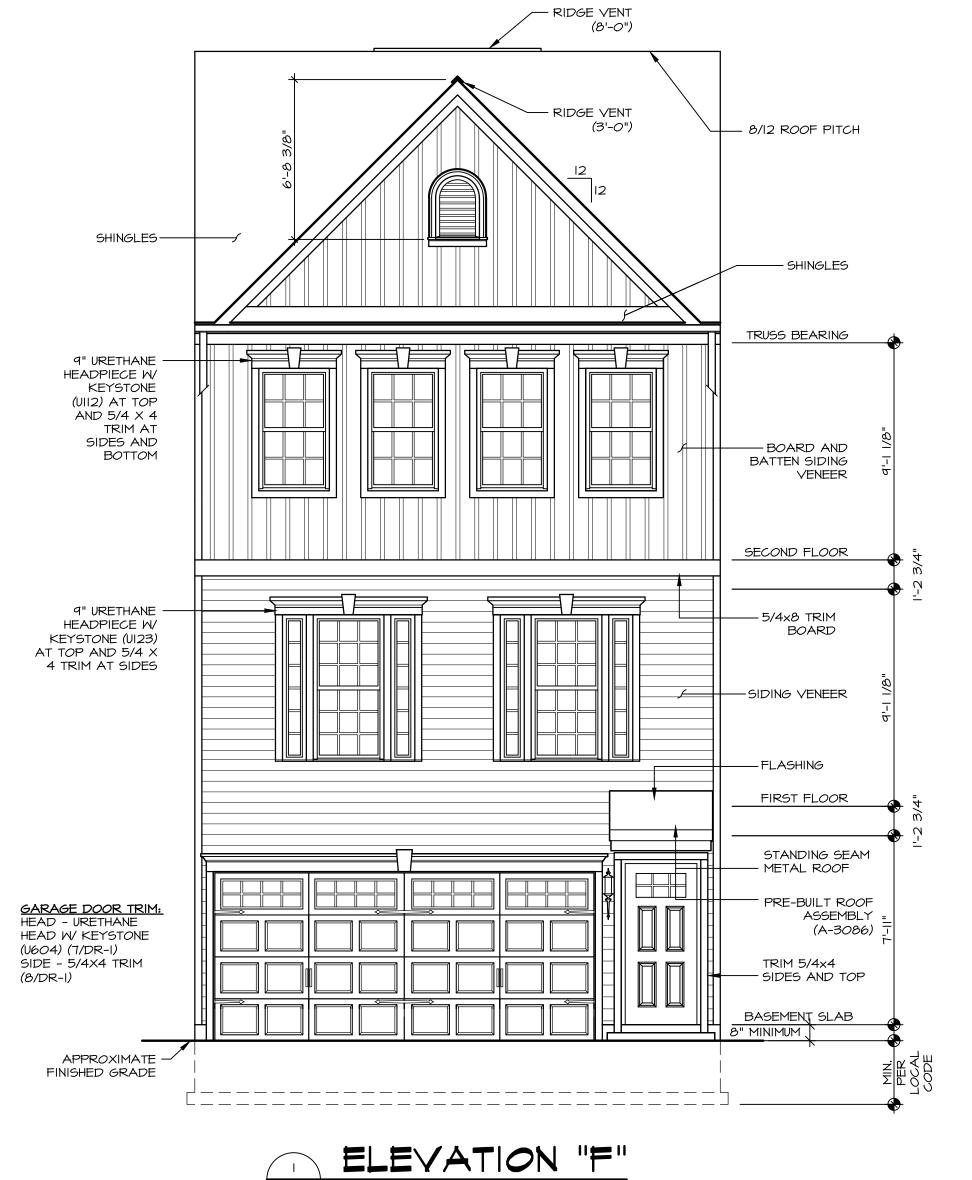
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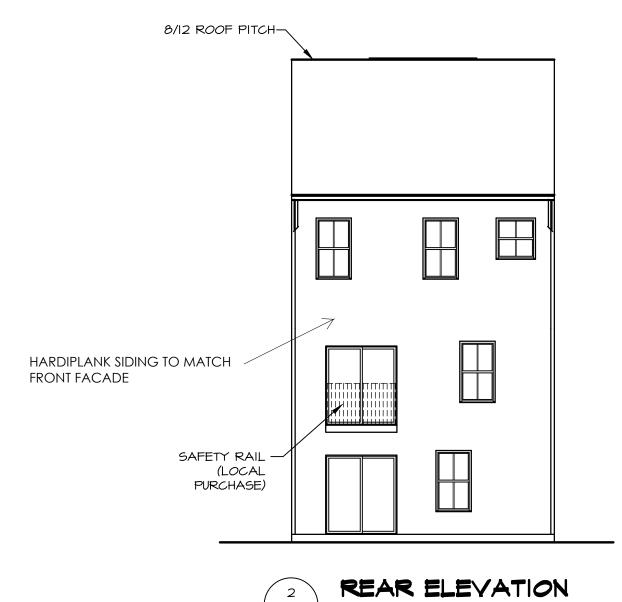
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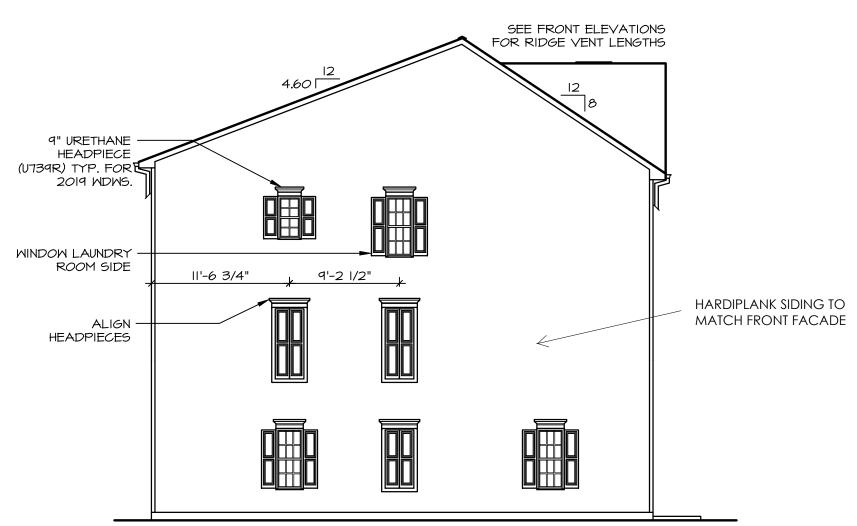




SCALE: 1/4" = 1'-0"



SCALE: 1/8" = 1'-0"



SIDE ELEVATION

SCALE: 1/8" = 1'-0"

SCHUBERT

DRAWING TITLE

ELEVATIONS

OPTION DESCRIPTION

- Page 337 -

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Moving forward.







Holland Road Mixed - Use **Traffic Impact Analysis Apex, North Carolina**



TRAFFIC IMPACT ANALYSIS

FOR

HOLLAND ROAD MIXED-USE

LOCATED

IN

APEX, NC

Prepared For: Peak Engineering & Design, PLLC 1125 Apex Peakway Apex, NC 27502

Prepared By: Ramey Kemp & Associates, Inc. 5808 Faringdon Place, Suite 100 Raleigh, NC 27609 License #C-0910

APRIL 2021

Prepared By: <u>DT</u>

Reviewed By: NB

RKA Project No. 21015

TRAFFIC IMPACT ANALYSIS HOLLAND ROAD MIXED-USE APEX, NORTH CAROLINA

EXECUTIVE SUMMARY

1. Development Overview

A Traffic Impact Analysis (TIA) was conducted for the proposed Holland Road Mixed-Use development in accordance with the Apex (Town) Unified Development Ordinance (UDO) and North Carolina Department of Transportation (NCDOT) capacity analysis guidelines. The proposed development is to be located north of Old US Highway 1, west of Holland Road in Apex, North Carolina. The proposed development is expected to be a mixed-use development and estimated to be built out in 2025. Site access is proposed via one (1) full-movement driveway and one (1) right-in/right-out driveways along Holland Road, one (1) right-in/right-out driveway along Old US Highway 1, and one (1) full-movement driveway along Humie Olive Road.

2. Existing Traffic Conditions

The study area for the TIA was determined through coordination with the Town and NCDOT and consists of the following existing intersections:

- Humie Olive Road and Old US Highway 1
- Holland Road and Old US Highway 1
- Friendship Road and Old US Highway 1
- Holland Road and Kelly Road

Peak hour turning movement counts were collected at the following study intersections in February 2021, by RKA, on a typical weekday during weekday AM (7:00 – 9:00 AM) and weekday PM (4:00 – 6:00 PM) peak periods:

- Humie Olive Road and Old US Highway 1
- Holland Road and Old US Highway 1
- Friendship Road and Old US Highway 1
- Holland Road and Kelly Road



Peak hour turning movement counts from RKA were utilized at the intersection of Old US Highway 1 and Humie Olive Road from September 2015. Weekday PM peak hour counts were also utilized from the VHB Engineering NC, PC at the intersection of Friendship Road and Old US Highway 1 from April 2016. These counts were grown to 2021 using a 4% annual growth rate and were compared to newly collected count data at the same intersections. The comparison of this count data was used to develop a rate between available count data and new count data collected during COVID-19 conditions. The rates determined were applied to the new count data collected at all study intersections to determine 2021 existing traffic volumes. A growth rate of 47% was applied to the new count data collected during the weekday AM peak hour and 14% was applied to all new count data collected during the weekday PM peak hour to account for the reduction in traffic associated with the COVID-19 pandemic. Weekday AM and PM traffic volumes were balanced between study intersections, where appropriate.

3. Site Trip Generation

The proposed development is assumed to consist of a maximum of 110 single-family homes, a 60,000 s.f. shopping center, two (2) 4,000 s.f. fast-food restaurants with drive-thru, an 8,500 s.f. quality restaurant, and a 10 f.p. gas station with convenience market. Average weekday daily, AM peak hour, and PM peak hour trips for the proposed development were estimated using methodology contained within the ITE Trip Generation Manual, 10th Edition. Table E-1 provides a summary of the trip generation potential for the site.



Table E-1: Site Trip Generation

, audio	Intensity	Daily Traffic (vpd)	Weekday		Weekday	
Land Use			AM Peak Hour Trips (vph)		PM Peak Hour Trips (vph)	
(ITE Code)			Enter	(vpn) Exit	Enter	(vpn) Exit
Single Family Homes (210)	110 units	1,140	21	62	70	41
Shopping Center (820)	60,000 s.f.	4,250	113	69	179	193
Quality Restaurant (931)	8,500 s.f.	710	**	**	44	22
Fast-Food Restaurant w/ Drive-Thru (934)	8,000 s.f.	3,770	164	158	136	125
Gas Station w/ Convenience Market (945)	10 f.p.	2,050	64	61	71	69
Total Trips	Total Trips 11,920			350	500	450
Internal Capture (12% AM Entering & 13% AM Exiting) (35% PM Entering, 38% PM Exiting)			-43	-46	-175	-171
Total External Trips			319	304	325	279
Pass-By Trips: Fast-Food Restaurant with Drive-Through (49% AM, 50% PM)			-69	-69	-41	-41
Pass-By Trips: Quality Restaurant (44% PM)					-9	-9
Pass-By Trips: Gas Station w/ Convenience Market (62% AM, 56% PM)			-34	-34	-25	-25
Pass-By Trips: Shopping Center (34% PM)					-40	-40
Total Primary Trips			216	201	210	164

4. Future Traffic Conditions

Through coordination with the Town and NCDOT, it was determined that an annual growth rate of 4% would be used to generate 2025 projected weekday AM and PM peak hour traffic volumes. The following adjacent developments were identified to be considered under future conditions:

- E-41 (Apex Friendship Elementary) AM trips only
- Pleasant Park PM trips only
- Friendship Middle School (since AM pre-COVID-19 count is from prior to school opening) – AM trips only
- Friendship High School (since AM pre-COVID-19 count is from prior to school opening) - AM trips only



The study analyzes traffic conditions during the weekday AM and PM peak hours for the following scenarios:

- 2021 Existing Traffic Conditions
- 2025 No-Build Traffic Conditions
- 2025 Build Traffic Conditions

5. Capacity Analysis Summary

The analysis considered weekday AM and PM peak hour traffic for 2021 existing, 2025 no-build, and 2025 build conditions. Refer to Section 7 of the TIA report for the capacity analysis summary performed at each study intersection.

6. Recommendations

Based on the findings of this study, specific geometric and traffic control improvements have been identified at study intersections. The improvements are summarized below and are illustrated in Figure E-1.

Background Improvements by Adjacent Developments – Pleasant Park Development

Old US Highway 1 and Friendship Road

- Provide an exclusive westbound left-turn lane with a minimum of 150 feet of storage and appropriate deceleration and taper length.
- Provide an exclusive northbound left-turn lane with a minimum of 100 feet of storage and appropriate deceleration and taper length.

Recommended Improvements by Developer

Holland Road and Old US Highway 1

- Provide an exclusive eastbound left-turn lane with a minimum of 75 feet of storage and appropriate deceleration and taper length.
- Provide an exclusive southbound right-turn lane with a minimum of 200 feet of storage and appropriate deceleration and taper length.

Holland Road and Site Drive 1

- Construct eastbound approach with one (1) ingress lane and one (1) egress lane.
- Provide stop-control for eastbound approach.



Holland Road and Site Drive 2

- Construct eastbound approach as a right-in/right-out driveway with one (1) ingress lane and one (1) egress lane.
- Provide stop-control for eastbound approach.

Old US Highway 1 and Site Drive 3

- Construct southbound approach as right-in/right-out driveway with one (1) ingress lane and one (1) egress lane.
- Provide stop-control for southbound approach.
- Provide westbound right-turn lane with at least 75 feet of storage and appropriate deceleration and taper length.

Humie Olive Road and Site Drive 4

- Construct westbound approach with one (1) ingress lane and two (2) egress lanes.
- Provide stop-control for westbound approach.
- Provide southbound left-turn lane with at least 175 feet of storage and appropriate deceleration and taper length.
- Provide northbound right-turn lane with at least 75 feet of storage and appropriate deceleration and taper length.
- Provide an exclusive westbound left-turn lane along Site Drive 4.

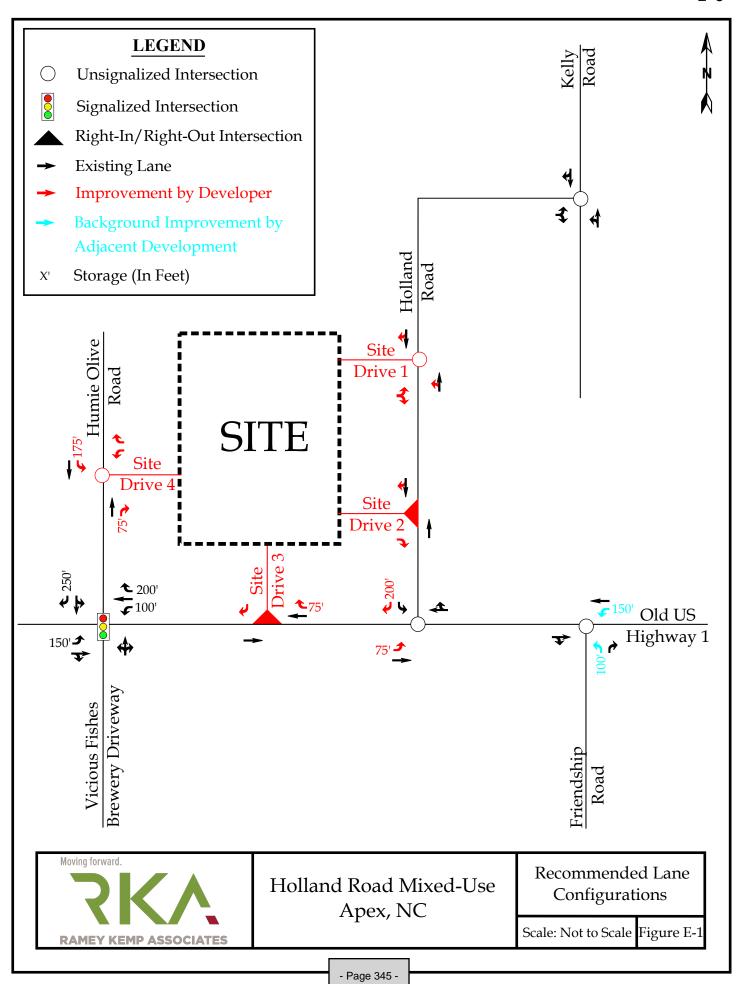


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Appendix A: Scoping Documentation

Appendix B: Traffic Counts

Appendix C: Signal Plans

Appendix D: Adjacent Development Information

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Appendix F: Capacity Calculations - Holland Road and Old US Highway 1

Appendix G: Capacity Calculations - Friendship Road and Old US Highway 1

Appendix H: Capacity Calculations - Holland Road and Kelly Road

Appendix I: Capacity Calculations – Holland Road and Site Drive 1

Appendix J: Capacity Calculations - Holland Road and Site Drive 2

Appendix K: Capacity Calculations - Old US Highway 1 and Site Drive 3

Appendix L: Capacity Calculations - Humie Olive Road and Site Drive 4

Appendix M: SimTraffic Queuing Reports



TRAFFIC IMPACT ANALYSIS HOLLAND ROAD MIXED-USE APEX, NORTH CAROLINA

1. INTRODUCTION

The contents of this report present the findings of the Traffic Impact Analysis (TIA) conducted for the proposed Holland Road Mixed-Use development to be located north of Old US Highway 1, west of Holland Road in Apex, North Carolina. The purpose of this study is to determine the potential impacts to the surrounding transportation system created by traffic generated by the proposed development, as well as recommend improvements to mitigate the impacts.

The proposed development, anticipated to be completed by 2025, is assumed to consist of the following uses:

- A maximum of 110 single-family homes
- 60,000 square foot (s.f.) shopping center
- Two (2) 4,000 s.f. fast-food restaurants with drive-thru
- 8,500 s.f. quality restaurant
- 10 fueling positions (f.p.) gas station with convenience market

The study analyzes traffic conditions during the weekday AM and PM peak hours for the following scenarios:

- 2021 Existing Traffic Conditions
- 2025 No-Build Traffic Conditions
- 2025 Build Traffic Conditions

1.1. Site Location and Study Area

The development is proposed to be located north of Old US Highway 1, west of Holland Road in Apex, North Carolina. Refer to Figure 1 for the site location map.



The study area for the TIA was determined through coordination with the North Carolina Department of Transportation (NCDOT) and the Town of Apex (Town) and consists of the following existing intersections:

- Humie Olive Road and Old US Highway 1
- Holland Road and Old US Highway 1
- Friendship Road and Old US Highway 1
- Holland Road and Kelly Road

Refer to Appendix A for the approved scoping documentation.

1.2. Proposed Land Use and Site Access

The site is expected to be located north of Old US Highway 1, west of Holland Road. The proposed development, anticipated to be completed in 2025, is assumed to consist of the following uses:

- A maximum of 110 single-family homes
- 60,000 square foot (s.f.) shopping center
- Two (2) 4,000 s.f. fast-food restaurants with drive-thru
- 8,500 s.f. quality restaurant
- 10 fueling positions (f.p.) gas station with convenience market

Site access is proposed via one (1) full-movement driveway and one (1) right-in/right-out driveways along Holland Road, one (1) right-in/right-out driveway along Old US Highway 1, and one (1) full-movement driveway along Humie Olive Road. Refer to Figure 2 for a copy of the preliminary site plan.

1.3. Adjacent Land Uses

The proposed development is located in an area consisting primarily of undeveloped land and residential development. There is a middle school and a high school campus located along Humie Olive Road, north of the study area.



1.4. Existing Roadways

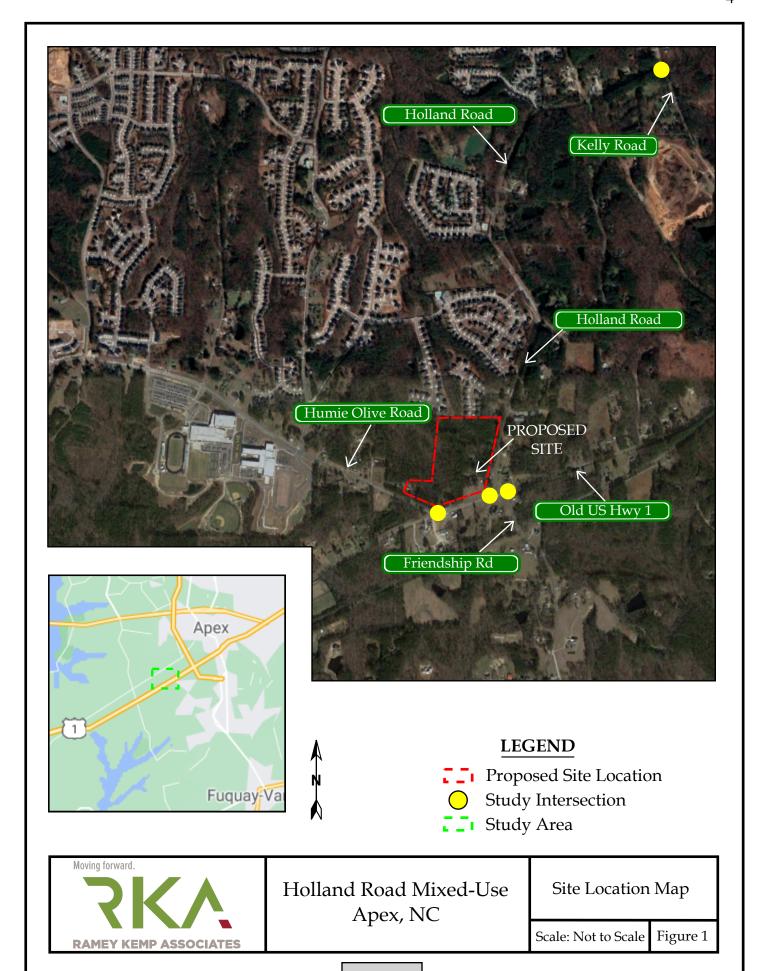
Existing lane configurations (number of traffic lanes on each intersection approach), lane widths, storage capacities, and other intersection and roadway information within the study area are shown in Figure 3. Table 1 provides a summary of this information, as well.

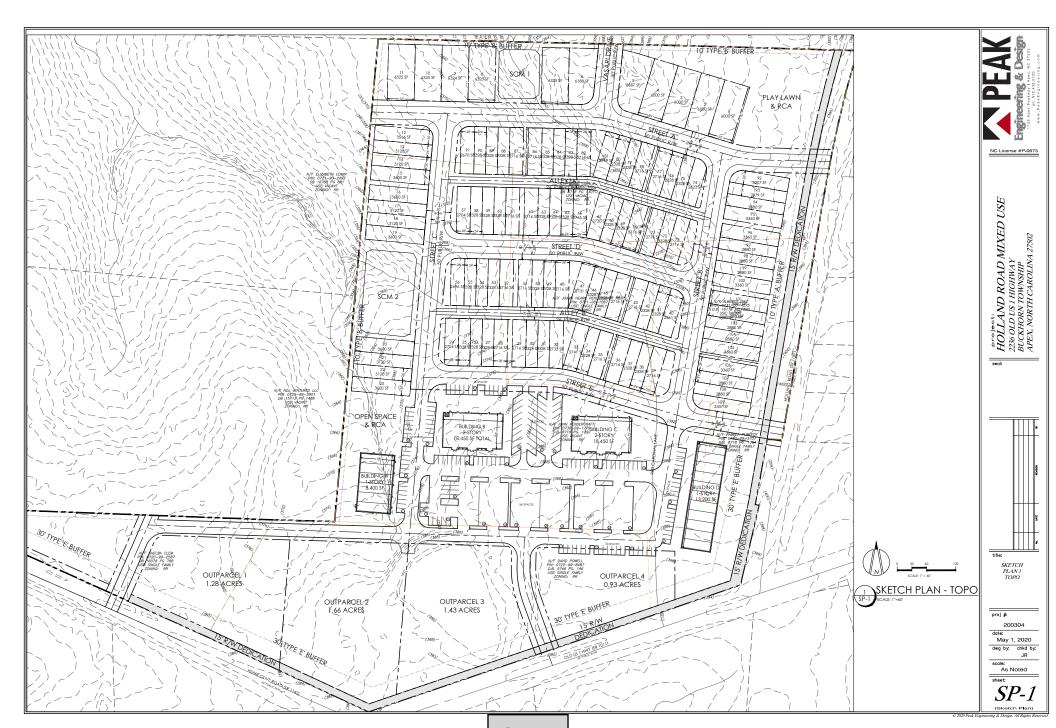
Table 1: Existing Roadway Inventory

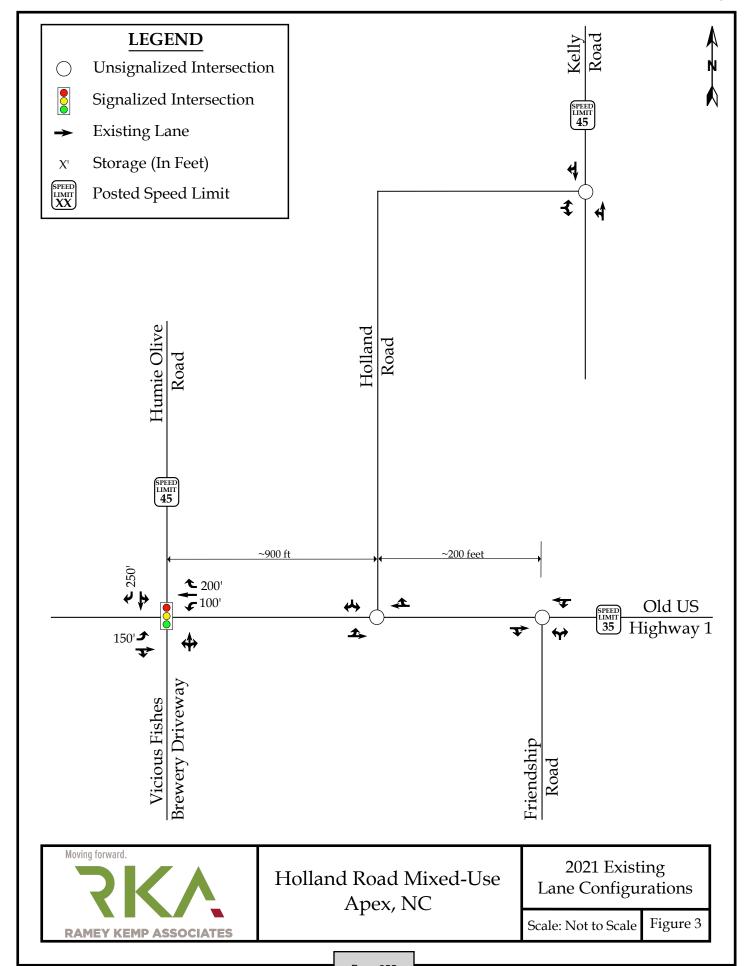
Road Name	Route Number	Typical Cross Section	Speed Limit	Maintained By	2019 AADT (vpd)
Humie Olive Road	SR 1142	2-lane undivided	45 mph	NCDOT	4,770**
Old US Highway 1	SR 1011	2-lane undivided	55 mph	NCDOT	9,300
Holland Road	SR 1187	2-lane undivided	35 mph (assumed)	NCDOT	610*
Friendship Road	SR 1149	2-lane undivided	45 mph	NCDOT	2,220**
Kelly Road	SR 1163	2-lane undivided	45 mph	NCDOT	3,200

^{*2015} AADT

^{**}AADT based on the traffic counts from 2021 assuming the weekday PM peak hour volume is 10% of the average daily traffic.







2. 2021 EXISTING PEAK HOUR CONDITIONS

2.1. 2021 Existing Peak Hour Traffic

Peak hour turning movement counts were collected at the following study intersections in February 2021, by RKA, on a typical weekday during weekday AM (7:00 – 9:00 AM) and weekday PM (4:00 – 6:00 PM) peak periods:

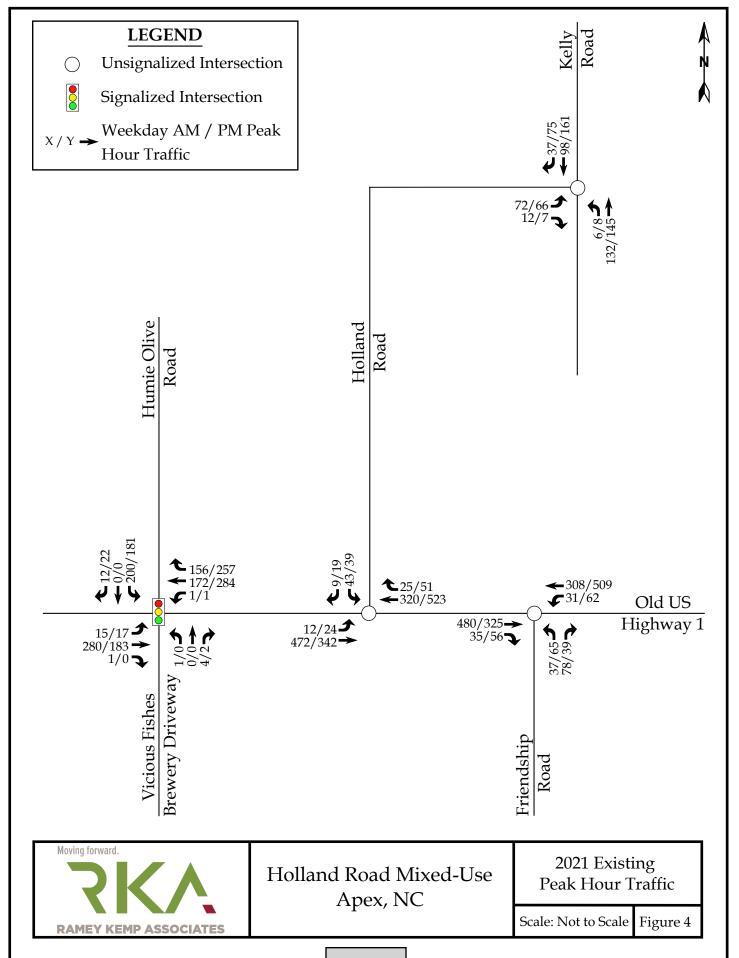
- Humie Olive Road and Old US Highway 1
- Holland Road and Old US Highway 1
- Friendship Road and Old US Highway 1
- Holland Road and Kelly Road

Peak hour turning movement counts from RKA were utilized at the intersection of Old US Highway 1 and Humie Olive Road from September 2015. Weekday PM peak hour counts were also utilized from the VHB Engineering NC, PC at the intersection of Friendship Road and Old US Highway 1 from April 2016. These counts were grown to 2021 using a 4% annual growth rate and were compared to newly collected count data at the same intersections. The comparison of this count data was used to develop a rate between available count data and new count data collected during COVID-19 conditions. The rates determined were applied to the new count data collected at all study intersections to determine 2021 existing traffic volumes. A growth rate of 47% was applied to the new count data collected during the weekday AM peak hour and 14% was applied to all new count data collected during the weekday PM peak hour to account for the reduction in traffic associated with the COVID-19 pandemic. Weekday AM and PM traffic volumes were balanced between study intersections, where appropriate. Refer to Figure 4 for 2021 existing weekday AM and PM peak hour traffic volumes. A copy of the count data is located in Appendix B of this report.

2.2. Analysis of 2021 Existing Peak Hour Traffic

The 2021 existing weekday AM and PM peak hour traffic volumes were analyzed to determine the current levels of service at the study intersections under existing roadway conditions. Signal information was obtained from NCDOT and is included in Appendix C. The results of the analysis are presented in Section 7 of this report.





3. 2025 NO-BUILD PEAK HOUR CONDITIONS

In order to account for growth of traffic and subsequent traffic conditions at a future year, nobuild traffic projections are needed. No-build traffic is the component of traffic due to the growth of the community and surrounding area that is anticipated to occur regardless of whether or not the proposed development is constructed. No-build traffic is comprised of existing traffic growth within the study area and additional traffic created as a result of adjacent approved developments.

3.1. Ambient Traffic Growth

Through coordination with the Town and NCDOT, it was determined that an annual growth rate of 4% would be used to generate 2025 projected weekday AM and PM peak hour traffic volumes. Refer to Figure 5 for 2025 projected peak hour traffic.

3.2. Adjacent Development Traffic

Through coordination with the Town and NCDOT, the following adjacent developments were identified to be included as an approved adjacent development in this study:

- E-41 (Apex Friendship Elementary) AM trips only
- Pleasant Park PM trips only
- Friendship Middle School (since AM pre-COVID-19 count is from prior to school opening) - AM trips only
- Friendship High School (since AM pre-COVID-19 count is from prior to school opening) - AM trips only

Table 2 provides a summary of the adjacent developments. Additional adjacent development information can be found in Appendix D.



Table 2: Adjacent Development Information

Development Name	Location	Build- Out Year	Land Use / Intensity	TIA Performed
E-41 Elementary School	South of Humie Olive Road on Apex Friendship campus	2022	800-student public elementary School	August 2020 by RKA
Pleasant Park	South of Old US 1 and west of NC 540	2020	4 baseball/softball fields, 3 tennis courts, 6 soccer fields, 2 basketball courts, 3 pickle ball courts, 1 sand volleyball court, cross country route, and picnic areas	January 2018 by VHB
M-11 Middle School	South of Humie Olive Road on Apex Friendship campus	2018	1,450-student public middle school	September 2015 by RKA
H-10 High School	South of Humie Olive Road on Apex Friendship campus	2015	2,350-student public high school	January 2012 by RKA

It should be noted that the adjacent developments were approved, during scoping, by the Town and NCDOT. Only weekday AM peak hour site trips were included in this study for the elementary, middle, and high school located on the Apex Friendship campus since the school PM peak period (2:00 – 4:00 PM) studied in the school TIAs differs from the weekday PM peak period (4:00 – 6:00 PM) utilized for the proposed development. It should be noted that the use of the elementary, middle, and high school trips during the same peak hour is expected to present a very conservative estimate of the future traffic volumes as these trips are typically spread out between 6:30 AM – 9:00 AM. The use of all three schools as adjacent developments was determined due to limitations with conducting reliable traffic counts during the COVID-19 pandemic and in order to present a conservative analysis. The TIA performed for the Pleasant Park development studied the weekday PM peak hour and the Saturday midday peak hour; therefore, only the weekday PM peak hour trips were included in this study. Adjacent development trips are shown in Figure 6. Adjacent development information can be found in Appendix D.



3.3. Future Roadway Improvements

Based on coordination with the NCDOT and the Town, it was determined that the background improvements committed by the adjacent developments were included in the analysis.

The following improvements are committed by the Pleasant Park development:

Old US Highway 1 and Friendship Road

- Provide an exclusive westbound left-turn lane with a minimum of 150 feet of storage and appropriate deceleration and taper length.
- Provide an exclusive northbound left-turn lane with a minimum of 100 feet of storage and appropriate deceleration and taper length.

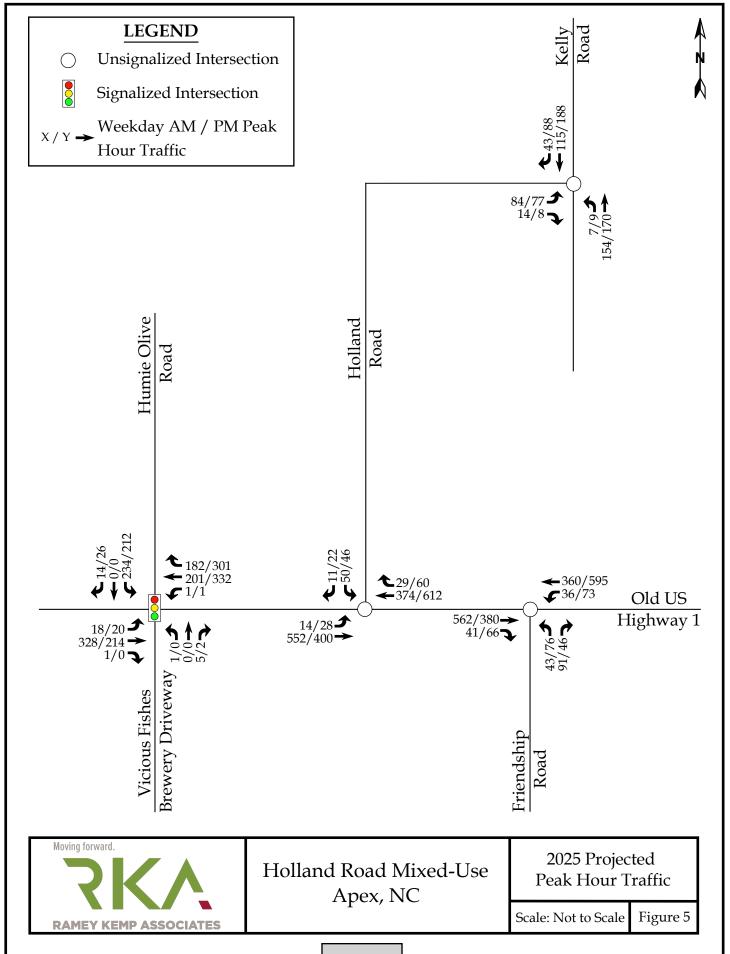
3.4. 2025 No-Build Peak Hour Traffic Volumes

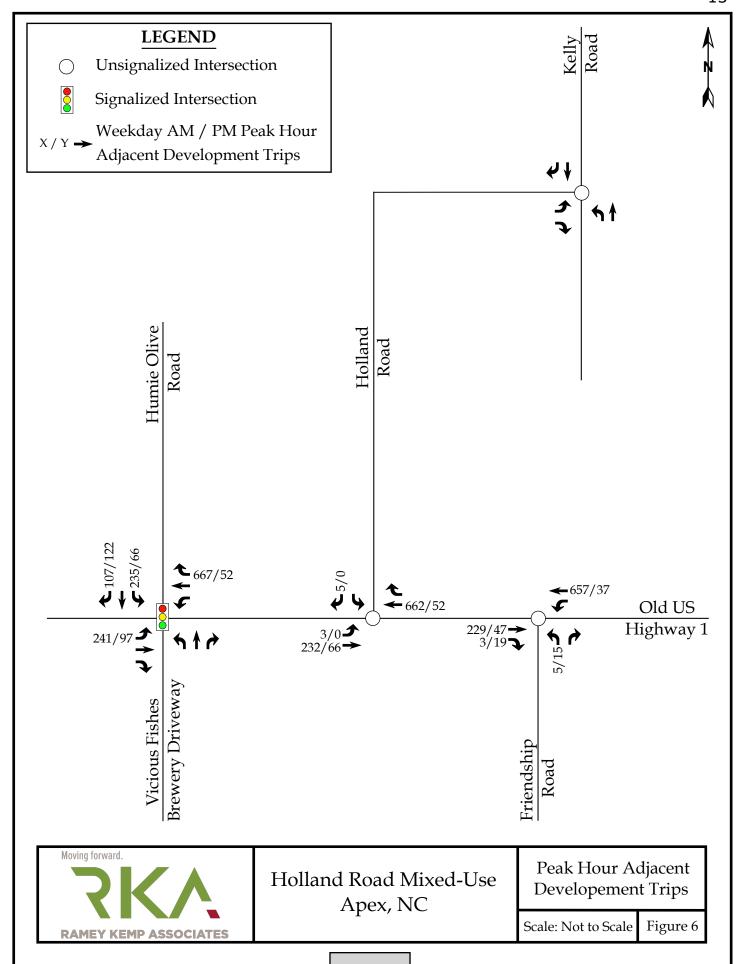
The 2025 no-build traffic volumes were determined by projecting the 2021 existing peak hour traffic to the year 2025, and adding the adjacent development trips. Refer to Figure 7 for an illustration of the 2025 no-build peak hour traffic volumes at the study intersections.

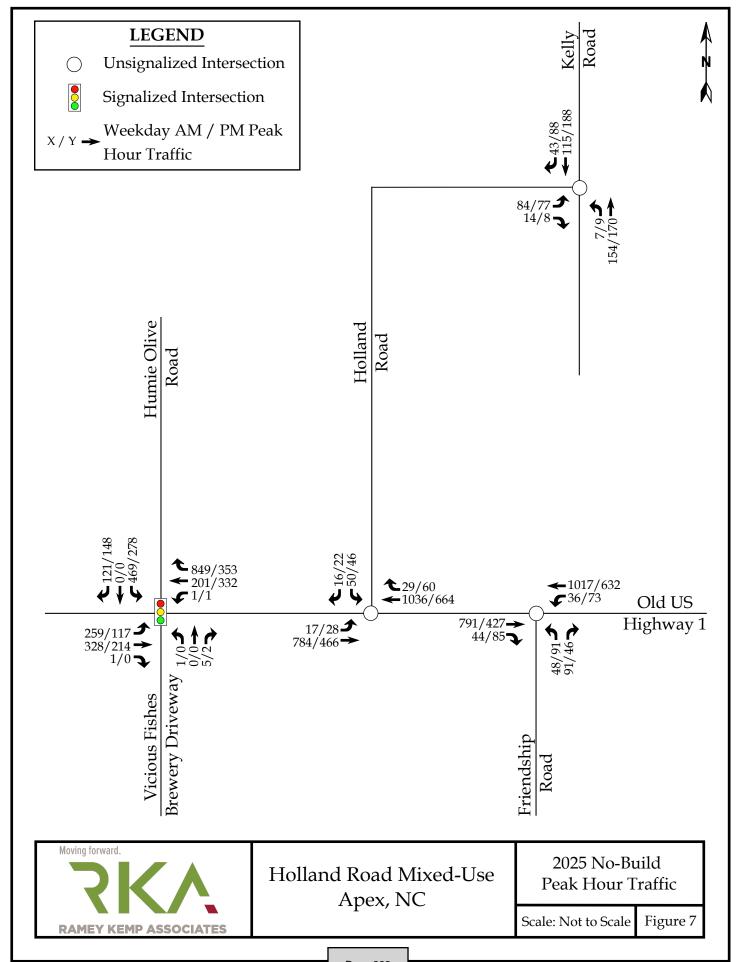
3.5. Analysis of 2025 No-Build Peak Hour Traffic Conditions

The 2025 no-build AM and PM peak hour traffic volumes at the study intersections were analyzed with future geometric roadway conditions and traffic control. The analysis results are presented in Section 7 of this report.









4. SITE TRIP GENERATION AND DISTRIBUTION

4.1. Trip Generation

The proposed development is assumed to consist of a maximum of 110 single-family homes, a 60,000 s.f. shopping center, two (2) 4,000 s.f. fast-food restaurants with drive-thru, an 8,500 s.f. quality restaurant, and a 10 f.p. gas station with convenience market. Average weekday daily, AM peak hour, and PM peak hour trips for the proposed development were estimated using methodology contained within the ITE *Trip Generation Manual*, 10th Edition. Table 3 provides a summary of the trip generation potential for the site.

Table 3: Trip Generation Summary

Land Use (ITE Code)	Intensity	Daily Traffic (vpd)	Weel AM Pea Trips	k Hour (vph)	Weekday PM Peak Hour Trips (vph)		
		(Vpu)	Enter	Exit	Enter	Exit	
Single Family Homes (210)	110 units	1,140	21	62	70	41	
Shopping Center (820)	60,000 s.f.	4,250	113	69	179	193	
Quality Restaurant (931)	8,500 s.f.	710	**	**	44	22	
Fast-Food Restaurant w/ Drive-Thru (934)	8,000 s.f.	3,770	164	158	136	125	
Gas Station w/ Convenience Market (945)	10 f.p.	2,050	64	61	71	69	
Total Trips	•	11,920	362	350	500	450	
Internal Capture (12% AM Entering & 13% AM (35% PM Entering, 38% PM E			-43	-46	-175	-171	
Total External Trips			319	304	325	279	
Pass-By Trips: Fast-Food Restaurant wit (49% AM, 50% PM)	th Drive-Throug	h	-69	-69	-41	-41	
Pass-By Trips: Quality Resta (44% PM)	Pass-By Trips: Quality Restaurant (44% PM)				-9	-9	
Pass-By Trips: Gas Station w/ Conve (62% AM, 56% PM)	Pass-By Trips: Gas Station w/ Convenience Market (62% AM, 56% PM)				-25	-25	
Pass-By Trips: Shopping Co (34% PM)			-40	-40			
Total Primary Trips	216	201	210	164			

^{**}No trips are expected to be generated during the weekday AM peak hour, as this land use is not typically open during this peak hour.



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It is estimated that the proposed site will generate approximately 11,920 total site trips on the roadway network during a typical 24-hour weekday period. Of the daily traffic volume, it is anticipated that 712 trips (362 entering and 350 exiting) would occur during the weekday AM peak hour and 950 trips (500 entering and 450 exiting) would occur during the weekday PM peak hour.

Internal capture of trips was considered in this study. Internal capture is the consideration for trips that will be made within the site between different land uses, so the vehicle never leaves the internal site but can still be considered as a trip to that specific land use. Internal capture typically only considers trips between residential, office, and retail/restaurant land uses. Based on NCHRP Report 684 methodology, peak hour internal capture rates of 12% AM Entering, 13% AM Exiting, 35% PM Entering, and 38% PM Exiting were applied to the total trips. The internal capture reductions are expected to account for approximately 89 trips (43 entering and 46 exiting) during the weekday AM peak hour and 346 trips (175 entering and 171 exiting) during the weekday PM peak hour.

Pass-by trips were also taken into consideration in this study. Pass-by trips are made by the traffic already using the adjacent roadway, entering the site as an intermediate stop on their way to another destination. Pass-by percentages are applied to site trips after adjustments for internal capture. Pass-by trips for the development are expected to account for approximately 206 trips (103 entering and 103 exiting) during the weekday AM peak hour, and 230 trips (115 entering and 115 exiting) during the weekday PM peak hour. It should be noted that the pass-by trips were balanced, as it is likely that these trips would enter and exit in the same hour. The pass-by percentages used in this study were determined according to ITE standards for the specific land uses and also match the NCDOT suggested rate provided in the NCDOT rate vs equations spreadsheet.

The total primary site trips are the calculated site trips after the reduction for internal capture and pass-by trips. Primary site trips are expected to generate approximately 417 trips (216 entering and 201 exiting) during the weekday AM peak hour and 374 trips (210 entering and 164 exiting) during the PM peak hour.



4.2. Site Trip Distribution and Assignment

Trip distribution percentages used in assigning site traffic for this development were estimated based on a combination of existing traffic patterns, population centers adjacent to the study area, and engineering judgment.

It is estimated that the residential site trips are regionally distributed as follows:

- 60% to/from the east via Old US Highway 1
- 25% to/from the north via Kelly Road
- 15% to/from the north via Humie Olive Road

It is estimated that the retail site trips are regionally distributed as follows:

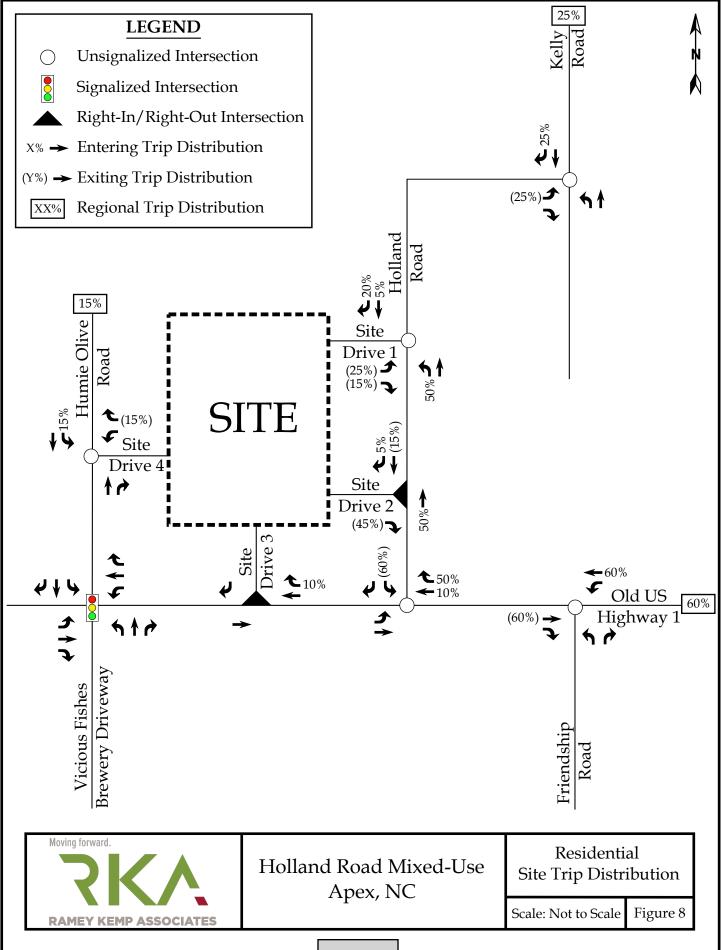
- 10% to/from the southeast via Friendship Road
- 25% to/from the north via Humie Olive Road
- 15% to/from the north via Kelly Road
- 20% to/from the east via Old US Highway 1
- 25% to/from the west via Old US Highway 1
- 5% to/from the north via Holland Road

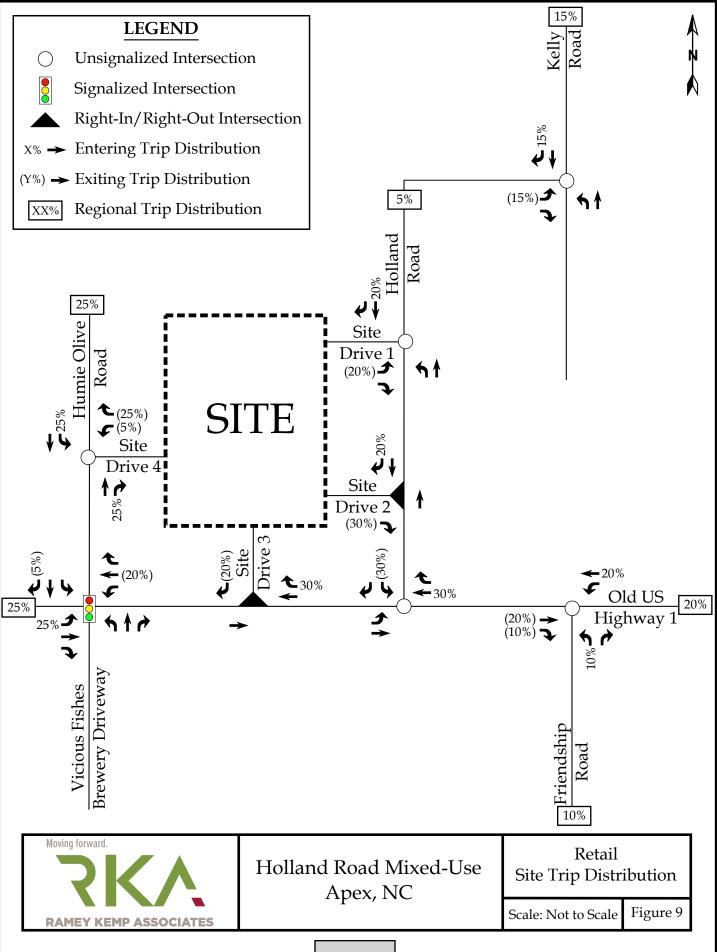
The residential site trip distribution is shown in Figure 8, the retail site trip distribution is shown in Figure 9. Refer to Figure 10 for the residential site trip assignment and Figure 11 for the retail site trip assignment.

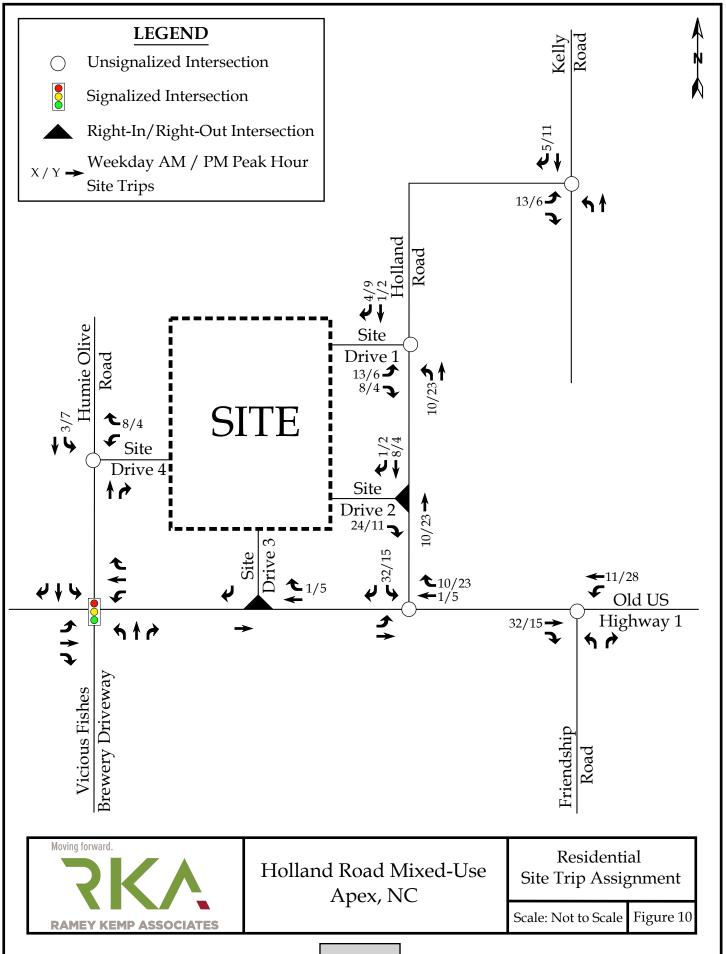
The pass-by site trips were distributed based on existing traffic patterns with consideration given to the proposed driveway access and site layout. Refer to Figure 12 for the pass-by site trip distribution. Pass-by site trips are shown in Figure 13.

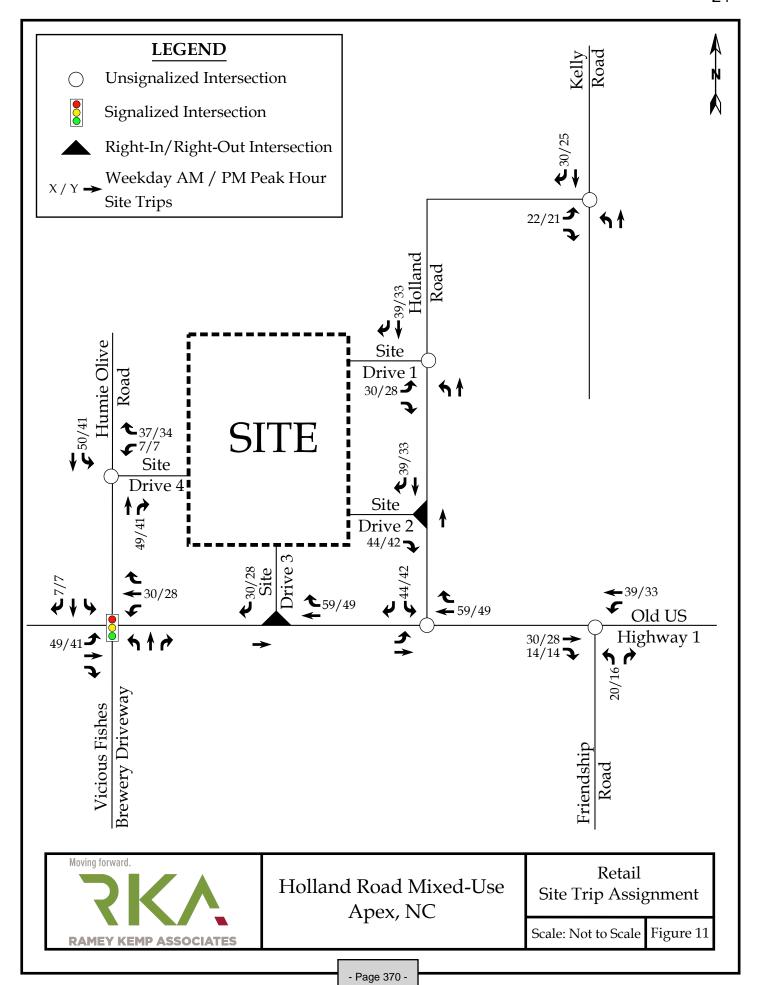
The total site trips were determined by adding the primary site trips and the pass-by site trips. Refer to Figure 14 for the total peak hour site trips at the study intersections.

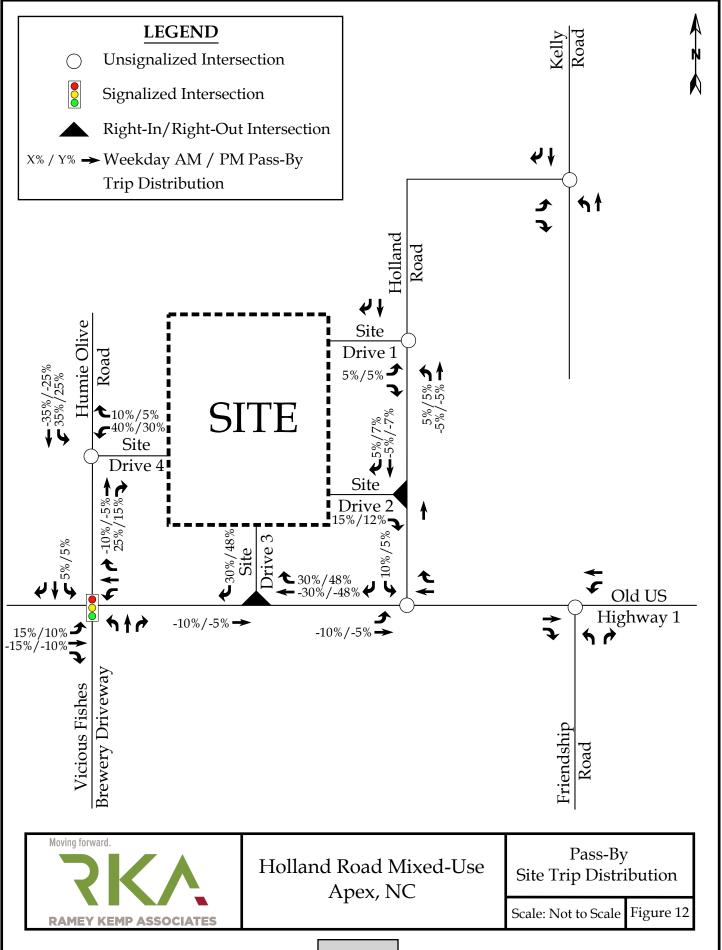


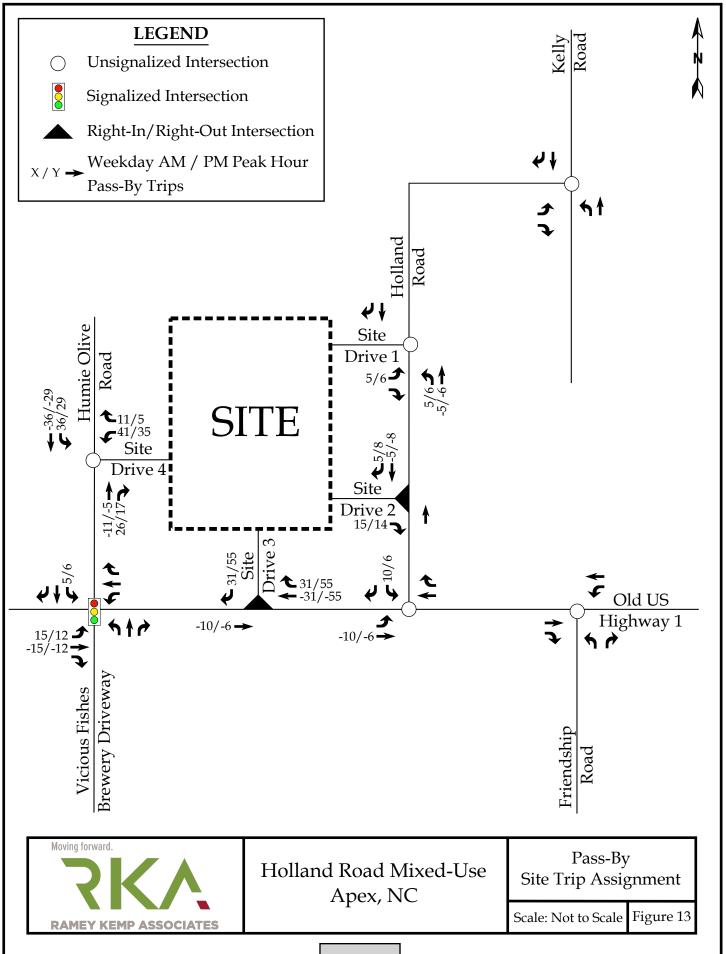


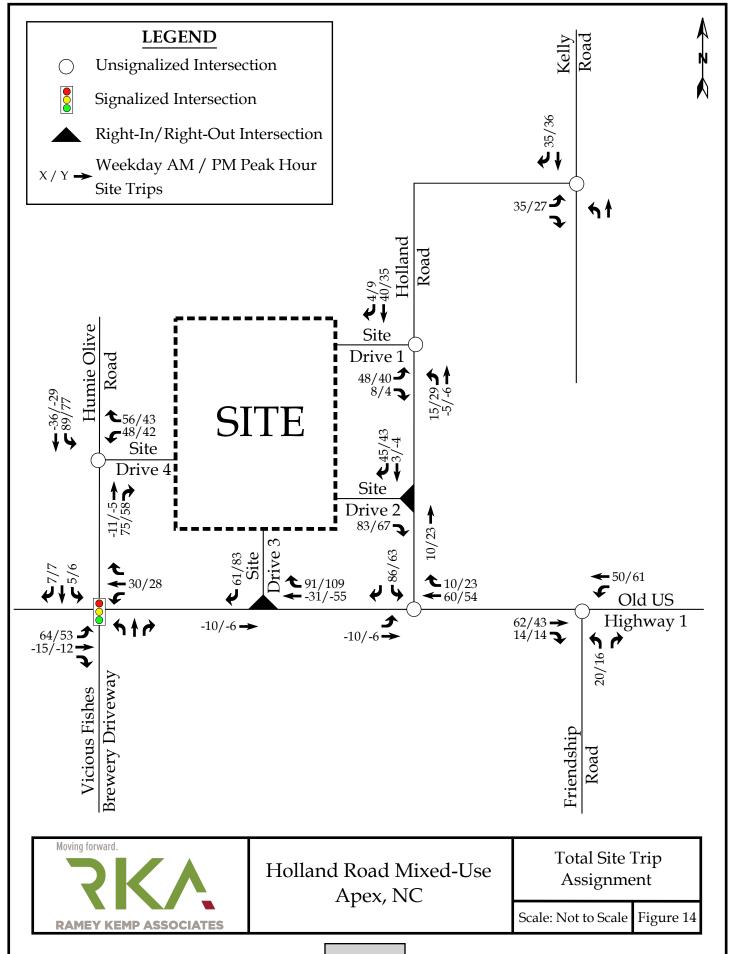












5. 2025 BUILD TRAFFIC CONDITIONS

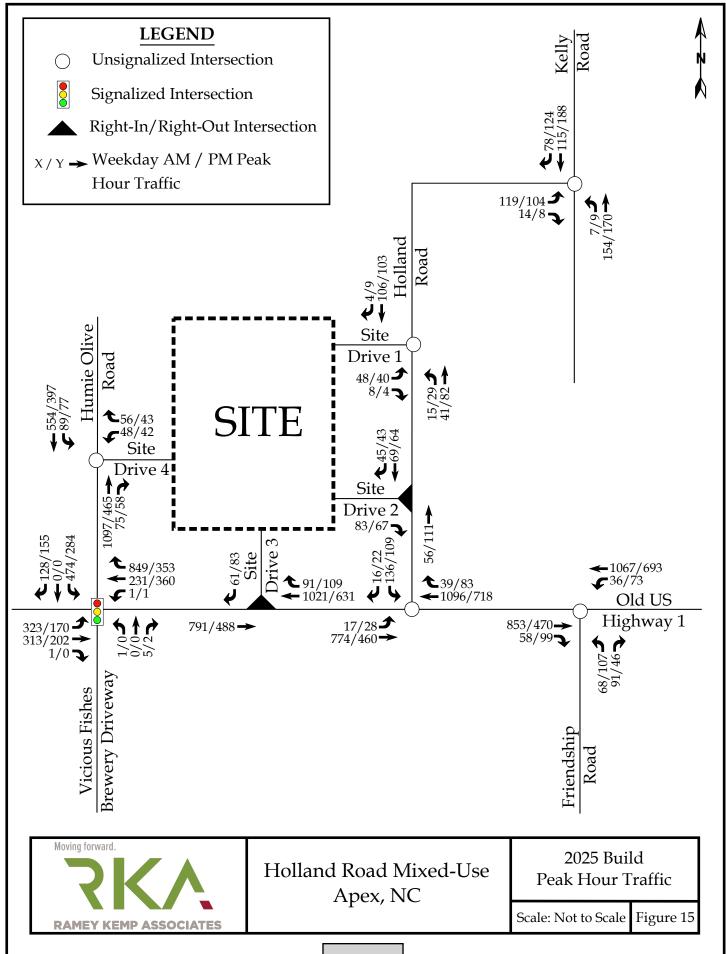
5.1. 2025 Build Peak Hour Traffic Volumes

To estimate traffic conditions with the site fully built-out, the total site trips were added to the 2025 no-build traffic volumes to determine the 2025 build traffic volumes. Refer to Figure 15 for an illustration of the 2025 build peak hour traffic volumes with the proposed site fully developed.

5.2. Analysis of 2025 Build Peak Hour Traffic

Study intersections were analyzed with the 2025 build traffic volumes using the same methodology previously discussed for existing and no-build traffic conditions. Intersections were analyzed with improvements necessary to accommodate future traffic volumes. The results of the capacity analysis for each intersection are presented in Section 7 of this report.





6. TRAFFIC ANALYSIS PROCEDURE

Study intersections were analyzed using the methodology outlined in the *Highway Capacity Manual* (HCM), 6th Edition published by the Transportation Research Board. Capacity and level of service are the design criteria for this traffic study. A computer software package, Synchro (Version 10.3), was used to complete the analyses of the study area intersections. Please note that the unsignalized capacity analysis does not provide an overall level of service for an intersection; only delay for an approach with a conflicting movement.

The HCM defines capacity as "the maximum hourly rate at which persons or vehicles can reasonably be expected to traverse a point or uniform section of a lane or roadway during a given time period under prevailing roadway, traffic, and control conditions." Level of service (LOS) is a term used to represent different driving conditions, and is defined as a "qualitative measure describing operational conditions within a traffic stream, and their perception by motorists and/or passengers." Level of service varies from Level "A" representing free flow, to Level "F" where breakdown conditions are evident. Refer to Table 4 for HCM levels of service and related average control delay per vehicle for both signalized and unsignalized intersections. Control delay as defined by the HCM includes "initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay". An average control delay of 50 seconds at a signalized intersection results in LOS "D" operation at the intersection.

Table 4: Highway Capacity Manual - Levels-of-Service and Delay

UNSIGN	ALIZED INTERSECTION	SIGNALIZED INTERSECTION			
LEVEL OF SERVICE	AVERAGE CONTROL DELAY PER VEHICLE (SECONDS)	LEVEL OF SERVICE	AVERAGE CONTROL DELAY PER VEHICLE (SECONDS)		
A	0-10	A	0-10		
В	10-15	В	10-20		
С	15-25	С	20-35		
D	25-35	D	35-55		
E	35-50	E	55-80		
F	>50	F	>80		

6.1. Adjustments to Analysis Guidelines

Capacity analysis at all study intersections was completed according to the NCDOT Congestions Management Guidelines.



7. CAPACITY ANALYSIS

7.1. Humie Olive Road and Old US Highway 1

The existing unsignalized intersection of Humie Olive Road and Old US Highway 1 was analyzed under 2021 existing, 2025 no-build, and 2025 build traffic conditions with the lane configurations and traffic control shown in Table 5. Refer to Table 5 for a summary of the analysis results. Refer to Appendix E for the Synchro capacity analysis reports. SimTraffic queuing reports can be found in Appendix M.

Table 5: Analysis Summary of Humie Olive Road and Old US Highway 1

A P P P ANALYSIS R		LANE	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
SCENARIO	0 A C H	CONFIGURATIONS	Approach	Overall (seconds)	Approach	Overall (seconds)
	EB	1 LT, 1 TH-RT	В		A	
2021 Existing	WB	1 LT, 1 TH, 1 RT	В	В	В	В
2021 Existing	NB	1 LT-TH-RT	В	(14)	В	(16)
	SB	1 LT-TH, 1 RT	В	,	С	` '
	EB	1 LT, 1 TH-RT	A		В	
2025 No-Build	WB	1 LT, 1 TH, 1 RT	D	F	С	C
2025 NO-Build	NB	1 LT-TH-RT	D	(130)	В	(23)
	SB	1 LT-TH, 1 RT	F	(/	С	(-)
	EB	1 LT, 1 TH-RT	A		В	
2025 Build	WB	1 LT, 1 TH, 1 RT	D	F	С	C
	NB	1 LT-TH-RT	D	(129)	В	(23)
	SB	1 LT-TH, 1 RT	F	(==>)	С	(=0)

Capacity analysis of 2021 existing traffic conditions indicates that the intersection of Humie Olive Road and Old US Highway 1 is expected to operate at an overall LOS B during the weekday AM and PM peak hours. Under 2025 no-build and 2025 build conditions, the intersection is expected to operate at an overall LOS F during the weekday AM peak hour and an overall LOS C during the weekday PM peak hour. It should be noted that higher delays are expected during the weekday AM peak hour under 2025 no-build and 2025 build conditions due to the high traffic volumes created by school traffic. However, this school traffic is only expected to occur during a short period of time within the peak hour. As a result of limitations with conducting reliable traffic counts during the COVID-19 pandemic,



Moving forward.

all school traffic associated with the elementary, middle, and high school located north of the study area along Humie Olive Road was added into the same peak hour. This analysis is assumed to be extremely conservative as the school traffic would typically be spread across multiple hours in the morning.

The proposed development is expected to account for 4% of the overall traffic at the intersection during the weekday AM peak hour and 5% of overall traffic during the weekday PM peak hour. Additionally, the proposed development is expected to cause a negligible increase to the overall delay at the intersection during the weekday AM and PM peak hours. Due to the minor impacts by the proposed development and a low percentage of traffic expected, no improvements are recommended at this intersection by the proposed development.



7.2. Holland Road and Old US Highway 1

The existing unsignalized intersection of Holland Road and Old US Highway 1 was analyzed under 2021 existing, 2025 no-build, and 2025 build traffic conditions with the lane configurations and traffic control shown in Table 6. Refer to Table 6 for a summary of the analysis results. Refer to Appendix F for the Synchro capacity analysis reports. SimTraffic queuing reports can be found in Appendix M.

Table 6: Analysis Summary of Holland Road and Old US Highway 1

ANALYSIS	A P P R LANE		WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
SCENARIO	0 A C H	CONFIGURATIONS	Approach	Overall (seconds)	Approach	Overall (seconds)
	EB	1 LT-TH	A^1	, .	A^1	/ .
2021 Existing	WB	1 TH-RT		N/A		N/A
	SB	1 LT-RT	C ²		C ²	
	EB	1 LT-TH	B^1		A^1	
2025 No-Build	WB	1 TH-RT		N/A		N/A
	SB	1 LT-RT	F ²	,	D^2	
	EB	1 LT-TH	B ¹		A^1	
2025 Build	WB	1 TH-RT		N/A		N/A
	SB	1 LT-RT	F ²	,	F ²	,
2025 D :11 :41	EB	1 LT , 1 TH	B^1		A^1	
2025 Build – with	WB	1 TH-RT		N/A		N/A
Improvements	SB	1 LT, 1 RT	F ²	,	F ²	,

^{1.} Level of service for major-street left-turn movement.

Capacity analysis of 2021 existing traffic conditions indicates that the major-street left-turn movement and the minor-street approach at the intersection of Holland Road and Old US Highway 1 are expected to operate at LOS C or better during the weekday AM and PM peak hour. Under 2025 no-build conditions, the major-street left-turn movement is expected to operate at LOS B or better during the weekday AM and PM peak hours, while the minor-street approach is expected to operate at LOS F during the weekday AM peak hour and LOS D during the weekday PM peak hour. Capacity analysis of 2025 build conditions indicates that the major-street left-turn movement is expected to operate at LOS B or better, while the minor-street approach is expected to operate at LOS F during the weekday AM and PM peak



^{2.} Level of service for minor-street approach. Improvements by Developer shown in bold.

Moving forward.

hours. These levels of service are not uncommon for an unsignalized minor-street approach at a two-lane mainline (Old US Highway 1) with heavy through volumes.

Under 2025 build conditions, the intersection was analyzed with an exclusive eastbound left-turn lane and an exclusive southbound right-turn lane. Exclusive turn lanes at the study intersection are expected to decrease delays on the minor-street approach and reduce queues experienced. Based on SimTraffic max queue lengths, an exclusive eastbound left-turn lane with a minimum of 75 feet of storage and an exclusive southbound right-turn lane with a minimum of 200 feet of storage, both with appropriate deceleration and taper length, are recommended by the proposed development.

A traffic signal was considered at this intersection, and 2025 build peak hour traffic volumes were analyzed utilizing the criteria contained in the *Manual on Uniform Traffic Control Devices* (MUTCD). A traffic signal was only warranted during the weekday AM peak hour under 2025 build traffic conditions. Although 2025 build volumes at the intersection are expected to meet weekday AM peak hour warrants, due to the residential nature of the study area, which typically operates with two distinct peak hours, it is unlikely that the 4 or 8-hour warrants would be met, which NCDOT favors for signalization. Additionally, it should be noted that increased delays are only expected during a short period of time since school traffic is generated over a concentrated period during the peak hours studied. As a result of limitations with conducting reliable traffic counts during the COVID-19 pandemic, all school traffic associated with the elementary, middle, and high school located north of the study area along Humie Olive Road was added into the same peak hour. This analysis is assumed to be extremely conservative as the school traffic would typically be spread across multiple hours in the morning.

Due to a high volume of through traffic experienced on the Old US Highway 1 corridor during the weekday AM peak hour, the introduction of a traffic signal at this intersection would likely result in additional delay to the mainline traffic that would otherwise operate unrestricted through this intersection. Additionally, upstream signals at the intersection of Humie Olive Road and Old US Highway 1 and at other intersections to the northeast of the



Moving forward.

study area are expected to provide gaps in traffic for turning movements and reduce the queue lengths experienced.

This intersection is also located approximately 200 feet west of the intersection of Friendship Road and Old US Highway 1. Due to close proximity, the realignment of these intersections into a single intersection has the potential to improve operations along the major-street corridor. The future intersection after the realignment should be monitored for signalization to determine if a signal is warranted. The realignment of the two intersections is not recommended by the proposed development as the developer does not control the appropriate properties for this realignment.



7.3. Friendship Road and Old US Highway 1

The existing unsignalized intersection of Friendship Road and Old US Highway 1 was analyzed under 2021 existing, 2025 no-build, and 2025 build traffic conditions with the lane configurations and traffic control shown in Table 7. Refer to Table 7 for a summary of the analysis results. Refer to Appendix G for the Synchro capacity analysis reports. SimTraffic queuing reports can be found in Appendix M.

Table 7: Analysis Summary of Friendship Road and Old US Highway 1

A P P ANALYSIS R			PEAK	DAY AM HOUR SERVICE	WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
SCENARIO	O A C H	CONFIGURATIONS	Approach	Overall (seconds)	Approach	Overall (seconds)
2021 Existing	EB WB NB	1 TH-RT 1 LT-TH 1 LT-RT	 A ¹ C ²	N/A	 A ¹ D ²	N/A
2025 No-Build	EB WB NB	1 TH-RT <u>1 LT</u> , 1 TH <u>1 LT</u> , 1 RT	 B ¹ F ²	N/A	 A ¹ F ²	N/A
2025 Build	EB WB NB	1 TH-RT <u>1 LT</u> , 1 TH <u>1 LT</u> , 1 RT	B ¹ F ²	N/A	A ¹ F ²	N/A

^{1.} Level of service for major-street left-turn movement.

Capacity analysis of 2021 existing traffic conditions indicates that the major-street left-turn movement and the minor-street approach at the intersection of Holland Road and Old US Highway 1 are expected to operate at LOS C or better during the weekday AM and PM peak hour. Under 2025 no-build and 2025 build conditions, the major-street left-turn movement is expected to operate at LOS B or better during the weekday AM and PM peak hours, while the minor-street approach is expected to operate at LOS F during the weekday AM and PM peak hours. These levels of service are not uncommon for an unsignalized minor-street approach at a two-lane mainline (Old US Highway 1) with heavy through volumes.



^{2.} Level of service for minor-street approach.

Improvements committed to by the Pleasant Park development are shown underlined.

Moving forward.

A traffic signal was considered at this intersection, and 2025 build peak hour traffic volumes were analyzed utilizing the criteria contained in the *Manual on Uniform Traffic Control Devices* (MUTCD). A traffic signal was warranted during the weekday AM and PM peak hours under 2025 build traffic conditions. Although 2025 build volumes at the intersection are expected to meet peak hour warrants, due to the residential nature of the study area, which typically operates with two distinct peak hours, it is unlikely that the 4 or 8-hour warrants would be met, which NCDOT favors for signalization. Additionally, it should be noted that increased delays are only expected during a short period of time since school traffic is generated over a concentrated period during the peak hours studied. As a result of limitations with conducting reliable traffic counts during the COVID-19 pandemic, all school traffic associated with the elementary, middle, and high school located north of the study area along Humie Olive Road was added into the same peak hour. This analysis is assumed to be extremely conservative as the school traffic would typically be spread across multiple hours in the morning.

Due to a high volume of through traffic experienced on the Old US Highway 1 corridor during the weekday AM peak hour, the introduction of a traffic signal at this intersection would likely result in additional delay to the mainline traffic that would otherwise operate unrestricted through this intersection. Additionally, upstream signals at the intersection of Humie Olive Road and Old US Highway 1 and at other intersections to the northeast of the study area are expected to provide gaps in traffic for turning movements and reduce the queue lengths experienced.

This intersection is also located approximately 200 feet east of the intersection of Holland Road and Old US Highway 1. Due to close proximity, the realignment of these intersections into a single intersection has the potential to improve operations along the major-street corridor. The future intersection after the realignment should be monitored for signalization to determine if a signal is warranted. The realignment of the two intersections is not recommended by the proposed development as the developer does not control the appropriate properties for this realignment.



7.4. Holland Road and Kelly Road

The existing unsignalized intersection of Holland Road and Kelly Road was analyzed under 2021 existing, 2025 no-build, and 2025 build traffic conditions with the lane configurations and traffic control shown in Table 8. Refer to Table 8 for a summary of the analysis results. Refer to Appendix H for the Synchro capacity analysis reports. SimTraffic queuing reports can be found in Appendix M.

Table 8: Analysis Summary of Holland Road and Kelly Road

ANALYSIS		LANE	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
ANALYSIS R SCENARIO O A C	CONFIGURATIONS	Approach	Overall (seconds)	Approach	Overall (seconds)	
	EB	1 LT-RT	B ²		B ²	
2021 Existing	NB	1 LT-TH	A^1	N/A	A^1	N/A
	SB	1 TH-RT		-		-
	EB	1 LT-RT	B ²		B ²	
2025 No-Build	NB	1 LT-TH	A^1	N/A	A^1	N/A
	SB	1 TH-RT				
	EB	1 LT-RT	B ²		B ²	
2025 Build	NB	1 LT-TH	A^1	N/A	A^1	N/A
	SB	1 TH-RT		,		

^{1.} Level of service for major-street left-turn movement.

Capacity analysis of 2021 existing, 2025 no-build, and 2025 build traffic conditions indicates that the major-street left-turn movement and the minor-street approach at the intersection of Holland Road and Kelly Road are expected to operate at LOS B or better during the weekday AM and PM peak hours.

^{2.} Level of service or minor-street approach.

7.5. Holland Road and Site Drive 1

The proposed intersection of Holland Road and Site Drive 1 was analyzed under 2025 build traffic conditions with the lane configurations and traffic control shown in Table 9. Refer to Table 9 for a summary of the analysis results. Refer to Appendix I for the Synchro capacity analysis reports. SimTraffic queuing reports can be found in Appendix M.

Table 9: Analysis Summary of Holland Road and Site Drive 1

A P P P R ANALYSIS R		LANE	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
SCENARIO	O C A C H	CONFIGURATIONS	Approach	Overall (seconds)	Approach	Overall (seconds)
2025 Build	EB NB SB	1 LT-RT 1 LT- TH 1 TH -RT	A ² A ¹	N/A	B ² A ¹ 	N/A

^{1.} Level of service for major-street left-turn movement.

Improvements by the Developer shown in bold.

Capacity analysis of 2025 build traffic conditions indicates that the major-street left-turn movement and the minor-street approach at the intersection of Holland Road and Site Drive 1 are expected to operate at LOS B or better during the weekday AM and PM peak hour.

Turn lanes were considered according to the *Policy on Street and Driveway Access to NC Highways* (Driveway Manual). Based on the Driveway Manual, no turn lanes are recommended as Holland Road is expected to serve an ADT below the 4,000 vehicle per day (vpd) threshold typically considered for the turn-lane requirements at the build out of the proposed development.



^{2.} Level of service for minor-street approach.

7.6. Holland Road and Site Drive 2

The proposed unsignalized intersection of Holland Road and Site Drive 2 was analyzed under 2025 build traffic conditions with lane configurations and traffic control shown in Table 10. Refer to Table 10 for a summary of the analysis results. Refer to Appendix J for the Synchro capacity analysis reports. SimTraffic queuing reports can be found in Appendix M.

Table 10: Analysis Summary of Holland Road and Site Drive 2

A P P P ANALYSIS R		LANE	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
SCENARIO	O A C H	CONFIGURATIONS	Approach	Overall (seconds)	Approach	Overall (seconds)
2025 Build	EB NB SB	1 RT 1 TH 1 TH -RT	A ¹	N/A	A ¹	N/A

^{1.} Level of service for minor-street approach. Improvements by the Developer shown in bold.

Capacity analysis of 2025 build traffic conditions indicates that the minor-street approach at the intersection of Holland Road and Site Drive 2 is expected to operate at LOS A during the weekday AM and PM peak hours.

Turn lanes were considered according to the *Policy on Street and Driveway Access to NC Highways* (Driveway Manual). Based on the Driveway Manual, no turn lanes are recommended as Holland Road is expected to serve an ADT below the 4,000 vehicle per day (vpd) threshold typically considered for the turn-lane requirements at the build out of the proposed development.



7.7. Old US Highway 1 and Site Drive 3

The proposed unsignalized intersection of Old US Highway 1 and Site Drive 3 was analyzed under 2025 build traffic conditions with the lane configurations and traffic control shown in Table 11. Refer to Table 11 for a summary of the analysis results. Refer to Appendix K for the Synchro capacity analysis reports. SimTraffic queuing reports can be found in Appendix M.

Table 11: Analysis Summary of Old US Highway 1 and Site

Drive 3

ANALYSIS	A P P R LANE		WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
SCENARIO C	0 A C H	CONFIGURATIONS	Approach	Overall (seconds)	Approach	Overall (seconds)
2025 Build	EB WB SB	1 TH 1 TH, 1 RT 1 RT	 D ¹	N/A	 C ¹	N/A

^{1.} Level of service for minor-street approach. Improvements by the Developer shown in bold.

Capacity analysis of 2025 build traffic conditions indicates that the minor-street approach at the intersection of Old US Highway 1 and Site Drive 3 is expected to operate at LOS D or better during the weekday AM and PM peak hours.

Turn lanes were considered according to the *Policy on Street and Driveway Access to NC Highways* (Driveway Manual). Based on the Driveway Manual, a westbound right-turn lane with a minimum of 75 feet of storage and appropriate deceleration and taper is warranted and recommended by the proposed development.



7.8. Humie Olive Road and Site Drive 4

The proposed unsignalized intersection of Humie Olive Road and Site Drive 4 was analyzed under 2025 build traffic conditions with the lane configurations and traffic control shown in Table 12. Refer to Table 12 for a summary of the analysis results. Refer to Appendix L for the Synchro capacity analysis reports. SimTraffic queuing reports can be found in Appendix M.

Table 12: Analysis Summary of Humie Olive Road and Site

Drive 4

ANALYSIS	A P P P P P LANE		WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
SCENARIO	O A C H	A C	Approach	Overall (seconds)	Approach	Overall (seconds)
2025 Build	WB NB SB	1 LT, 1 RT 1 TH, 1 RT 1 LT, 1 TH	F ² B ¹	N/A	C ² A ¹	N/A

- Level of service for major-street left-turn movement.
- 2. Level of service for minor-street approach.

Improvements by the Developer shown in bold.

Capacity analysis of 2025 build traffic conditions indicates that the major-street left-turn movement at the intersection of Humie Olive Road and Site Drive 4 is expected to operate at LOS B or better during the weekday AM and PM peak hours, while the minor-street approach is expected to operate at LOS F during the weekday AM peak hour and LOS C during the weekday PM peak hour. It should be noted that higher delays are expected during the weekday AM peak hour under 2025 build conditions due to the high traffic volumes created by school traffic along Humie Olive Road. However, this school traffic is only expected to occur during a short period of time within the peak hour.

Turn lanes were considered according to the *Policy on Street and Driveway Access to NC Highways* (Driveway Manual). Based on the Driveway Manual, a southbound left-turn lane with a minimum of 175 feet of storage and a northbound right-turn lane with a minimum of 75 feet of storage, both with appropriate deceleration and taper length, are warranted and



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recommended by the proposed development. In addition to the turn lanes warranted by the Driveway Manual, under 2025 build conditions, an exclusive westbound left-turn lane was considered and is recommended based on capacity and synchro queue lengths.

A traffic signal was considered at this intersection, and 2025 build peak hour traffic volumes were analyzed utilizing the criteria contained in the *Manual on Uniform Traffic Control Devices* (MUTCD). A traffic signal was only warranted during the weekday AM peak hour under 2025 build traffic conditions. Although 2025 build volumes at the intersection are expected to meet weekday AM peak hour warrants, due to the residential nature of the study area, which typically operates with two distinct peak hours, it is unlikely that the 4 or 8-hour warrants would be met, which NCDOT favors for signalization. Additionally, it should be noted that increased delays are only expected during a short period of time since school traffic is generated over a concentrated period during the peak hours studied. As a result of limitations with conducting reliable traffic counts during the COVID-19 pandemic, all school traffic associated with the elementary, middle, and high school located north of the study area along Humie Olive Road was added into the same peak hour. This analysis is assumed to be extremely conservative as the school traffic would typically be spread across multiple hours in the morning.

Based on SimTraffic max queue lengths, southbound queues at the signalized intersection of Humie Olive Road and Old US Highway 1 are expected to extend approximately 500 feet along Humie Olive Road during the weekday AM peak hour and approximately 250 feet during the weekday PM peak hour. These queues are not expected to reach or extend past the proposed location of Site Drive 4 under 2025 build conditions. It should be noted that this analysis is assumed to be extremely conservative as the school traffic added to the weekday AM peak hour under future conditions would typically be spread across multiple hours in the morning.



8. CONCLUSIONS

This Traffic Impact Analysis was conducted to determine the potential traffic impacts of the proposed mixed-use development, north of Old US Highway 1, west of Holland Road in Apex, North Carolina. The proposed development is expected to be a mixed-use development and be built out by 2025. Site access is proposed one (1) full-movement driveway and one (1) right-in/right-out driveway along Holland Road, one (1) right-in/right-out driveway along Old US Highway 1, and one (1) full-movement driveway along Humie Olive Road.

The study analyzes traffic conditions during the weekday AM and PM peak hours for the following scenarios:

- 2021 Existing Traffic Conditions
- 2025 No-Build Traffic Conditions
- 2025 Build Traffic Conditions

Trip Generation

It is estimated that the proposed site will generate approximately 11,920 total site trips on the roadway network during a typical 24-hour weekday period. Of the daily traffic volume, it is anticipated that 712 trips (362 entering and 350 exiting) would occur during the weekday AM peak hour and 950 trips (500 entering and 450 exiting) would occur during the weekday PM peak hour.

Adjustments to Analysis Guidelines

Capacity analysis at all study intersections was completed according to NCDOT Congestion Management Guidelines. Refer to section 6.1 of this report for a detailed description of any adjustments to these guidelines made throughout the analysis.

Intersection Capacity Analysis Summary

All the study area intersections (including the proposed site driveways) are expected to operate at acceptable levels-of-service under existing and future year conditions with the



exception of the intersections listed below. A summary of the study area intersections that are expected to need improvements are as follows:

Humie Olive Road and Old US Highway 1

Under 2025 no-build and 2025 build conditions, the intersection is expected to operate at an overall LOS F during the weekday AM peak hour and an overall LOS C during the weekday PM peak hour. It should be noted that higher delays are expected during the weekday AM peak hour under 2025 no-build and 2025 build conditions due to the high traffic volumes created by school traffic. However, this school traffic is only expected to occur during a short period of time within the peak hour. As a result of limitations with conducting reliable traffic counts during the COVID-19 pandemic, all school traffic associated with the elementary, middle, and high school located north of the study area along Humie Olive Road was added into the same peak hour. This analysis is assumed to be extremely conservative as the school traffic would typically be spread across multiple hours in the morning.

The proposed development is expected to account for 4% of the overall traffic at the intersection during the weekday AM peak hour and 5% of overall traffic during the weekday PM peak hour. Additionally, the proposed development is expected to cause a negligible increase to the overall delay at the intersection during the weekday AM and PM peak hours. Due to the minor impacts by the proposed development and a low percentage of traffic expected, no improvements are recommended at this intersection by the proposed development.

Holland Road and Old US Highway 1

The minor-street approach is expected to operate at poor levels of service under future conditions during the weekday AM and PM peak hours. These levels of service are not uncommon for an unsignalized minor-street approach at a two-lane mainline (Old US Highway 1) with heavy through volumes.

Under 2025 build conditions, the intersection was analyzed with an exclusive eastbound left-turn lane and an exclusive southbound right-turn lane. Exclusive turn lanes at the study



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intersection are expected to decrease delays on the minor-street approach and reduce queues experienced. Based on SimTraffic max queue lengths, an exclusive eastbound left-turn lane with a minimum of 75 feet of storage and an exclusive southbound right-turn lane with a minimum of 200 feet of storage, both with appropriate deceleration and taper length, are recommended by the proposed development.

A traffic signal was considered at this intersection, and 2025 build peak hour traffic volumes were analyzed utilizing the criteria contained in the *Manual on Uniform Traffic Control Devices* (MUTCD). A traffic signal was only warranted during the weekday AM peak hour under 2025 build traffic conditions. Although 2025 build volumes at the intersection are expected to meet weekday AM peak hour warrants, due to the residential nature of the study area, which typically operates with two distinct peak hours, it is unlikely that the 4 or 8-hour warrants would be met, which NCDOT favors for signalization. Additionally, it should be noted that increased delays are only expected during a short period of time since school traffic is generated over a concentrated period during the peak hours studied. As a result of limitations with conducting reliable traffic counts during the COVID-19 pandemic, all school traffic associated with the elementary, middle, and high school located north of the study area along Humie Olive Road was added into the same peak hour. This analysis is assumed to be extremely conservative as the school traffic would typically be spread across multiple hours in the morning.

Due to a high volume of through traffic experienced on the Old US Highway 1 corridor during the weekday AM peak hour, the introduction of a traffic signal at this intersection would likely result in additional delay to the mainline traffic that would otherwise operate unrestricted through this intersection. Additionally, upstream signals at the intersection of Humie Olive Road and Old US Highway 1 and at other intersections to the northeast of the study area are expected to provide gaps in traffic for turning movements and reduce the queue lengths experienced.

This intersection is also located approximately 200 feet west of the intersection of Friendship Road and Old US Highway 1. Due to close proximity, the realignment of these intersections



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into a single intersection has the potential to improve operations along the major-street corridor. The future intersection after the realignment should be monitored for signalization to determine if a signal is warranted. The realignment of the two intersections is not recommended by the proposed development as the developer does not control the appropriate properties for this realignment.

Friendship Road and Old US Highway 1

The minor-street approach is expected to operate at poor levels of service under future conditions during the weekday AM and PM peak hours. These levels of service are not uncommon for an unsignalized minor-street approach at a two-lane mainline (Old US Highway 1) with heavy through volumes.

A traffic signal was considered at this intersection, and 2025 build peak hour traffic volumes were analyzed utilizing the criteria contained in the *Manual on Uniform Traffic Control Devices* (MUTCD). A traffic signal was warranted during the weekday AM and PM peak hours under 2025 build traffic conditions. Although 2025 build volumes at the intersection are expected to meet peak hour warrants, due to the residential nature of the study area, which typically operates with two distinct peak hours, it is unlikely that the 4 or 8-hour warrants would be met, which NCDOT favors for signalization. Additionally, it should be noted that increased delays are only expected during a short period of time since school traffic is generated over a concentrated period during the peak hours studied. As a result of limitations with conducting reliable traffic counts during the COVID-19 pandemic, all school traffic associated with the elementary, middle, and high school located north of the study area along Humie Olive Road was added into the same peak hour. This analysis is assumed to be extremely conservative as the school traffic would typically be spread across multiple hours in the morning.

Due to a high volume of through traffic experienced on the Old US Highway 1 corridor during the weekday AM peak hour, the introduction of a traffic signal at this intersection would likely result in additional delay to the mainline traffic that would otherwise operate unrestricted through this intersection. Additionally, upstream signals at the intersection of Humie Olive Road and Old US Highway 1 and at other intersections to the northeast of the



Moving forward.

study area are expected to provide gaps in traffic for turning movements and reduce the queue lengths experienced.

This intersection is also located approximately 200 feet east of the intersection of Holland Road and Old US Highway 1. Due to close proximity, the realignment of these intersections into a single intersection has the potential to improve operations along the major-street corridor. The future intersection after the realignment should be monitored for signalization to determine if a signal is warranted. The realignment of the two intersections is not recommended by the proposed development as the developer does not control the appropriate properties for this realignment.

Humie Olive Road and Site Drive 4

The minor-street approach is expected to operate at poor levels of service under future conditions during the weekday AM peak hour. It should be noted that higher delays are expected during the weekday AM peak hour under 2025 build conditions due to the high traffic volumes created by school traffic along Humie Olive Road. However, this school traffic is only expected to occur during a short period of time within the peak hour.

Turn lanes were considered according to the *Policy on Street and Driveway Access to NC Highways* (Driveway Manual). Based on the Driveway Manual, a southbound left-turn lane with a minimum of 175 feet of storage and a northbound right-turn lane with a minimum of 75 feet of storage, both with appropriate deceleration and taper length, are warranted and recommended by the proposed development. In addition to the turn lanes warranted by the Driveway Manual, under 2025 build conditions, an exclusive westbound left-turn lane was considered and is recommended based on capacity and synchro queue lengths.

A traffic signal was considered at this intersection, and 2025 build peak hour traffic volumes were analyzed utilizing the criteria contained in the *Manual on Uniform Traffic Control Devices* (MUTCD). A traffic signal was only warranted during the weekday AM peak hour under 2025 build traffic conditions. Although 2025 build volumes at the intersection are expected to



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meet weekday AM peak hour warrants, due to the residential nature of the study area, which typically operates with two distinct peak hours, it is unlikely that the 4 or 8-hour warrants would be met, which NCDOT favors for signalization. Additionally, it should be noted that increased delays are only expected during a short period of time since school traffic is generated over a concentrated period during the peak hours studied. As a result of limitations with conducting reliable traffic counts during the COVID-19 pandemic, all school traffic associated with the elementary, middle, and high school located north of the study area along Humie Olive Road was added into the same peak hour. This analysis is assumed to be extremely conservative as the school traffic would typically be spread across multiple hours in the morning.

Based on SimTraffic max queue lengths, southbound queues at the signalized intersection of Humie Olive Road and Old US Highway 1 are expected to extend approximately 500 feet along Humie Olive Road during the weekday AM peak hour and approximately 250 feet during the weekday PM peak hour. These queues are not expected to reach or extend past the proposed location of Site Drive 4 under 2025 build conditions. It should be noted that this analysis is assumed to be extremely conservative as the school traffic added to the weekday AM peak hour under future conditions would typically be spread across multiple hours in the morning.



9. **RECOMMENDATIONS**

Based on the findings of this study, specific geometric improvements have been identified and are recommended to accommodate future traffic conditions. See a more detailed description of the recommended improvements below. Refer to Figure 16 for an illustration of the recommended lane configuration for the proposed development.

Background Improvements by Adjacent Developments – Pleasant Park Development

Old US Highway 1 and Friendship Road

- Provide an exclusive westbound left-turn lane with a minimum of 150 feet of storage and appropriate deceleration and taper length.
- Provide an exclusive northbound left-turn lane with a minimum of 100 feet of storage and appropriate deceleration and taper length.

Recommended Improvements by Developer

Holland Road and Old US Highway 1

- Provide an exclusive eastbound left-turn lane with a minimum of 75 feet of storage and appropriate deceleration and taper length.
- Provide an exclusive southbound right-turn lane with a minimum of 200 feet of storage and appropriate deceleration and taper length.

Holland Road and Site Drive 1

- Construct eastbound approach with one (1) ingress lane and one (1) egress lane.
- Provide stop-control for eastbound approach.

Holland Road and Site Drive 2

- Construct eastbound approach as a right-in/right-out driveway with one (1) ingress lane and one (1) egress lane.
- Provide stop-control for eastbound approach.



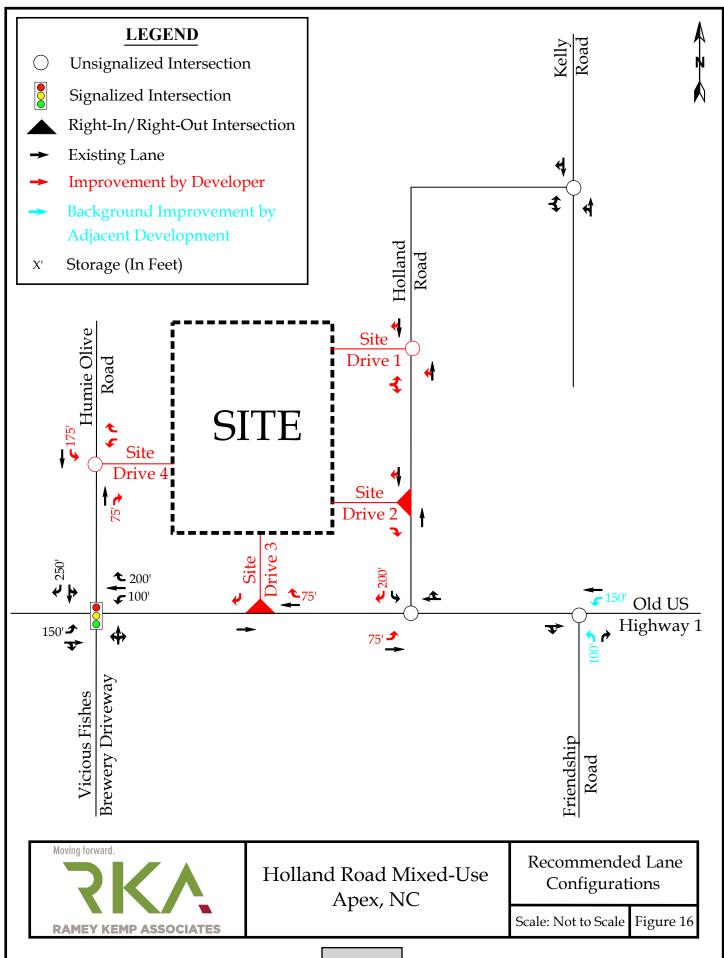
Old US Highway 1 and Site Drive 3

- Construct southbound approach as right-in/right-out driveway with one (1) ingress lane and one (1) egress lane.
- Provide stop-control for southbound approach.
- Provide westbound right-turn lane with at least 75 feet of storage and appropriate deceleration and taper length.

Humie Olive Road and Site Drive 4

- Construct westbound approach with one (1) ingress lane and two (2) egress lanes.
- Provide stop-control for westbound approach.
- Provide southbound left-turn lane with at least 175 feet of storage and appropriate deceleration and taper length.
- Provide northbound right-turn lane with at least 75 feet of storage and appropriate deceleration and taper length.
- Provide an exclusive westbound left-turn lane along Site Drive 4.





TECHNICAL APPENDIX

APPENDIX A

SCOPING DOCUMENTATION

RAMEY KEMP ASSOCIATES

Moving forward.

T 919 872 5115

5808 Faringdon Place Raleigh, NC 27609

February 23, 2021

Russell Dalton, PE Town of Apex 73 Hunter Street Apex, NC 27502 P: 919-249-3358

E: russell.dalton@apexnc.org

Subject: Memorandum of Understanding – Holland Road Mixed-Use

Apex, North Carolina

Dear Mr. Dalton:

The following is a Memorandum of Understanding (MOU) outlining the proposed scope of work and assumptions related to the Traffic Impact Analysis (TIA) for the proposed Holland Road Mixed-Use development to be located north of Old US Highway 1, west of Holland Road in Apex, North Carolina. It is our understanding that the mixed-use development is expected to consist of a maximum of 110 townhomes, 60,000 square foot (s.f.) shopping center, two (2) 4,000 s.f. Fast-Food Restaurants with Drive Thru, an 8,500 s.f. Quality Restaurant, and a Gas Station w/ Convenience Market that consists of 10 fueling positions (f.p.). The proposed development is expected to be fully built-out by 2025. Site access is proposed via one (1) full-movement driveway and one (1) right-in/right-out driveway along Holland Road, one (1) right-in/right-out driveway along Old US Highway 1, and one (1) full-movement driveway along Humie Olive Road. See the attachments for a preliminary site plan. This MOU is compiled with information regarding the scope of the Holland Road Mixed-Use TIA, per the TIA scoping meeting with the Town and NCDOT on January 20, 2021.

Study Area

Based on coordination with the Town of Apex (Town) and the North Carolina Department of Transportation (NCDOT), the study area is proposed to consist of the following existing intersections:

- Humie Olive Road and Old US Highway 1 (Signalized)
- Holland Road and Old US Highway 1 (Unsignalized)
- Friendship Road and Old US Highway 1 (Unsignalized)
- Holland Road and Kelly Road (Unsignalized)

Analysis Scenarios

All capacity analyses will be performed utilizing Synchro (Version 10.3). All study intersections will be analyzed during typical weekday AM and PM peak hours under the following proposed traffic scenarios:

- Existing (2021) Traffic Conditions
- No-Build (2025) Traffic Conditions



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Build (2025) Traffic Conditions

Existing Traffic Volumes

Peak hour turning movement counts were collected at the study intersections on a typical weekday during weekday AM (7:00 – 9:00 AM) and weekday PM (4:00 – 6:00 PM) peak periods. Turning movement counts from RKA will be utilized at the intersection of Old US Highway 1 and Humie Olive Road from September 2015. Weekday PM peak hour will also be utilized from the VHB Engineering NC, PC at the intersection of Friendship Road and Old US Highway 1 from April 2016. These counts were grown to 2021 using a proposed 4% growth rate and were compared to newly collected count data at the same intersections. The comparison of this count data was used to develop a rate between available count data and new count data collected during COVID-19 conditions. The rates determined were applied to the new count data collected at all study intersections to determine existing (2021) traffic volumes. A growth rate of 47% was applied to the new count data collected during the weekday AM peak hour and 14% was applied to all new count data collected during the weekday PM peak hour to account for the reduction in traffic associated with the COVID-19 pandemic. Weekday AM and PM traffic volumes were balanced between study intersections, where appropriate. Signal information was obtained from the NCDOT. Refer to the attached existing (2021) traffic volumes figures for an illustration of volumes before and after the growth rates were applied.

No-Build Traffic Volumes

Per coordination with Town and NCDOT Staff, no-build traffic volumes will be determined by projecting existing (2021) traffic volumes to the build-out year (2025) using a proposed 4% annual growth rate.

Adjacent Developments

Per coordination with the Town, the following adjacent developments are to be included in this study:

- E-41 (Apex Friendship Elementary) AM only
- Pleasant Park PM only
- Friendship Middle School (since AM pre-COVID-19 count is from prior to school opening) AM only
- Friendship High School (since AM pre-COVID-19 count is from prior to school opening) AM only

All other future developments will be accounted for with the proposed 4% growth rate.

Future Roadway Improvements

Through coordination with NCDOT and the Town, future roadway improvements associated with the adjacent developments will be included in this analysis.

Trip Generation

Average weekday daily, AM peak hour, and PM peak hour trips for the proposed development were estimated using methodology contained within the ITE *Trip Generation Manual*, 10th Edition. Refer to Table 1, on the next page, for a detailed breakdown of the buildout site trip generation.



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Table 1: Trip Generation Summary

Land Use	Intensity	Daily Traffic		ak Hour (vph)		ak Hour (vph)
(ITE Code)	_	(vpd)	Enter	Exit	Enter	Exit
Single Family Homes (210)	110 units	1,140	21	62	70	41
Shopping Center (820)	60,000 s.f.	4,250	113	69	179	193
Quality Restaurant (931)	8,500 s.f.	710	*	*	44	22
Fast Food Restaurant w/ Drive-Thru (934)	8,000 s.f.	3,770	164	158	136	125
Gas Station w/ Convenience Market (945)	10 f.p.	2,050	64	61	71	69
Total Trips		11,920	362	350	500	450
Internal Capture: (12% AM Entering, 13% AM (35% PM Entering, 38% PM	0		-43	-46	-175	-171
Total External Trips	5		319	304	325	279
Pass-By Trips:						
Shopping Center (34% P	M)				-40	-40
Quality Restaurant (44%			-9	-9		
Fast-Food w/ Drive-Thru (49% Al	-69	-69	-41	-41		
Gas Station w/ Convenience Market (62	-34	-34	-25	-25		
Total Primary Trips *No trips are expected to be generated during the weekday A			216	201	210	164

No trips are expected to be generated during the weekday AM peak hour, as this land use is not typically open during this peak hour.

It is estimated that the proposed site will generate approximately 11,920 total site trips on the roadway network during a typical 24-hour weekday period. Of the daily traffic volume, it is anticipated that 712 trips (362 entering and 350 exiting) would occur during the weekday AM peak hour and 950 trips (500 entering and 450 exiting) would occur during the weekday PM peak hour.

Internal capture of trips was considered in this study. Internal capture is the consideration for trips that will be made within the site between different land uses, so the vehicle never leaves the internal site but can still be considered as a trip to that specific land use. Internal capture typically only considers trips between residential, office, and retail/restaurant land uses. Based on NCHRP Report 684 methodology, peak hour internal capture rates of 12% AM Entering, 13% AM Exiting, 35% PM Entering, and 38% PM Exiting were applied to the total trips. The internal capture reductions are expected to account for approximately 89 trips (43 entering and 46 exiting) during the weekday AM peak hour and 346 trips (175 entering and 171 exiting) during the weekday PM peak hour.

Pass-by trips were also taken into consideration in this study. Pass-by trips are made by the traffic already using the adjacent roadway, entering the site as an intermediate stop on their way to another destination. Passby percentages are applied to site trips after adjustments for internal capture. Pass-by trips for the development are expected to account for approximately 206 trips (103 entering and 103 exiting) during the



weekday AM peak hour, and 230 trips (115 entering and 115 exiting) during the weekday PM peak hour. It should be noted that the pass-by trips were balanced, as it is likely that these trips would enter and exit in the same hour. The pass-by percentages used in this study were determined according to ITE standards for the specific land uses and also match the NCDOT suggested rate provided in the NCDOT rate vs equations spreadsheet.

Trip Distribution

The primary site trips are distributed based on a combination of existing traffic patterns, population centers adjacent to the study area, and engineering judgment.

A summary of the proposed residential regional trip distributions is as follows:

- 60% to/from the east via Old US Highway 1
- 25% to/from the north via Kelly Road
- 15% to/from the north via Humie Olive Road

A summary of the proposed retail regional trip distributions is as follows:

- 10% to/from the southeast via Friendship Road
- 25% to/from the north via Humie Olive Road
- 15% to/from the north via Kelly Road
- 20% to/from the east via Old US Highway 1
- 25% to/from the west via Old US Highway 1
- 5% to/from the north via Holland Road

Refer to the attachments for figures showing the anticipated site trip distributions for the site.

Report

The Traffic Impact Analysis report will be prepared based on the Town and NCDOT guidelines. If you find this memorandum of understanding acceptable, please let me know so that we may include it in the TIA report. If you have any questions or concerns, please do not hesitate to contact me.

Sincerely,

Ramey Kemp & Associates, Inc.

Nate Bouquin, PE

mahint

Traffic Engineering Project Manager

Attachments: Site Location Map

Preliminary Site Plan

Existing (2021) Traffic Volumes Figure - unadjusted

Existing (2021) Traffic Volumes Figure



Site Trip Distribution Figures NCHRP Internal Capture Results

cc: Serge Grebenschikov, PE, Town of Apex

Amy Neidringhaus, PE, NCDOT

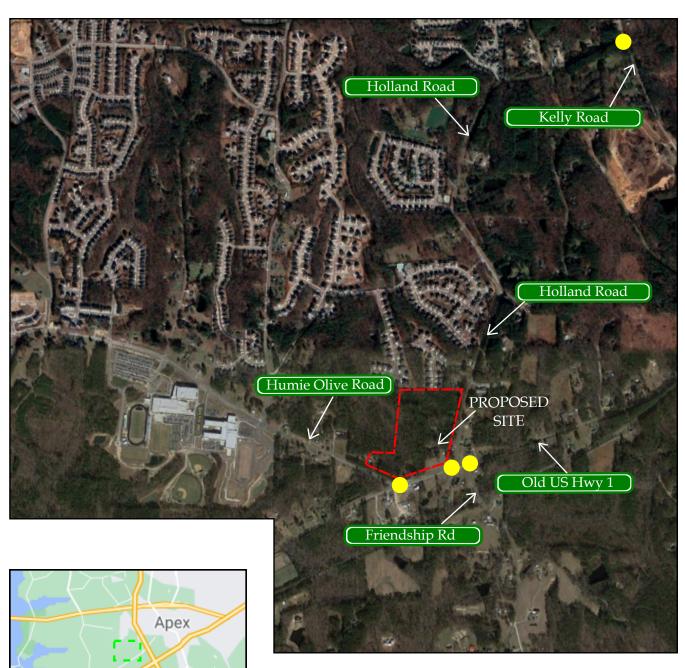
Sean Brennan, PE, NCDOT

NCDOT Congestion Management Jeff Roach, PE, Peak Engineering



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LEGEND

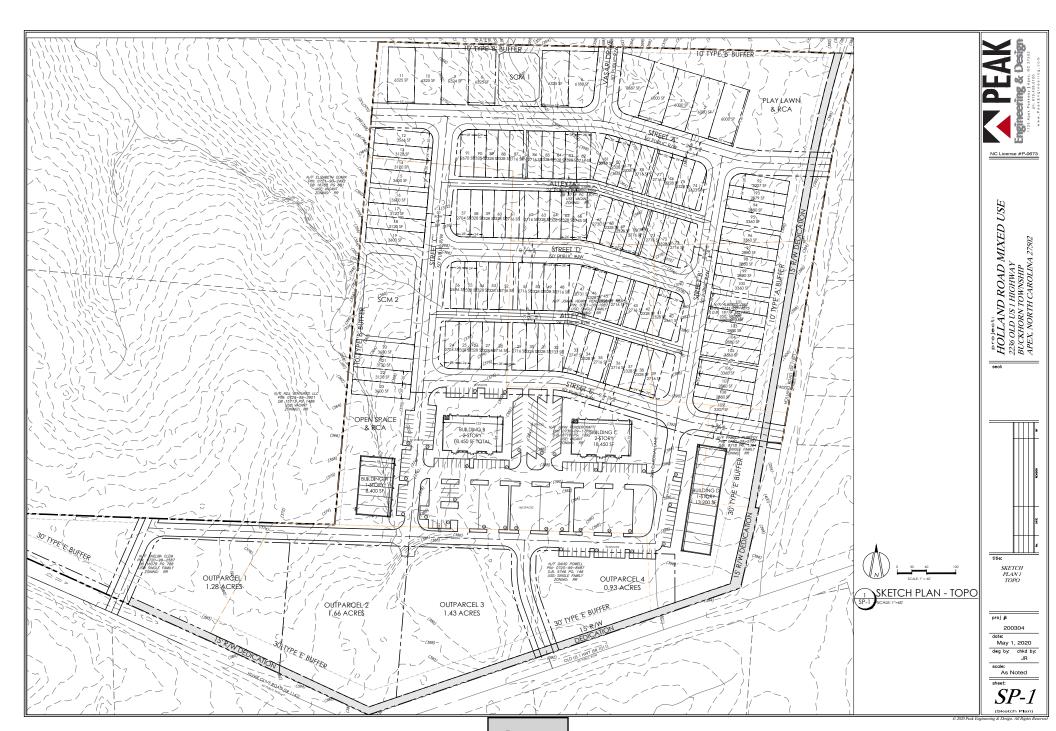
Proposed Site Location
Study Intersection

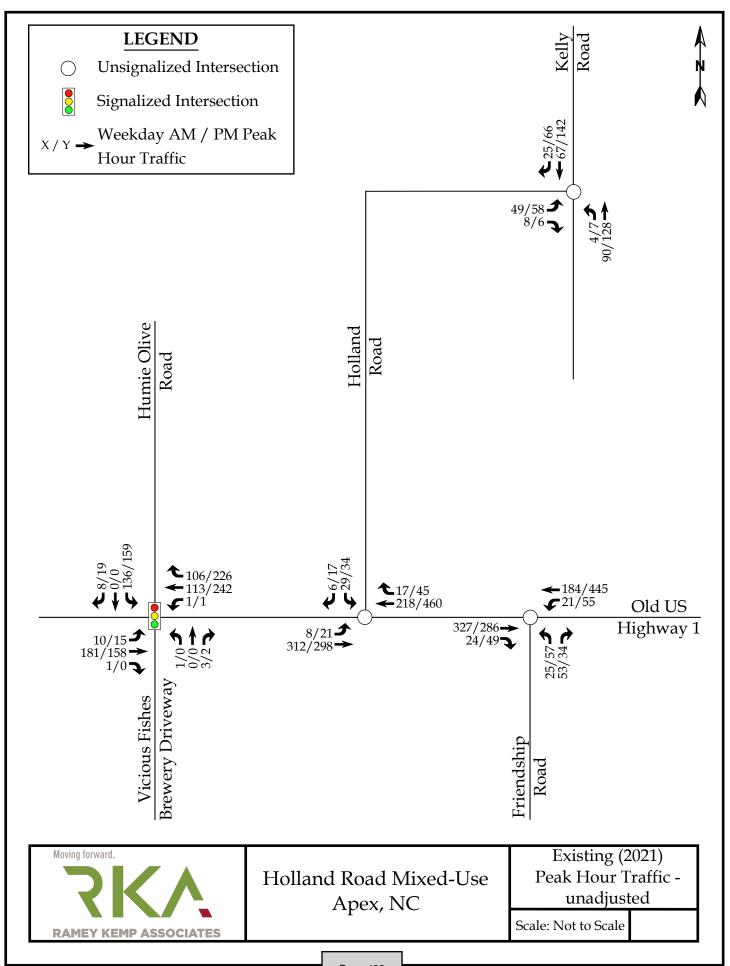
Study Area

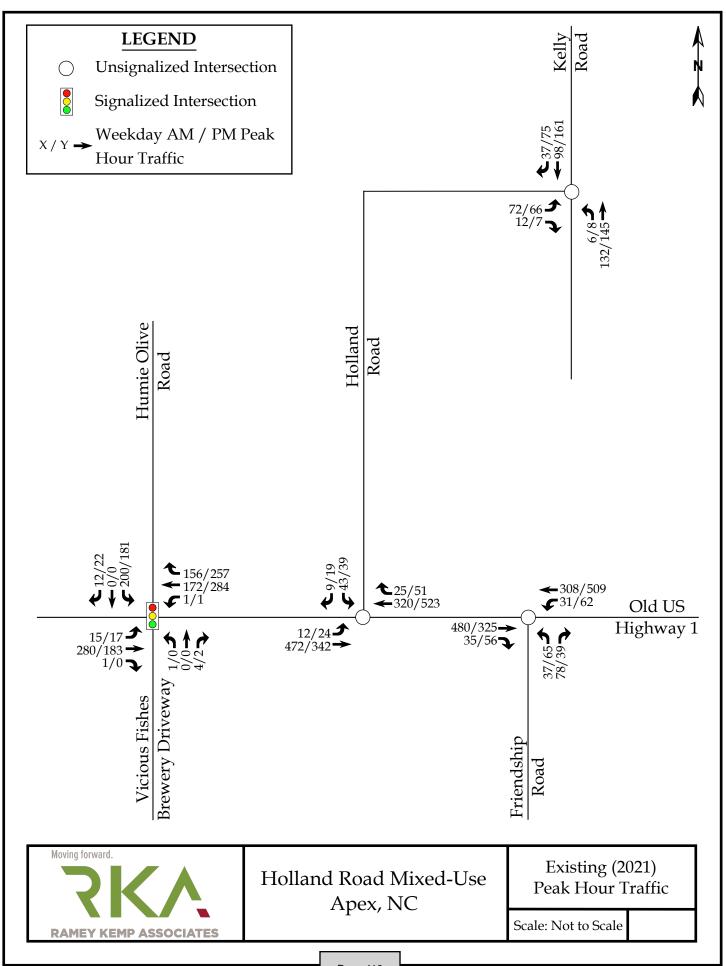


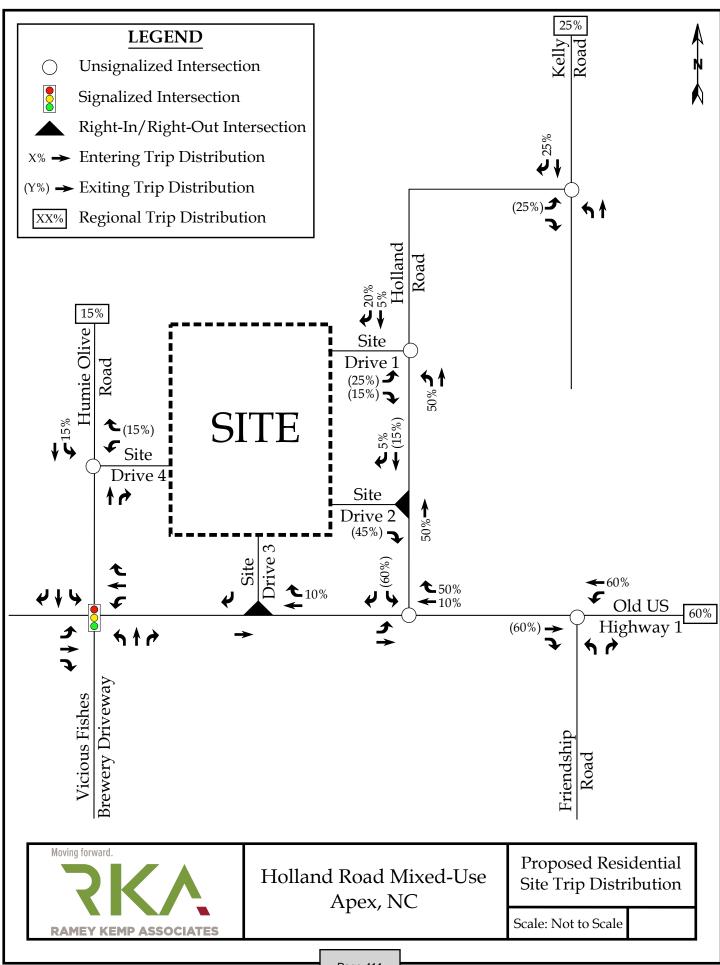
Holland Road Mixed-Use Apex, NC Site Location Map

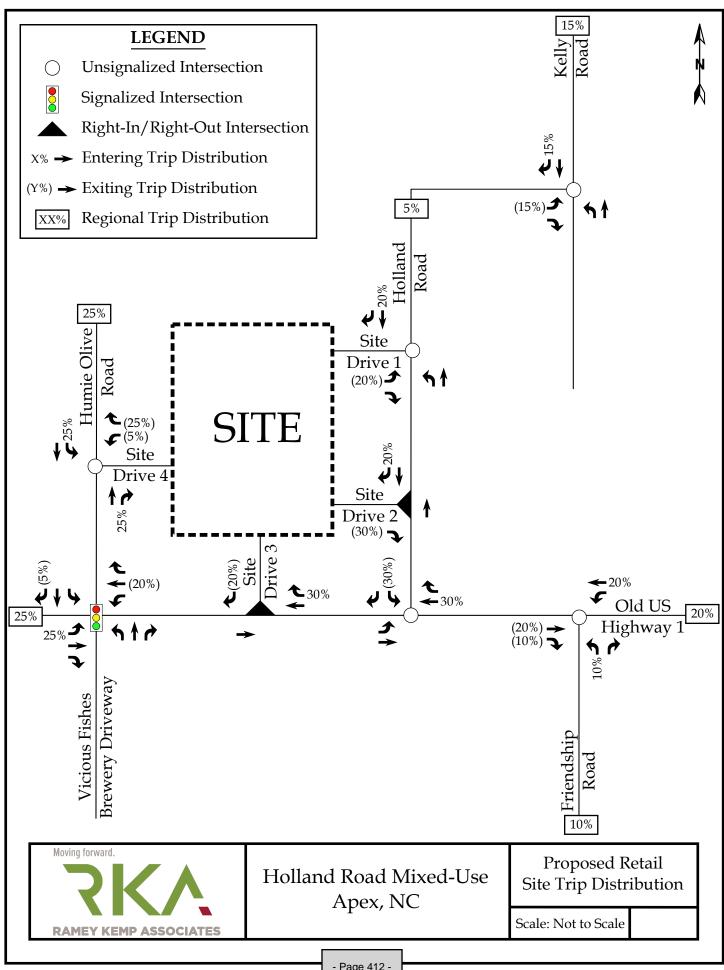
Scale: Not to Scale

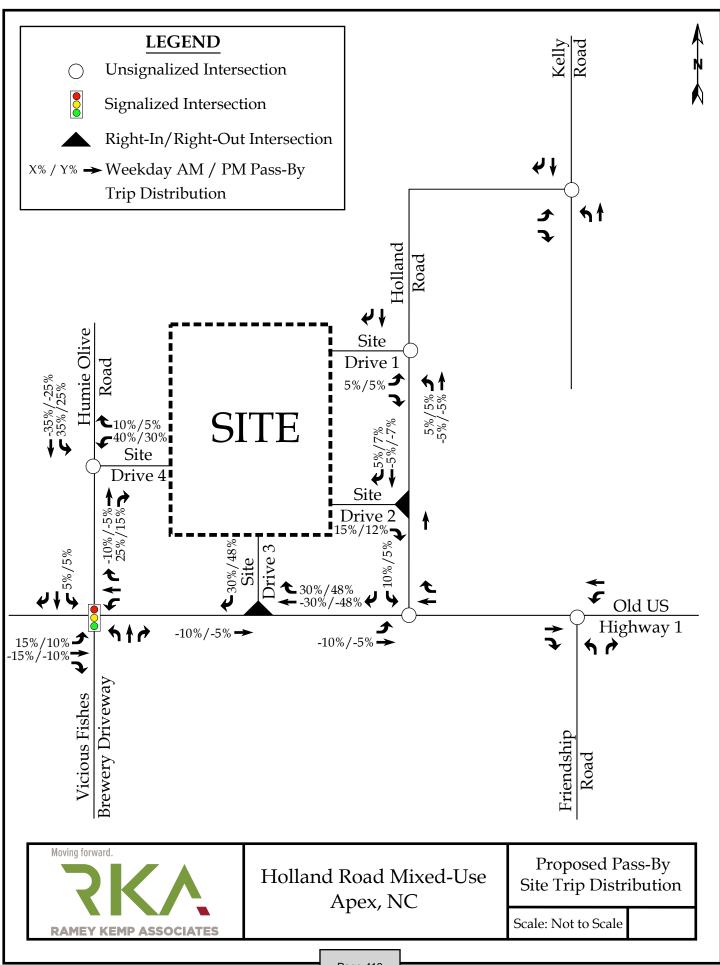












	NCHRP 8-51 Internal Trip Capture Estimation Tool											
Project Name:	Holland Road Mixed-Use		Organization:	RKA								
Project Location:	Apex, NC		Performed By:	AP								
Scenario Description:		ĺ	Date:	2/9/2021								
Analysis Year:			Checked By:									
Analysis Period:	AM Street Peak Hour		Date:									

	Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)										
Land Use	Developm	ent Data (For Int	ormation Only)			Estimated Vehicle-Trips					
Land Ose	ITE LUCs1	Quantity	Units	1	Total	Entering	Exiting				
Office				1	0						
Retail	820/945	60,000 / 10	s.f / f.p.	1	307	177	130				
Restaurant	931/934	16,500	s.f		322	164	158				
Cinema/Entertainment					0						
Residential	210	110	units		83	21	62				
Hotel					0						
All Other Land Uses ²					0						
Total					712	362	350				

Table 2-A: Mode Split and Vehicle Occupancy Estimates										
Land Use		Entering Tri	ps			Exiting Trips				
Land Ose	Veh. Occ.	% Transit	% Non-Motorized		Veh. Occ.	% Transit	% Non-Motorized			
Office										
Retail										
Restaurant										
Cinema/Entertainment										
Residential										
Hotel										
All Other Land Uses ²										

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)									
Origin (From)				Destination (To)					
Origin (From)	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel			
Office									
Retail									
Restaurant									
Cinema/Entertainment									
Residential									
Hotel									

Table 4-A: Internal Person-Trip Origin-Destination Matrix*											
Origin (From)		Destination (To)									
Origin (From)	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel					
Office		0	0	0	0	0					
Retail	0		17	0	0	0					
Restaurant	0	14		0	1	0					
Cinema/Entertainment	0	0	0		0	0					
Residential	0	1	12	0		0					
Hotel	0	0	0	0	0						

Table 5-A: Computations Summary										
Total Entering Exiting										
All Person-Trips	712	362	350							
Internal Capture Percentage	13%	12%	13%							
External Vehicle-Trips ³	622	317	305							
External Transit-Trips ⁴	0	0	0							
External Non-Motorized Trips ⁴	0	0	0							

Table 6-A: Interna	Table 6-A: Internal Trip Capture Percentages by Land Use									
Land Use	Entering Trips	Exiting Trips								
Office	N/A	N/A								
Retail	8%	13%								
Restaurant	18%	9%								
Cinema/Entertainment	N/A	N/A								
Residential	5%	21%								
Hotel	N/A	N/A								

¹Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

³Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

⁴Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

Project Name:	Holland Road Mixed-Use
Analysis Period:	AM Street Peak Hour

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends											
Land Use	Tat	ole 7-A (D): Enter	ing Trips			Table 7-A (O): Exiting Trips					
Land Ose	Veh. Occ.	Vehicle-Trips	Person-Trips*	1	Veh. Occ.	Vehicle-Trips	Person-Trips*				
Office	1.00	0	0		1.00	0	0				
Retail	1.00	177	177		1.00	130	130				
Restaurant	1.00	164	164	1	1.00	158	158				
Cinema/Entertainment	1.00	0	0	1	1.00	0	0				
Residential	1.00	21	21	1	1.00	62	62				
Hotel	1.00	0	0	1	1.00	0	0				

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)										
Origin (From)				Destination (To)						
Origin (From)	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel				
Office		0	0	0	0	0				
Retail	38		17	0	18	0				
Restaurant	49	22		0	6	5				
Cinema/Entertainment	0	0	0		0	0				
Residential	1	1	12	0		0				
Hotel	0	0	0	0	0					

	Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)										
Origin (Fram)		Destination (To)									
Origin (From)	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel					
Office		57	38	0	0	0					
Retail	0		82	0	0	0					
Restaurant	0	14		0	1	0					
Cinema/Entertainment	0	0	0		0	0					
Residential	0	30	33	0		0					
Hotel	0	7	10	0	0						

	Table 9-A (D): Internal and External Trips Summary (Entering Trips)										
Destination Land Use		Person-Trip Estimates				External Trips by Mode*					
Destination Land Ose	Internal	External	Total	Ī	Vehicles ¹	Transit ²	Non-Motorized ²				
Office	0	0	0	Ī	0	0	0				
Retail	15	162	177		162	0	0				
Restaurant	29	135	164		135	0	0				
Cinema/Entertainment	0	0	0		0	0	0				
Residential	1	20	21		20	0	0				
Hotel	0	0	0		0	0	0				
All Other Land Uses ³	0	0	0		0	0	0				

	Table 9-A (O): Internal and External Trips Summary (Exiting Trips)									
Origin Land Use		Person-Trip Estimates			External Trips by Mode*					
Origin Land Ose	Internal	External	Total	1 [Vehicles ¹	Transit ²	Non-Motorized ²			
Office	0	0	0		0	0	0			
Retail	17	113	130	1 [113	0	0			
Restaurant	15	143	158	1 [143	0	0			
Cinema/Entertainment	0	0	0	1 [0	0	0			
Residential	13	49	62	1 [49	0	0			
Hotel	0	0	0	1 [0	0	0			
All Other Land Uses ³	0	0	0		0	0	0			

¹Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

²Person-Trips

³Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator *Indicates computation that has been rounded to the nearest whole number.

	NCHRP 8-51 Internal Trip Capture Estimation Tool										
Project Name:	Holland Road Mixed-Use	Organization:	RKA								
Project Location:	Apex, NC		Performed By:	AP							
Scenario Description:		ĺ	Date:	2/9/2021							
Analysis Year:			Checked By:								
Analysis Period:	PM Street Peak Hour		Date:								

	Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)										
Land Use	Developm	ent Data (For Int	formation Only)			Estimated Vehicle-Trips					
Land Ose	ITE LUCs1	Quantity	Units	1	Total	Entering	Exiting				
Office					0						
Retail	820/945	60,000 / 10	s.f / f.p.		512	250	262				
Restaurant	931/934	16,500	s.f		327	180	147				
Cinema/Entertainment					0						
Residential	210	110	units		111	70	41				
Hotel					0						
All Other Land Uses ²					0						
Total					950	500	450				

Table 2-P: Mode Split and Vehicle Occupancy Estimates										
Land Use		Entering Tri	ps			Exiting Trips				
Land Ose	Veh. Occ.	% Transit	% Non-Motorized		Veh. Occ.	% Transit	% Non-Motorized			
Office										
Retail										
Restaurant										
Cinema/Entertainment										
Residential										
Hotel										
All Other Land Uses ²										

	Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)										
Origin (Fram)		Destination (To)									
Origin (From)	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel					
Office											
Retail					1200						
Restaurant					1200						
Cinema/Entertainment											
Residential		1200	1200								
Hotel											

	Table 4-P: Internal Person-Trip Origin-Destination Matrix*										
Origin (From) Destination (To)											
Origin (From)	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel					
Office		0	0	0	0	0					
Retail	0		52	0	32	0					
Restaurant	0	60		0	11	0					
Cinema/Entertainment	0	0	0		0	0					
Residential	0	12	6	0		0					
Hotel	0	0	0	0	0						

Table 5-P: Computations Summary									
Total Entering Exiting									
All Person-Trips	950	500	450						
Internal Capture Percentage	36%	35%	38%						
External Vehicle-Trips ³	604	327	277						
External Transit-Trips ⁴	0	0	0						
External Non-Motorized Trips ⁴	0	0	0						

Table 6-P: Interna	al Trip Capture Percentaç	ges by Land Use						
Land Use	Entering Trips	Exiting Trips						
Office	N/A	N/A						
Retail	29%	32%						
Restaurant	32%	48%						
Cinema/Entertainment	N/A	N/A						
Residential	61%	44%						
Hotel	N/A	N/A						

¹Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

³Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

⁴Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

Project Name:	Holland Road Mixed-Use
Analysis Period:	PM Street Peak Hour

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends										
	Table	Table 7-P (D): Entering Trips				Table 7-P (O): Exiting Trips				
Land Use	Veh. Occ.	Vehicle-Trips	Person-Trips*	1	Veh. Occ.	Vehicle-Trips	Person-Trips*			
Office	1.00	0	0		1.00	0	0			
Retail	1.00	250	250		1.00	262	262			
Restaurant	1.00	180	180		1.00	147	147			
Cinema/Entertainment	1.00	0	0		1.00	0	0			
Residential	1.00	70	70		1.00	41	41			
Hotel	1.00	0	0	1	1.00	0	0			

	Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)									
Origin (From)				Destination (To)						
Origin (From)	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel				
Office		0	0	0	0	0				
Retail	5		76	10	59	13				
Restaurant	4	60		12	23	10				
Cinema/Entertainment	0	0	0		0	0				
Residential	2	12	6	0		1				
Hotel	0	0	0	0	0					

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)												
Origin (From)				Destination (To)								
Origin (From)	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel						
Office	20 4 0 3 0											
Retail	0	0 52 0 32 0										
Restaurant	0	125		0	11	0						
Cinema/Entertainment	0	10	5		3	0						
Residential	0	0 18 18 0 0										
Hotel	0	5	9	0	0							

Table 9-P (D): Internal and External Trips Summary (Entering Trips)											
Destination Land Use	Pe	erson-Trip Estima	ites		External Trips by Mode*						
Destination Land Ose	Internal	External	Total	1	Vehicles ¹	Transit ²	Non-Motorized ²				
Office	0	0	0	1	0	0	0				
Retail	72	178	250	1	178	0	0				
Restaurant	58	122	180	1	122	0	0				
Cinema/Entertainment	0	0	0	1	0	0	0				
Residential	43	27	70	1	27	0	0				
Hotel	0	0	0	0 0 0							
All Other Land Uses ³	0	0	0		0	0	0				

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)											
Origin Land Use	Po	erson-Trip Estima	ites		External Trips by Mode*						
Origin Land Ose	Internal	External	Total		Vehicles ¹	Transit ²	Non-Motorized ²				
Office	0	0	0		0	0	0				
Retail	84	178	262		178	0	0				
Restaurant	71	76	147		76	0	0				
Cinema/Entertainment	0	0	0		0	0	0				
Residential	18	23	41		23	0	0				
Hotel	0	0	0		0	0	0				
All Other Land Uses ³	0	0	0		0	0	0				

¹Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

²Person-Trips

³Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator *Indicates computation that has been rounded to the nearest whole number.

APPENDIX B

TRAFFIC COUNTS



File Name: Apex(Holland and Kelly)AM Peak

Site Code:

Start Date : 2/2/2021

Page No : 1

		Kelly Road		•	Kelly Road			Holland Roa	ıd	
		Southboun	d		Northbound			Eastbound		
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
07:00 AM	3	17	20	9	1	10	4	9	13	43
07:15 AM	0	15	15	12	1	13	1	10	11	39
07:30 AM	4	16	20	20	2	22	2	12	14	56
07:45 AM	9	18	27	20	0	20	11	16	17	64_
Total	16	66	82	61	4	65	8	47	55	202
08:00 AM	8	13	21	27	2	29	3	10	13	63
08:15 AM	4	20	24	23	0	23	2	11	13	60
08:30 AM	10	14	24	18	1	19	1	10	11	54
08:45 AM	7	16	23	15	2	17	1	9	10	50
Total	29	63	92	83	5	88	7	40	47	227
Grand Total		129	174	144	9	153	15	87	102	429
Apprch %	25.9	74.1		94.1	5.9		14.7	85.3		
Total %	10.5	30.1	40.6	33.6	2.1	35.7	3.5	20.3	23.8	
Cars +	45	127	172	144	9	153	15	87	102	427
% Cars +	100	98.4	98.9	100	100	100	100	100	100	99.5
Trucks	0	2	2	0	0	0	0	0	0	2
% Trucks	0	1.6	1.1	0	0	0	0	0	0	0.5

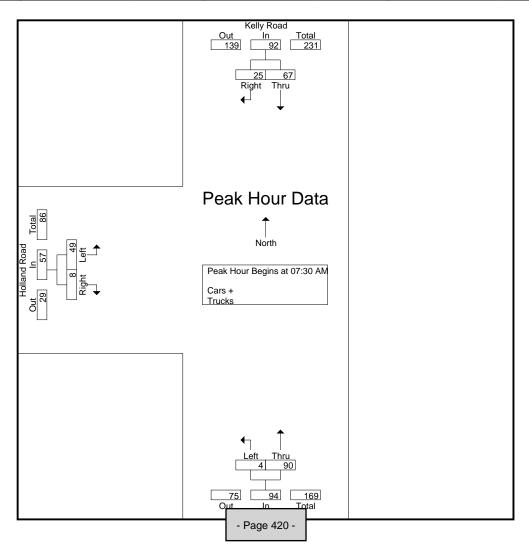


File Name: Apex(Holland and Kelly)AM Peak

Site Code:

Start Date : 2/2/2021 Page No : 2

		Kelly Road			Kelly Road		ŀ	Holland Roa	ad	
		Southbound	t		Northbound	t		Eastbound		
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis Fro	om 07:00 AM	to 08:45 Al	M - Peak 1 of	1			<u>-</u>			
Peak Hour for Entire Int	tersection Be	gins at 07:3	BO AM							
07:30 AM	4	16	20	20	2	22	2	12	14	56
07:45 AM	9	18	27	20	0	20	1	16	17	64
MA 00:80	8	13	21	27	2	29	3	10	13	63
08:15 AM	4	20	24	23	0	23	2	11	13	60
Total Volume	25	67	92	90	4	94	8	49	57	243
% App. Total	27.2	72.8		95.7	4.3		14	86		
PHF	.694	.838	.852	.833	.500	.810	.667	.766	.838	.949





File Name: Apex(Holland and Kelly)PM Peak

Site Code:

Start Date : 2/2/2021

Page No : 1

				roups Printe	ed- Cars + -	Trucks				
		Kelly Road			Kelly Road		H	łolland Roa	ıd	
		Southbound	t		Northbound			Eastbound		
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
04:00 PM	14	26	40	20	1	21	0	8	8	69
04:15 PM	10	27	37	26	1	27	1	16	17	81
04:30 PM	15	26	41	23	0	23	0	16	16	80
04:45 PM	7	26	33	30	11	31	0	14	14	78_
Total	46	105	151	99	3	102	1	54	55	308
05:00 PM	23	36	59	24	1	25	1	13	14	98
05:15 PM	17	41	58	46	2	48	4	16	20	126
05:30 PM	19	39	58	28	3	31	1	15	16	105
05:45 PM	15	17	32	24	4	28	0	16	16	76
Total	74	133	207	122	10	132	6	60	66	405
Grand Total	120	238	358	221	13	234	7	114	121	713
Apprch %	33.5	66.5		94.4	5.6		5.8	94.2		
Total %	16.8	33.4	50.2	31	1.8	32.8	1	16	17	
Cars +	120	238	358	221	13	234	7	114	121	713
% Cars +	100	100	100	100	100	100	100	100	100	100
Trucks	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0

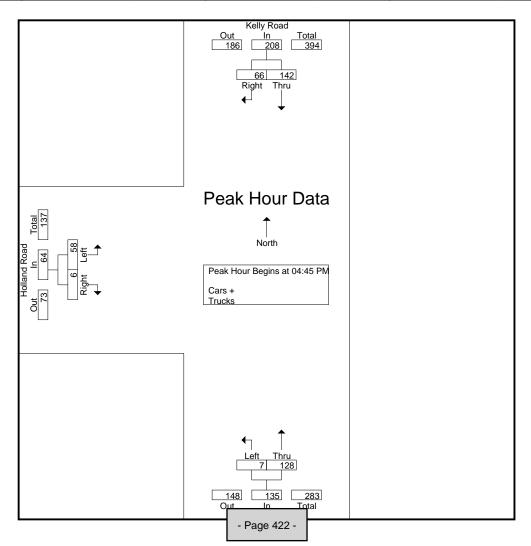


File Name: Apex(Holland and Kelly)PM Peak

Site Code:

Start Date : 2/2/2021 Page No : 2

		Kelly Road			Kelly Road	l	I	Holland Roa	ıd	
		Southbound	d		Northbound	t		Eastbound		
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis Fro	m 04:00 PM	to 05:45 PI	M - Peak 1 of	1						
Peak Hour for Entire Int	tersection Be	gins at 04:4	15 PM							
04:45 PM	7	26	33	30	1	31	0	14	14	78
05:00 PM	23	36	59	24	1	25	1	13	14	98
05:15 PM	17	41	58	46	2	48	4	16	20	126
05:30 PM	19	39	58	28	3	31	1	15	16	105
Total Volume	66	142	208	128	7	135	6	58	64	407
% App. Total	31.7	68.3		94.8	5.2		9.4	90.6		
PHF	.717	.866	.881	.696	.583	.703	.375	.906	.800	.808





File Name: Apex(Old US 1 and Friendship)AM Peak

Site Code:

Start Date : 2/2/2021

Page No : 1

		0111104	<u> </u>	roups Printe				011110.4		
		Old US 1			eindship Ro			Old US 1		
		<u>Westbound</u>			Northbound			Eastbound		
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
07:00 AM	42	5	47	8	4	12	3	53	56	115
07:15 AM	20	4	24	10	8	18	9	62	71	113
07:30 AM	30	5	35	17	5	22	5	91	96	153
07:45 AM	62	7	69	13	10	23	5	78	83	175_
Total	154	21	175	48	27	75	22	284	306	556
MA 00:80	44	5	49	11	6	17	4	73	77	143
08:15 AM	48	4	52	12	4	16	10	85	95	163
08:30 AM	58	4	62	5	3	8	6	77	83	153
08:45 AM	48	6	54	6	6	12	2	71	73	139
Total	198	19	217	34	19	53	22	306	328	598
Grand Total	352	40	392	82	46	128	44	590	634	1154
Apprch %	89.8	10.2		64.1	35.9		6.9	93.1		
Total %	30.5	3.5	34	7.1	4	11.1	3.8	51.1	54.9	
Cars +	341	40	381	81	44	125	42	576	618	1124
% Cars +	96.9	100	97.2	98.8	95.7	97.7	95.5	97.6	97.5	97.4
Trucks	11	0	11	1	2	3	2	14	16	30
% Trucks	3.1	0	2.8	1.2	4.3	2.3	4.5	2.4	2.5	2.6

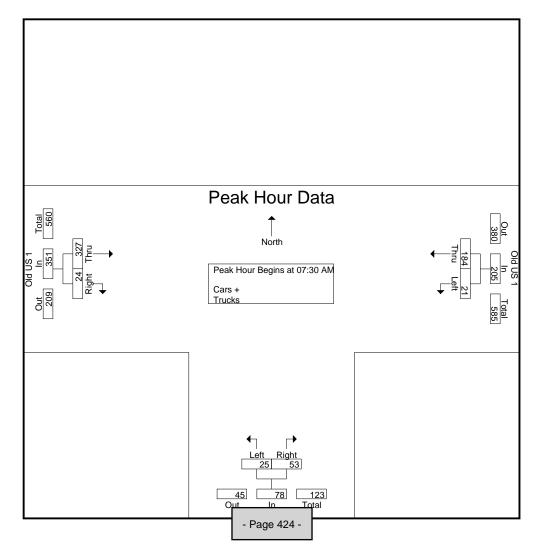


File Name: Apex(Old US 1 and Friendship)AM Peak

Site Code:

Start Date : 2/2/2021 Page No : 2

		Old US 1			eindship Ro			Old US 1		
		<u>Westbound</u>			Northbound 1 4 1	t		Eastbound		
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis Fro	om 07:00 AM	to 08:45 AN	/I - Peak 1 of	1			_			
Peak Hour for Entire Int	tersection Be	gins at 07:3	O AM							
07:30 AM	30	5	35	17	5	22	5	91	96	153
07:45 AM	62	7	69	13	10	23	5	78	83	175
08:00 AM	44	5	49	11	6	17	4	73	77	143
08:15 AM	48	4	52	12	4	16	10	85	95	163
Total Volume	184	21	205	53	25	78	24	327	351	634
% App. Total	89.8	10.2		67.9	32.1		6.8	93.2		
PHF	.742	.750	.743	.779	.625	.848	.600	.898	.914	.906





File Name: Apex(Old US 1 and Friendship)PM Peak

Site Code:

Start Date : 2/2/2021

Page No : 1

		014 110 4		Groups Printe				Old LIC 4		
		Old US 1		FI	iendship Ro			Old US 1		
		Westbound			Northbound			Eastbound		
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
04:00 PM	84	13	97	12	12	24	12	76	88	209
04:15 PM	85	17	102	9	7	16	8	79	87	205
04:30 PM	82	5	87	11	14	25	8	64	72	184
04:45 PM	86	10	96	6	14	20	13	75	88	204
Total	337	45	382	38	47	85	41	294	335	802
05:00 PM	115	16	131	6	15	21	15	64	79	231
05:15 PM	122	19	141	12	12	24	10	82	92	257
05:30 PM	122	10	132	10	16	26	11	65	76	234
05:45 PM	72	13	85	5	11	16	13	74	87	188
Total	431	58	489	33	54	87	49	285	334	910
Grand Total	768	103	871	71	101	172	90	579	669	1712
Apprch %	88.2	11.8		41.3	58.7		13.5	86.5		
Total %	44.9	6	50.9	4.1	5.9	10	5.3	33.8	39.1	
Cars +	763	102	865	68	101	169	90	565	655	1689
% Cars +	99.3	99	99.3	95.8	100	98.3	100	97.6	97.9	98.7
Trucks	5	1	6	3	0	3	0	14	14	23
% Trucks	0.7	1	0.7	4.2	0	1.7	0	2.4	2.1	1.3

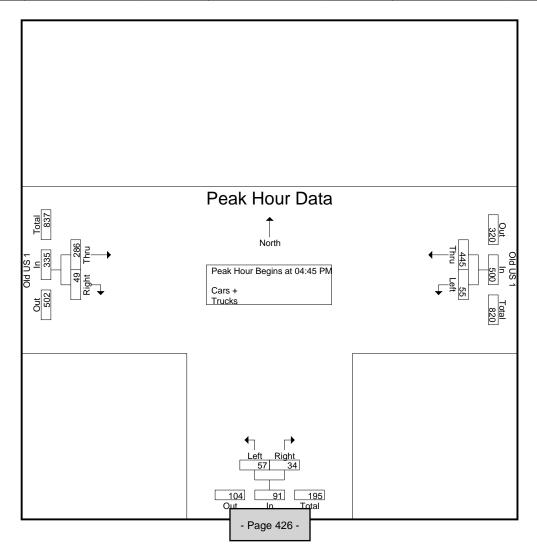


File Name: Apex(Old US 1 and Friendship)PM Peak

Site Code:

Start Date : 2/2/2021 Page No : 2

		Old US 1		Fı	riendship Ro			Old US 1		
		Westbound			Northbound	t		Eastbound		
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis Fro	m 04:00 PM	to 05:45 PN	√I - Peak 1 of	1						
Peak Hour for Entire In	tersection Be	gins at 04:4	5 PM							
04:45 PM	86	10	96	6	14	20	13	75	88	204
05:00 PM	115	16	131	6	15	21	15	64	79	231
05:15 PM	122	19	141	12	12	24	10	82	92	257
05:30 PM	122	10	132	10	16	26	11	65	76	234
Total Volume	445	55	500	34	57	91	49	286	335	926
% App. Total	89	11		37.4	62.6		14.6	85.4		
PHF	.912	.724	.887	.708	.891	.875	.817	.872	.910	.901





File Name: Apex(Old US 1 and Holland)AM Peak

Site Code:

Start Date : 2/2/2021

Page No : 1

		Holland Roa		noups Fillie	Old US 1	TTOOKS		Old US 1		
		Southboun	d		Westbound	t		Eastbound	ı	
Start Time	Right	Left	App. Total	Right	Thru	App. Total	Thru	Left	App. Total	Int. Total
07:00 AM	4	5	9	3	43	46	51	3	54	109
07:15 AM	1	5	6	1	28	29	68	4	72	107
07:30 AM	3	10	13	3	31	34	86	2	88	135
07:45 AM	3	10	13	5	67	72	75	2	77	162
Total	11	30	41	12	169	181	280	11	291	513
08:00 AM	0	5	5	4	47	51	70	2	72	128
08:15 AM	2	10	12	4	48	52	86	2	88	152
08:30 AM	1	4	5	4	56	60	81	2	83	148
08:45 AM	3	3	6	1_	52	53	71	5	76	135
Total	6	22	28	13	203	216	308	11	319	563
						,				
Grand Total		52	69	25	372	397	588	22	610	1076
Apprch %		75.4		6.3	93.7		96.4	3.6		
Total %	1.6	4.8	6.4	2.3	34.6	36.9	54.6	2	56.7	
Cars +	17	52	69	25	370	395	588	22	610	1074
% Cars +	100	100	100	100	99.5	99.5	100	100	100	99.8
Trucks	0	0	0	0	2	2	0	0	0	2
% Trucks	0	0	0	0	0.5	0.5	0	0	0	0.2



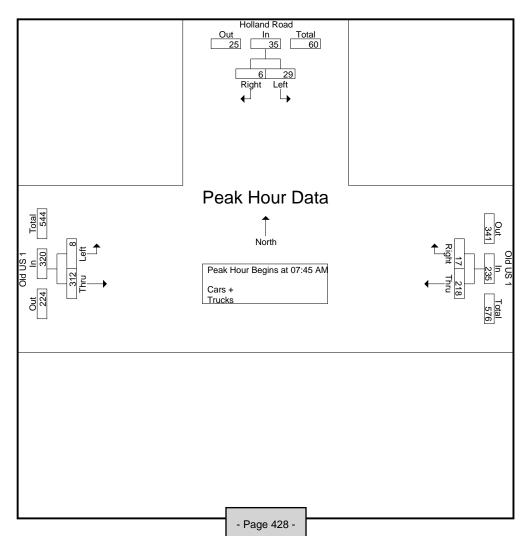
File Name: Apex(Old US 1 and Holland)AM Peak

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	Н	olland Roa	d		Old US 1						
	5	Southbound	l		Westbound						
Start Time	Right	ht Left App. Total		Right	Thru	App. Total	Thru	Left	App. Total	Int. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:45 AM											
07:45 AM	3	10	13	5	67	72	75	2	77	162	
08:00 AM	0	5	5	4	47	51	70	2	72	128	
08:15 AM	2	10	12	4	48	52	86	2	88	152	
08:30 AM	1	4	5	4	56	60	81	2	83	148	
Total Volume	6	29	35	17	218	235	312	8	320	590	
% App. Total	17.1	82.9		7.2	92.8		97.5	2.5			
PHF	.500	.725	.673	.850	.813	.816	.907	1.00	.909	.910	





File Name: Apex(Old US 1 and Holland)PM Peak

Site Code:

Start Date : 2/2/2021

Page No : 1

Holland Road Old US 1 Old US 1													
		Holland Roa	ad		Old US 1								
		Southboun	ıd		Westbound	db							
Start Time	Right	Left	App. Total	Right	Thru	App. Total	Thru	Left	App. Total	Int. Total			
04:00 PN	1 3	16	19	5	91	96	72	1	73	188			
04:15 PN	1 6	5	11	7	84	91	84	5	89	191			
04:30 PM	1 2	8	10	9	87	96	59	5	64	170			
04:45 PN	1 1	4	5	12	88	100	83	7	90	195			
Tota	I 12	33	45	33	350	383	298	18	316	744			
05:00 PM	1 7	8	15	9	123	132	69	6	75	222			
05:15 PM	1 2	9	11	13	121	134	83	4	87	232			
05:30 PM	1 7	13	20	11	128	139	63	4	67	226			
05:45 PM	1 3	10	13	7	75	82	78	4	82	177_			
Tota	I 19	40	59	40	447	487	293	18	311	857			
Grand Tota	ı	73	104	73	797	870	591	36	627	1601			
Apprch %	29.8	70.2		8.4	91.6		94.3	5.7					
Total %	1.9	4.6	6.5	4.6	49.8	54.3	36.9	2.2	39.2				
Cars -	- 31	72	103	73	796	869	591	36	627	1599			
% Cars +	100	98.6	99	100	99.9	99.9	100	100	100	99.9			
Trucks	0	1	1	0	1	1	0	0	0	2			
% Trucks	0	1.4	1	0	0.1	0.1	0	0	0	0.1			



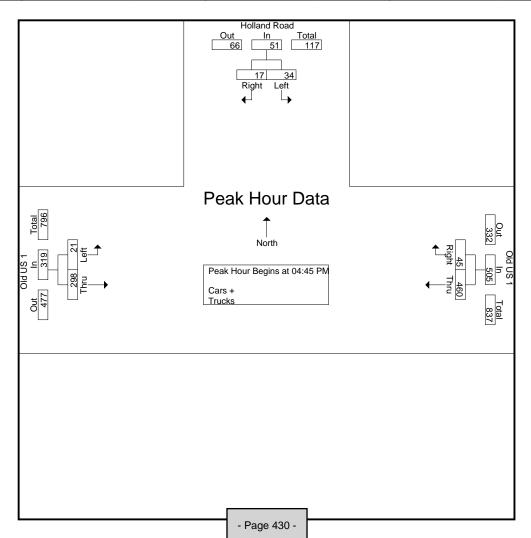
File Name: Apex(Old US 1 and Holland)PM Peak

Site Code:

Start Date : 2/2/2021

Page No : 2

	ŀ	Holland Roa	d		Old US 1							
	;	Southbound	l k		Westbound							
Start Time	Right	Left	App. Total	Right	Thru	App. Total	Thru	Left	App. Total	Int. Total		
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1												
Peak Hour for Entire Intersection Begins at 04:45 PM												
04:45 PM	1	4	5	12	88	100	83	7	90	195		
05:00 PM	7	8	15	9	123	132	69	6	75	222		
05:15 PM	2	9	11	13	121	134	83	4	87	232		
05:30 PM	7	13	20	11	128	139	63	4	67	226		
Total Volume	17	34	51	45	460	505	298	21	319	875		
% App. Total	33.3	66.7		8.9	91.1		93.4	6.6				
PHF	.607	.654	.638	.865	.898	.908	.898	.750	.886	.943		





File Name: Apex(Old US 1 and Humie Olive)AM Peak

Site Code:

Start Date : 2/2/2021

Page No : 1

	Humie Olive Road Old US 1										Humie Olive Road Old US 1							
	Southbound				Westbound				Northbound				Eastbound					
Ctart Time	Right	Thru	Left	A T-4-I	Right	Thru	Left	A T-4-1							Int. Total			
Start Time				App. Total		-		App. Total	Right	-	Left	App. Total				App. Total		
07:00 AM	2	0	23	25	26	22	0	48	0	0	0	0	0	31	5	36	109	
07:15 AM	1	0	28	29	21	5	3	29	0	0	0	0	1	47	1	49	107	
07:30 AM	1	0	33	34	18	17	0	35	0	0	1	1	3	55	1	59	129	
07:45 AM	1	0	27	28	25	42	0	67	0	0	1	1	0	47	2	49	145	
Total	5	0	111	116	90	86	3	179	0	0	2	2	4	180	9	193	490	
					ı							,						
08:00 AM	1	0	25	26	28	18	1	47	1	0	0	1	1	46	4	51	125	
08:15 AM	2	0	48	50	24	25	0	49	1	0	0	1	0	40	1	41	141	
08:30 AM	4	0	36	40	29	28	0	57	1	0	0	1	0	48	3	51	149	
08:45 AM	3	0	32	35	33	22	0	55	0	0	0	0	1	40	3	44	134	
Total	10	0	141	151	114	93	1	208	3	0	0	3	2	174	11	187	549	
					ı													
Grand Total	15	0	252	267	204	179	4	387	3	0	2	5	6	354	20	380	1039	
Apprch %	5.6	0	94.4		52.7	46.3	1		60	0	40		1.6	93.2	5.3			
Total %	1.4	0	24.3	25.7	19.6	17.2	0.4	37.2	0.3	0	0.2	0.5	0.6	34.1	1.9	36.6		
Cars +	15	0	246	261	196	169	4	369	2	0	2	4	6	345	19	370	1004	
% Cars +	100	0	97.6	97.8	96.1	94.4	100	95.3	66.7	0	100	80	100	97.5	95	97.4	96.6	
Trucks	0	0	6	6	8	10	0	18	1	0	0	1	0	9	1	10	35	
% Trucks	0	0	2.4	2.2	3.9	5.6	0	4.7	33.3	0	0	20	0	2.5	5	2.6	3.4	



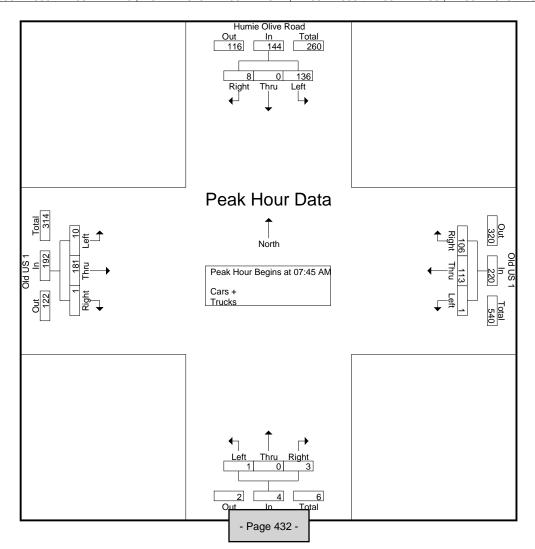
File Name: Apex(Old US 1 and Humie Olive)AM Peak

Site Code:

Start Date : 2/2/2021

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																	_	
	Н	lumie O	live Ro	ad	Old US 1					łumie C	live Ro	ad						
		South	bound			Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																		
Peak Hour for I	Entire In	tersecti	on Beg	ins at 07	45 AM													
07:45 AM	1	0	27	28	25	42	0	67	0	0	1	1	0	47	2	49	145	
08:00 AM	1	0	25	26	28	18	1	47	1	0	0	1	1	46	4	51	125	
08:15 AM	2	0	48	50	24	25	0	49	1	0	0	1	0	40	1	41	141	
08:30 AM	4	0	36	40	29	28	0	57	1	0	0	1	0	48	3	51	149	
Total Volume	8	0	136	144	106	113	1	220	3	0	1	4	1	181	10	192	560	
% App. Total	5.6	0	94.4		48.2	51.4	0.5		75	0	25		0.5	94.3	5.2			
PHF	.500	.000	.708	.720	.914	.673	.250	.821	.750	.000	.250	1.00	.250	.943	.625	.941	.940	





File Name: Apex(Old US 1 and Humie Olive)PM Peak

Site Code:

Start Date : 2/2/2021

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Groups Printed- Cars + - Trucks

	-	lumie O	live Ro	ad			US 1	rintea- C		Humie C	Nive Ro	ad		Old	US 1]
			bound	au			bound		'		bound	au			oound		
Ctart Time	Right	Thru	Left	A T-4-1	Right	Thru	Left	A T-4-1	Right	Thru	Left	A T-4-1	Right	Thru	Left	A T-4-1	Int. Total
Start Time				App. Total		-		App. Total		-		App. Total	Right	-		App. Total	
04:00 PM	3	0	40	43	55	38	0	93	0	0	3	3	1	31	9	41	180
04:15 PM	3	0	47	50	46	43	0	89	2	0	0	2	0	36	3	39	180
04:30 PM	1	0	38	39	54	37	0	91	0	1	0	1	0	35	9	44	175
04:45 PM	4	0	43	47	39	48	0	87	0	0	0	0	0	42	1	43	177
Total	11	0	168	179	194	166	0	360	2	1	3	6	1	144	22	167	712
	1																
05:00 PM	6	0	39	45	68	61	0	129	0	0	0	0	0	40	3	43	217
05:15 PM	3	0	42	45	53	68	1	122	1	0	0	1	0	45	4	49	217
05:30 PM	6	0	35	41	66	65	0	131	1	0	0	1	0	31	7	38	211
05:45 PM	6	0	44	50	32	44	0	76	0	0	1	1	0	35	5	40	167
Total	21	0	160	181	219	238	1	458	2	0	1	3	0	151	19	170	812
Grand Total	32	0	328	360	413	404	1	818	4	1	4	9	1	295	41	337	1524
Apprch %	8.9	0	91.1		50.5	49.4	0.1		44.4	11.1	44.4		0.3	87.5	12.2		
Total %	2.1	0	21.5	23.6	27.1	26.5	0.1	53.7	0.3	0.1	0.3	0.6	0.1	19.4	2.7	22.1	
Cars +	32	0	326	358	411	401	1	813	4	1	4	9	1	289	39	329	1509
% Cars +	100	0	99.4	99.4	99.5	99.3	100	99.4	100	100	100	100	100	98	95.1	97.6	99
Trucks	0	0	2	2	2	3	0	5	0	0	0	0	0	6	2	8	15
% Trucks	0	0	0.6	0.6	0.5	0.7	0	0.6	0	0	0	0	0	2	4.9	2.4	1

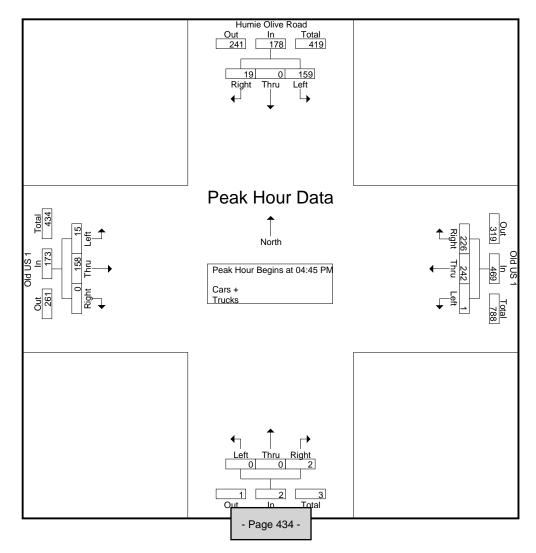


File Name: Apex(Old US 1 and Humie Olive)PM Peak

Site Code:

Start Date : 2/2/2021 Page No : 2

	Н	lumie O	live Ro	ad		Old	US 1		F	łumie O	live Ro	ad		Old	US 1		
		South	bound			Westh	oound			North	bound			East	bound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Ana	alysis Fro	om 04:0	00 PM t	o 05:45 F	M - Pea	ak 1 of 1											
Peak Hour for	Entire In	tersecti	on Beg	ins at 04	45 PM												
04:45 PM	4	0	43	47	39	48	0	87	0	0	0	0	0	42	1	43	177
05:00 PM	6	0	39	45	68	61	0	129	0	0	0	0	0	40	3	43	217
05:15 PM	3	0	42	45	53	68	1	122	1	0	0	1	0	45	4	49	217
05:30 PM	6	0	35	41	66	65	0	131	1_	0	0	1	0	31	7	38	211
Total Volume	19	0	159	178	226	242	1	469	2	0	0	2	0	158	15	173	822
% App. Total	10.7	0	89.3		48.2	51.6	0.2		100	0	0		0	91.3	8.7		
PHF	.792	.000	.924	.947	.831	.890	.250	.895	.500	.000	.000	.500	.000	.878	.536	.883	.947





5808 Faringdon Place, Suite 100 Raleigh, NC 27609 PH: 919 872-5115 FX: 919 878-5416

File Name: Humie Olive Road and Old US 1

Site Code : 00099215 Start Date : 9/2/2015

Page No : 1

		Old U	US 1			N/.	A			Old	US 1		Hu	mie Oli	ve Roa	d			
		Southb	ound			Westbo	ound			North	bound			Eastbo					
Start Time	Right	Thru	Left	Trks	Right	Thru	Left	Trks	Right	Thru	Left	Trks	Right	Thru	Left	Trks	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	87	8	0	0	0	0	0	0	0	34	8	1	4	0	115	0	1	256	257
07:15 AM	26	16	0	0	0	0	0	0	0	39	3	0	6	0	85	0	0	175	175
07:30 AM	26	15	0	1	0	0	0	0	0	32	4	2	2	0	25	0	3	104	107
07:45 AM	22	16	0	1	0	0	0	0	0	43	2	0	2	0	29	1	2	114	116_
Total	161	55	0	2	0	0	0	0	0	148	17	3	14	0	254	1	6	649	655
08:00 AM	24	12	0	0	0	0	0	0	_	25	2	2	2	0	15	4	6	80	86
		8	0	0	0	0		0	0			0	I	0		4	6		
08:15 AM	22 14	8		-	_	0	0	•		19	0	_	1	0	33 30	0	3	83 77	86
08:30 AM		-	0	0	0	-	0	0	0	23	2	0	0	0		1	1		78
08:45 AM	19	6	0	1	0	0	0	0	0	18	4	1	0	0	32	0	2	79	81
Total	79	34	0	4	0	0	0	0	0	85	8	3	3	0	110	5	12	319	331
*** BREAK	***																		
04:00 PM	27	40	0	3	0	0	0	0	0	24	1	2	5	0	22	2	7	119	126
04:15 PM	14	27	0	0	0	0	0	0	0	22	4	1	1	0	26	2	3	94	97
04:30 PM	30	25	0	1	0	0	0	0	0	18	0	1	5	0	20	2	4	98	102
04:45 PM	37	31_	0	1	0	0	0	0	0	18	1	1	2	0	17	4	6	106	112
Total	108	123	0	5	0	0	0	0	0	82	6	5	13	0	85	10	20	417	437
05:00 PM	50	41	0	2	0	0	0	0	0	26	6	1	2	0	21	2	5	146	151
05:15 PM	49	43	0	1	0	0	0	0	0	30	4	1	7	Ö	70	2	4	203	207
05:30 PM	37	36	0	3	0	0	0	0	0	31	4	1	5	0	35	1	5	148	153
05:45 PM	24	26	0	0	0	0	0	0	0	20	4	0	5	0	49	0	0	128	128
Total	160	146	0	6	0	0	0	0	0	107	18	3	19	0	175	5	14	625	639
	ı				ı				ı				ı				ı		
Grand Total	508	358	0	17	0	0	0	0	0	422	49	14	49	0	624	21	52	2010	2062
Apprch %	58.7	41.3	0		0	0	0		0	89.6	10.4		7.3	0	92.7				
Total %	25.3	17.8	0		0	0	0		0	21	2.4		2.4	0	31		2.5	97.5	



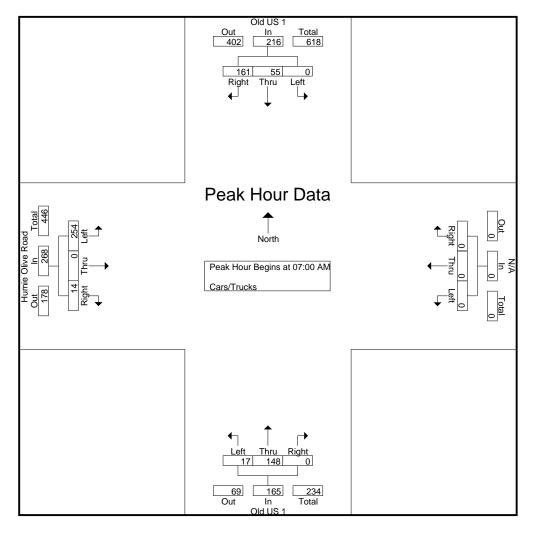
5808 Faringdon Place, Suite 100 Raleigh, NC 27609 PH: 919 872-5115 FX: 919 878-5416

File Name: Humie Olive Road and Old US 1

Site Code : 00099215 Start Date : 9/2/2015

Page No : 2

		Old	US 1			N	/A			Old	US 1		Н	Iumie O	live Roa	nd	1
		South	bound			Westh	ound			North	bound			Eastl	ound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis	From 07:	00 AM to	11:45 AN	A - Peak 1 o	f 1												
Peak Hour for I	Entire Ir	ntersecti	on Beg	ins at 07:0	00 AM												
07:00 AM	87	8	0	95	0	0	0	0	0	34	8	42	4	0	115	119	256
07:15 AM	26	16	0	42	0	0	0	0	0	39	3	42	6	0	85	91	175
07:30 AM	26	15	0	41	0	0	0	0	0	32	4	36	2	0	25	27	104
07:45 AM	22	16	0	38	0	0	0	0	0	43	2	45	2	0	29	31	114
Total Volume	161	55	0	216	0	0	0	0	0	148	17	165	14	0	254	268	649
% App. Total	74.5	25.5	0		0	0	0		0	89.7	10.3		5.2	0	94.8		
PHF	.463	.859	.000	.568	.000	.000	.000	.000	.000	.860	.531	.917	.583	.000	.552	.563	.634





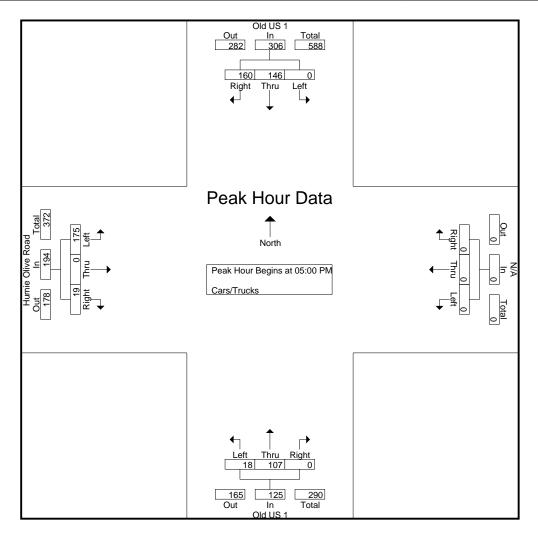
5808 Faringdon Place, Suite 100 Raleigh, NC 27609 PH: 919 872-5115 FX: 919 878-5416

File Name: Humie Olive Road and Old US 1

Site Code : 00099215 Start Date : 9/2/2015

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			US 1				/A				US 1		Н	lumie O		ıd	
		South	<u>bound</u>			Westh	ound			<u>North</u>	bound			Easth	ound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis	From 12:	00 PM to	05:45 PM	I - Peak 1 of	1												
Peak Hour for I	Entire Ir	ntersecti	on Beg	ins at 05:0	00 PM												
05:00 PM	50	41	0	91	0	0	0	0	0	26	6	32	2	0	21	23	146
05:15 PM	49	43	0	92	0	0	0	0	0	30	4	34	7	0	70	77	203
05:30 PM	37	36	0	73	0	0	0	0	0	31	4	35	5	0	35	40	148
05:45 PM	24	26	0	50	0	0	0	0	0	20	4	24	5	0	49	54	128
Total Volume	160	146	0	306	0	0	0	0	0	107	18	125	19	0	175	194	625
% App. Total	52.3	47.7	0		0	0	0		0	85.6	14.4		9.8	0	90.2		
PHF	.800	.849	.000	.832	.000	.000	.000	.000	.000	.863	.750	.893	.679	.000	.625	.630	.770



VHB Engineering NC, P.C. 4000 WestChase Boulevard, Suite 530

Raleigh, NC 27607 p: 919-829-0328 f: 919.833-0034

File Name: Friendship Thursday

Site Code :

Start Date : 4/7/2016 Page No : 1

Groups Printed- Passenger Vehicles - Single Unit - TTST - Bicycles on Crosswalk - Pedestrians

	Fı	riendsł	nip Roa	ıd	Ole	H ZU E	ighway	1	F		nip Roa	ıd	Ol	d US H	lighway	1			
		South				Westk					bound				ound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	10	74	0	0	8	0	5	0	0	57	6	0	0	160	160
04:15 PM	0	0	0	0	9	58	0	0	7	0	10	0	0	50	12	0	0	146	146
04:30 PM	0	0	0	0	8	75	0	0	9	0	10	0	0	43	9	0	0	154	154
04:45 PM	0	0	0	0	17	86	0	0	4	0	11	0	0	47	8	0	0	173	173
Total	0	0	0	0	44	293	0	0	28	0	36	0	0	197	35	0	0	633	633
05:00 PM	0	0	0	0	18	89	0	0	6	0	5	0	0	44	9	0	0	171	171
05:15 PM	0	0	0	0	19	114	0	0	7	0	13	0	0	72	7	0	0	232	232
05:30 PM	0	0	0	0	19	87	0	0	11	0	10	0	0	69	11	0	0	207	207
05:45 PM	0	0	0	1	19	110	0	0	4	0	10	0	0	66	8	0	1	216	217
Total	0	0	0	1	74	400	0	0	28	0	38	0	0	251	35	0	1	826	827
TUIdI	U	U	U	' '	/4	400	U	U	20	U	30	0	U	201	33	U	l I	820	027
06:00 PM	0	0	0	0	18	78	0	0	4	0	16	0	0	88	10	0	0	214	214
06:15 PM	0	0	0	0	19	59	0	0	5	0	13	0	0	50	5	0	0	151	151
06:30 PM	0	0	0	0	11	50	0	0	2	0	5	0	0	64	7	0	0	139	139
06:45 PM	0	0	0	0	5	41	0	0	3	0	8	0	0	33	3	0	0	93	93
Total	0	0	0	0	53	228	0	0	14	0	42	0	0	235	25	0	0	597	597
				. 1													1 .		
Grand Total	0	0	0	1	171	921	0	0	70	0	116	0	0	683	95	0	1	2056	2057
Apprch %	0	0	0		15.7	84.3	0		37.6	0	62.4		0	87.8	12.2				
Total %	0	0	0		8.3	44.8	0		3.4	0	5.6		0	33.2	4.6		0	100	
Passenger Vehicles	0	0	0		170	892	0		67	0	116		0	658	89		0	0	1992
% Passenger Vehicles	0	0	0	0	99.4	96.9	0	0	95.7	0	100	0	0	96.3	93.7	0	0	0	96.8
Single Unit	0	0	0		0	27	0		3	0	0		0	21	6		0	0	57
% Single Unit	0	0	0	0	0	2.9	0	0	4.3	0	0	0	0	3.1	6.3	0	0	0	2.8
TTST	0	0	0		1	2	0		0	0	0		0	4	0		0	0	7
% TTST	0	0	0	0	0.6	0.2	0	0	0	0	0	0	0	0.6	0	0	0	0	0.3
Bicycles on Crosswalk	0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0		0	0	0		0	0	0		0	0	0		0	0	1
% Pedestrians	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

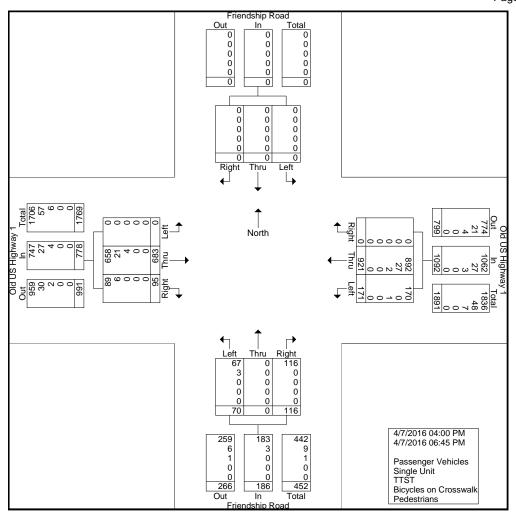
VHB Engineering NC, P.C. 4000 WestChase Boulevard, Suite 530

4000 WestChase Boulevard, Suite 530 Raleigh, NC 27607 p: 919-829-0328 f: 919.833-0034

File Name: Friendship Thursday

Site Code :

Start Date : 4/7/2016 Page No : 2



VHB Engineering NC, P.C. 4000 WestChase Boulevard, Suite 530

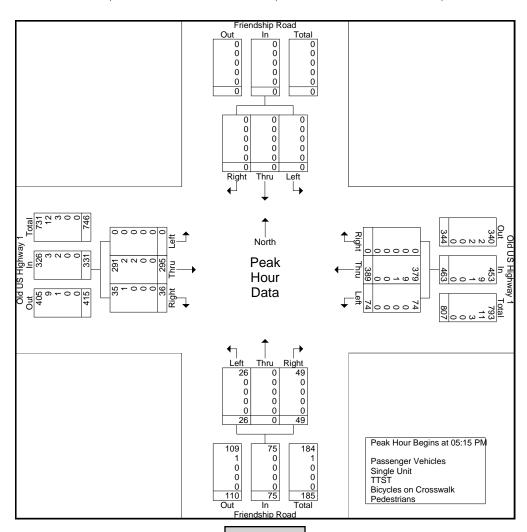
4000 WestChase Boulevard, Suite 530 Raleigh, NC 27607 p: 919-829-0328 f: 919.833-0034

File Name: Friendship Thursday

Site Code :

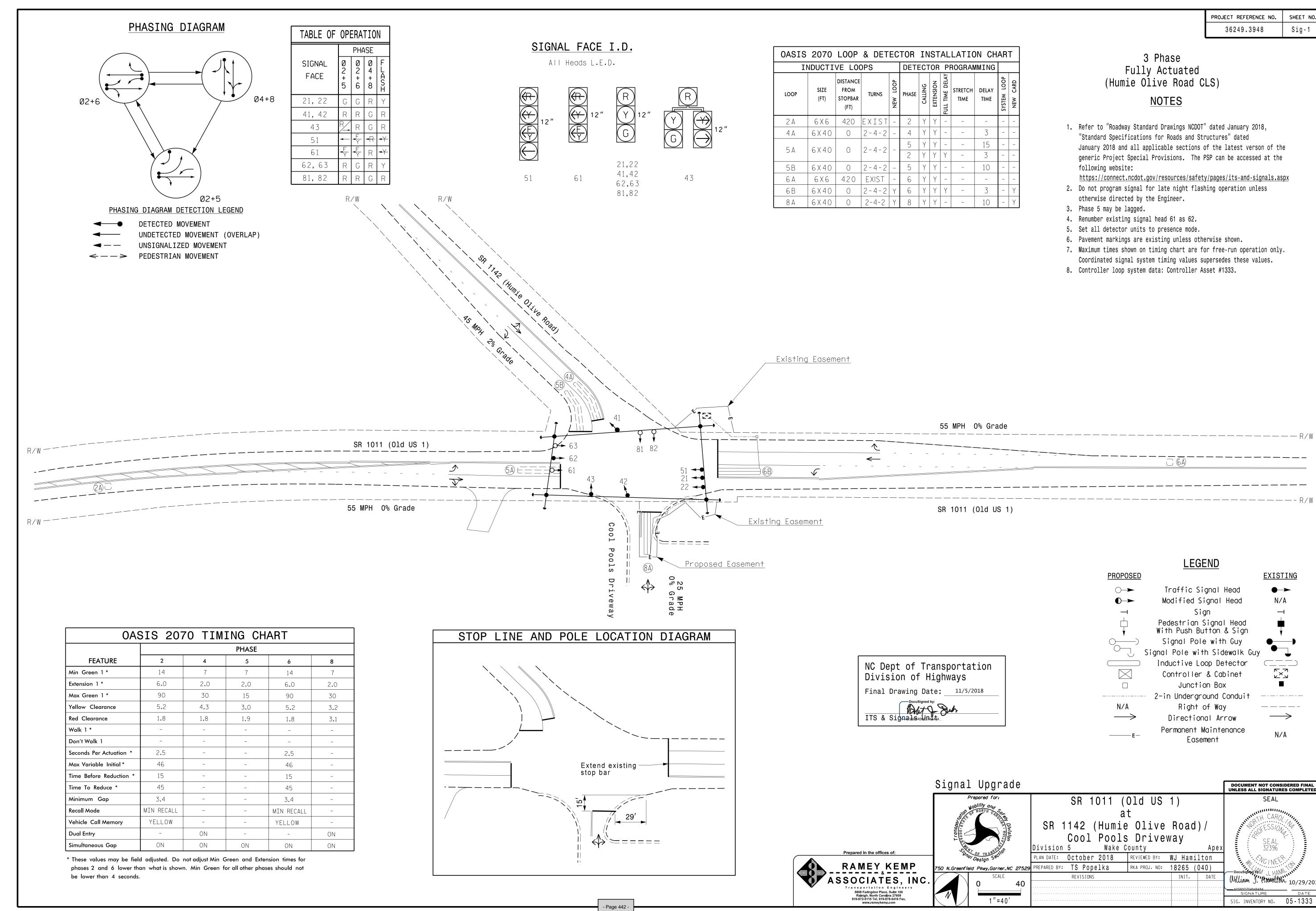
Start Date: 4/7/2016 Page No: 3

	F	Friends	hip Roa	d	0	ld US F	lighway	<i>/</i> 1	F	riends	hip Roa	ıd	0	ld US F	lighway	<i>/</i> 1	
			bound				bound	'			bound				bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analy					eak 1 of	1											
Peak Hour for Entire	e Intersecti	ion Begin:	s at 05:15	PM													
05:15 PM	0	0	0	0	19	114	0	133	7	0	13	20	0	72	7	79	232
05:30 PM	0	0	0	0	19	87	0	106	11	0	10	21	0	69	11	80	207
05:45 PM	0	0	0	0	18	110	0	128	4	0	10	14	0	66	8	74	216
06:00 PM	0	0	0	0	18	78	0	96	4	0	16	20	0	88	10	98	214
Total Volume	0	0	0	0	74	389	0	463	26	0	49	75	0	295	36	331	869
% App. Total	0	0	0		16	84	0		34.7	0	65.3		0	89.1	10.9		
PHF	.000	.000	.000	.000	.974	.853	.000	.870	.591	.000	.766	.893	.000	.838	.818	.844	.936
Passenger Vehicles	0	0	0	0	74	379	0	453	26	0	49	75	0	291	35	326	854
% Passenger Vehicles	0	0	0	0	100	97.4	0	97.8	100	0	100	100	0	98.6	97.2	98.5	98.3
Single Unit	0	0	0	0	0	9	0	9	0	0	0	0	0	2	1	3	12
% Single Unit	0	0	0	0	0	2.3	0	1.9	0	0	0	0	0	0.7	2.8	0.9	1.4
TTST	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
% TTST	0	0	0	0	0	0.3	0	0.2	0	0	0	0	0	0.7	0	0.6	0.3
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



APPENDIX C

SIGNAL PLANS



APPENDIX D

ADJACENT DEVELOPMENT INFORMATION

TRAFFIC IMPACT ANALYSIS

FOR

H-10 HIGH SCHOOL

LOCATED IN

APEX, NORTH CAROLINA

Prepared For: CLH Design, P.A. 400 Regency Forest Drive, Suite 120 Cary, NC 27518

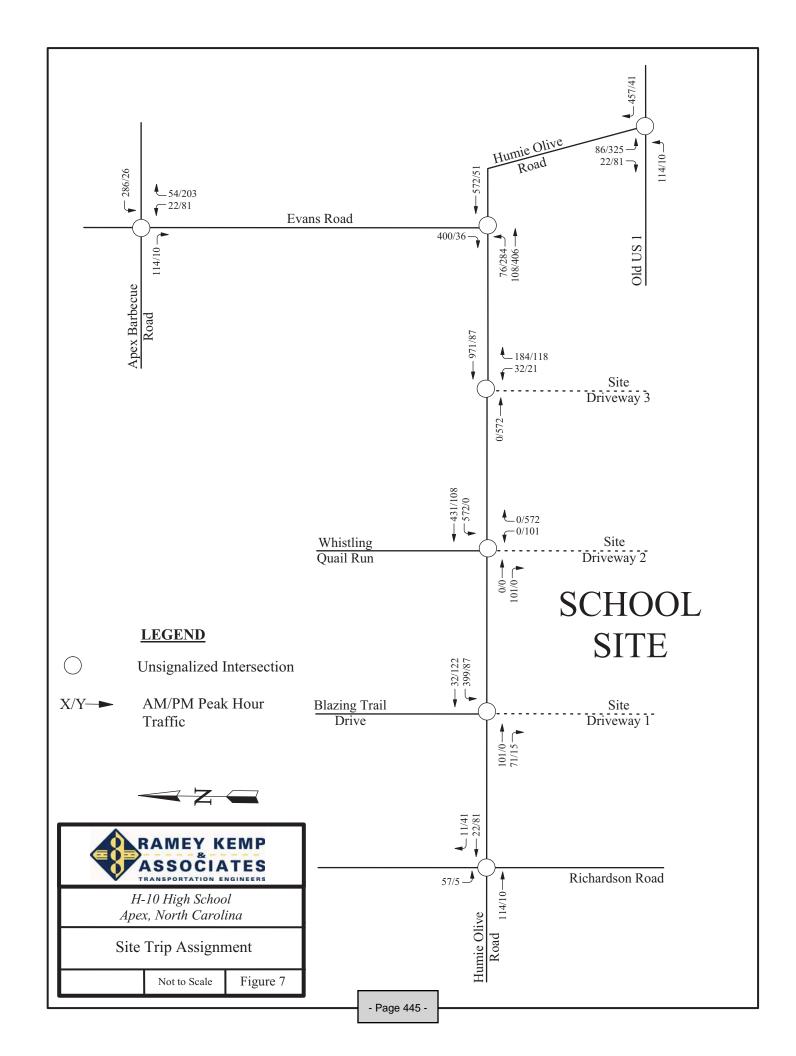
Prepared By:

Ramey Kemp & Associates, Inc. 5808 Faringdon Place, Suite 100 Raleigh, North Carolina 27609 NC Corporate License # C-0910

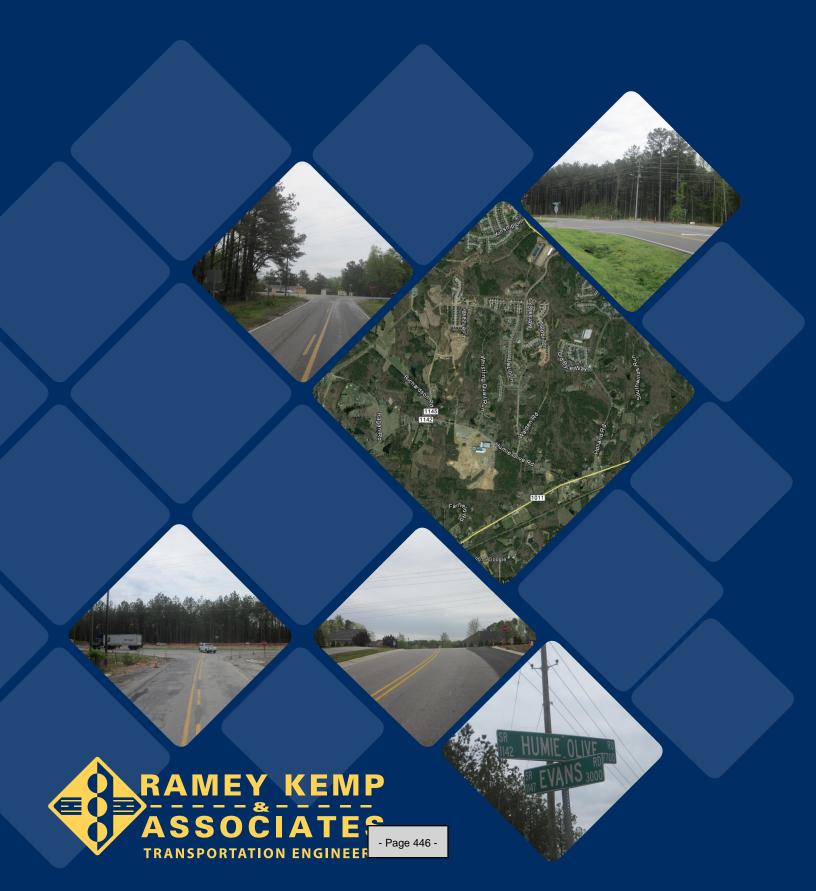
January 2012

RKA Project #11147





Traffic Impact Analysis M-11 Middle School Apex, NC



TRAFFIC IMPACT ANALYSIS

FOR

M-11 MIDDLE SCHOOL

LOCATED IN

APEX, NORTH CAROLINA

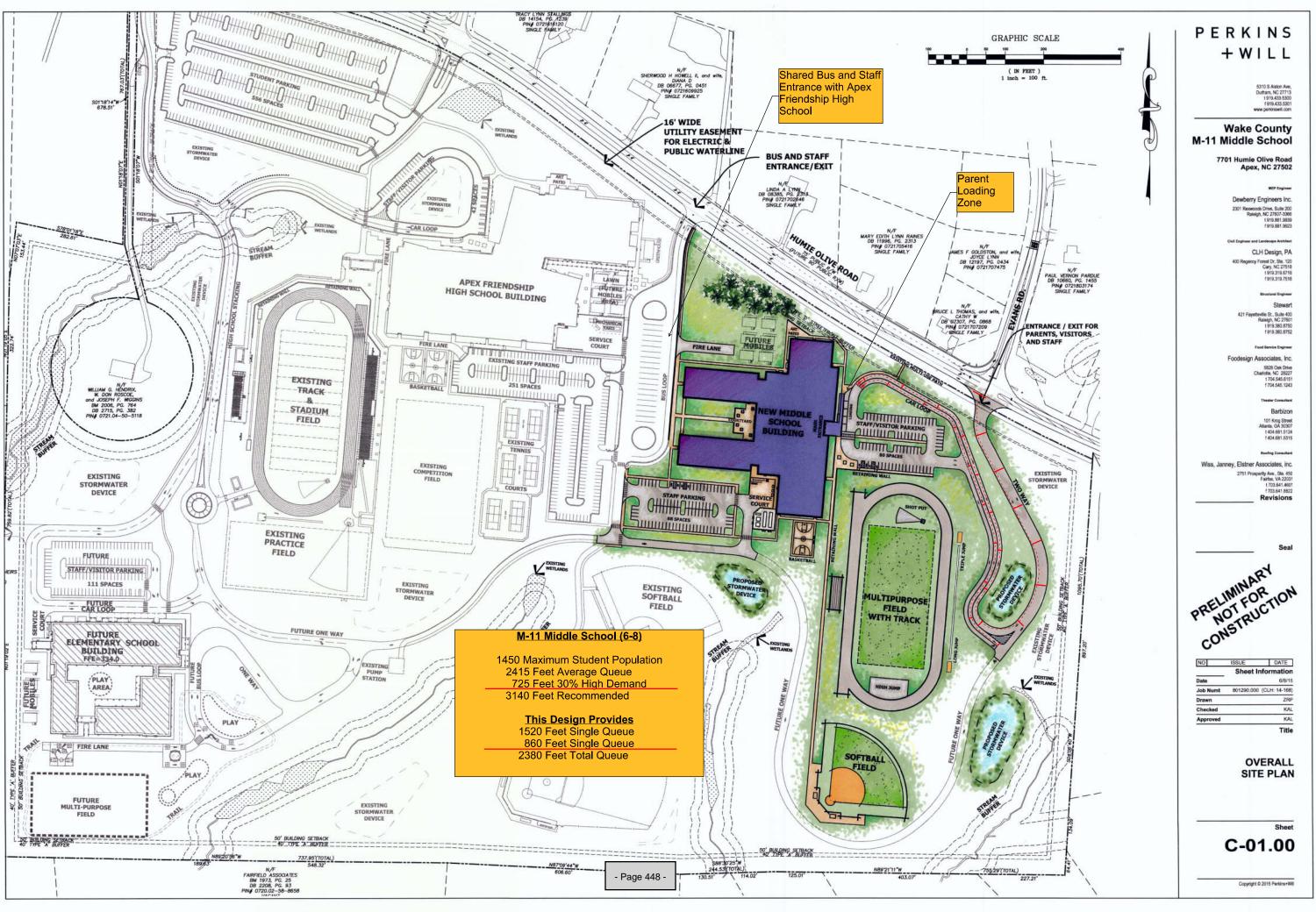
Prepared For: CLH Design, P.A. 400 Regency Forest Drive, Suite 120 Cary, NC 27518

Prepared By: Ramey Kemp & Associates, Inc. 5808 Faringdon Place, Suite 100 Raleigh, North Carolina 27609 NC Corporate License # C-0910

September 2015



RKA Project #14271.02



+WILL

5310 S Alston Ave, Durham, NC 27713 1919.433.5300 f 919.433.5301 www.perkinswill.com

Wake County

Dewberry Engineers Inc. t 919.881.9939 f 919.881.9923

CLH Design, PA Regency Forest Dr. Ste. 120 Cary, NC 27518 1 919.319.6716 f 919.319.7516

Barbizon

101 Krog Street Atlanta, GA 30307 1 404.681.5124 1 404.681.5315

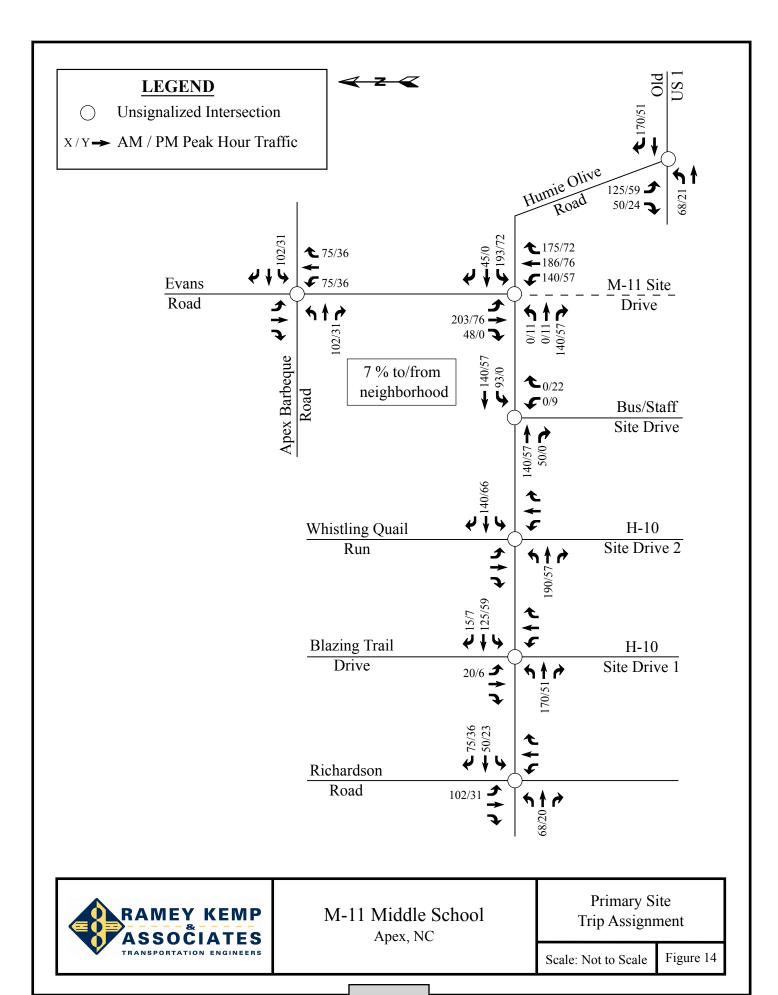
2751 Prosperily Ave., Ste. 450 Fairlax, VA 22031 t 703.641.4601 f 703.641.8822

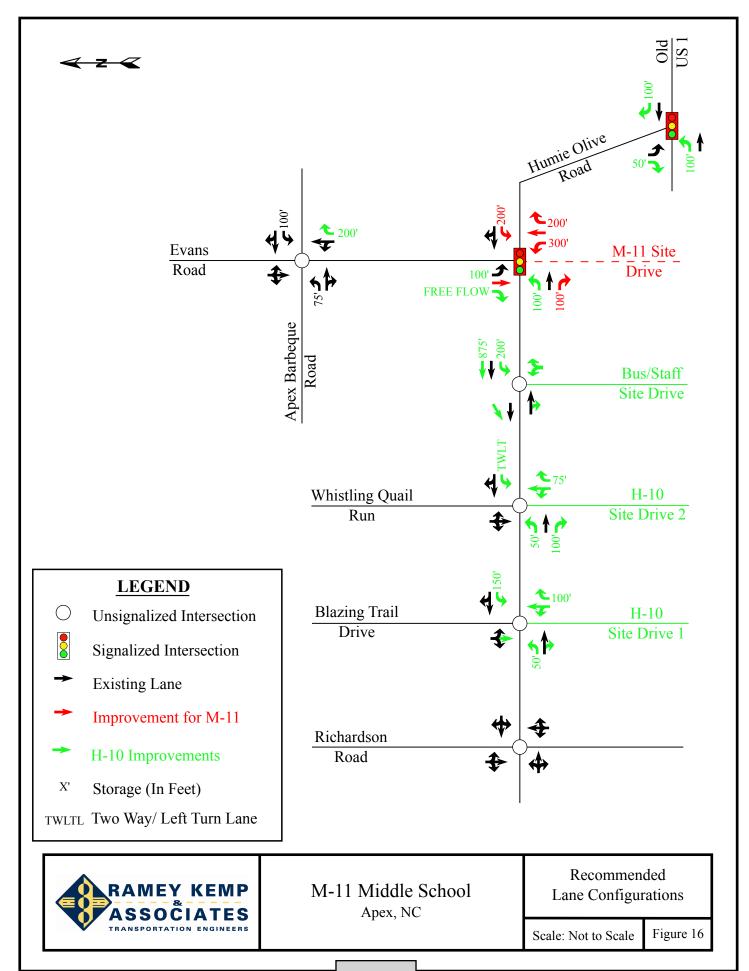
NO	ISSUE	DATE
	Sheet In	nformation
Date		6/8/15
Job Numt	801290.000	(CLH: 14-168)
Drawn		ZRP
Checked		KAL
Approved		KAL
		Title

OVERALL SITE PLAN

C-01.00

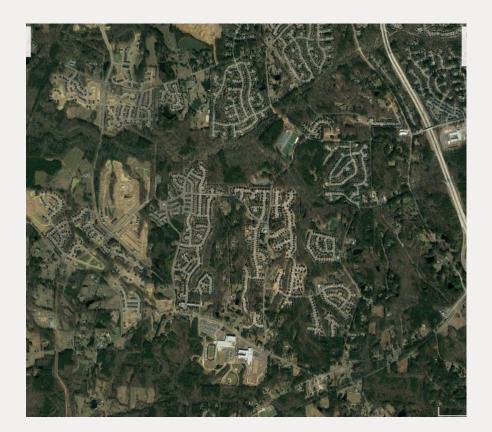
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RAMEY KEMP ASSOCIATES

Moving forward.







E-41 Elementary School Traffic Imapet Analysis Apex, North Carolina

- Page 451 -



Transportation Consulting that moves us forward.

TRAFFIC IMPACT ANALYSIS

FOR

E-41 ELEMENTARY SCHOOL UPDATE

LOCATED

IN

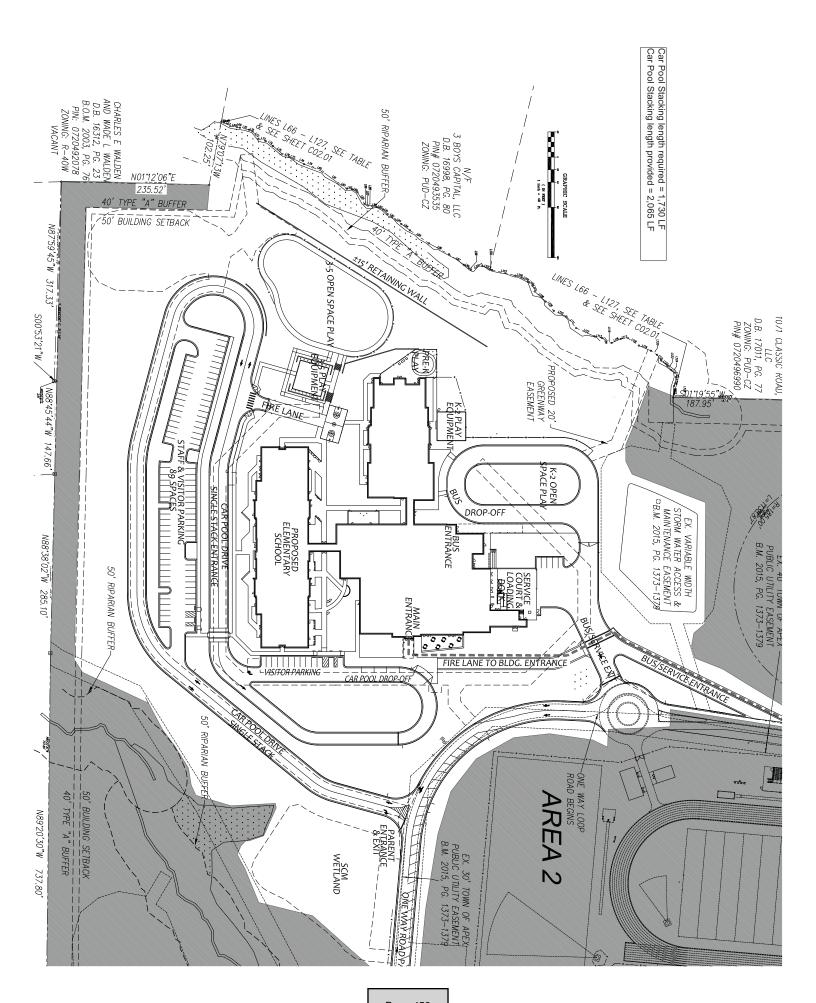
Apex, North Carolina

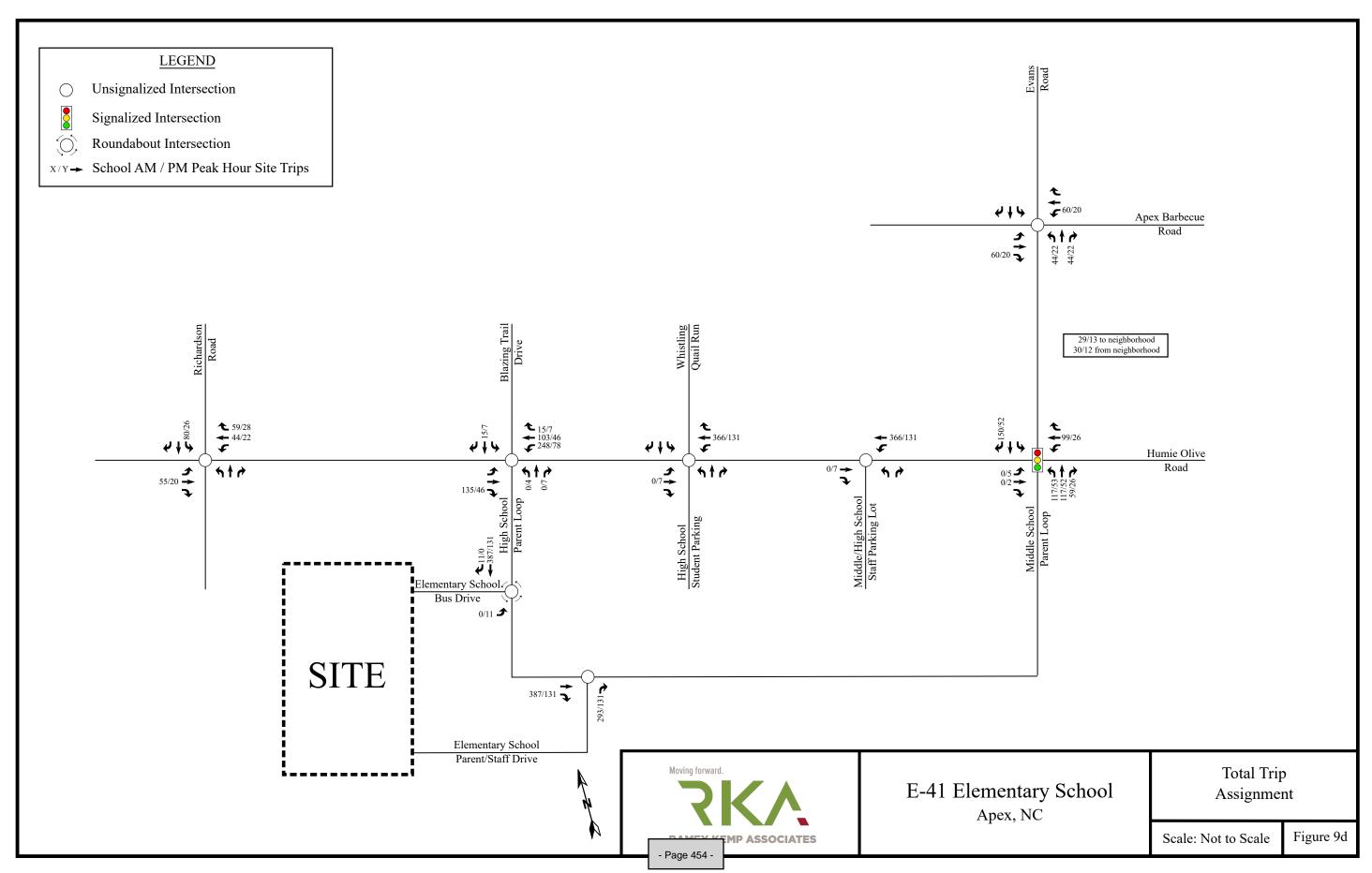
Prepared For: Wake County Public School System 1429 Rock Quarry Road, Suite 116 Raleigh, NC 27610

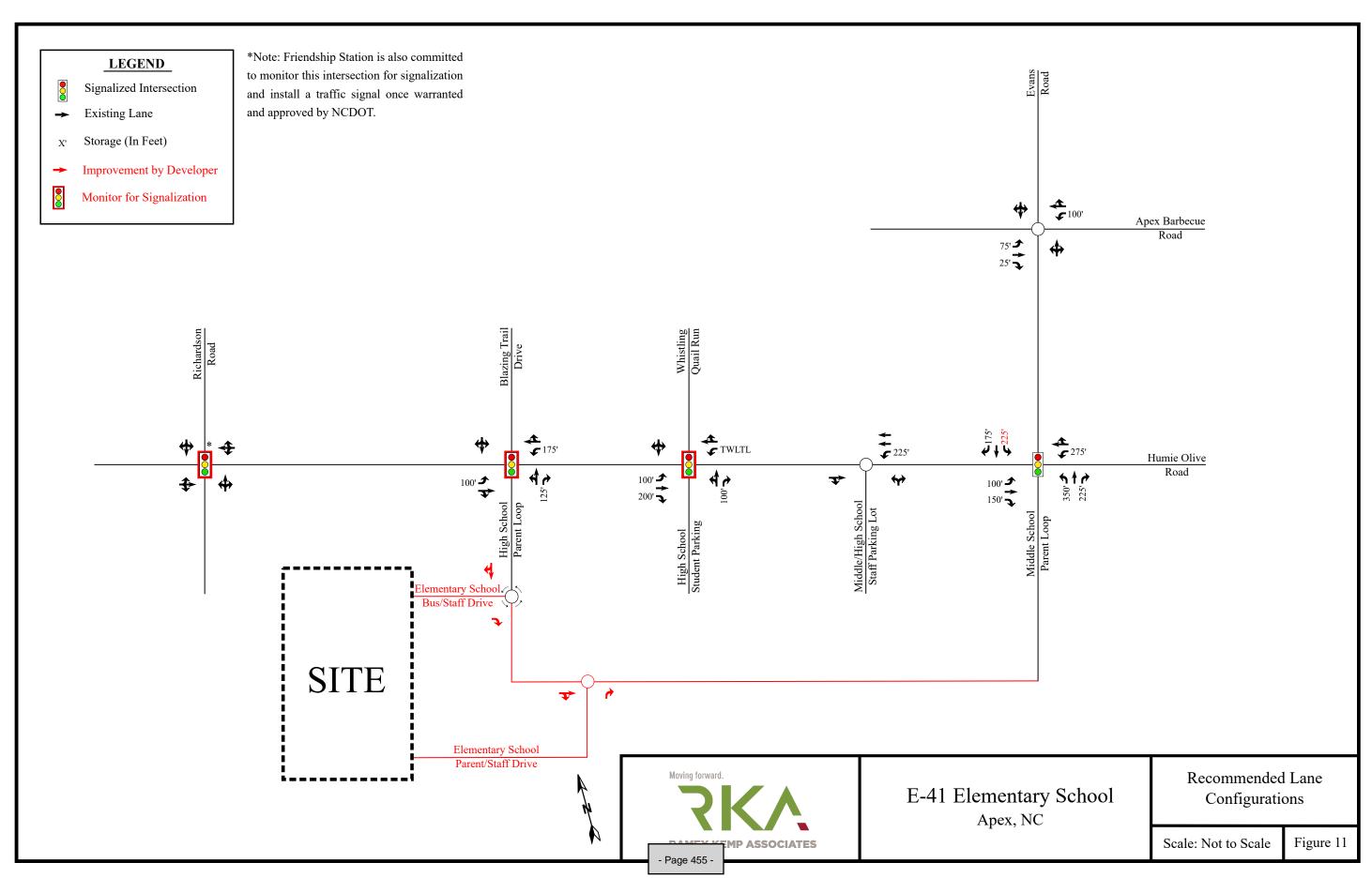
Prepared By: Ramey Kemp & Associates, Inc. 5808 Faringdon Place, Suite 100 Raleigh, NC 27609 License #C-0910 August 2020

RKA Project No. 19153 Prepared By: MLS

Reviewed By: JTR



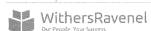




Pleasant Park

Apex, NC

PREPARED FOR



c/o Jason Bertoncino, PE, LEED AP 115 MacKenan Drive Cary, NC 27511

PREPARED BY



VHB Engineering NC, P.C. (C-3705)

940 Main Campus Drive, Suite 500 Raleigh, NC 27606 919.829.0328

January 12, 2018





January 24, 2018

Baohong Wan, PhD, P.E. <u>bwan@vhb.com</u> VHB Engineering NC, P.C. (C-3705) 940 Main Campus Drive, Suite 500 Raleigh, NC 27606

Subject: Staff summary and comments for the Pleasant Park TIA, 01/15/18

Dr. Wan:

Please review the following summary of my comments and recommendations. You may schedule a meeting with me and your client to discuss at your convenience.

Study Area

The TIA proposes access to the development through separate ingress and egress points on Pleasant Plains Road. In addition to studying the ingress and egress driveways, the following intersections are also included in the TIA for analysis:

- SR 1011 (Old US Highway 1) and SR 1170 (Pleasant Plains Road)
- SR 1011 (Old US Highway 1) and SR 1149 (Friendship Road)

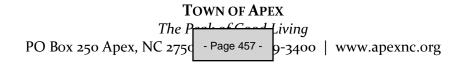
Trip Generation

Based on traffic patterns at other similar facilities in the region, the weekday PM peak and the Saturday midday peak were determined to be the critical peaks for developing trip generation volumes. The proposed development is anticipated to generate approximately 149 new trips entering and 188 new trips exiting the site during the weekday PM peak hour and 124 new trips entering and 144 new trips exiting the site during the Saturday midday peak hour. The development is expected to add a total of 1,659 new weekday trips and 2,200 new Saturday trips to the adjacent roadway network.

Background traffic

Background traffic consists of 3% annual background traffic growth from base year (2016) compounded to build out year (2020), and the following 15 approved developments:

- McKenzie Ridge (McKenzie Meadows PUD)
- Parkside at Bella Casa
- Arcadia Ridge West PUD
- Stillwater (Womble Tract Development)
- Apex Friendship (H-10) High School
- Buckhorn (Goodwin-MacNair Property)



- Jordan Manors (Finkle and Haus Assemblage)
- Jordan Pointe (Lawrence Assemblage Residential Development)
- Holland Road Property (Siena & Verona at Bella Casa)
- Apex Friendship (M-11) Middle School
- Deer Creek PUD
- The Manors at Bella Cassa
- Woodbury (Bristol Property)
- Richardson West (Lawrence Assemblage)
- West Village (Phase I)

Trip Distribution and Assignment

Trip distribution to and from the development is as follows:

- 65% to/from the east via Old US 1
- 25% to/from the west via Old US 1
- 10% to/from the south via Friendship Road

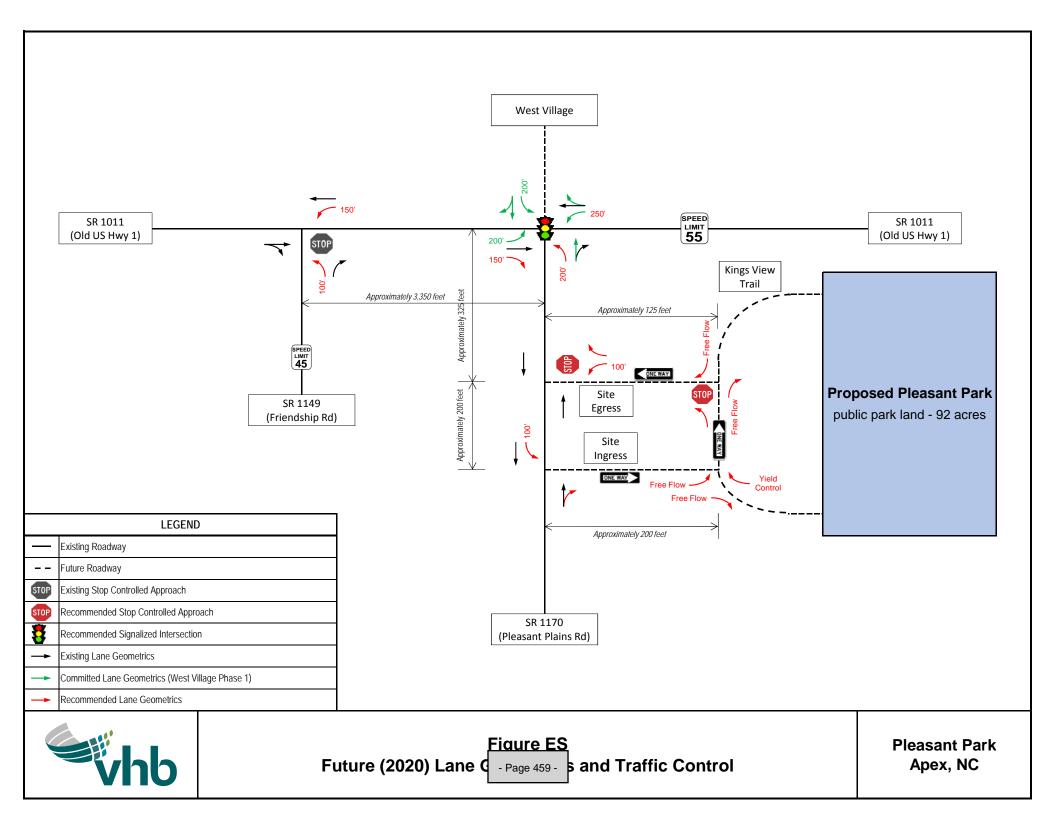
Traffic Capacity Analysis and Recommendations

Level of Service (LOS) is a grade of A through F assigned to an intersection, approach, or movement to describe how well or how poorly it operates. LOS A through D is considered acceptable for peak hour operation. LOS E or F describes potentially unacceptable operation and developers may be required to mitigate their anticipated traffic impact to improve LOS based on the Apex Unified Development Ordinance (UDO).

Tables 1 through 4 describe the levels of service (LOS) for the scenarios analyzed in the TIA. "*NA*" is shown when the scenario does not apply. The scenarios are as follows:

- Existing 2016 Existing year 2016 traffic.
- **No Build 2020** Projected year (2020) with background growth, approved development traffic from others, and projected transportation improvements by others where applicable.
- Build 2020 Projected year (2020) with background traffic, site build-out traffic, projected transportation improvements by others, and recommended transportation improvements from the 2016 Access Study for Pleasant Park.
- **Future 2020** Projected year (2020) with background traffic and site build-out traffic with projected transportation improvements by others, and recommended improvements by the development.

2



APPENDIX E

CAPACITY ANALYSIS CALCULATIONS HUMIE OLIVE ROAD & OLD US HIGHWAY 1

	۶	→	*	•	←	•	1	†	~	/	Ţ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	f)		7	†	7		4			र्स	7
Traffic Volume (vph)	15	280	4	4	172	156	4	4	4	200	4	12
Future Volume (vph)	15	280	4	4	172	156	4	4	4	200	4	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	100		150	0		0	0		150
Storage Lanes	1		0	1		1	0		0	0		1
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998				0.850		0.955				0.850
Flt Protected	0.950			0.950				0.984			0.953	
Satd. Flow (prot)	1770	1859	0	1770	1863	1583	0	1750	0	0	1775	1583
Flt Permitted	0.473			0.554				0.900			0.722	
Satd. Flow (perm)	881	1859	0	1032	1863	1583	0	1601	0	0	1345	1583
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		55			55			25			45	
Link Distance (ft)		1103			867			1036			1067	
Travel Time (s)		13.7			10.7			28.3			16.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	17	311	4	4	191	173	4	4	4	222	4	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	17	315	0	4	191	173	0	12	0	0	226	13
Turn Type	pm+pt	NA		D.Pm	NA	Perm	Perm	NA		Perm	NA	pm+ov
Protected Phases	5	2			6			8			4	5
Permitted Phases	2			2		6	8			4		4
Detector Phase	5	2		2	6	6	8	8		4	4	5
Switch Phase												
Minimum Initial (s)	7.0	14.0		14.0	14.0	14.0	7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	11.9	21.0		21.0	21.0	21.0	13.3	13.3		13.1	13.1	11.9
Total Split (s)	15.0	90.0		90.0	90.0	90.0	30.0	30.0		30.0	30.0	15.0
Total Split (%)	11.1%	66.7%		66.7%	66.7%	66.7%	22.2%	22.2%		22.2%	22.2%	11.1%
Maximum Green (s)	10.1	83.0		83.0	83.0	83.0	23.7	23.7		23.9	23.9	10.1
Yellow Time (s)	3.0	5.2		5.2	5.2	5.2	3.2	3.2		4.3	4.3	3.0
All-Red Time (s)	1.9	1.8		1.8	1.8	1.8	3.1	3.1		1.8	1.8	1.9
Lost Time Adjust (s)	0.1	-2.0		-2.0	-2.0	-2.0		-1.3			-1.1	0.1
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0		5.0			5.0	5.0
Lead/Lag	Lead				Lag	Lag						Lead
Lead-Lag Optimize?	Yes				Yes	Yes						Yes
Vehicle Extension (s)	2.0	6.0		6.0	6.0	6.0	2.0	2.0		2.0	2.0	2.0
Minimum Gap (s)	2.0	3.4		3.4	3.4	3.4	2.0	2.0		2.0	2.0	2.0
Time Before Reduce (s)	0.0	15.0		15.0	15.0	15.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	45.0		45.0	45.0	45.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	Min		Min	Min	Min	None	None		None	None	None
Act Effet Green (s)	20.5	20.5		20.5	16.5	16.5		16.5			16.5	28.8
Actuated g/C Ratio	0.43	0.43		0.43	0.35	0.35		0.35			0.35	0.61
v/c Ratio	0.03	0.39		0.01	0.29	0.31		0.02			0.48	0.01
Control Delay	7.8	10.9		7.5	15.3	16.0		12.5			17.6	5.7
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	7.8	10.9		7.5	15.3	16.0		12.5			17.6	5.7

Holland Road Mixed-Use - Apex, NC RKA

Synchro 10 Report Page 1

03/09/2021

	•	\rightarrow	*	1	←	*	1	†	1	1	Ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	Α	В		Α	В	В		В			В	Α
Approach Delay		10.7			15.6			12.5			17.0	
Approach LOS		В			В			В			В	
Queue Length 50th (ft)	3	57		1	32	29		2			38	1
Queue Length 95th (ft)	11	107		4	99	94		12			119	8
Internal Link Dist (ft)		1023			787			956			987	
Turn Bay Length (ft)	200			100		150						150
Base Capacity (vph)	574	1859		1032	1863	1583		869			730	1069
Starvation Cap Reductn	0	0		0	0	0		0			0	0
Spillback Cap Reductn	0	0		0	0	0		0			0	0
Storage Cap Reductn	0	0		0	0	0		0			0	0
Reduced v/c Ratio	0.03	0.17		0.00	0.10	0.11		0.01			0.31	0.01

Intersection Summary

Area Type: Other

Cycle Length: 135

Actuated Cycle Length: 47.3

Natural Cycle: 55

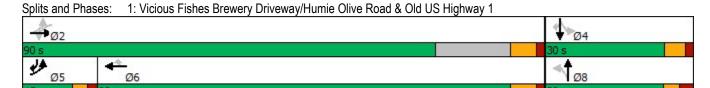
Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.48 Intersection Signal Delay: 14.2 Intersection Capacity Utilization 41.3%

Analysis Period (min) 15

Intersection LOS: B

acity Utilization 41.3% ICU Level of Service A



Lane Group		۶	→	*	1	+	•	1	†	~	/	Ţ	- ✓
Tarlific Volume (vph)	Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	Lane Configurations	*	1		*	^	7		4			र्स	7
Future Volume (vph)	<u>-</u>			4	_		257	4		4	181		
Ideal Flow (ynph) 1900 1	,	17	183	4	4	284	257	4	4	4	181	4	22
Storage Langer	· · /		1900	1900	1900	1900		1900	1900	1900		1900	1900
Storage Lanes													
Taper Length (#)													
Lame Util. Factor	-	100			100								
Fith			1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
Fit Protected 0.950 0.950 1.770 1863 1.583 0.970 0.964 0.953 0.953 0.955 0.896 0.8													
Sett Flow (prot) 1770 1857 0 1770 1863 1583 0 1750 0 0 1755 1583 1187 1875		0.950	0.00.		0.950		0.000					0.953	0.000
Fit Permitted			1857	0		1863	1583	0		0	0		1583
Satid. Flow (perm) 734 1857 70 1170 1863 1583 0 1594 0 0 1345 1583 1858 1869				·				•		·	•		
Right Turn on Red Satd. Flow (RTOR) Satd.			1857	0		1863	1583	0		0	0		1583
Saita Flow (RTOR) Link Speed (mph) 55 55 28 25 1036 1067 Travel Time (s) 1103 203 4 4 316 286 4 4 4 201 4 201 4 201 Peak Hour Factor 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 Adj. Flow (vph) 19 203 4 4 316 286 6 4 4 4 201 4 24 Shared Lane Traffic (%) 203 4 4 316 286 6 6 6 6 6 6 6 6 6					•			•			•		
Link Speed (mph)	_			110									
Link Distance (ft)	, ,		55			55			25			45	
Travel Time (s) 13.7 0.90													
Peak Hour Factor													
Adj. Flow (vph)	` '	0.90		0.90	0.90		0.90	0.90		0.90	0.90		0.90
Shared Lane Traffic (%) Lane Group Flow (vph) 19 207 0 4 316 286 0 12 0 0 205 24 Turn Type													
Lane Group Flow (vph)	,	10	200	•		010	200				201		
Turn Type pm+pt NA D.Pm NA Perm Perm NA Perm NA Perm NA permitoded Phases 5 2 2 2 6 8 8 4 4 5 Permitted Phases 2 2 2 6 8 8 4 4 4 Switch Phase 8 1 4 4 5 Minimum Initial (s) 7.0 14.0 14.0 14.0 14.0 7.0 7.0 7.0 7.0 Minimum Split (s) 11.9 21.0 21.0 21.0 21.0 13.3 13.3 13.1 13.1 11.9 Total Split (s) 15.0 90.0 90.0 90.0 30.0 30.0 30.0 30.0 30.0 30.0 30.0 30.0 30.0 30.0 22.2 22.2% 22.2% 22.2% 22.2% 22.2% 11.1 18.0 18.0 18.0 18.0 18.0 18.0	. ,	19	207	0	4	316	286	0	12	0	0	205	24
Protected Phases 5				Ū						Ū	-		
Permitted Phases 2 2 6 8 8 4 4 5							. •	. •					•
Detector Phase 5 2 2 6 6 8 8 8 4 4 5			_		2	-	6	8			4	-	
Switch Phase Minimum Initial (s) 7.0 14.0 14.0 14.0 14.0 7.0 <th< td=""><td></td><td></td><td>2</td><td></td><td></td><td>6</td><td></td><td></td><td>8</td><td></td><td></td><td>4</td><td></td></th<>			2			6			8			4	
Minimum Initial (s) 7.0 14.0 14.0 14.0 14.0 7.0 None None None 8.0 21.0 21.0 21.3 13.3 13.1 13.1 11.1 11.1 11.1 66.7% 66.7% 66.7% 66.7% 66.7% 66.7% 66.7% 66.7% 66.7% 66.7% 66.7% 66.7% 22.2% 23.9 10.1 11.1% 83.0 83.0 83.0 83.0 23.7 23.7 23.3 13.		-						-	-				
Minimum Split (s) 11.9 21.0 21.0 21.0 21.0 21.0 33.1 13.1 13.1 11.9 Total Split (s) 15.0 90.0 90.0 90.0 90.0 30.0 30.0 30.0 30.0 30.0 15.0 Total Split (%) 11.1% 66.7% 66.7% 66.7% 66.7% 22.2% 22.2% 22.2% 22.2% 11.1% Maximum Green (s) 10.1 83.0 83.0 83.0 23.7 23.7 23.9 23.9 10.1 Yellow Time (s) 3.0 5.2 5.2 5.2 5.2 3.2 3.2 4.3 4.3 3.0 All-Red Time (s) 1.9 1.8 1.8 1.8 1.8 3.1 3.1 1.8 1.8 1.9 Lost Time Adjust (s) 0.1 -2.0 -2.0 -2.0 -2.0 -1.3 1.8 1.8 1.9 Lead Lag Optimize? Yes Yes Yes Yes Yes Yes<		7.0	14.0		14.0	14.0	14.0	7.0	7.0		7.0	7.0	7.0
Total Split (s) 15.0 90.0 90.0 90.0 90.0 30.0 30.0 30.0 30.0 30.0 15.0 Total Split (%) 11.1% 66.7% 66.7% 66.7% 66.7% 22.2% 22.2% 22.2% 22.2% 11.1% Maximum Green (s) 10.1 83.0 83.0 83.0 23.7 23.7 23.9 23.9 10.1 Yellow Time (s) 3.0 5.2 5.2 5.2 5.2 3.2 3.2 4.3 4.3 3.0 All-Red Time (s) 1.9 1.8 1.8 1.8 1.8 3.1 3.1 1.8 1.8 1.9 Lost Time (s) 0.1 -2.0 -2.0 -2.0 -2.0 -1.3 1.8 1.8 1.9 Lost Time (s) 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	` ,												
Total Split (%) 11.1% 66.7% 66.7% 66.7% 22.2% 22.2% 22.2% 22.2% 11.1% Maximum Green (s) 10.1 83.0 83.0 83.0 83.0 23.7 23.7 23.9 23.9 10.1 Yellow Time (s) 3.0 5.2 5.2 5.2 5.2 3.2 3.2 4.3 4.3 3.0 All-Red Time (s) 1.9 1.8 1.8 1.8 1.8 3.1 3.1 1.8 1.8 1.9 Lost Time Adjust (s) 0.1 -2.0 -2.0 -2.0 -2.0 -1.3 1.8 1.8 1.9 Lost Time Adjust (s) 5.0<													
Maximum Green (s) 10.1 83.0 83.0 83.0 23.7 23.7 23.9 23.9 10.1 Yellow Time (s) 3.0 5.2 5.2 5.2 5.2 3.2 3.2 4.3 4.3 3.0 All-Red Time (s) 1.9 1.8 1.8 1.8 1.8 3.1 3.1 1.8 1.8 1.9 Lost Time Adjust (s) 0.1 -2.0 -2.0 -2.0 -2.0 -1.3 1.8 1.8 1.9 Lost Time Adjust (s) 0.1 -2.0 -2.0 -2.0 -2.0 -1.3 1.8 1.8 1.9 Lost Time Adjust (s) 5.0													
Yellow Time (s) 3.0 5.2 5.2 5.2 5.2 3.2 3.2 4.3 4.3 3.0 All-Red Time (s) 1.9 1.8 1.8 1.8 1.8 3.1 3.1 1.8 1.8 1.9 Lost Time Adjust (s) 0.1 -2.0 -2.0 -2.0 -2.0 -1.3 -1.1 0.1 Total Lost Time (s) 5.0 2.0													
All-Red Time (s) 1.9 1.8 1.8 1.8 1.8 3.1 3.1 1.8 1.8 1.9 Lost Time Adjust (s) 0.1 -2.0 -2.0 -2.0 -2.0 -1.3 -1.1 0.1 Total Lost Time (s) 5.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 <td></td>													
Lost Time Adjust (s) 0.1 -2.0 -2.0 -2.0 -2.0 -1.3 -1.1 0.1 Total Lost Time (s) 5.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0													
Total Lost Time (s) 5.0 2.0													
Lead/Lag Lead Lag Lag Lag Lag Lead Lead-Lag Optimize? Yes Yes Yes Yes Yes Yes Vehicle Extension (s) 2.0 6.0 6.0 6.0 2.0													
Lead-Lag Optimize? Yes Part of Parton Policy Yes	• •												
Vehicle Extension (s) 2.0 6.0 6.0 6.0 2.0													
Minimum Gap (s) 2.0 3.4 3.4 3.4 2.0 2.0 2.0 2.0 2.0 Time Before Reduce (s) 0.0 15.0 15.0 15.0 15.0 0.0	• .		6.0		6.0			2.0	2.0		2.0	2.0	
Time Before Reduce (s) 0.0 15.0 15.0 15.0 15.0 0.0 </td <td>. ,</td> <td></td>	. ,												
Time To Reduce (s) 0.0 45.0 45.0 45.0 0.0	,												
Recall Mode None Min Min Min Min None													
Act Effct Green (s) 26.5 26.5 26.5 20.4 20.4 15.0 15.0 27.6 Actuated g/C Ratio 0.51 0.51 0.51 0.39 0.39 0.29 0.29 0.53 v/c Ratio 0.04 0.22 0.01 0.43 0.46 0.03 0.53 0.03													
Actuated g/C Ratio 0.51 0.51 0.51 0.39 0.39 0.29 0.29 0.53 v/c Ratio 0.04 0.22 0.01 0.43 0.46 0.03 0.53 0.53													
v/c Ratio 0.04 0.22 0.01 0.43 0.46 0.03 0.53 0.03	` ,												
Control Delay 6.8 7.9 6.8 16.2 17.2 16.4 23.4 9.0	Control Delay	6.8	7.9		6.8	16.2	17.2		16.4			23.4	9.0
Queue Delay 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	•												
Total Delay 6.8 7.9 6.8 16.2 17.2 16.4 23.4 9.0													

Holland Road Mixed-Use - Apex, NC RKA

Synchro 10 Report Page 1

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	Α	Α		Α	В	В		В			С	A
Approach Delay		7.8			16.6			16.4			21.9	
Approach LOS		Α			В			В			С	
Queue Length 50th (ft)	3	31		1	83	76		3			58	4
Queue Length 95th (ft)	11	71		4	162	154		14			130	16
Internal Link Dist (ft)		1023			787			956			987	
Turn Bay Length (ft)	200			100		150						150
Base Capacity (vph)	584	1857		1170	1863	1583		812			685	939
Starvation Cap Reductn	0	0		0	0	0		0			0	0
Spillback Cap Reductn	0	0		0	0	0		0			0	0
Storage Cap Reductn	0	0		0	0	0		0			0	0
Reduced v/c Ratio	0.03	0.11		0.00	0.17	0.18		0.01			0.30	0.03

Intersection Summary

Area Type: Other

Cycle Length: 135

Actuated Cycle Length: 52.1

Natural Cycle: 50

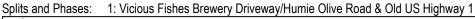
Control Type: Actuated-Uncoordinated

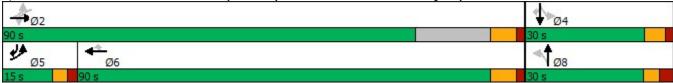
Maximum v/c Ratio: 0.53 Intersection Signal Delay: 15.9 Intersection Capacity Utilization 40.2%

Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service A





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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	ĵ.		7	†	7		4			र्स	7
Traffic Volume (vph)	259	328	4	4	201	849	4	4	5	469	4	121
Future Volume (vph)	259	328	4	4	201	849	4	4	5	469	4	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	100		150	0		0	0		150
Storage Lanes	1		0	1		1	0		0	0		1
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998				0.850		0.942				0.850
Flt Protected	0.950			0.950				0.986			0.953	
Satd. Flow (prot)	1770	1859	0	1770	1863	1583	0	1730	0	0	1775	1583
Flt Permitted	0.566			0.519				0.536			0.718	
Satd. Flow (perm)	1054	1859	0	967	1863	1583	0	941	0	0	1337	1583
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		55			55			25			45	
Link Distance (ft)		1103			867			1036			1067	
Travel Time (s)		13.7			10.7			28.3			16.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	288	364	4	4	223	943	4	4	6	521	4	134
Shared Lane Traffic (%)												
Lane Group Flow (vph)	288	368	0	4	223	943	0	14	0	0	525	134
Turn Type	pm+pt	NA		D.Pm	NA	Perm	Perm	NA		Perm	NA	pm+ov
Protected Phases	5	2			6			8			4	5
Permitted Phases	2			2		6	8			4		4
Detector Phase	5	2		2	6	6	8	8		4	4	5
Switch Phase												
Minimum Initial (s)	7.0	14.0		14.0	14.0	14.0	7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	11.9	21.0		21.0	21.0	21.0	13.3	13.3		13.1	13.1	11.9
Total Split (s)	15.0	90.0		90.0	90.0	90.0	30.0	30.0		30.0	30.0	15.0
Total Split (%)	11.1%	66.7%		66.7%	66.7%	66.7%	22.2%	22.2%		22.2%	22.2%	11.1%
Maximum Green (s)	10.1	83.0		83.0	83.0	83.0	23.7	23.7		23.9	23.9	10.1
Yellow Time (s)	3.0	5.2		5.2	5.2	5.2	3.2	3.2		4.3	4.3	3.0
All-Red Time (s)	1.9	1.8		1.8	1.8	1.8	3.1	3.1		1.8	1.8	1.9
Lost Time Adjust (s)	0.1	-2.0		-2.0	-2.0	-2.0		-1.3			-1.1	0.1
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0		5.0			5.0	5.0
Lead/Lag	Lead				Lag	Lag						Lead
Lead-Lag Optimize?	Yes				Yes	Yes						Yes
Vehicle Extension (s)	2.0	6.0		6.0	6.0	6.0	2.0	2.0		2.0	2.0	2.0
Minimum Gap (s)	2.0	3.4		3.4	3.4	3.4	2.0	2.0		2.0	2.0	2.0
Time Before Reduce (s)	0.0	15.0		15.0	15.0	15.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	45.0		45.0	45.0	45.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	Min		Min	Min	Min	None	None		None	None	None
Act Effct Green (s)	95.1	95.1		95.1	80.0	80.0		25.1			25.1	40.2
Actuated g/C Ratio	0.73	0.73		0.73	0.61	0.61		0.19			0.19	0.31
v/c Ratio	0.35	0.27		0.01	0.19	0.97		0.08			2.04	0.27
Control Delay	6.8	6.4		4.5	11.3	46.9		47.0			509.4	37.6
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	6.8	6.4		4.5	11.3	46.9		47.0			509.4	37.6

Holland Road Mixed-Use - Apex, NC RKA

Synchro 10 Report Page 1

1: Vicious Fishes Brewery Driveway/Humie Olive Road & Old US Highway 1

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	Α	Α		Α	В	D		D			F	D
Approach Delay		6.6			40.0			47.0			413.5	
Approach LOS		Α			D			D			F	
Queue Length 50th (ft)	69	92		1	77	714		10			~730	91
Queue Length 95th (ft)	100	130		4	116	#1066		31			#954	149
Internal Link Dist (ft)		1023			787			956			987	
Turn Bay Length (ft)	200			100		150						150
Base Capacity (vph)	824	1434		746	1221	1037		181			257	488
Starvation Cap Reductn	0	0		0	0	0		0			0	0
Spillback Cap Reductn	0	0		0	0	0		0			0	0
Storage Cap Reductn	0	0		0	0	0		0			0	0
Reduced v/c Ratio	0.35	0.26		0.01	0.18	0.91		0.08			2.04	0.27

Intersection Summary

Area Type: Other

Cycle Length: 135

Actuated Cycle Length: 130.3

Natural Cycle: 150

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 2.04 Intersection Signal Delay: 129.7 Intersection Capacity Utilization 85.3%

Intersection LOS: F ICU Level of Service E

Analysis Period (min) 15

- Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

Splits and Phases: 1: Vicious Fishes Brewery Driveway/Humie Olive Road & Old US Highway 1



1: Vicious Fishes Brewery Driveway/Humie Olive Road & Old US Highway 1

Lane Group EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR		۶	-	•	•	•	*	1	†	~	/	↓	1
Traffic Volume (vph)	Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (γρh)	Lane Configurations	*	ĵ.		٦	^	7		4			र्स	7
Ideal Flow (vphiph 1900	Traffic Volume (vph)	117		4			353	4		4	278		148
Storage Langth (ft) 200	Future Volume (vph)	117	214	4	4	332	353	4	4	4	278	4	148
Storage Lanes	Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Taper Length (ff)	Storage Length (ft)	200		0	100		150	0		0	0		150
Lane Util. Factor 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.85	Storage Lanes	1		0	1		1	0		0	0		1
Fith	Taper Length (ft)	100			100			100			100		
File Principated 0.950 0.950 0.950 0.961 0.963 0.965 0	Lane Util. Factor	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Satd. Flow (prort)	Frt		0.998				0.850						0.850
Fit Permitted													
Satd. Flow (perm) Satd. Flow (RTOR) Satd. Flow (RTOR) Link Speed (mph) Satd. Flow (RTOR) Satd.	Satd. Flow (prot)		1859	0		1863	1583	0		0	0		1583
Right Turn on Red Satd. Flow (RTOR) Satd													
Satid Flow (RTOR) 10		550	1859		1120	1863		0	1612		0	1343	
Link Speed (mph) 55 55 25 45 Link Distance (ft) 1103 867 1036 1067 Travel Time (s) 13.7 10.7 2.83 16.2 Peak Hour Factor 0.90				No			No			No			No
Link Distance (ft) 1103 127 10.7 10.7 10.7 10.8 10.67 10.67 10.7	, ,												
Travel Time (s) 13.7 10.7 28.3 16.2 Peak Hour Factor 0.90 <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>													
Peak Hour Factor 0.90 0.													
Adj. Flow (vph) 130 238 4 4 369 392 4 4 4 309 4 164	` '												
Shared Lane Traffic (%)													
Lane Group Flow (vph) 130 242 0	, , ,	130	238	4	4	369	392	4	4	4	309	4	164
Turn Type pm+pt NA D.Pm NA Perm Perm NA A Mal 2 2 <td>* *</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>_</td> <td></td> <td></td>	* *										_		
Protected Phases 5 2 2 6 8 8 4 5 Permitted Phases 2 2 2 6 8 8 4 4 4 Detector Phase 5 2 2 6 6 8 8 4 4 5 Minimum Initial (s) 7.0 14.0 14.0 14.0 14.0 7.0 7.0 7.0 7.0 Minimum Initial (s) 7.0 14.0 14.0 14.0 14.0 7.0 7.0 7.0 7.0 Minimum Initial (s) 7.0 14.0 21.0 21.0 21.0 13.3 13.3 13.1 13.1 11.9 Total Split (s) 15.0 90.0 90.0 90.0 30.0 30.0 30.0 30.0 30.0 30.0 30.0 21.0 15.0 15.0 15.0 22.2% 22.2% 22.2% 22.2% 22.2% 22.2% 22.2% 22.2% 22.2% 22.2%	,			0						0			
Permitted Phases 2					D.Pm		Perm	Perm			Perm		•
Detector Phase 5 2 2 6 6 8 8 8 4 4 5 5			2		•	6	•	•	8			4	-
Switch Phase Minimum Initial (s) 7.0 14.0 14.0 14.0 14.0 14.0 17.0 2.2 2.2 <			•			•			•				
Minimum Initial (s) 7.0 14.0 14.0 14.0 14.0 7.0 7.0 7.0 7.0 7.0 7.0 7.0 Minimum Split (s) 11.9 21.0 21.0 21.0 21.0 13.3 13.3 13.1 13.1 11.9 Total Split (s) 15.0 90.0 90.0 90.0 90.0 30.0		5	2		2	6	6	8	8		4	4	5
Minimum Split (s) 11.9 21.0 21.0 21.0 21.0 13.3 13.3 13.1 13.1 11.9 Total Split (s) 15.0 90.0 90.0 90.0 30.0 30.0 30.0 30.0 30.0 30.0 15.0 Total Split (%) 11.1% 66.7% 66.7% 66.7% 66.7% 22.2% 22.2% 22.2% 22.2% 11.1% Maximum Green (s) 10.1 83.0 83.0 83.0 23.7 23.7 23.9 23.9 10.1 Yellow Time (s) 3.0 5.2 5.2 5.2 5.2 3.2 3.2 4.3 4.3 3.0 All-Red Time (s) 1.9 1.8 1.8 1.8 1.8 3.1 3.1 1.8 1.8 1.9 Lost Time Adjust (s) 0.1 -2.0 -2.0 -2.0 -2.0 -1.3 1.8 1.8 1.9 Lost Time (s) 5.0 5.0 5.0 5.0 5.0 5.0		7.0	440		44.0	44.0	44.0	7.0	7.0		7.0	7.0	7.0
Total Split (s) 15.0 90.0 90.0 90.0 90.0 30.0 30.0 30.0 30.0 15.0 Total Split (%) 11.1% 66.7% 66.7% 66.7% 66.7% 22.2% 22.2% 22.2% 22.2% 22.2% 11.1% Maximum Green (s) 10.1 83.0 83.0 83.0 23.7 23.7 23.9 23.9 10.1 Yellow Time (s) 3.0 5.2 5.2 5.2 5.2 3.2 3.2 4.3 4.3 3.0 All-Red Time (s) 1.9 1.8 1.8 1.8 1.8 3.1 3.1 1.8 1.8 1.9 Lost Time (s) 0.1 -2.0 -2.0 -2.0 -2.0 -1.3 1.8 1.8 1.9 Lead/Lag Lead Lead Leag Lag Lag Lag Lag Lag 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 <	. ,												
Total Split (%) 11.1% 66.7% 66.7% 66.7% 66.7% 22.2% 22.2% 22.2% 22.2% 11.1% Maximum Green (s) 10.1 83.0 83.0 83.0 23.7 23.7 23.9 23.9 10.1 Yellow Time (s) 3.0 5.2 5.2 5.2 5.2 3.2 3.2 4.3 4.3 3.0 All-Red Time (s) 1.9 1.8 1.8 1.8 1.8 3.1 3.1 1.8 1.8 1.9 Lost Time Adjust (s) 0.1 -2.0 -2.0 -2.0 -2.0 -2.0 -1.3 1.8 1.8 1.9 Lost Time Adjust (s) 0.1 -2.0 -2.0 -2.0 -2.0 -2.0 -1.3 1.8 1.8 1.9 Lost Time Adjust (s) 0.1 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.	,												
Maximum Green (s) 10.1 83.0 83.0 83.0 23.7 23.7 23.9 23.9 10.1 Yellow Time (s) 3.0 5.2 5.2 5.2 5.2 3.2 3.2 4.3 4.3 3.0 All-Red Time (s) 1.9 1.8 1.8 1.8 1.8 3.1 3.1 1.8 1.8 1.9 Lost Time Adjust (s) 0.1 -2.0 -2.0 -2.0 -2.0 -1.3 1.8 1.8 1.9 Lost Time Adjust (s) 0.1 -2.0 -2.0 -2.0 -1.3 1.8 1.8 1.9 Lost Time Adjust (s) 5.0 2.0 2.0 2.0													
Yellow Time (s) 3.0 5.2 5.2 5.2 5.2 3.2 3.2 4.3 4.3 3.0 All-Red Time (s) 1.9 1.8 1.8 1.8 1.8 3.1 3.1 1.8 1.8 1.9 Lost Time Adjust (s) 0.1 -2.0 -2.0 -2.0 -2.0 -1.3 -1.1 0.1 Total Lost Time (s) 5.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0													
All-Red Time (s) 1.9 1.8 1.8 1.8 1.8 3.1 3.1 1.8 1.8 1.9 Lost Time Adjust (s) 0.1 -2.0 -2.0 -2.0 -2.0 -1.3 -1.1 0.1 Total Lost Time (s) 5.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2													
Lost Time Adjust (s) 0.1 -2.0 -2.0 -2.0 -2.0 -2.0 -1.3 -1.1 0.1 Total Lost Time (s) 5.0 6.0 6.0 6.0 6.0 6.0 2.0													
Total Lost Time (s) 5.0 2.0								3.1			1.0		
Lead/Lag Lead Lag Lag Lag Lag Lead Lead <th< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></th<>													
Lead-Lag Optimize? Yes	. ,		5.0		5.0				5.0			5.0	
Vehicle Extension (s) 2.0 6.0 6.0 6.0 6.0 2.0						_	_						
Minimum Gap (s) 2.0 3.4 3.4 3.4 3.4 2.0 2.0 2.0 2.0 2.0 Time Before Reduce (s) 0.0 15.0 15.0 15.0 15.0 0.0			6.0		6.0			2.0	2.0		2.0	2.0	
Time Before Reduce (s) 0.0 15.0 15.0 15.0 15.0 0.0 </td <td>• •</td> <td></td>	• •												
Time To Reduce (s) 0.0 45.0 45.0 45.0 45.0 0.0	,												
Recall Mode None Min Min Min Min Mone None 10.3 0.34 0.34 0.34	• •												
Act Effct Green (s) 38.4 38.4 38.4 24.7 24.7 25.2 25.2 38.9 Actuated g/C Ratio 0.52 0.52 0.52 0.34 0.34 0.34 0.34 0.34 0.53 v/c Ratio 0.30 0.25 0.01 0.59 0.74 0.02 0.68 0.20 Control Delay 10.6 10.1 7.8 24.4 30.8 19.6 32.4 11.4 Queue Delay 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	` ,												
Actuated g/C Ratio 0.52 0.52 0.52 0.34 0.34 0.34 0.34 0.53 v/c Ratio 0.30 0.25 0.01 0.59 0.74 0.02 0.68 0.20 Control Delay 10.6 10.1 7.8 24.4 30.8 19.6 32.4 11.4 Queue Delay 0.0 0.0 0.0 0.0 0.0 0.0 0.0								140110			140110		
v/c Ratio 0.30 0.25 0.01 0.59 0.74 0.02 0.68 0.20 Control Delay 10.6 10.1 7.8 24.4 30.8 19.6 32.4 11.4 Queue Delay 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	• •												
Control Delay 10.6 10.1 7.8 24.4 30.8 19.6 32.4 11.4 Queue Delay 0.0 </td <td></td>													
Queue Delay 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0													
·	•												
	Total Delay	10.6	10.1		7.8	24.4	30.8		19.6			32.4	11.4

Holland Road Mixed-Use - Apex, NC RKA

Synchro 10 Report Page 1

1: Vicious Fishes Brewery Driveway/Humie Olive Road & Old US Highway 1

EBR

WBL

Α

1

5

100

1120

0

0

0

0.00

WBT

27.6

137

219

787

1863

0

0

0

0.20

С

С

WBR

155

254

150

1583

0

0

0

0.25

NBL

NBT

19.6

В

В

4

17

956

552

0

0

0

0.02

NBR

SBL SBT SBR
C B
25.1
C
122 37
#280 86

987

460

0

0

0

0.68

150

867

0

0

0

0.19

Storage Cap Reductn Reduced v/c Ratio	
Intersection Summary	

Starvation Cap Reductn

Spillback Cap Reductn

Area Type: Other

Cycle Length: 135

Lane Group

Approach Delay

Approach LOS

Queue Length 50th (ft)

Queue Length 95th (ft)

Internal Link Dist (ft)

Turn Bay Length (ft)

Base Capacity (vph)

LOS

Actuated Cycle Length: 73.7

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.74 Intersection Signal Delay: 22.8 Intersection Capacity Utilization 58.7%

Intersection LOS: C
ICU Level of Service B

Analysis Period (min) 15

EBL

В

28

53

200

453

0

0

0

0.29

EBT

10.2

В

В

56

93

1023

1859

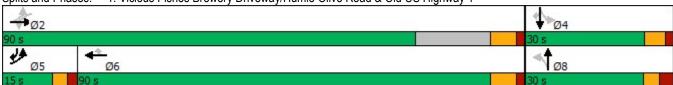
0

0

0

0.13

Splits and Phases: 1: Vicious Fishes Brewery Driveway/Humie Olive Road & Old US Highway 1



^{# 95}th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

1: Vicious Fishes Brewery Driveway/Humie Olive Road & Old US Highway 1

	۶	→	•	1	+	*	1	†	1	1	ļ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	f)		7	†	7		4			ર્ન	7
Traffic Volume (vph)	323	313	4	4	231	849	4	4	5	474	4	128
Future Volume (vph)	323	313	4	4	231	849	4	4	5	474	4	128
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	100		150	0		0	0		150
Storage Lanes	1		0	1		1	0		0	0		1
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998				0.850		0.942				0.850
Flt Protected	0.950			0.950				0.986			0.953	
Satd. Flow (prot)	1770	1859	0	1770	1863	1583	0	1730	0	0	1775	1583
Flt Permitted	0.540			0.530				0.535			0.718	
Satd. Flow (perm)	1006	1859	0	987	1863	1583	0	939	0	0	1337	1583
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		55			55			25			45	
Link Distance (ft)		1103			593			1036			1016	
Travel Time (s)		13.7			7.4			28.3			15.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	359	348	4	4	257	943	4	4	6	527	4	142
Shared Lane Traffic (%)												
Lane Group Flow (vph)	359	352	0	_ 4	257	943	_ 0	14	0	_ 0	531	142
Turn Type	pm+pt	NA		D.Pm	NA	Perm	Perm	NA		Perm	NA	pm+ov
Protected Phases	5	2		•	6	•	•	8			4	5
Permitted Phases	2			2	•	6	8	•		4		4
Detector Phase	5	2		2	6	6	8	8		4	4	5
Switch Phase	7.0	440		44.0	44.0	44.0	7.0	7.0		7.0	7.0	7.0
Minimum Initial (s)	7.0	14.0		14.0	14.0	14.0	7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	11.9	21.0		21.0	21.0	21.0	13.3	13.3		13.1	13.1	11.9
Total Split (s)	15.0	90.0		90.0	90.0	90.0	30.0	30.0		30.0	30.0	15.0
Total Split (%)	11.1%	66.7%		66.7%	66.7%	66.7%	22.2%	22.2%		22.2%	22.2%	11.1%
Maximum Green (s)	10.1	83.0		83.0	83.0 5.2	83.0	23.7	23.7		23.9	23.9	10.1
Yellow Time (s)	3.0	5.2		5.2		5.2	3.2	3.2		4.3	4.3	3.0
All-Red Time (s)	1.9	1.8		1.8	1.8	1.8	3.1	3.1		1.8	1.8	1.9
Lost Time Adjust (s)	0.1 5.0	-2.0 5.0		-2.0 5.0	-2.0 5.0	-2.0 5.0		-1.3 5.0			-1.1 5.0	0.1 5.0
Total Lost Time (s)		5.0		5.0				5.0			5.0	
Lead/Lag Lead-Lag Optimize?	Lead Yes				Lag	Lag						Lead
• .	2.0	6.0		6.0	Yes 6.0	Yes 6.0	2.0	2.0		2.0	2.0	Yes 2.0
Vehicle Extension (s)	2.0	3.4		3.4	3.4	3.4	2.0	2.0		2.0	2.0	2.0
Minimum Gap (s) Time Before Reduce (s)	0.0	15.0		15.0	15.0	15.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	45.0		45.0	45.0	45.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	Min		Min	Min	Min	None	None		None	None	None
Act Effct Green (s)	95.4	95.4		95.4	80.4	80.4	INOILE	25.1		NOHE	25.1	40.2
Actuated g/C Ratio	0.73	0.73		0.73	0.62	0.62		0.19			0.19	0.31
v/c Ratio	0.73	0.73		0.73	0.02	0.02		0.19			2.07	0.29
Control Delay	7.8	6.3		4.5	11.6	46.5		47.0			521.7	38.0
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	7.8	6.3		4.5	11.6	46.5		47.0			521.7	38.0
- Total Dolay	7.0	0.0		7.5	11.0	+0.0		₹1.0			UL 1.1	50.0

Holland Road Mixed-Use - Apex, NC RKA

Synchro 10 Report Page 1

1: Vicious Fishes Brewery Driveway/Humie Olive Road & Old US Highway 1

	۶	→	*	•	—	•	1	†	~	/	ļ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	Α	Α		Α	В	D		D			F	D
Approach Delay		7.1			38.9			47.0			419.6	
Approach LOS		Α			D			D			F	
Queue Length 50th (ft)	91	87		1	91	714		10			~741	96
Queue Length 95th (ft)	128	123		4	134	#1066		31			#965	157
Internal Link Dist (ft)		1023			513			956			936	
Turn Bay Length (ft)	200			100		150						150
Base Capacity (vph)	793	1430		759	1218	1034		180			257	487
Starvation Cap Reductn	0	0		0	0	0		0			0	0
Spillback Cap Reductn	0	0		0	0	0		0			0	0
Storage Cap Reductn	0	0		0	0	0		0			0	0
Reduced v/c Ratio	0.45	0.25		0.01	0.21	0.91		0.08			2.07	0.29

Intersection Summary

Area Type: Other

Cycle Length: 135

Actuated Cycle Length: 130.6

Natural Cycle: 150

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 2.07 Intersection Signal Delay: 128.7 Intersection Capacity Utilization 88.8%

Intersection LOS: F ICU Level of Service E

Analysis Period (min) 15

- Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Vicious Fishes Brewery Driveway/Humie Olive Road & Old US Highway 1



Lanes, Volumes, Timings 1: Vicious Fishes Brewery Driveway/Humie Olive Road & Old US Highway 1

	•	→	•	•	←	*	1	†	~	-	ļ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	ĵ.		٦	†	7		4			ર્ન	7
Traffic Volume (vph)	170	202	4	4	360	353	4	4	4	284	4	155
Future Volume (vph)	170	202	4	4	360	353	4	4	4	284	4	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	100		150	0		0	0		150
Storage Lanes	1		0	1		1	0		0	0		1
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997				0.850		0.955				0.850
Flt Protected	0.950			0.950				0.984			0.953	
Satd. Flow (prot)	1770	1857	0	1770	1863	1583	0	1750	0	0	1775	1583
Flt Permitted	0.262			0.615				0.905			0.720	
Satd. Flow (perm)	488	1857	0	1146	1863	1583	0	1610	0	0	1341	1583
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		55			55			25			45	
Link Distance (ft)		1103			593			1036			1016	
Travel Time (s)		13.7			7.4			28.3			15.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	189	224	4	4	400	392	4	4	4	316	4	172
Shared Lane Traffic (%)												
Lane Group Flow (vph)	189	228	0	4	400	392	0	12	0	0	320	172
Turn Type	pm+pt	NA		D.Pm	NA	Perm	Perm	NA		Perm	NA	pm+ov
Protected Phases	5	2			6			8			4	5
Permitted Phases	2			2		6	8			4		4
Detector Phase	5	2		2	6	6	8	8		4	4	5
Switch Phase												
Minimum Initial (s)	7.0	14.0		14.0	14.0	14.0	7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	11.9	21.0		21.0	21.0	21.0	13.3	13.3		13.1	13.1	11.9
Total Split (s)	15.0	90.0		90.0	90.0	90.0	30.0	30.0		30.0	30.0	15.0
Total Split (%)	11.1%	66.7%		66.7%	66.7%	66.7%	22.2%	22.2%		22.2%	22.2%	11.1%
Maximum Green (s)	10.1	83.0		83.0	83.0	83.0	23.7	23.7		23.9	23.9	10.1
Yellow Time (s)	3.0	5.2		5.2	5.2	5.2	3.2	3.2		4.3	4.3	3.0
All-Red Time (s)	1.9	1.8		1.8	1.8	1.8	3.1	3.1		1.8	1.8	1.9
Lost Time Adjust (s)	0.1	-2.0		-2.0	-2.0	-2.0		-1.3			-1.1	0.1
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0		5.0			5.0	5.0
Lead/Lag	Lead				Lag	Lag						Lead
Lead-Lag Optimize?	Yes				Yes	Yes						Yes
Vehicle Extension (s)	2.0	6.0		6.0	6.0	6.0	2.0	2.0		2.0	2.0	2.0
Minimum Gap (s)	2.0	3.4		3.4	3.4	3.4	2.0	2.0		2.0	2.0	2.0
Time Before Reduce (s)	0.0	15.0		15.0	15.0	15.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	45.0		45.0	45.0	45.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	Min		Min	Min	Min	None	None		None	None	None
Act Effct Green (s)	39.6	39.6		39.6	25.2	25.2		25.2			25.2	39.6
Actuated g/C Ratio	0.53	0.53		0.53	0.34	0.34		0.34			0.34	0.53
v/c Ratio	0.45	0.23		0.01	0.64	0.74		0.02			0.71	0.21
Control Delay	12.5	9.8		7.8	25.8	30.7		20.0			34.5	11.6
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	12.5	9.8		7.8	25.8	30.7		20.0			34.5	11.6

Holland Road Mixed-Use - Apex, NC RKA

Synchro 10 Report Page 1

1: Vicious Fishes Brewery Driveway/Humie Olive Road & Old US Highway 1

03/09/2021

	۶	→	7	1	•	*	1	†	-	1	ļ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	В	Α		Α	С	С		В			С	В
Approach Delay		11.0			28.1			20.0			26.5	
Approach LOS		В			С			В			С	
Queue Length 50th (ft)	43	52		1	156	159		4			130	40
Queue Length 95th (ft)	74	87		5	241	254		17			#292	91
Internal Link Dist (ft)		1023			513			956			936	
Turn Bay Length (ft)	200			100		150						150
Base Capacity (vph)	430	1857		1146	1863	1583		541			451	852
Starvation Cap Reductn	0	0		0	0	0		0			0	0
Spillback Cap Reductn	0	0		0	0	0		0			0	0
Storage Cap Reductn	0	0		0	0	0		0			0	0
Reduced v/c Ratio	0.44	0.12		0.00	0.21	0.25		0.02			0.71	0.20

Intersection Summary

Area Type: Other

Cycle Length: 135

Actuated Cycle Length: 74.9

Natural Cycle: 60

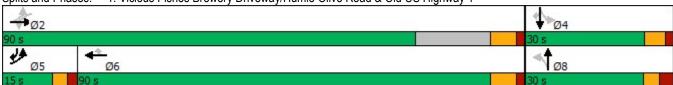
Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.74 Intersection Signal Delay: 23.4 Intersection Capacity Utilization 63.5%

Intersection LOS: C
ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 1: Vicious Fishes Brewery Driveway/Humie Olive Road & Old US Highway 1



^{# 95}th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

APPENDIX F

CAPACITY ANALYSIS CALCULATIONS HOLLAND ROAD

&

OLD US HIGHWAY 1

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		र्स	f)		M	
Traffic Vol, veh/h	12	472	320	25	43	9
Future Vol, veh/h	12	472	320	25	43	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage	, # -	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	524	356	28	48	10
Majay/Mina-	Maia-4		4=i==0		Min a =O	
	Major1		/lajor2		Minor2	0-0
Conflicting Flow All	384	0	-	0	920	370
Stage 1	-	-	-	-	370	-
Stage 2	-	-	-	-	550	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1174	-	-	-	301	676
Stage 1	-	-	-	-	699	-
Stage 2	-	-	-	-	578	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1174	-	-	-	296	676
Mov Cap-2 Maneuver	-	-	-	-	296	-
Stage 1	-	-	-	-	688	-
Stage 2	_	_	_	_	578	-
J						
Approach	EB		WB		SB	
HCM Control Delay, s	0.2		0		18.3	
HCM LOS	0.2		U		10.3 C	
HOW LOG					C	
Minor Lane/Major Mvm	nt	EBL	EBT	WBT	WBR :	SBLn1
Capacity (veh/h)	-	1174				328
HCM Lane V/C Ratio		0.011	-	-	-	0.176
HCM Control Delay (s)		8.1	0	-	-	18.3
HCM Lane LOS		Α	A	_	_	10.5 C
HCM 95th %tile Q(veh)	١	0		-	_	0.6
TOWN SOUT FOUND Q(VEIT)	'	U				0.0

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	1		Y	
Traffic Vol, veh/h	24	342	523	51	39	19
Future Vol, veh/h	24	342	523	51	39	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	_	-	_	-	0	-
Veh in Median Storage	e.# -	0	0	_	0	_
Grade, %	-	0	0	_	0	_
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	380	581	57	43	21
IVIVIII I IOW	21	300	301	31	40	۷1
Major/Minor	Major1	N	Major2		Minor2	
Conflicting Flow All	638	0	-	0	1044	610
Stage 1	-	-	-	-	610	-
Stage 2	-	-	-	-	434	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	_	_	_	_	5.42	_
Follow-up Hdwy	2.218	_	_	_		3.318
Pot Cap-1 Maneuver	946	_	_	_	254	494
Stage 1	_	_	_	_	542	_
Stage 2	_	_	_	_	653	_
Platoon blocked, %		_	_	_		
Mov Cap-1 Maneuver	946	_	_	_	245	494
Mov Cap-2 Maneuver		_	_	_	245	-
Stage 1	_	_	_	_	522	_
Stage 2	_	_	_	_	653	_
Olaye Z	-	-	-	-	000	_
Annragah	FD		WD		OD.	
Approach	EB		WB		SB	
HCM Control Delay, s	0.6		0		20.7	
HCM LOS					С	
Minor Lane/Major Mvr	nt	EBL	EBT	WBT	WBR :	
Capacity (veh/h)		946	-	-	-	293
HCM Lane V/C Ratio		0.028	-	-	-	0.22
HCM Control Delay (s)	8.9	0	-	-	20.7
HCM Lane LOS		Α	Α	-	-	С
HCM 95th %tile Q(veh	1)	0.1	-	-	-	8.0
`	•					

ntersection										
nt Delay, s/veh	8.2									
ovement	EBL	EBT	WBT	WBR	SBL	SBR				
ne Configurations		ન	P		Y					
ffic Vol, veh/h	17	784	1036	29	50	16				
ure Vol, veh/h	17	784	1036	29	50	16				
nflicting Peds, #/hr	0	0	0	0	0	0				
n Control	Free	Free	Free	Free	Stop	Stop				
Channelized	-	None	-	None	-	None				
rage Length	-	-	-	-	0	-				
n in Median Storag	e,# -	0	0	-	0	-				
ade, %	-	0	0	-	0	-				
ak Hour Factor	90	90	90	90	90	90				
avy Vehicles, %	2	2	2	2	2	2				
nt Flow	19	871	1151	32	56	18				
jor/Minor	Major1		Major2		Minor2					
nflicting Flow All	1183	0	-	0	2076	1167				
Stage 1	-	-	-	-	1167	-				
Stage 2	-	-	-	-	909	-				
ical Hdwy	4.12	-	-	-	6.42	6.22				
ical Hdwy Stg 1	-	-	-	-	5.42	-				
ical Hdwy Stg 2	-	-	-	-	5.42	-				
ow-up Hdwy	2.218	-	-	-	3.518	3.318				
Cap-1 Maneuver	590	-	-	-	59	236				
Stage 1	-	-	-	-	296	-				
Stage 2	-	-	-	-	393	-				
toon blocked, %		-	-	-						
v Cap-1 Maneuver	590	-	-	-	~ 55	236				
v Cap-2 Maneuver		-	-	-	~ 55	-				
Stage 1	-	-	-	-	278	-				
Stage 2	-	-	-	-	393	-				
-										
oroach	EB		WB		SB					
CM Control Delay, s	0.2		0		236.8					
CM LOS					F					
nor Lane/Major Mvr	nt	EBL	EBT	WBT	WBR	SBLn1				
acity (veh/h)		590	-	-	-	68				
M Lane V/C Ratio		0.032	-	-	-					
M Control Delay (s)	11.3	0	-	-	236.8				
/I Lane LOS		В	Α	-	-	F				
M 95th %tile Q(veh	1)	0.1	-	-	-	5.6				
es										
olume exceeds ca	nacity	\$· De	elav exc	eeds 3	00s	+. Com	putation Not Defined	*· All maior v	olume in plate	าดท
5141110 0X00000 00	Loudity	ψ. Δ(, onc	.5545 0		. 50111	Jakation Not Dolling	ujoi v	Sidilio ili pidit	

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		र्स	1		A	
Traffic Vol, veh/h	28	466	664	60	46	22
Future Vol, veh/h	28	466	664	60	46	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storag	e,# -	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	31	518	738	67	51	24
Major/Minor	Major1	ı	Major2	ı	Minor2	
Conflicting Flow All	805	0	viajoiz	0	1352	772
•	000	U	-	U	772	112
Stage 1	-	-	-	-	580	-
Stage 2	4 10	-	-			6 00
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	- 0.040	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	
Pot Cap-1 Maneuver	819	-	-	-	165	400
Stage 1	-	-	-	-	456	-
Stage 2	-	-	-	-	560	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver		-	-	-	156	400
Mov Cap-2 Maneuver	٠ -	-	-	-	156	-
Stage 1	-	-	-	-	432	-
Stage 2	-	-	-	-	560	-
Approach	EB		WB		SB	
HCM Control Delay, s			0		34.9	
HCM LOS	, 0.5		J		D D	
I IOWI LOO					D	
						0D1 1
Minor Lane/Major Mvi	mt	EBL	EBT	WBT	WBR :	
Capacity (veh/h)		819	-	-	-	194
HCM Lane V/C Ratio		0.038	-	-	-	0.389
HCM Control Delay (s	s)	9.6	0	-	-	34.9
HCM Lane LOS		Α	Α	-	-	D
HCM 95th %tile Q(vel	n)	0.1	-	-	-	1.7

Intersection										
Int Delay, s/veh	81.9									
Movement	EBL	EBT	WBT	WBR	SBL	SBR				
_ane Configurations		4	1		W					
raffic Vol, veh/h	17	774	1096	39	136	16				
uture Vol, veh/h	17	774	1096	39	136	16				
Conflicting Peds, #/hr	0	0	0	0	0	0				
Sign Control	Free	Free	Free	Free	Stop	Stop				
RT Channelized	-	None	-	None	-	None				
Storage Length	-	-	-	-	0	-				
/eh in Median Storag	e,# -	0	0	-	0	-				
Grade, %	-	0	0	-	0	-				
eak Hour Factor	90	90	90	90	90	90				
leavy Vehicles, %	2	2	2	2	2	2				
lvmt Flow	19	860	1218	43	151	18				
lajor/Minor	Major1	ľ	Major2	ı	Minor2					
Conflicting Flow All	1261	0	-		2138	1240				
Stage 1	-	-	_	-	1240	-				
Stage 2	_	_	_	_	898	_				
ritical Hdwy	4.12	_	_	_	6.42	6.22				
ritical Hdwy Stg 1	-	_	_	_	5.42					
ritical Hdwy Stg 2	_	_	_	_	5.42	_				
ollow-up Hdwy	2.218	_	_	_	3.518	3.318				
ot Cap-1 Maneuver	551	_	_	_	~ 54	214				
Stage 1	-	_	_	_	273					
Stage 2	_	_	_	_	398	_				
Platoon blocked, %		_	_	_						
Nov Cap-1 Maneuver	551	_	_	_	~ 50	214				
Nov Cap-2 Maneuver		_	_	_	~ 50					
Stage 1	_	_	_	_	255	_				
Stage 2	_	_	_	_	398	_				
					500					
Approach	EB		WB		SB					
HCM Control Delay, s			0	\$	1118.7					
HCM LOS	0.0		J	Ψ	F					
					ı					
Minor Lane/Major Mvr	mt	EBL	EBT	WBT	WBR :	SRI n1				
Capacity (veh/h)		551	-			54				
HCM Lane V/C Ratio		0.034		-	-	3.128				
HCM Control Delay (s	1	11.8	0	-		3.120				
ICM Control Delay (\$ ICM Lane LOS	7)	11.0 B	A	-	Ψ	F				
	١)	0.1	А	-	-	г 17.9				
HCM 95th %tile Q(veh	')	0.1	-	-	-	17.9				
Notes										
: Volume exceeds ca	apacity	\$: De	lay exc	eeds 30	00s	+: Com	putation Not Defined '	*: All major volu	ıme in platoo	n
	•		-					-	•	

Intersection						
Int Delay, s/veh	10.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		र्स	1		M	
Traffic Vol, veh/h	28	460	718	83	109	22
Future Vol, veh/h	28	460	718	83	109	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage	, # -	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	31	511	798	92	121	24
Major/Minor I	Major1	N	/lajor2	ı	Minor2	
Conflicting Flow All	890	0		0	1417	844
Stage 1	-	-	_	-	844	-
Stage 2	_	_	_	_	573	_
Critical Hdwy	4.12	_	_	_	6.42	6.22
Critical Hdwy Stg 1	_	_	_	_	5.42	_
Critical Hdwy Stg 2	_	_	_	_	5.42	_
Follow-up Hdwy	2.218	_	_	_	3.518	3.318
Pot Cap-1 Maneuver	761	_	_	_	151	363
Stage 1	-	_	_	_	422	-
Stage 2	_	_	_	_	564	_
Platoon blocked, %		_	_	_		
Mov Cap-1 Maneuver	761	_	_	-	142	363
Mov Cap-2 Maneuver	-	_	_	-	142	_
Stage 1	_	_	_	-	398	_
Stage 2	_	_	_	-	564	_
Ŭ						
Approach	EB		WB		SB	
HCM Control Delay, s	0.6		0		108.9	
HCM LOS	0.0		Ū		F	
Minor Lane/Major Mvm	nt	EBL	EBT	WRT	WBR	SBI n1
Capacity (veh/h)		761		7701	- 1001	158
HCM Lane V/C Ratio		0.041	-	-		0.921
HCM Control Delay (s)		9.9	0	-		108.9
HCM Lane LOS		3.3 A	A	_	_	F
HCM 95th %tile Q(veh)	١	0.1	-	_	_	6.7
	'	J. 1				5.1

Intersection									
Int Delay, s/veh	67.5								
Movement	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations	7	↑	1		7	7			
Traffic Vol, veh/h	17	774	1096	39	136	16			
Future Vol, veh/h	17	774	1096	39	136	16			
Conflicting Peds, #/hr	0	0	0	0	0	0			
Sign Control	Free	Free	Free	Free	Stop	Stop			
RT Channelized	-	None	-	None	-	None			
Storage Length	75	-	-	-	0	200			
Veh in Median Storage	e,# -	0	0	-	0	-			
Grade, %	-	0	0	-	0	-			
Peak Hour Factor	90	90	90	90	90	90			
Heavy Vehicles, %	2	2	2	2	2	2			
Mvmt Flow	19	860	1218	43	151	18			
Major/Minor	Major1	ı	Major2	ı	Minor2				
Conflicting Flow All	1261	0	-		2138	1240			
Stage 1	-	-	-	-	1240	-			
Stage 2	_	_	_	_	898	_			
Critical Hdwy	4.12	_	-	_	6.42	6.22			
Critical Hdwy Stg 1	-	_	-	_	5.42	_			
Critical Hdwy Stg 2	_	_	_	_	5.42	_			
Follow-up Hdwy	2.218	_	_	_	3.518	3.318			
Pot Cap-1 Maneuver	551	_	_	_	~ 54	214			
Stage 1	_	_	_	_	273	_			
Stage 2	_	_	_	_	398	_			
Platoon blocked, %		_	_	_					
Mov Cap-1 Maneuver	551	_	_	_	~ 52	214			
Mov Cap-2 Maneuver	-	_	_	_	~ 52				
Stage 1	_	_	_	_	264	_			
Stage 2	_	_	_	_	398	_			
Approach	EB		WB		SB				
HCM Control Delay, s	0.3		0	\$	921.3				
HCM LOS				,	F				
Minor Lane/Major Mvn	nt	EBL	EBT	WBT	WBR	SBLn1 SI	BLn2		
Capacity (veh/h)		551	-	-	-	52	214		
HCM Lane V/C Ratio		0.034	-	-	-	2.906 0	0.083		
HCM Control Delay (s))	11.8	-	-	\$	1026.9	23.3		
HCM Lane LOS		В	-	-	-	F	С		
HCM 95th %tile Q(veh	1)	0.1	-	-	-	15.9	0.3		
Notes	nao:t- :	ф. D -	alou ou	224-7	200	Caraci	station Not Defined	*. All major values in plate	
~: Volume exceeds ca	pacity	⊅: De	elay exc	eeds 30	JUS	+: Compu	utation Not Defined	*: All major volume in platoon	

Intersection Int Delay, s/veh 7.8 Movement EBL EBT WBT WBR SBL SBR SBL Configurations Movement 28 460 718 83 109 22 Conflicting Peds, #/hr 0 0 0 0 0 0 0 0 0								
Movement	Intersection							
Traffic Vol, veh/h	Int Delay, s/veh	7.8						
Traffic Vol, veh/h 28 460 718 83 109 22 Future Vol, veh/h 28 460 718 83 109 22 Conflicting Peds, #hr 0 0 0 0 0 0 Sign Control Free Free Free Free Stop Stop RT Channelized - None - None - None Storage Length 75 - - 0 0 - 0 - Grade, % - 0 0 - 0 - <t< td=""><td>Movement</td><td>EBL</td><td>EBT</td><td>WBT</td><td>WBR</td><td>SBL</td><td>SBR</td><td></td></t<>	Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Traffic Vol, veh/h 28 460 718 83 109 22 Future Vol, veh/h 28 460 718 83 109 22 Conflicting Peds, #hr 0 0 0 0 0 0 Sign Control Free Free Free Free Free Free Free Stop Stop RT Channelized - None - None - None - None Storage Length 75 - - 0 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 -						*		
Conflicting Peds, #/hr O O O O O O O O O	•		460	718			22	
Sign Control Free Row RT Channelized None Pote Pote	· ·							
RT Channelized - None - None - None - None Storage Length 75 - 0 0 200 Veh in Median Storage, # - 0 0 - 0 - 0 Grade, % - 0 90 90 90 90 Peak Hour Factor 90 90 90 90 90 Heavy Vehicles, % 2 2 2 2 2 2 2 2 Mymt Flow 31 511 798 92 121 24 90 <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>								
Storage Length		Free					•	
Veh in Median Storage, # - 0 0 - 0 - O - O - Carde, % - O 0 - O - O - O - O - D - D - D - D - D - D - D - D - D - D - D - D - D - D - D - D Major/Imanus B 0 D D 1 1 7 9 9 1 2 2 2 2 2 2 2 2 2 2 2 2 2 3 3 4 4 3		- 75		-				
Grade, % - 0 0 - 0 - Peak Hour Factor 90 90 90 90 90 90 90 Heavy Vehicles, % 2 3 3 3 3 3 3 3 3 3 4 2 2 3 5 3 2 2 2 2 2 2 2 2 2 2 2 3 5 3 3 3 3 3 3 3 3<				-	-		200	
Peak Hour Factor 90 90 90 90 90 90 90 9					-		-	
Heavy Vehicles, % 2 2 2 2 2 2 2 2 2								
Mynt Flow 31 511 798 92 121 24 Major/Minor Major1 Major2 Minor2 Conflicting Flow All 890 0 - 0 1417 844 Stage 1 - - - 844 - Stage 2 - - - 573 - Critical Hdwy 4.12 - - 6.42 6.22 Critical Hdwy Stg 1 - - - 5.42 - Critical Hdwy Stg 2 - - - 5.42 - Follow-up Hdwy 2.218 - - 3.518 3.318 Pot Cap-1 Maneuver 761 - - 151 363 Stage 1 - - - 564 - Platoon blocked, % - - - - - Mov Cap-1 Maneuver 761 - - 145 - Stage 1 - -								
Major/Minor Major1 Major2 Minor2 Conflicting Flow All 890 0 - 0 1417 844 Stage 1 - - - - 844 - Stage 2 - - - - 573 - Critical Hdwy 4.12 - - 6.42 6.22 Critical Hdwy Stg 1 - - - 5.42 - Critical Hdwy Stg 2 - - - 5.42 - Follow-up Hdwy 2.218 - - 3.518 3.318 Pot Cap-1 Maneuver 761 - - 151 363 Stage 1 - - - 564 - Platoon blocked, % - - - 145 363 Mov Cap-1 Maneuver 761 - - 145 - Stage 1 - - - 145 - Stage 1 -								
Conflicting Flow All 890 0 - 0 1417 844 Stage 1 - - - 844 - Stage 2 - - - 573 - Critical Hdwy 4.12 - - 6.42 6.22 Critical Hdwy Stg 1 - - - 5.42 - Critical Hdwy Stg 2 - - - 5.42 - Follow-up Hdwy 2.218 - - 5.42 - Follow-up Hdwy 2.218 - - 3.518 3.318 Pot Cap-1 Maneuver 761 - - 151 363 Stage 1 - - - 422 - Stage 2 - - - - 564 - Platoon blocked, % - - - - 145 363 Mov Cap-1 Maneuver 761 - - 145 363 Mov Cap-2 Maneuver - - - 145 - Stage 1		01	J.,	. 00	02		- '	
Conflicting Flow All 890 0 - 0 1417 844 Stage 1 - - - 844 - Stage 2 - - - 573 - Critical Hdwy 4.12 - - 6.42 6.22 Critical Hdwy Stg 1 - - - 5.42 - Critical Hdwy Stg 2 - - - 5.42 - Follow-up Hdwy 2.218 - - 5.42 - Follow-up Hdwy 2.218 - - 3.518 3.318 Pot Cap-1 Maneuver 761 - - 151 363 Stage 1 - - - 422 - Stage 2 - - - 145 363 Mov Cap-1 Maneuver 761 - - 145 - Stage 1 - - - 145 - Stage 1 - - - 405 - Stage 2 - - - 56	Major/Minor	Major1	N	Major?	ı	Minor		
Stage 1 - - - 844 - Stage 2 - - - 5773 - Critical Hdwy 4.12 - - 6.42 6.22 Critical Hdwy Stg 1 - - - 5.42 - Critical Hdwy Stg 2 - - - 5.42 - Follow-up Hdwy 2.218 - - 3.518 3.318 Pot Cap-1 Maneuver 761 - - 151 363 Stage 1 - - - 564 - Platoon blocked, % - - - 564 - Mov Cap-1 Maneuver 761 - - 145 363 Mov Cap-2 Maneuver - - - 145 - Stage 1 - - - 405 - Stage 2 - - - 564 - A EM LOS B B SB HCM Control Delay, s 0.6 0 82.7 F <t< td=""><td></td><td></td><td></td><td>viajUIZ</td><td></td><td></td><td>8/1/8</td><td></td></t<>				viajUIZ			8/1/8	
Stage 2 - - - 5773 - Critical Hdwy 4.12 - - 6.42 6.22 Critical Hdwy Stg 1 - - - 5.42 - Critical Hdwy Stg 2 - - - 5.42 - Follow-up Hdwy 2.218 - - 5.42 - Follow-up Hdwy 2.218 - - 3.518 3.318 Pot Cap-1 Maneuver 761 - - 151 363 Stage 1 - - - 564 - Platoon blocked, % - - - 145 363 Mov Cap-1 Maneuver 761 - - 145 363 Mov Cap-2 Maneuver - - - 145 - Stage 1 - - - - 405 - Stage 2 - - - - 564 - A EB WB SB HCM Control Delay, s 0.6 0 82.7			-	-				
Critical Hdwy 4.12 - - 6.42 6.22 Critical Hdwy Stg 1 - - - 5.42 - Critical Hdwy Stg 2 - - - 5.42 - Follow-up Hdwy 2.218 - - 5.42 - Follow-up Hdwy 2.218 - - 3.518 3.318 Pot Cap-1 Maneuver 761 - - 422 - Stage 1 - - - 564 - Platoon blocked, % - - - - - Mov Cap-1 Maneuver 761 - - 145 - Stage 1 - - - 145 - Stage 1 - - - 145 - Stage 2 - - - 564 - A EB WB SB HCM Control Delay, s 0.6 0 82.7 F - - 145 363 HCM Lane V/C Ratio 0.041 - <t< td=""><td>J</td><td>_</td><td>_</td><td>_</td><td></td><td></td><td></td><td></td></t<>	J	_	_	_				
Critical Hdwy Stg 1 5.42 - Critical Hdwy Stg 2 5.42 - 5.42 - Follow-up Hdwy 2.218 3.518 3.318 Pot Cap-1 Maneuver 761 151 363 Stage 1 422 - 564 - Flaton blocked, % 542 - Flaton blocked, % 542 - 564 - Flaton blocked, % 5442 - 564 - Flaton blocked, %		4.12	_	_				
Critical Hdwy Stg 2		-	-	-	-			
Follow-up Hdwy 2.218 3.518 3.318 Pot Cap-1 Maneuver 761 151 363 Stage 1 564 - 564 - 564 Platoon blocked, % 145 363 Mov Cap-1 Maneuver 761 145 363 Mov Cap-2 Maneuver 145 - 145 - 564 - 564 Stage 1 145 - 564 - 564 Approach EB WB SB HCM Control Delay, s 0.6 0 82.7 HCM LOS F Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1 SBLn2 Capacity (veh/h) 761 145 363 HCM Lane V/C Ratio 0.041 0.835 0.067 HCM Control Delay (s) 9.9 96.2 15.6 HCM Lane LOS A F C		-	-	-	-		-	
Stage 1 - - - 422 - Stage 2 - - - 564 - Platoon blocked, % - - - - Mov Cap-1 Maneuver 761 - - 145 363 Mov Cap-2 Maneuver - - - 405 - Stage 1 - - - 405 - Stage 2 - - - 564 - Approach EB WB SB HCM Control Delay, s 0.6 0 82.7 F Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1 SBLn2 Capacity (veh/h) 761 - - 145 363 HCM Lane V/C Ratio 0.041 - - 0.835 0.067 HCM Control Delay (s) 9.9 - - 96.2 15.6 HCM Lane LOS A - - - F	Follow-up Hdwy		-	-	-			
Stage 2 - - - 564 - Platoon blocked, % - - - - Mov Cap-1 Maneuver 761 - - 1445 363 Mov Cap-2 Maneuver - - - 145 - Stage 1 - - - 405 - Stage 2 - - - 564 - Approach EB WB SB HCM Control Delay, s 0.6 0 82.7 HCM LOS F Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1 SBLn2 Capacity (veh/h) 761 - - 145 363 HCM Lane V/C Ratio 0.041 - - 0.835 0.067 HCM Control Delay (s) 9.9 - - 96.2 15.6 HCM Lane LOS A - - F	•	761	-	-	-		363	
Platoon blocked, %		-	-	-	-		-	
Mov Cap-1 Maneuver 761 - - 145 363 Mov Cap-2 Maneuver - - - 145 - Stage 1 - - - 405 - Stage 2 - - - 564 - Approach EB WB SB HCM Control Delay, s 0.6 0 82.7 HCM LOS F Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1 SBLn2 Capacity (veh/h) 761 - - 145 363 HCM Lane V/C Ratio 0.041 - - 0.835 0.067 HCM Control Delay (s) 9.9 - - 96.2 15.6 HCM Lane LOS A - - F C		-	-	-	-	564	-	
Mov Cap-2 Maneuver - - - 145 - Stage 1 - - - 405 - Stage 2 - - - 564 - Approach EB WB SB HCM Control Delay, s 0.6 0 82.7 HCM LOS F Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1 SBLn2 Capacity (veh/h) 761 - - 145 363 HCM Lane V/C Ratio 0.041 - - 0.835 0.067 HCM Control Delay (s) 9.9 - - 96.2 15.6 HCM Lane LOS A - - F C		704	-	-		4.45	000	
Stage 1 - - - 405 - Stage 2 - - - 564 - Approach EB WB SB HCM Control Delay, s 0.6 0 82.7 HCM LOS F Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1 SBLn2 Capacity (veh/h) 761 - - 145 363 HCM Lane V/C Ratio 0.041 - - 0.835 0.067 HCM Control Delay (s) 9.9 - - 96.2 15.6 HCM Lane LOS A - - F C		/61	-	-				
Approach EB WB SB HCM Control Delay, s 0.6 0 82.7 HCM LOS F Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1 SBLn2 Capacity (veh/h) 761 - - 145 363 HCM Lane V/C Ratio 0.041 - - 0.835 0.067 HCM Control Delay (s) 9.9 - - 96.2 15.6 HCM Lane LOS A - - F C	•	-	-	-			-	
Approach EB WB SB HCM Control Delay, s 0.6 0 82.7 HCM LOS F Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1 SBLn2 Capacity (veh/h) 761 - - 145 363 HCM Lane V/C Ratio 0.041 - - 0.835 0.067 HCM Control Delay (s) 9.9 - - 96.2 15.6 HCM Lane LOS A - - F C		-	-	-	-		-	
Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1 SBLn2 Capacity (veh/h) 761 - - 145 363 HCM Lane V/C Ratio 0.041 - - 0.835 0.067 HCM Control Delay (s) 9.9 - - 96.2 15.6 HCM Lane LOS A - - F C	Slaye Z	-	-	-	-	504	-	
Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1 SBLn2 Capacity (veh/h) 761 - - 145 363 HCM Lane V/C Ratio 0.041 - - 0.835 0.067 HCM Control Delay (s) 9.9 - - 96.2 15.6 HCM Lane LOS A - - F C	A I.			\A/E		00		
Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1 SBLn2 Capacity (veh/h) 761 - - - 145 363 HCM Lane V/C Ratio 0.041 - - 0.835 0.067 HCM Control Delay (s) 9.9 - - 96.2 15.6 HCM Lane LOS A - - F C								
Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1 SBLn2 Capacity (veh/h) 761 - - 145 363 HCM Lane V/C Ratio 0.041 - - 0.835 0.067 HCM Control Delay (s) 9.9 - - 96.2 15.6 HCM Lane LOS A - - F C		0.6		U				
Capacity (veh/h) 761 145 363 HCM Lane V/C Ratio 0.041 0.835 0.067 HCM Control Delay (s) 9.9 96.2 15.6 HCM Lane LOS A - F C	HUM LUS					F		
Capacity (veh/h) 761 145 363 HCM Lane V/C Ratio 0.041 0.835 0.067 HCM Control Delay (s) 9.9 96.2 15.6 HCM Lane LOS A - F C								
HCM Lane V/C Ratio 0.041 - - 0.835 0.067 HCM Control Delay (s) 9.9 - - 96.2 15.6 HCM Lane LOS A - - F C		nt			WBT			
HCM Control Delay (s) 9.9 96.2 15.6 HCM Lane LOS A F C				-	-			
HCM Lane LOS A F C				-	-			
)		-	-	-		
1101VI 3011 7011G Q(VGII) 0.1 0.4 0.2		١		-	-	-		
	HOW BOTH WITH MICKAL)	0.1	-	-	-	5.4	0.2

APPENDIX G

CAPACITY ANALYSIS CALCULATIONS FRIENSHIP ROAD

&

OLD US HIGHWAY 1

2.4					
EBT	EBR	WBL	WBT	NBL	NBR
1			र्स	W	
480	35	31	308	37	78
480	35	31	308	37	78
0	0	0	0	0	0
Free	Free	Free	Free	Stop	Stop
-	None	-	None	-	None
-	-	-	-	0	-
, # 0	-	-	0	0	-
0	-	-	0	0	-
90	90	90	90	90	90
2	2	2	2	2	2
				41	87
Maior1	N	Maior?	I	Minor1	
					552
U	U	312	-		553
-	-	-	-		-
-	-	4 40	-		6 00
-	-	4.12	-		6.22
-	-	-	-		-
-	-	-	-		-
-	-		-		
-	-	1001	-		533
-	-	-	-		-
-	-	-	-	670	-
-	-		-		
-	-	1001	-	272	533
-	-	-	-	272	-
-	-	-	-	576	-
-	-	-	-	642	-
EB		WB		NB	
J		0.0			
				U	
ıt t	VRI n1	FRT	FRR	W/RI	WBT
. 1		LDI			VVDI
		-			-
		-	-		-
	17.8	-	-	8.7	0
	^			٨	٨
)	C 1.3	-	-	A 0.1	Α -
<u>\</u>	EBT 480 480 0 Free - ,# 0 90 2 533 Major1 0	EBT EBR 480 35 480 35 0 0 Free Free - None ,# 0 90 90 2 2 2 533 39 Major1 I 0 0 0	EBT EBR WBL 480 35 31 480 0 0 0 Free Free Free - None ,# 0 90 90 90 2 2 2 2 533 39 34 Major1 Major2 0 0 572 4.12 4.12 2.218 - 1001 1001 1001 1001 1001 1001 1001 3 1001 1001 3 1001 - 3	EBT EBR WBL WBT 480 35 31 308 480 35 31 308 0 0 0 0 0 Free Free Free Free - None - None 0 0 0 0 90 90 90 90 90 90 90 90 2 2 2 2 2 533 39 34 342 Major1 Major2 0 0 572 0	EBT EBR WBL WBT NBL 480 35 31 308 37 480 35 31 308 37 0 0 0 0 0 Free Free Free Stop - None - None - 0

Intersection						
Int Delay, s/veh	3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1			र्स	M	
Traffic Vol, veh/h	325	56	62	509	65	39
Future Vol, veh/h	325	56	62	509	65	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	· -	None .
Storage Length	-	-	-	-	0	-
Veh in Median Storage,	# 0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	361	62	69	566	72	43
	• • • • • • • • • • • • • • • • • • • •	-				
NA - 1 / NA1	4.1.4				Mr. 4	
	1ajor1		Major2		Minor1	
Conflicting Flow All	0	0	423	0	1096	392
Stage 1	-	-	-	-	392	-
Stage 2	-	-	-	-	704	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-		3.318
Pot Cap-1 Maneuver	-	-	1136	-	236	657
Stage 1	-	-	-	-	683	-
Stage 2	-	-	-	-	490	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1136	-	215	657
Mov Cap-2 Maneuver	_	_	-	_	215	-
Stage 1	_	_	_	_	683	_
Stage 2	_	_	_	_	446	_
Glago Z		_	-	_	- 7 -TU	_
A I			\AID			
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.9		25.6	
HCM LOS					D	
Minor Lane/Major Mvmt	11	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		288	_	-	1136	-
HCM Lane V/C Ratio		0.401	-	-	0.061	-
HCM Control Delay (s)		25.6	-	-	8.4	0
HCM Lane LOS		D	-	-	Α	Α
HCM 95th %tile Q(veh)		1.9	-	-	0.2	-
, ,						

Intersection										
Int Delay, s/veh	7									
Movement	EBT	EBR	WBL	WBT	NBL	NBR				
Lane Configurations	1		7	↑	7	7				
Traffic Vol, veh/h	791	44	36	1017	48	91				
Future Vol, veh/h	791	44	36	1017	48	91				
Conflicting Peds, #/hr	0	0	0	0	0	0				
Sign Control	Free	Free	Free	Free	Stop	Stop				
RT Channelized	-	None	-	None	-	None				
Storage Length	-	-	150	-	100	0				
Veh in Median Storage,	# 0	-	-	0	0	-				
Grade, %	0	-	-	0	0	-				
Peak Hour Factor	90	90	90	90	90	90				
Heavy Vehicles, %	2	2	2	2	2	2				
Mvmt Flow	879	49	40	1130	53	101				
Major/Minor Major/Minor	ajor1	I	Major2	ı	Minor1					
Conflicting Flow All	0	0	928	0	2114	904				
Stage 1	-	-	-	-	904	-				
Stage 2	-	-	-	-	1210	-				
Critical Hdwy	-	-	4.12	-	6.42	6.22				
Critical Hdwy Stg 1	-	-	-	-	5.42	-				
Critical Hdwy Stg 2	-	-	-	-	5.42	-				
Follow-up Hdwy	-	-	2.218	-	3.518	3.318				
Pot Cap-1 Maneuver	-	-	737	-	56	335				
Stage 1	-	-	-	-	395	-				
Stage 2	-	-	-	-	282	-				
Platoon blocked, %	-	-		-						
Mov Cap-1 Maneuver	-	-	737	-	~ 53	335				
Mov Cap-2 Maneuver	-	-	-	-	~ 53	-				
Stage 1	-	-	-	-	395	-				
Stage 2	-	-	-	-	267	-				
Approach	EB		WB		NB					
HCM Control Delay, s	0		0.3		99.5					
HCM LOS					F					
Minor Lane/Major Mvmt	I	NBLn1	NBLn2	EBT	EBR	WBL	WBT			
Capacity (veh/h)		53	335	-	-	737	-			
HCM Lane V/C Ratio			0.302	-	-	0.054	-			
HCM Control Delay (s)		249.7	20.3	-	-	10.2	-			
HCM Lane LOS		F	С	-	-	В	-			
HCM 95th %tile Q(veh)		4.5	1.2	-	-	0.2	-			
Notes										
~: Volume exceeds capa	acitv	\$: De	elay exc	eeds 30	00s	+: Comi	putation Not Defined	*: All major vol	ume in platoor	 1
	,	, ,	. ,						- p.s	

Intersection							
Int Delay, s/veh	5.8						
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	1		*	↑	*	7	
Traffic Vol, veh/h	427	85	73	632	91	46	
Future Vol, veh/h	427	85	73	632	91	46	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-	None	-	None	
Storage Length	-	-	150	-	100	0	
Veh in Median Storage,		-	-	0	0	-	
Grade, %	0	-	-	0	0	-	
Peak Hour Factor	90 2	90 2	90 2	90 2	90 2	90 2	
Heavy Vehicles, % Mvmt Flow	2 474	94	2 81	702	101	51	
IVIVIIIL FIOW	4/4	94	٥ı	102	101	91	
	lajor1		Major2		Minor1		
Conflicting Flow All	0	0	568	0	1385	521	
Stage 1	-	-	-	-	521	-	
Stage 2	-	-	4 40	-	864	-	
Critical Hdwy	-	-	4.12	-	6.42	6.22	
Critical Hdwy Stg 1	-	-	-	-	5.42 5.42	-	
Critical Hdwy Stg 2 Follow-up Hdwy	_	-	2.218	-		3.318	
Pot Cap-1 Maneuver	-	-	1004	-	158	555	
Stage 1	_	_	-	_	596	-	
Stage 2	_	_	_	_	413	_	
Platoon blocked, %	_	_		_	115		
Mov Cap-1 Maneuver	_	_	1004	_	145	555	
Mov Cap-2 Maneuver	_	_	-	_	145	-	
Stage 1	-	-	-	-	596	-	
Stage 2	-	-	-	-	380	-	
-							
Approach	EB		WB		NB		
HCM Control Delay, s	0		0.9		52.7		
HCM LOS	v		0.0		F		
					-		
Minor Lane/Major Mvmt	1	NBLn1 I	NRI n2	EBT	EBR	WBL	WBT
Capacity (veh/h)	- 1	145	555		LDIN -	1004	- 4401
HCM Lane V/C Ratio			0.092	-		0.081	-
HCM Control Delay (s)		73.2	12.1	_	_	8.9	_
HCM Lane LOS		7 G.Z	В	_	_	Α	_
HCM 95th %tile Q(veh)		4	0.3	_	_	0.3	-
· (-)							

Intersection										
	18.9									
Movement E	ΞВТ	EBR	WBL	WBT	NBL	NBR				
Lane Configurations	1		7	^	7	7				
	853	58	36	1067	68	91				
Future Vol, veh/h	853	58	36	1067	68	91				
Conflicting Peds, #/hr	0	0	0	0	0	0				
Sign Control F	ree	Free	Free	Free	Stop	Stop				
RT Channelized	-	None	-	None	-	None				
Storage Length	-	-	150	-	100	0				
Veh in Median Storage, #	0	-	-	0	0	-				
Grade, %	0	-	-	0	0	-				
Peak Hour Factor	90	90	90	90	90	90				
Heavy Vehicles, %	2	2	2	2	2	2				
Mvmt Flow	948	64	40	1186	76	101				
Major/Minor Maj	jor1	ı	Major2	ı	Minor1					
Conflicting Flow All	0	0	1012	0	2246	980				
Stage 1	-	-	-	-	980	_				
Stage 2	-	-	-	-	1266	_				
Critical Hdwy	-	-	4.12	-	6.42	6.22				
Critical Hdwy Stg 1	-	-	-	-	5.42	_				
Critical Hdwy Stg 2	-	-	-	_	5.42	_				
Follow-up Hdwy	-	-	2.218	-	3.518	3.318				
Pot Cap-1 Maneuver	_	_	685	-	~ 46	303				
Stage 1	_	_	_	-	364	_				
Stage 2	_	_	_	-	265	_				
Platoon blocked, %	_	_		_						
Mov Cap-1 Maneuver	_	_	685	_	~ 43	303				
Mov Cap-2 Maneuver	_	_	-	_	~ 43	_				
Stage 1	_	_	_	_	364	_				
Stage 2	_	_	_	_	250	_				
g										
Approach	EB		WB		NB					
HCM Control Delay, s	0		0.3		255.7					
HCM LOS	U		0.5		233.7 F					
I IOWI LOO					'					
Minor Long/Maior Missort		י 1 וחו	NIDI O	EDT	EDD	WDI	WDT			
Minor Lane/Major Mvmt		NBLn1I		EBT	EBR	WBL	WBT			
Capacity (veh/h)		43	303	-	-	685	-			
HCM Lane V/C Ratio			0.334	-	-		-			
HCM Control Delay (s)	\$	567.6	22.7	-	-	10.6	-			
HCM Lane LOS		F	С	-	-	В	-			
HCM 95th %tile Q(veh)		7.7	1.4	-	-	0.2	-			
Notes										
~: Volume exceeds capac	ity	\$: De	elay exc	eeds 30	00s	+: Com	outation Not Defined	*: All major volum	e in platoon	

Intersection						
Int Delay, s/veh	11.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	7		ሻ	↑	ሻ	7
Traffic Vol, veh/h	470	99	73	693	107	46
Future Vol, veh/h	470	99	73	693	107	46
Conflicting Peds, #/hr	0	0	0	0	0	0
	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	_	-	150	-	100	0
Veh in Median Storage,	# 0	_	-	0	0	-
Grade, %	0	_	_	0	0	_
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	522	110	81	770	119	51
WWIIICTIOW	ULL	110	01	110	110	01
	lajor1		Major2		Minor1	
Conflicting Flow All	0	0	632	0	1509	577
Stage 1	-	-	-	-	577	-
Stage 2	-	-	-	-	932	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	
Pot Cap-1 Maneuver	-	-	951	-	133	516
Stage 1	-	-	-	-	562	-
Stage 2	-	-	-	-	383	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	951	-	122	516
Mov Cap-2 Maneuver	-	-	-	-	122	-
Stage 1	-	-	-	-	562	-
Stage 2	-	-	-	-	350	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.9		103.6	
HCM LOS	Ū		3.0		F	
110W LOO					'	
Minor Lang/Major Muset		(IDI 54 !	VIDI 20	EDT	EDD	///DI
Minor Lane/Major Mvmt	<u>. ľ</u>	100		EBT	EBR	WBL
Capacity (veh/h)		122	516	-	-	951
HCM Lane V/C Ratio		0.974		-	-	0.085
HCM Control Delay (s)		142.7	12.7	-	-	9.1
HCM Lane LOS		F	В	-	-	A
HCM 95th %tile Q(veh)		6.5	0.3	-	-	0.3

APPENDIX H

CAPACITY ANALYSIS CALCULATIONS HOLLAND ROAD

&

KELLY ROAD

Intersection						
Int Delay, s/veh	2.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	₩.	LDIN	INDL			ומט
Traffic Vol, veh/h	T 72	12	۵	् ब 132	1 398	37
•			6			
Future Vol, veh/h	72	12	6	132	98	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage		-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	80	13	7	147	109	41
M = : = = /N /: = = =	M: O		M-!4		4-:0	
	Minor2		Major1		Major2	
Conflicting Flow All	291	130	150	0	-	0
Stage 1	130	-	-	-	-	-
Stage 2	161	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	_	_	-	-
Follow-up Hdwy	3.518	3.318	2.218	_	_	_
Pot Cap-1 Maneuver	700	920	1431	_	_	_
Stage 1	896	_	_	_	_	_
Stage 2	868	_	_	_	_	_
Platoon blocked, %	000			_	_	_
Mov Cap-1 Maneuver	697	920	1431	_	_	_
	697	320	1401	-	-	-
Mov Cap-2 Maneuver		-	-	-	-	-
Stage 1	892	-	-	-	-	-
Stage 2	868	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s	10.7		0.3		0	
HCM LOS	В					
	J					
Minor Lane/Major Mvn	nt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)		1431	-	722	-	-
HCM Lane V/C Ratio		0.005	-	0.129	-	-
HCM Control Delay (s))	7.5	0	10.7	-	-
HCM Lane LOS		Α	Α	В	_	_
HCM 95th %tile Q(veh)	0	-	0.4	_	_
	,					

Intersection Int Delay, s/veh
Int Delay, s/veh
Movement
Lane Configurations
Traffic Vol, veh/h 66 7 8 145 161 75 Future Vol, veh/h 66 7 8 145 161 75 Future Vol, veh/h 66 7 8 145 161 75 Conflicting Peds, #/hr 0 0 0 0 0 0 0 0 Sign Control Stop Stop Free Free Free Free RT Channelized - None - None - None Storage Length 0 0 0 0 Grade, % 0 0 0 0 Grade, % 0 0 0 0 Peak Hour Factor 90 90 90 90 90 90 Heavy Vehicles, % 2 2 2 2 2 2 2 2 Mvmt Flow 73 8 9 161 179 8 Major/Minor Minor2 Major1 Major2 Conflicting Flow All 400 221 262 0 - 0 Stage 1 221
Future Vol, veh/h 66 7 8 145 161 7: Conflicting Peds, #/hr 0 0 0 0 0 0 0 0 Sign Control Stop Stop Free Free Free Free RT Channelized - None - None - None Storage Length 0 0 0 0 Grade, % 0 0 0 0 Peak Hour Factor 90 90 90 90 90 90 90 90 90 90 90 90 90
Conflicting Peds, #/hr 0
Sign Control Stop Stop Free Res None Pot Park Eart None Park Eart Park Free Free Pree Free Pree Pree Pree Park Park Park Park Park Park Park
RT Channelized - None - None - None - None Storage Length 0 0 0 Veh in Median Storage, # 0 0 0 0 Grade, % 0 0 0 0 Peak Hour Factor 90 90 90 90 90 90 Heavy Vehicles, % 2
Storage Length 0 - - - - - - - - - - - - - 0 0 Grade, % 0 - - 0 0 O Peak Hour Factor 90
Veh in Median Storage, # 0 - - 0 0 Grade, % 0 - - 0 0 Peak Hour Factor 90 90 90 90 90 90 Heavy Vehicles, % 2
Grade, % 0 - - 0 0 Peak Hour Factor 90 90 90 90 90 90 Heavy Vehicles, % 2 </td
Peak Hour Factor 90 20 2 2 Conflicting Flow All 400 221 262 0 - - - - - - - - - - - - - - - -
Heavy Vehicles, % 2 2 2 2 2 2 Mvmt Flow 73 8 9 161 179 8 Major/Minor Minor2 Major1 Major2
Heavy Vehicles, % 2 2 2 2 2 2 2 Mvmt Flow 73 8 9 161 179 8 Major/Minor Minor2 Major1 Major2
Major/Minor Minor2 Major1 Major2 Conflicting Flow All 400 221 262 0 - Stage 1 221 - - - - Stage 2 179 - - - - Critical Hdwy 6.42 6.22 4.12 - - Critical Hdwy Stg 1 5.42 - - - - Critical Hdwy Stg 2 5.42 - - - - - Follow-up Hdwy 3.518 3.318 2.218 -
Major/Minor Minor2 Major1 Major2 Conflicting Flow All 400 221 262 0 - Stage 1 221 - - - - Stage 2 179 - - - - Critical Hdwy 6.42 6.22 4.12 - - Critical Hdwy Stg 1 5.42 - - - - Critical Hdwy Stg 2 5.42 - - - - Follow-up Hdwy 3.518 3.318 2.218 - - - Follow-up Hdwy 3.518 3.318 2.218 -
Conflicting Flow All 400 221 262 0 - 6 Stage 1 221 - - - - Stage 2 179 - - - - Critical Hdwy 6.42 6.22 4.12 - - Critical Hdwy Stg 1 5.42 - - - - Critical Hdwy Stg 2 5.42 - - - - Follow-up Hdwy 3.518 3.318 2.218 - - - Follow-up Hdwy 3.518 3.318 2.218 -
Conflicting Flow All 400 221 262 0 - 6 Stage 1 221 - - - - Stage 2 179 - - - - Critical Hdwy 6.42 6.22 4.12 - - Critical Hdwy Stg 1 5.42 - - - - Critical Hdwy Stg 2 5.42 - - - - Follow-up Hdwy 3.518 3.318 2.218 - - - Follow-up Hdwy 3.518 3.318 2.218 -
Stage 1 221 - - - - Stage 2 179 - - - - Critical Hdwy 6.42 6.22 4.12 - - Critical Hdwy Stg 1 5.42 - - - - Critical Hdwy Stg 2 5.42 - - - - Follow-up Hdwy 3.518 3.318 2.218 - <
Stage 2 179 -
Critical Hdwy 6.42 6.22 4.12 - - Critical Hdwy Stg 1 5.42 - - - - Critical Hdwy Stg 2 5.42 - - - - Follow-up Hdwy 3.518 3.318 2.218 - - Pot Cap-1 Maneuver 606 819 1302 - - Stage 1 816 - - - - - Platoon blocked, % -
Critical Hdwy 6.42 6.22 4.12 - - Critical Hdwy Stg 1 5.42 - - - - Critical Hdwy Stg 2 5.42 - - - - Follow-up Hdwy 3.518 3.318 2.218 - - Pot Cap-1 Maneuver 606 819 1302 - - Stage 1 816 - - - - - Stage 2 852 -
Critical Hdwy Stg 1 5.42 - - - - Critical Hdwy Stg 2 5.42 - - - - Follow-up Hdwy 3.518 3.318 2.218 - - - Pot Cap-1 Maneuver 606 819 1302 - <
Critical Hdwy Stg 2 5.42 - - - - Follow-up Hdwy 3.518 3.318 2.218 - - Pot Cap-1 Maneuver 606 819 1302 - - Stage 1 816 - - - - Stage 2 852 - - - - Platoon blocked, % - - - - - Mov Cap-1 Maneuver 601 819 1302 - - Mov Cap-2 Maneuver 601 - - - - Stage 1 809 - - - - Stage 2 852 - - - - Approach EB NB SB HCM Control Delay, s 11.7 0.4 0 HCM Los B Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBF Capacity (veh/h) 1302 - 617 - - HCM Lane V/C Ratio 0.007 - 0.131
Follow-up Hdwy 3.518 3.318 2.218 Pot Cap-1 Maneuver 606 819 1302 Stage 1 816 Stage 2 852 Platoon blocked, % Mov Cap-1 Maneuver 601 819 1302 Mov Cap-2 Maneuver 601 Stage 1 809 Stage 2 852 Approach EB NB SB HCM Control Delay, s 11.7 HCM LOS B Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBF Capacity (veh/h) 1302 - 617 - HCM Lane V/C Ratio 0.007 - 0.131 - HCM Control Delay (s) 7.8 0 11.7 -
Pot Cap-1 Maneuver 606 819 1302 - - Stage 1 816 - - - - Stage 2 852 - - - - Platoon blocked, % - - - - - - Mov Cap-1 Maneuver 601 819 1302 - - - Mov Cap-2 Maneuver 601 -
Stage 1 816 - - - - Stage 2 852 - - - - Platoon blocked, % - - - - Mov Cap-1 Maneuver 601 819 1302 - - Mov Cap-2 Maneuver 601 - - - - Stage 1 809 - - - - Stage 2 852 - - - - Approach EB NB SB HCM Control Delay, s 11.7 0.4 0 HCM Control Delay, s 11.7 0.4 0 Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBF Capacity (veh/h) 1302 - 617 - HCM Lane V/C Ratio 0.007 - 0.131 - HCM Control Delay (s) 7.8 0 11.7 -
Stage 2 852 - - - - Platoon blocked, % Mov Cap-1 Maneuver 601 819 1302 - - Mov Cap-2 Maneuver 601 - - - - Stage 1 809 - - - - Stage 2 852 - - - - Approach EB NB SB HCM Control Delay, s 11.7 0.4 0 HCM Control Delay, s 11.7 0.4 0 Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBF Capacity (veh/h) 1302 - 617 - - HCM Cantrol Delay (s) 7.8 0 11.7 -
Platoon blocked, %
Mov Cap-1 Maneuver 601 819 1302 - - Mov Cap-2 Maneuver 601 - - - - Stage 1 809 - - - - Stage 2 852 - - - - Approach EB NB SB HCM Control Delay, s 11.7 0.4 0 HCM LOS B Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBF Capacity (veh/h) 1302 - 617 - HCM Lane V/C Ratio 0.007 - 0.131 - HCM Control Delay (s) 7.8 0 11.7 -
Mov Cap-2 Maneuver 601 -
Stage 1 809 -
Stage 2 852 -
Approach EB NB SB HCM Control Delay, s 11.7 0.4 0 HCM LOS B Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBF Capacity (veh/h) 1302 - 617 - - HCM Lane V/C Ratio 0.007 - 0.131 - - HCM Control Delay (s) 7.8 0 11.7 -
HCM Control Delay, s 11.7 0.4 0
HCM Control Delay, s 11.7 0.4 0
HCM Control Delay, s 11.7 0.4 0
Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBF Capacity (veh/h) 1302 - 617 - HCM Lane V/C Ratio 0.007 - 0.131 - HCM Control Delay (s) 7.8 0 11.7 -
Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBF Capacity (veh/h) 1302 - 617 - HCM Lane V/C Ratio 0.007 - 0.131 - HCM Control Delay (s) 7.8 0 11.7 -
Capacity (veh/h) 1302 - 617 - HCM Lane V/C Ratio 0.007 - 0.131 - HCM Control Delay (s) 7.8 0 11.7 -
Capacity (veh/h) 1302 - 617 - HCM Lane V/C Ratio 0.007 - 0.131 - HCM Control Delay (s) 7.8 0 11.7 -
Capacity (veh/h) 1302 - 617 - HCM Lane V/C Ratio 0.007 - 0.131 - HCM Control Delay (s) 7.8 0 11.7 -
HCM Lane V/C Ratio 0.007 - 0.131 - HCM Control Delay (s) 7.8 0 11.7 -
HCM Control Delay (s) 7.8 0 11.7 -
HOW LAND LOD A A D -
HCM 95th %tile Q(veh) 0 - 0.5 -
HCM 95th %tile Q(veh) 0 - 0.5 -

Intersection						
Int Delay, s/veh	2.8					
• •			NE			000
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	M			4	1	
Traffic Vol, veh/h	84	14	7	154	115	43
Future Vol, veh/h	84	14	7	154	115	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	<u>.</u>	None	_	None	_	None
Storage Length	0	-	_	_	_	-
Veh in Median Storage		_	_	0	0	_
Grade, %	0	_	_	0	0	_
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	93	16	8	171	128	48
Major/Minor	Minor2	ı	Major1	N	Major2	
Conflicting Flow All	339	152	176	0	ujui 2	0
•		152	1/0	U	-	U
Stage 1	152	-	-	-	-	-
Stage 2	187	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	657	894	1400	-	-	-
Stage 1	876	_	_	_	_	_
Stage 2	845	_	_	_	_	_
Platoon blocked, %	0.0			_	_	_
Mov Cap-1 Maneuver	653	894	1400	_	_	_
Mov Cap-1 Maneuver	653	004	1700	_	-	_
•		-	-	-	-	-
Stage 1	871	-	-	-	-	-
Stage 2	845	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s	11.3		0.3		0	
HCM LOS	11.3 B		0.0		U	
I IOWI LOG	ם					
Minor Lane/Major Mvn	nt	NBL	NBT I	EBLn1	SBT	SBR
Capacity (veh/h)		1400	-	679	-	-
HCM Lane V/C Ratio		0.006	_	0.16	_	_
HCM Control Delay (s)	١	7.6	0	11.3	_	_
Jan John Dolay (3)	,					
HCM Lane LOS		Δ	Δ	R		_
HCM Lane LOS HCM 95th %tile Q(veh	١	A 0	Α	B 0.6	-	-

Intersection						
Int Delay, s/veh	2.1					
						055
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	M			सी	1	
Traffic Vol, veh/h	77	8	9	170	188	88
Future Vol, veh/h	77	8	9	170	188	88
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	·-	None	-	None	-	None
Storage Length	0	_	_	_	_	_
Veh in Median Storage		_	_	0	0	_
Grade, %	0	_	_	0	0	_
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	86	9	10	189	209	98
Major/Minor	Minor2		Major1	N	Major2	
Conflicting Flow All	467	258	307	0		0
Stage 1	258	200	-	-	_	_
Stage 2	209					
		6.00	4.12	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	<u>-</u>	<u>-</u>	-	-	-
Follow-up Hdwy	3.518	3.318		-	-	-
Pot Cap-1 Maneuver	554	781	1254	-	-	-
Stage 1	785	-	-	-	-	-
Stage 2	826	-	-	_	-	-
Platoon blocked, %				_	-	_
Mov Cap-1 Maneuver	549	781	1254	_	_	_
Mov Cap-2 Maneuver	549			_	_	_
Stage 1	778					_
_		-	-	-	-	-
Stage 2	826	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s	12.6		0.4		0	
HCM LOS	В		0.1		Ū	
I IOWI LOO	ъ					
Minor Lane/Major Mvn	nt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)		1254	_	565	_	_
HCM Lane V/C Ratio		0.008	_	0.167	_	_
HCM Control Delay (s	١	7.9	0	12.6	-	_
HCM Lane LOS	,	7.9 A	A	12.0 B	-	_
	١	0	A		-	-
HCM 95th %tile Q(veh)	U	-	0.6	-	-

Intersection						
Int Delay, s/veh	3.4					
•		EDD	NDI	NDT	ODT	000
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	N.			4	1	
Traffic Vol, veh/h	119	14	7	154	115	78
Future Vol, veh/h	119	14	7	154	115	78
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	_	_	-	-	-
Veh in Median Storage	e,# 0	_	_	0	0	_
Grade, %	0	_	_	0	0	_
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mymt Flow	132	16	8	171	128	87
MINITE FIOW	132	10	0	171	120	01
Major/Minor	Minor2		Major1	N	/lajor2	
Conflicting Flow All	359	172	215	0		0
Stage 1	172			-	_	-
Stage 2	187	_	_	_	_	_
Critical Hdwy	6.42	6.22	4.12	_	_	_
		0.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318		-	-	-
Pot Cap-1 Maneuver	640	872	1355	-	-	-
Stage 1	858	-	-	-	-	-
Stage 2	845	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	636	872	1355	-	-	-
Mov Cap-2 Maneuver	636	-	_	_	_	_
Stage 1	852	_	_	_	_	_
Stage 2	845	_	_	_	_	_
Olaye Z	070	-	-	_	-	-
Approach	EB		NB		SB	
HCM Control Delay, s	12.1		0.3		0	
HCM LOS	В					
	_					
Minor Lane/Major Mvn	nt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)		1355	-	655	-	-
HCM Lane V/C Ratio		0.006	-	0.226	-	-
HCM Control Delay (s)	7.7	0	12.1	-	-
HCM Lane LOS	•	Α	A	В	_	_
HCM 95th %tile Q(veh)	0	-	0.9	_	_
	,	3		3.0		

Intersection						
Int Delay, s/veh	2.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	₩.	LDIN	INDL	ND1	\$ 1 do	ומט
Traffic Vol, veh/h	104	8	9	170	188	124
Future Vol, veh/h	104	8	9	170	188	124
Conflicting Peds, #/hr	0	0	0	0	100	0
				Free		
Sign Control RT Channelized	Stop	Stop	Free		Free	Free
	_	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage		-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	116	9	10	189	209	138
Major/Minor	Minor2	ı	Major1	N	//ajor2	
Conflicting Flow All	487	278	347	0		0
Stage 1	278	210	J4 <i>1</i>	U	-	U
Stage 2	209	-	-	-	-	-
	6.42	6.22	4.12	-	-	-
Critical Hdwy		0.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318		-	-	-
Pot Cap-1 Maneuver	540	761	1212	-	-	-
Stage 1	769	-	-	-	-	-
Stage 2	826	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	535	761	1212	-	-	-
Mov Cap-2 Maneuver	535	-	-	-	-	-
Stage 1	762	-	-	-	-	-
Stage 2	826	-	-	-	-	-
<i>₹</i>						
Approach	EB		NB		SB	
HCM Control Delay, s	13.5		0.4		0	
HCM LOS	В		J. 1		J	
Minor Lanc/Major Mus	nt.	NDI	NDT	EDI n1	CDT	CDD
Minor Lane/Major Mvn	IL	NBL		EBLn1	SBT	SBR
Capacity (veh/h)		1212	-	547	-	-
HCM Lane V/C Ratio		0.008	-	0.228	-	-
HCM Control Delay (s)		8	0	13.5	-	-
HCM Lane LOS		Α	Α	В	-	-
HCM 95th %tile Q(veh)	0	-	0.9	-	-

APPENDIX I

CAPACITY ANALYSIS CALCULATIONS HOLLAND ROAD

&

SITE DRIVE 1

-						
Intersection						
Int Delay, s/veh	3					
•						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	M			4	1	
Traffic Vol, veh/h	48	8	15	41	106	4
Future Vol, veh/h	48	8	15	41	106	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	<u>.</u>	None	_	None	_	None
Storage Length	0	_	_	-	_	-
Veh in Median Storage		_	_	0	0	_
Grade, %	0	_	_	0	0	_
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	53	9	17	46	118	4
Major/Minor	Minor2	1	Major1	N	/lajor2	
Conflicting Flow All	200	120	122	0	najon <u>-</u>	0
•		120	122	U	-	U
Stage 1	120	-	-	-	-	-
Stage 2	80	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	789	931	1465	-	-	-
Stage 1	905	_	_	_	_	_
Stage 2	943	_	_	_	_	_
Platoon blocked, %				_	_	_
Mov Cap-1 Maneuver	780	931	1465	_	_	_
Mov Cap-1 Maneuver	780	JJ 1	1700	-	-	_
		-	-	-	-	-
Stage 1	894	-	-	-	-	-
Stage 2	943	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s	9.9		2		0	
			2		U	
HCM LOS	Α					
Minor Lane/Major Mvn	nt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	1465		799		-
HCM Lane V/C Ratio		0.011		0.078	-	_
	١			9.9	-	-
HCM Control Delay (s))	7.5	0		-	-
HCM Lane LOS		A	Α	A	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection						
Int Delay, s/veh	2.5					
		EDD	NDI	NDT	ODT	CDD
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	N.			4	7	
Traffic Vol, veh/h	40	4	29	82	103	9
Future Vol, veh/h	40	4	29	82	103	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage	e,# 0	-	-	0	0	-
Grade, %	0	_	_	0	0	_
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	44	4	32	91	114	10
IVIVIIIL I IOW	44	4	32	31	114	10
Major/Minor	Minor2		Major1	N	/lajor2	
Conflicting Flow All	274	119	124	0	-	0
Stage 1	119	_	_	_	_	_
Stage 2	155	_	_	_	_	_
Critical Hdwy	6.42	6.22	4.12	_	_	_
Critical Hdwy Stg 1	5.42	0.22	7.12			
, ,	5.42	_	-	-	-	-
Critical Hdwy Stg 2		2 240	0.040	-	-	-
Follow-up Hdwy	3.518	3.318		-	-	-
Pot Cap-1 Maneuver	716	933	1463	-	-	-
Stage 1	906	-	-	-	-	-
Stage 2	873	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	700	933	1463	-	-	-
Mov Cap-2 Maneuver	700	-	-	-	-	-
Stage 1	885	_	_	_	_	_
Stage 2	873	_	_	_	_	_
Olago Z	510					
					.= -	
Approach	EB		NB		SB	
HCM Control Delay, s	10.4		2		0	
HCM LOS	В					
Mineral and Market Ad	_1	ND	NOT	EDI 4	ODT	000
Minor Lane/Major Mvn	nt	NBL		EBLn1	SBT	SBR
Capacity (veh/h)		1463	-	716	-	-
HCM Lane V/C Ratio		0.022	-	0.068	-	-
HCM Control Delay (s))	7.5	0	10.4	-	-
HCM Lane LOS		Α	Α	В	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-
	•					

APPENDIX J

CAPACITY ANALYSIS CALCULATIONS HOLLAND ROAD

&

SITE DRIVE 2

Intersection						
Int Delay, s/veh	3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		7		↑	7	
Traffic Vol, veh/h	0	83	0	56	69	45
Future Vol, veh/h	0	83	0	56	69	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage		-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	92	0	62	77	50
	Minor2		//ajor1		/lajor2	
Conflicting Flow All	-	102	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	<u>-</u>	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	953	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %		050		-	-	-
Mov Cap-1 Maneuver	-	953	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s	9.2		0		0	
HCM LOS	Α					
Minor Lane/Major Mvm	nt	NBT E	EBLn1	SBT	SBR	
Capacity (veh/h)		-	953	-	-	
HCM Lane V/C Ratio		_	0.097	-	-	
HCM Control Delay (s)		-	9.2	-	-	
HCM Lane LOS		-	Α	_	-	
HCM 95th %tile Q(veh))	-	0.3	-	-	

Intersection						
Int Delay, s/veh	2.1					
•		EDD	NIDI	NDT	CDT	CDD
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	^	7	^	111	1	40
Traffic Vol, veh/h	0	67	0	111	64	43
Future Vol, veh/h	0	67	0	111	64	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage,	# 0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	7 <u>4</u>	0	123	71	48
	J		J	0	• •	
-		-		_		
	/linor2		//ajor1		//ajor2	
Conflicting Flow All	-	95	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	_	_	_	_	_	_
Critical Hdwy Stg 2	_	_	_	_	_	_
Follow-up Hdwy	_	3.318	_	_	_	_
Pot Cap-1 Maneuver	0	962	0	_	_	_
Stage 1	0	-	0	_	_	_
				-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	962	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
-						
Approach	EB		NB		SB	
HCM Control Delay, s	9.1		0		0	
HCM LOS			U		U	
HOIVI LUS	Α					
			-n. <i>.</i>		05-	
Minor Lane/Major Mvm	t	NBT E		SBT	SBR	
Capacity (veh/h)		-	962	-	-	
HCM Lane V/C Ratio		-	0.077	-	-	
HCM Control Delay (s)		-	9.1	-	-	
HCM Lane LOS		-	Α	-	-	
HCM 95th %tile Q(veh)		_	0.3	_	_	

APPENDIX K

CAPACITY ANALYSIS CALCULATIONS OLD US HIGHWAY 1

&

SITE DRIVE 3

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		^	1			7
Traffic Vol, veh/h	0	791	1021	91	0	61
Future Vol, veh/h	0	791	1021	91	0	61
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	_	-	_	-	_	0
Veh in Median Storage	e.# -	0	0	_	0	-
Grade, %	-,	0	0	_	0	_
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	879	1134	101	0	68
INIAILI LOM	U	013	1104	101	U	00
	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1185
Stage 1	-	-	-	-	-	-
Stage 2	_	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	_	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	-	0	230
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		_	_	_		
Mov Cap-1 Maneuver	_	_	_	_	_	230
Mov Cap-2 Maneuver	_	_	_	_	_	-
Stage 1	_	_	_	_	_	_
Stage 2	_	_	_	_	_	_
Clayo 2						
A			\A/D		O.D.	
Approach	EB		WB		SB	
HCM Control Delay, s	0		0		27.1	
HCM LOS					D	
Minor Lane/Major Mvm	nt	EBT	WBT	WBR S	SBLn1	
Capacity (veh/h)		-	-	-	230	
HCM Lane V/C Ratio		_	_	_	0.295	
HCM Control Delay (s)	1	_	_	_	27.1	
HCM Lane LOS		_	_	_	D	
HCM 95th %tile Q(veh))	-	_	_	1.2	
()	,					

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		<u> </u>	1			7
Traffic Vol, veh/h	0	488	631	109	0	83
Future Vol, veh/h	0	488	631	109	0	83
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage	e, # -	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	542	701	121	0	92
Major/Minor	Major1	ľ	Major2	N	/linor2	
Conflicting Flow All	_	0	_	0	-	762
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	-	0	405
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	405
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		SB	
HCM Control Delay, s	0		0		16.5	
HCM LOS					С	
Minor Lane/Major Mvm	nt	EBT	WBT	WBR S	SBI n1	
Capacity (veh/h)			7701	- 11011	405	
HCM Lane V/C Ratio		-	-	-	0.228	
HCM Control Delay (s)		_	-	_	16.5	
HCM Lane LOS		_	_	_	10.5 C	
HCM 95th %tile Q(veh))	_	_	_	0.9	
	,					

APPENDIX L

CAPACITY ANALYSIS CALCULATIONS HUMIE OLIVE ROAD

&

SITE DRIVE 4

-									
Intersection									
Int Delay, s/veh	8.1								
Movement	WBL	WBR	NBT	NBR	SBL	SBT			
Lane Configurations	7	7	↑	7	*	↑			
Traffic Vol, veh/h	48	56	1097	75	89	554			
Future Vol, veh/h	48	56	1097	75	89	554			
Conflicting Peds, #/hr	0	0	0	0	0	0			
Sign Control	Stop	Stop	Free	Free	Free	Free			
RT Channelized	-	None	-	None	-				
Storage Length	150	0	_	75	175	-			
Veh in Median Storage		-	0	-	-	0			
Grade, %	0, # 0	_	0		_	0			
Peak Hour Factor	90	90	90	90	90				
						90			
Heavy Vehicles, %	2	2	1210	2	2				
Mvmt Flow	53	62	1219	83	99	616			
	Minor1		Major1	l	Major2				
Conflicting Flow All	2033	1219	0	0	1302	0			
Stage 1	1219	-	-	-	-	-			
Stage 2	814	-	-	-	-	-			
Critical Hdwy	6.42	6.22	-	-	4.12	-			
Critical Hdwy Stg 1	5.42	-	-	-	-	-			
Critical Hdwy Stg 2	5.42	-	-	_	-	-			
Follow-up Hdwy	3.518	3.318	-	_	2.218	-			
Pot Cap-1 Maneuver	63	220	-	-	532	-			
Stage 1	279	_	_	_	_	_			
Stage 2	436	_	_	_	_	_			
Platoon blocked, %			_	_		_			
Mov Cap-1 Maneuver	~ 51	220	_	_	532	_			
Mov Cap-2 Maneuver	~ 51		_	_	-	_			
Stage 1	279	_	_	_	_	_			
Stage 2	355	-	-	-	_	_			
Glage Z	555	-	-	-	-	-			
Approach	WB		NB		SB				
HCM Control Delay, s			0		1.8				
HCM LOS	130.0 F		U		1.0				
I IOIVI LOS	٢								
		NET	NEE.	MDI (MDI C	051	ODT		
Minor Lane/Major Mvr	nt	NBT	NRKA	NBLn1V		SBL	SBT		
Capacity (veh/h)		-	-	51	220	532	-		
HCM Lane V/C Ratio		-		1.046			-		
HCM Control Delay (s)	-	-	268.4	27.7	13.3	-		
HCM Lane LOS		-	-	F	D	В	-		
HCM 95th %tile Q(veh	1)	-	-	4.6	1.1	0.7	-		
Notes									
		ф. D.	davi ·		00-	0	ustatian Nat Dating	*. All manion collection of the collection	
~: Volume exceeds ca	pacity	\$: De	elay exc	ceeds 3	UUS	+: Comp	outation Not Defined	*: All major volume in plato	on

Intersection							
Int Delay, s/veh	2.2						
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	ሻ	7	↑	7	7	^	
Traffic Vol, veh/h	42	43	465	58	77	397	
Future Vol, veh/h	42	43	465	58	77	397	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized	-	None	-	None	-	None	
Storage Length	150	0	-	75	175	-	
Veh in Median Storag		-	0	-	-	0	
Grade, %	0	-	0	-	-	0	
Peak Hour Factor	90	90	90	90	90	90	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	47	48	517	64	86	441	
Major/Minor	Minor1	N	Major1	ľ	Major2		
Conflicting Flow All	1130	517	0	0	581	0	
Stage 1	517	-	-	-	-	-	
Stage 2	613	-	-	-	-	-	
Critical Hdwy	6.42	6.22	-	-	4.12	-	
Critical Hdwy Stg 1	5.42	-	-	-	-	-	
Critical Hdwy Stg 2	5.42	-	-	-	-	-	
Follow-up Hdwy	3.518	3.318	-	-	2.218	-	
Pot Cap-1 Maneuver	225	558	-	-	993	-	
Stage 1	598	-	-	-	-	-	
Stage 2	541	-	-	-	-	-	
Platoon blocked, %			-	-		-	
Mov Cap-1 Maneuver		558	-	-	993	-	
Mov Cap-2 Maneuver	205	-	-	-	-	-	
Stage 1	598	-	-	-	-	-	
Stage 2	494	-	-	-	-	-	
Approach	WB		NB		SB		
HCM Control Delay, s	19.8		0		1.5		
HCM LOS	С		-				
	,						
Minor Lane/Major Mvr	nt	NBT	NIDDV	VBLn1V	VRI 52	SBL	SBT
	IIL	INDI	INDKV				
Capacity (veh/h) HCM Lane V/C Ratio		-	-	205	558	993	-
	١	-	-	0.228 27.7			-
HCM Control Delay (s HCM Lane LOS)	-	-	21.1 D	12.1	9	-
HCM 95th %tile Q(veh	.\	-	-	0.8	B 0.3	A 0.3	-
HOW JOHN JOHNE W(VEI	'/	-	-	0.0	0.3	0.5	-

APPENDIX M

SIMTRAFFIC QUEUING REPORTS

Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	L	TR	T	R	LTR	LT	R
Maximum Queue (ft)	29	54	67	108	29	101	46
Average Queue (ft)	2	11	20	28	9	55	8
95th Queue (ft)	11	34	53	70	30	98	28
Link Distance (ft)		1012	822		998	984	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	200			150			150
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 2: Old US Highway 1 & Holland Road

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	53	38
Average Queue (ft)	5	11
95th Queue (ft)	25	28
Link Distance (ft)	822	3940
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	31	83
Average Queue (ft)	7	33
95th Queue (ft)	26	54
Link Distance (ft)	1016	1068
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Movement	EB
Directions Served	LR
Maximum Queue (ft)	51
Average Queue (ft)	28
95th Queue (ft)	45
Link Distance (ft)	1934
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	
Network Summary	

Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	L	TR	T	R	LTR	LT	R
Maximum Queue (ft)	29	50	86	106	29	117	26
Average Queue (ft)	2	3	38	42	10	54	12
95th Queue (ft)	13	19	79	88	32	97	31
Link Distance (ft)		1012	822		998	984	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	200			150			150
Storage Blk Time (%)			0				
Queuing Penalty (veh)			0				

Intersection: 2: Old US Highway 1 & Holland Road

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	53	57
Average Queue (ft)	13	19
95th Queue (ft)	45	44
Link Distance (ft) Upstream Blk Time (%) Queuing Penalty (veh) Storage Bay Dist (ft) Storage Blk Time (%) Queuing Penalty (veh)	822	3940

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	158	131
Average Queue (ft)	21	41
95th Queue (ft)	80	89
Link Distance (ft)	1016	1068
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Movement	EB
Directions Served	LR
Maximum Queue (ft)	74
Average Queue (ft)	28
95th Queue (ft)	53
Link Distance (ft)	1934
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	
Network Summary	

Movement	EB	EB	WB	WB	WB	NB	SB	SB	
Directions Served	L	TR	L	T	R	LTR	LT	R	
Maximum Queue (ft)	300	1051	26	838	250	50	1036	250	
Average Queue (ft)	278	760	2	784	249	14	1002	160	
95th Queue (ft)	357	1373	12	944	252	41	1017	341	
Link Distance (ft)		1012		822		998	984		
Upstream Blk Time (%)		47		14			95		
Queuing Penalty (veh)		0		151			0		
Storage Bay Dist (ft)	200		100		150			150	
Storage Blk Time (%)	77	0		0	44		83		
Queuing Penalty (veh)	256	0		0	90		101		

Intersection: 2: Old US Highway 1 & Holland Road

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	330	129	746
Average Queue (ft)	32	99	392
95th Queue (ft)	156	172	677
Link Distance (ft)	822	112	3938
Upstream Blk Time (%)		17	
Queuing Penalty (veh)		182	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Movement	EB	WB	WB	NB	NB
Directions Served	TR	L	T	L	R
Maximum Queue (ft)	30	250	1039	199	1097
Average Queue (ft)	2	74	423	133	438
95th Queue (ft)	13	237	965	245	1135
Link Distance (ft)	112		1005		1063
Upstream Blk Time (%)			5		19
Queuing Penalty (veh)			0		0
Storage Bay Dist (ft)		150		100	
Storage Blk Time (%)			27	63	0
Queuing Penalty (veh)			10	57	0

Directions Served Maximum Queue (ft) Average Queue (ft)	LR 52
` '	52
Average Oueue (ff)	
Avoiago Quous (ii)	31
95th Queue (ft)	44
Link Distance (ft)	1934
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Movement	EB	EB	WB	WB	WB	NB	SB	SB
Directions Served	L	TR	L	T	R	LTR	LT	R
Maximum Queue (ft)	85	122	21	177	204	29	230	114
Average Queue (ft)	25	21	1	83	94	10	106	59
95th Queue (ft)	62	67	9	148	165	31	182	110
Link Distance (ft)		1012		822		998	984	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	200		100		150			150
Storage Blk Time (%)				4	2		1	
Queuing Penalty (veh)				13	6		2	

Intersection: 2: Old US Highway 1 & Holland Road

Movement	EB	SB
Movement	LD	00
Directions Served	LT	LR
Maximum Queue (ft)	356	58
Average Queue (ft)	84	23
95th Queue (ft)	271	52
Link Distance (ft)	822	3938
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		
addaing a drianty (voil)		

Movement	EB	WB	NB	NB
Directions Served	TR	L	L	R
Maximum Queue (ft)	22	52	172	114
Average Queue (ft)	1	25	61	24
95th Queue (ft)	10	54	123	57
Link Distance (ft)	112			1063
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		150	100	
Storage Blk Time (%)			6	0
Queuing Penalty (veh)			3	0

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	94	26
Average Queue (ft)	30	2
95th Queue (ft)	56	12
Link Distance (ft)	1934	991
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Movement	EB	EB	WB	WB	WB	NB	SB	SB	
Directions Served	L	TR	L	T	R	LTR	LT	R	
Maximum Queue (ft)	300	1078	26	556	250	69	503	250	
Average Queue (ft)	300	1032	1	500	249	15	493	172	
95th Queue (ft)	300	1048	9	602	255	43	499	353	
Link Distance (ft)		1014		538		998	488		
Upstream Blk Time (%)		94		5			66		
Queuing Penalty (veh)		0		52			397		
Storage Bay Dist (ft)	200		100		150			150	
Storage Blk Time (%)	95			1	41		83		
Queuing Penalty (veh)	300			12	96		106		

Intersection: 2: Old US Highway 1 & Holland Road

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	229	121	276
Average Queue (ft)	74	10	273
95th Queue (ft)	233	60	275
Link Distance (ft)	225	115	272
Upstream Blk Time (%)	7	0	92
Queuing Penalty (veh)	55	4	140
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Movement	WB	WB	NB	NB
Directions Served	L	Т	L	R
Maximum Queue (ft)	51	140	200	261
Average Queue (ft)	9	6	115	84
95th Queue (ft)	33	50	194	209
Link Distance (ft)		1005		1064
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	150		100	
Storage Blk Time (%)		0	46	2
Queuing Penalty (veh)		0	42	1

Movement	EB
Directions Served	LR
Maximum Queue (ft)	54
Average Queue (ft)	32
95th Queue (ft)	52
Link Distance (ft)	1934
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Holland Road & Site Drive 1

Movement	EB	SB
Directions Served	LR	TR
Maximum Queue (ft)	588	1388
Average Queue (ft)	159	329
95th Queue (ft)	463	1034
Link Distance (ft)	986	2997
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Holland Road & Site Drive 2

Movement	EB	SB
Directions Served	R	TR
Maximum Queue (ft)	992	549
Average Queue (ft)	647	474
95th Queue (ft)	1200	667
Link Distance (ft)	977	538
Upstream Blk Time (%)	32	49
Queuing Penalty (veh)	0	56
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Old US Highway 1 & Site Drive 3

Movement	EB	WB	WB	SB
Directions Served	T	Т	R	R
Maximum Queue (ft)	549	231	175	345
Average Queue (ft)	62	74	6	174
95th Queue (ft)	306	204	58	371
Link Distance (ft)	538	225		935
Upstream Blk Time (%)	2	1		
Queuing Penalty (veh)	12	10		
Storage Bay Dist (ft)			75	
Storage Blk Time (%)		7		
Queuing Penalty (veh)		7		

Intersection: 8: Humie Olive Road & Site Drive 4

Movement	WB	WB	NB	NB	SB	SB
Directions Served	L	R	T	R	L	Т
Maximum Queue (ft)	247	968	20	22	275	1058
Average Queue (ft)	210	607	1	1	178	935
95th Queue (ft)	296	1190	7	10	375	1295
Link Distance (ft)		953	488			1006
Upstream Blk Time (%)		40				73
Queuing Penalty (veh)		0				0
Storage Bay Dist (ft)	150			75	175	
Storage Blk Time (%)	88					81
Queuing Penalty (veh)	49					72

Network Summary

Movement	EB	EB	WB	WB	WB	NB	SB	SB
Directions Served	L	TR	L	T	R	LTR	LT	R
Maximum Queue (ft)	93	56	26	275	219	50	213	112
Average Queue (ft)	42	11	1	100	106	8	106	58
95th Queue (ft)	73	39	9	193	184	30	172	101
Link Distance (ft)		1015		538		998	484	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	200		100		150			150
Storage Blk Time (%)				4	4		2	
Queuing Penalty (veh)				15	14		3	

Intersection: 2: Old US Highway 1 & Holland Road

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	226	22	279
Average Queue (ft)	43	2	201
95th Queue (ft)	133	13	348
Link Distance (ft)	225	115	272
Upstream Blk Time (%)	1		37
Queuing Penalty (veh)	3		48
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Movement	EB	WB	NB	NB
Directions Served	TR	L	L	R
Maximum Queue (ft)	22	53	190	171
Average Queue (ft)	1	27	84	38
95th Queue (ft)	7	51	166	105
Link Distance (ft)	115			1064
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		150	100	
Storage Blk Time (%)			25	0
Queuing Penalty (veh)			11	0

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	74	27
Average Queue (ft)	34	3
95th Queue (ft)	61	16
Link Distance (ft)	1934	991
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Holland Road & Site Drive 1

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	48	26
Average Queue (ft)	25	3
95th Queue (ft)	46	18
Link Distance (ft)	986	538
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Holland Road & Site Drive 2

Movement	EB	SB
Directions Served	R	TR
Maximum Queue (ft)	175	117
Average Queue (ft)	68	18
95th Queue (ft)	143	64
Link Distance (ft)	977	538
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Old US Highway 1 & Site Drive 3

Directions Served R Maximum Queue (ft) 43 Average Queue (ft) 26 95th Queue (ft) 42 Link Distance (ft) 935 Upstream Blk Time (%) Queuing Penalty (veh) Storage Bay Dist (ft) Storage Blk Time (%) Queuing Penalty (veh)	Movement	SB		
Average Queue (ft) 26 95th Queue (ft) 42 Link Distance (ft) 935 Upstream Blk Time (%) Queuing Penalty (veh) Storage Bay Dist (ft) Storage Blk Time (%)	Directions Served	R		
95th Queue (ft) 42 Link Distance (ft) 935 Upstream Blk Time (%) Queuing Penalty (veh) Storage Bay Dist (ft) Storage Blk Time (%)	Maximum Queue (ft)	43		
Link Distance (ft) 935 Upstream Blk Time (%) Queuing Penalty (veh) Storage Bay Dist (ft) Storage Blk Time (%)	Average Queue (ft)	26		
Upstream Blk Time (%) Queuing Penalty (veh) Storage Bay Dist (ft) Storage Blk Time (%)	95th Queue (ft)	42		
Queuing Penalty (veh) Storage Bay Dist (ft) Storage Blk Time (%)	Link Distance (ft)	935		
Storage Bay Dist (ft) Storage Blk Time (%)	Upstream Blk Time (%)			
Storage Blk Time (%)	Queuing Penalty (veh)			
	Storage Bay Dist (ft)			
Queuing Penalty (veh)	Storage Blk Time (%)			
	Queuing Penalty (veh)			

Intersection: 8: Humie Olive Road & Site Drive 4

Movement	WB	WB	NB	SB
Directions Served	L	R	R	L
Maximum Queue (ft)	52	50	22	53
Average Queue (ft)	24	24	1	18
95th Queue (ft)	52	49	10	48
Link Distance (ft)		953		
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	150		75	175
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Movement	EB	EB	WB	WB	WB	NB	SB	SB	
Directions Served	L	TR	L	T	R	LTR	LT	R	
Maximum Queue (ft)	300	1078	27	555	250	50	504	250	
Average Queue (ft)	300	1033	2	541	248	10	436	127	
95th Queue (ft)	300	1048	13	548	254	35	577	299	
Link Distance (ft)		1014		538		998	488		
Upstream Blk Time (%)		95		34			18		
Queuing Penalty (veh)		0		367			107		
Storage Bay Dist (ft)	200		100		150			150	
Storage Blk Time (%)	96			9	55		57		
Queuing Penalty (veh)	304			73	129		73		

Intersection: 2: Old US Highway 1 & Holland Road

Movement	EB	WB	SB	SB
Directions Served	L	TR	L	R
Maximum Queue (ft)	50	125	280	200
Average Queue (ft)	9	110	274	31
95th Queue (ft)	33	160	280	144
Link Distance (ft)		112	269	
Upstream Blk Time (%)		26	94	
Queuing Penalty (veh)		290	142	
Storage Bay Dist (ft)	75			200
Storage Blk Time (%)			100	1
Queuing Penalty (veh)			16	1

Movement	EB	WB	WB	NB	NB
Directions Served	TR	L	Т	L	R
Maximum Queue (ft)	22	249	1044	200	1064
Average Queue (ft)	1	42	744	182	793
95th Queue (ft)	7	177	1421	221	1408
Link Distance (ft)	112		1005		1063
Upstream Blk Time (%)			33		57
Queuing Penalty (veh)			0		0
Storage Bay Dist (ft)		150		100	
Storage Blk Time (%)			33	93	
Queuing Penalty (veh)			12	85	

Movement	EB
Directions Served	LR
Maximum Queue (ft)	74
Average Queue (ft)	31
95th Queue (ft)	51
Link Distance (ft)	1934
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Holland Road & Site Drive 1

Movement	EB	SB
Directions Served	LR	TR
Maximum Queue (ft)	696	1366
Average Queue (ft)	212	318
95th Queue (ft)	584	1009
Link Distance (ft)	986	2997
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Holland Road & Site Drive 2

Movement	EB	SB
Directions Served	R	TR
Maximum Queue (ft)	992	541
Average Queue (ft)	663	464
95th Queue (ft)	1199	666
Link Distance (ft)	977	538
Upstream Blk Time (%)	27	54
Queuing Penalty (veh)	0	61
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Old US Highway 1 & Site Drive 3

Movement	WB	WB	SB
Directions Served	Ţ	R	R
Maximum Queue (ft)	231	175	952
Average Queue (ft)	217	70	612
95th Queue (ft)	254	210	1179
Link Distance (ft)	214		937
Upstream Blk Time (%)	25		40
Queuing Penalty (veh)	281		0
Storage Bay Dist (ft)		75	
Storage Blk Time (%)	44		
Queuing Penalty (veh)	40		

Intersection: 8: Humie Olive Road & Site Drive 4

Movement	WB	WB	NB	SB	SB
Directions Served	L	R	R	L	T
Maximum Queue (ft)	113	106	41	275	547
Average Queue (ft)	51	37	1	75	163
95th Queue (ft)	108	71	14	213	460
Link Distance (ft)		953			1006
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	150		75	175	
Storage Blk Time (%)					15
Queuing Penalty (veh)					14

Network Summary

Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	L	TR	T	R	LTR	LT	R
Maximum Queue (ft)	118	56	218	246	50	244	116
Average Queue (ft)	44	14	107	100	9	116	54
95th Queue (ft)	91	42	182	175	35	207	104
Link Distance (ft)		1015	538		998	484	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	200			150			150
Storage Blk Time (%)			9	1		6	
Queuing Penalty (veh)			31	5		9	

Intersection: 2: Old US Highway 1 & Holland Road

Movement	EB	SB	SB
Directions Served	L	L	R
Maximum Queue (ft)	52	278	269
Average Queue (ft)	20	205	48
95th Queue (ft)	48	334	211
Link Distance (ft)		269	
Upstream Blk Time (%)		28	0
Queuing Penalty (veh)		37	0
Storage Bay Dist (ft)	75		200
Storage Blk Time (%)		51	
Queuing Penalty (veh)		11	

Movement	EB	WB	NB	NB
Directions Served	TR	L	L	R
Maximum Queue (ft)	22	53	200	304
Average Queue (ft)	1	27	97	68
95th Queue (ft)	10	49	201	218
Link Distance (ft)	112			1063
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		150	100	
Storage Blk Time (%)			27	0
Queuing Penalty (veh)			12	0

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	99	27
Average Queue (ft)	34	3
95th Queue (ft)	62	16
Link Distance (ft)	1934	991
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Holland Road & Site Drive 1

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	48	25
Average Queue (ft)	25	1
95th Queue (ft)	46	8
Link Distance (ft) Upstream Blk Time (%) Queuing Penalty (veh) Storage Bay Dist (ft) Storage Blk Time (%) Queuing Penalty (veh)	986	538

Intersection: 6: Holland Road & Site Drive 2

Movement	EB	SB
Directions Served	R	TR
Maximum Queue (ft)	113	115
Average Queue (ft)	42	14
95th Queue (ft)	80	63
Link Distance (ft)	977	538
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Old US Highway 1 & Site Drive 3

ovement SB
rections Served R
aximum Queue (ft) 52
erage Queue (ft) 35
th Queue (ft) 52
k Distance (ft) 937
stream Blk Time (%)
leuing Penalty (veh)
orage Bay Dist (ft)
orage Blk Time (%)
reuing Penalty (veh)

Intersection: 8: Humie Olive Road & Site Drive 4

Movement	WB	WB	NB	SB
Directions Served	L	R	R	L
Maximum Queue (ft)	70	50	22	64
Average Queue (ft)	27	23	1	25
95th Queue (ft)	62	48	7	59
Link Distance (ft)		953		
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	150		75	175
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Rezoning Case: 21CZ14 Holland Road Mixed Use Assembly PUD

Planning Board Meeting Date: February 14, 2022



Report Requirements:

Per NCGS §160D-604(b), all proposed amendments to the zoning ordinance 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.

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.

PROJECT DESCRIPTION:							
Acreage:	28.68						
PIN(s):	720998487, 0730091779, 0730095707, 0731004075, 0731001087, 0731003359, 0720992587						
Current Zoning:	Rural Residential (RR)						
Proposed Zoning:	Planned Unit Development-	-Conditional Zoning (PUD-CZ)					
Current 2045 Land Use Map:	Medium Density Residential and Commercial Services	al, Medium/High Density Residential,					
If rezoned as proposed, the 2	.045 Land Use Map Designati Commercial Services	ion will change to: Medium Density Residential and					
Town Limits:	ETJ						
Applicable Officially Adopted Plans: The Board must state whether the project is consistent or inconsistent with the following officially adopted plans, if applicable. Applicable plans have a check mark next to them. 2045 Land Use Map Consistent Inconsistent Reason:							
✓ Apex Transportation Plan✓ Consistent	n Inconsistent	Reason:					
	_						
Parks, Recreation, Open Consistent	Space, and Greenways Plan Inconsistent	Reason:					

Rezoning Case: 21CZ14 Holland Road Mixed Use Assembly PUD

Planning Board Meeting Date: February 14, 2022



Legislative Considerations:

The applicant shall propose site-specific standards and conditions that take into account the following considerations, which are considerations that are relevant to the legislative determination of whether or not the proposed conditional zoning district rezoning request is in the public interest. These considerations do not exclude the legislative consideration of any other factor that is relevant to the public interest.

1.	Consistency with 2045 Land Use Plan. The proposed Conditional Zoning (CZ) District use's appropriateness for its proposed location and consistency with the purposes, goals, objectives, and policies of the 2045 Land Use Plan.						
	✓ Consistent						
2.	Compatibility. The proposed Conditional Zoning (CZ) District use's appropriateness for its proposed location and compatibility with the character of surrounding land uses. Consistent Inconsistent Reason:						
3.	Zoning district supplemental standards. The proposed Conditional Zoning (CZ) District use's compliance with Sec. 4.4 Supplemental Standards, if applicable. ✓ Consistent ☐ Inconsistent Reason:						
4.	Design minimizes adverse impact. The design of the proposed Conditional Zoning (CZ) District use's minimization of adverse effects, including visual impact of the proposed use on adjacent lands; and avoidance of significant adverse impacts on surrounding lands regarding trash, traffic, service delivery, parking and loading, odors, noise, glare, and vibration and not create a nuisance. Consistent Inconsistent Reason:						
5.	Design minimizes environmental impact. The proposed Conditional Zoning District use's minimization of environmental impacts and protection from significant deterioration of water and air resources, wildlife habitat, scenic resources, and other natural resources. ✓ Consistent ☐ Inconsistent Reason:						
_							

Rezoning Case: 21CZ14 Holland Road Mixed Use Assembly PUD

Planning Board Meeting Date: February 14, 2022



6. Impact on public facilities. The proposed Conditional Zoning (CZ) District use's avoidance of having actimpacts on public facilities and services, including roads, potable water and wastewater facilities, schools, police, fire and EMS facilities.						
	✓ Consistent					
7.	Health, safety, and welfare. The proposed Conditional Zoning (CZ) District use's effect on the health, safety, or welfare of the residents of the Town or its ETJ. ✓ Consistent □ Inconsistent Reason:					
8.	Detrimental to adjacent properties. Whether the proposed Conditional Zoning (CZ) District use is substantially detrimental to adjacent properties. ✓ Consistent ☐ Inconsistent Reason:					
9.	Not constitute nuisance or hazard. Whether the proposed Conditional Zoning (CZ) District use constitutes a nuisance or hazard due to traffic impact or noise, or because of the number of persons who will be using the Conditional Zoning (CZ) District use. Consistent Reason:					
10.	Other relevant standards of this Ordinance. Whether the proposed Conditional Zoning (CZ) District use complies with all standards imposed on it by all other applicable provisions of this Ordinance for use, layout, and general development characteristics. Consistent Inconsistent Reason:					

Rezoning Case: 21CZ14 Holland Road Mixed Use Assembly PUD

Planning Board Meeting Date: February 14, 2022



Planning Board Recommendation:

Motion:	To recommend approval of rezoning with 3 additional condition								
Introduced by Planning Board member:	Ryan Akers								
Seconded by Planning Board member:	Keith Braswell								
Approval: the project is consistent w considerations listed above.	Approval: the project is consistent with all applicable officially adopted plans and the applicable legislative considerations listed above.								
applicable legislative considerations	Approval with conditions: the project is not consistent with all applicable officially adopted plans and/or the applicable legislative considerations as noted above, so the following conditions are recommended to be included in the project in order to make it fully consistent:								
See attached document "21CZ14 Additio	onal Conditions Offered by Applicant".								
Denial: the project is not consister legislative considerations as noted ab	nt with all applicable officially adopted plans and/or the applicable pove.								
	With <u>5</u> Planning Board Member(s) voting "aye"								
	With <u>2</u> Planning Board Member(s) voting "no"								
Reasons for dissenting votes:									
	ty schools, 2) all conditions added should have been addressed and 3) concerns regarding affordable housing.								
Boyle - 1) staff recommendation fo	or denial because affordable housing conditions not included early								
enough for Housing staff to review	; not comfortable supporting rezoning without that review.								
This report reflects the recommendation of	f the Planning Board, this the <u>14th</u> day of <u>February</u> 2022.								
Attest:									
Negel 15	Dianne Khin Digitally signed by Dianne Khin Date: 2022.02.14 18:44:09								
Reginald Skinner, Planning Board Chair	Dianne Khin, Director of Planning and Community Development								

21CZ14 Additional Conditions Offered by Applicant:

- 1. There shall be a 30' type E buffer along Old HWY 1. For residential development along Holland Road, there shall be a 30' Type B Buffer. For nonresidential development along Holland Road, there shall be a 30' Type E buffer.
- 2. A signal warrant analysis for the intersection of Holland Road and Old HWY 1 shall be performed by the applicant prior to the platting of the 100th lot platted within the development and developer shall install a traffic signal if permitted by NCDOT at that time. If a traffic signal is not permitted by NCDOT at that time then developer shall have no future responsibility for a traffic signal.
- 3. Development of the property shall include two (2) homes at 100% of the Wake County AMI.

nc.org/DocumentCenter/View/38153/21CZ14-Holland-Rd-MU-Assembly-PUD-Planning-Board-Public-Notice-Conditional-Zoning-CO...







TOWN OF APEX

APEX, NORTH CAROLINA 27502 PHONE 919-249-3426

PUBLIC NOTIFICATION OF PUBLIC HEARINGS

CONDITIONAL ZONING #21CZ14 Holland Road Mixed Use Assembly PUD

Pursuant to the provisions of North Carolina General Statutes §160D-602 and to the Town of Apex Unified Development Ordinance (UDO) Section 2.2.11, notice is hereby given of public hearings before the Planning Board of the Town of Apex. The purpose of these hearings is to consider the following:

Applicant: Geno Ray, LG Investments, Inc.

Authorized Agent: Jeff Roach, Peak Engineering & Design, PLLC.

Property Addresses: 2236 Old US 1 Hwy; 1001 & 1004, & 1005 Red Cardinal Lane; 3104 & 3116 Holland Road;

Acreage: ±28.68 acres

Property Identification Numbers (PINs): 0720998487, 0730091779, 0730095707, 0731004075, 0731001087, 0731003359.0720992587

Current 2045 Land Use Map Designation: Medium Density Residential, Medium/High Density Residential, and Commercial Services

If rezoned as proposed, the 2045 Land Use Map Designation will change to: Medium Density Residential and

Existing Zoning of Properties: Rural Residential (RR)

Proposed Zoning of Properties: Planned Unit Development-Conditional Zoning (PUD-CZ)

Public Hearing Location: Apex Town Hall

Council Chamber, 2nd Floor

73 Hunter Street, Apex, North Carolina

Planning Board Public Hearing Date and Time: February 14, 2022 4:30 PM

You may attend the meeting in person or view the meeting through the Town's YouTube livestream at: https://www.youtube.com/c/townofapexgov. Please visit www.apexnc.org on the day of the meeting to confirm whether the meeting will be held in-person or remotely.

If you are unable to attend, you may provide a written statement by email to public.hearing@apexnc.org, or submit it to the clerk of the Planning Board, Jeri Pederson (73 Hunter Street or USPS mail - P.O. Box 250, Apex, NC 27502), at least two business days prior to the Planning Board vote. You must provide your name and address for the record. The written statements will be delivered to the Planning Board prior to their vote. Please include the Public Hearing name in the subject line.

In the event that the Planning Board meeting is held remotely or with at least one member attending virtually, written comments may be submitted up to 24 hours prior to the scheduled time of the meeting per NCGS §166A-19.24 according to the methods specified above. Virtual meetings may be viewed via the Town's YouTube livestream at https://www.youtube.com/c/townofapexgov.

A separate notice of the Town Council public hearing on this project will be mailed and posted in order to comply with State public notice requirements.

Vicinity Map:



Property owners, tenants, and neighborhood associations within 300 feet of the proposed conditional zoning have been sent this notice via first class mail. All interested parties may submit comments with respect to the application by the means specified above. In addition to the above map, the location of the property may be viewed online at https://maps.raleighnc.gov/imaps The 2045 Land Use Map may be viewed online at www.apexn You may call 919-249-3426. Department of Planning and Community Development, with o on. To view the petition and - Page 534 related documents on-line: https://www.apexnc.org/Documer

nc.org/DocumentCenter/View/38153/21CZ14-Holland-Rd-MU-Assembly-PUD-Planning-Board-Public-Notice-Conditional-Zoning-CO...









TOWN OF APEX PO BOX 250 APEX, NORTH CAROLINA 27502 TELÉFONO 919-249-3426

NOTIFICACIÓN PÚBLICA DE AUDIENCIAS PÚBLICAS

ORDENAMIENTO TERRITORIAL CONDICIONAL #21C714 Holland Road Mixed Use Assembly PUD (Desarrollo de Unidad Planificada)

De conformidad con las disposiciones de los Estatutos Generales de Carolina del Norte 61600-602 y con la Sección 2.2.11 de la Ordenanza de Desarrollo Unificado (UDO) del avuntamiento de Apex, por la presente se notifican las audiencias públicas ante la Junta de Planificación de Apex. El propósito de estas audiencias es considerar lo siguiente:

Solicitante: Geno Ray, LG Investments, Inc.

Agente autorizado: Jeff Roach, Peak Engineering & Design, PLLC.

Dirección de las propiedades: 2236 Old US 1 Hwy; 1001 & 1004, & 1005 Red Cardinal Lane; 3104 & 3116

Holland Road: 7528 Humie Olive Road

Superficie: ±28.68 acres

Números de identificación de las propiedades: 0720998487, 0730091779, 0730095707, 0731004075, 0731001087.0731003359.0720992587

Designación actual en el Mapa de Uso Territorial para 2045: Medium Density Residential, Medium/High Density Residential, and Commercial Services

Si se aprueba el cambio de zonificación como se propone, el Mapa de Uso Territorial para el 2045 cambiará a: Medium Density Residential and Commercial Services

Ordenamiento territorial existente de las propiedades: Rural Residential (RR)

Ordenamiento territorial propuesto para las propiedades: Planned Unit Development-Conditional Zoning

Lugar de la audiencia pública: Ayuntamiento de Apex Cámara del Consejo, 2º piso 73 Hunter Street, Apex, Carolina del Norte

Fecha y hora de la audiencia pública de la Junta de Planificación: 14 de febrero de 2022 4:30 P.M.

Puede asistir a la reunión de manera presencial o seguir la transmisión en directo por YouTube a través del siguiente enlace: https://www.youtube.com/c/townofapexgov. Por favor visite www.apexnc.org el día de la reunión para confirmar si la reunión se llevará a cabo de manera presencial o remotamente

Si no puede asistir, puede enviar una declaración escrita por correo electrónico a public.hearing@apexnc.org, o presentarla a la secretaría de la Junta de Planificación, Jeri Pederson (73 Hunter Street o por correo USPS a P.O. Box 250, Apex. NC 27502), al menos dos días hábiles antes de la votación de la Junta de Planificación. Debe proporcionar su nombre y dirección para que conste en el registro. Las declaraciones escritas se entregarán a la Junta de Planificación antes de la votación. No olvide incluir el nombre de la audiencia pública en el asunto.

En caso de que la reunión de la Junta de Planificación se lleve a cabo remotamente o que por lo menos uno de los miembros asista virtualmente, se permite presentar comentarios por escrito hasta 24 horas antes de la hora programada de la reunión según los estatutos de Carolina del Norte NCGS §166A-19.24 siguiendo los métodos especificados anteriormente. Las reuniones virtuales se pueden seguir en la transmisión en directo por YouTube a través del siguiente enlace: https://www.youtube.com/c/townofapexgov.

De conformidad con los requisitos estatales de notificaciones públicas, se enviará por correo y se publicará por separado una notificación de la audiencia pública del Consejo Municipal sobre este proyecto.

Mapa de las inmediaciones:



Los propietarios, inquilinos y asociaciones de vecinos en un radio de 300 pies del Ordenamiento Territorial Condicional propuesto han recibido esta notificación por correo postal de primera clase. Todas las partes interesadas pueden presentar comentarios sobre la solicitud a través de los medios especificados anteriormente. La ubicación de la propiedad también puede verse aquí: https://maps.raleighnc.gov/imaps. Puede ver el Mapa de Uso Territorial para 2045 aquí: www.apexnc.org/DocumentCenter/View/478. Si tiene preguntas o desea obtener más información, puede comunicarse con el Departamento de Planificación y Desarrollo Comunitario a olicitud y otros documentos relacionados aqui: https://www.apexnc.org/DocumentCente

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ión y Desarrollo Comunitario



POST OFFICE BOX 250 APEX, NORTH CAROLINA 27502 PHONE 919-249-3426

PUBLIC NOTIFICATION OF PUBLIC HEARINGS

CONDITIONAL ZONING #21CZ14
Holland Road Mixed Use Assembly PUD

Pursuant to the provisions of North Carolina General Statutes §160D-602 and to the Town of Apex Unified Development Ordinance (UDO) Section 2.2.11, notice is hereby given of public hearings before the Planning Board of the Town of Apex. The purpose of these hearings is to consider the following:

Applicant: Geno Ray, LG Investments, Inc.

Authorized Agent: Jeff Roach, Peak Engineering & Design, PLLC.

Property Addresses: 2236 Old US 1 Hwy; 1001 & 1004, & 1005 Red Cardinal Lane; 3104 & 3116 Holland Road;

7528 Humie Olive Road **Acreage:** ±28.68 acres

Property Identification Numbers (PINs): 0720998487, 0730091779, 0730095707, 0731004075, 0731001087,

0731003359, 0720992587

Current 2045 Land Use Map Designation: Medium Density Residential, Medium/High Density Residential, and

Commercial Services

If rezoned as proposed, the 2045 Land Use Map Designation will change to: Medium Density Residential and

Commercial Services

Existing Zoning of Properties: Rural Residential (RR)

Proposed Zoning of Properties: Planned Unit Development-Conditional Zoning (PUD-CZ)

Public Hearing Location: Apex Town Hall

Council Chamber, 2nd Floor

73 Hunter Street, Apex, North Carolina

Planning Board Public Hearing Date and Time: February 14, 2022 4:30 PM

You may attend the meeting in person or view the meeting through the Town's YouTube livestream at: https://www.youtube.com/c/townofapexgov. Please visit www.apexnc.org on the day of the meeting to confirm whether the meeting will be held in-person or remotely.

If you are unable to attend, you may provide a written statement by email to public.hearing@apexnc.org, or submit it to the clerk of the Planning Board, Jeri Pederson (73 Hunter Street or USPS mail - P.O. Box 250, Apex, NC 27502), at least two business days prior to the Planning Board vote. You must provide your name and address for the record. The written statements will be delivered to the Planning Board prior to their vote. Please include the Public Hearing name in the subject line.

In the event that the Planning Board meeting is held remotely or with at least one member attending virtually, written comments may be submitted up to 24 hours prior to the scheduled time of the meeting per NCGS §166A-19.24 according to the methods specified above. Virtual meetings may be viewed via the Town's YouTube livestream at https://www.youtube.com/c/townofapexgov.

A separate notice of the Town Council public hearing on this project will be mailed and posted in order to comply with State public notice requirements.

Vicinity Map:



Property owners, tenants, and neighborhood associations within 300 feet of the proposed conditional zoning have been sent this notice via first class mail. All interested parties may submit comments with respect to the application by the means specified above. In addition to the above map, the location of the property may be viewed online at https://maps.raleighnc.gov/imaps. The 2045 Land Use Map may be viewed online at https://www.apexnc.org/DocumentCenter/View/478. You may call 919-249-3426, Department of Planning and Community Development, with questions or for further information. To view the petition and related documents on-line: https://www.apexnc.org/DocumentCenter/View/35534.

Dianne F. Khin, AICP Director of Planning and Community Development

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PO BOX 250 APEX, NORTH CAROLINA 27502 TELÉFONO 919-249-3426

NOTIFICACIÓN PÚBLICA DE AUDIENCIAS PÚBLICAS

ORDENAMIENTO TERRITORIAL CONDICIONAL #21CZ14
Holland Road Mixed Use Assembly PUD (Desarrollo de
Unidad Planificada)

De conformidad con las disposiciones de los Estatutos Generales de Carolina del Norte §160D-602 y con la Sección 2.2.11 de la Ordenanza de Desarrollo Unificado (UDO) del ayuntamiento de Apex, por la presente se notifican las audiencias públicas ante la Junta de Planificación de Apex. El propósito de estas audiencias es considerar lo siguiente:

Solicitante: Geno Ray, LG Investments, Inc.

Agente autorizado: Jeff Roach, Peak Engineering & Design, PLLC.

Dirección de las propiedades: 2236 Old US 1 Hwy; 1001 & 1004, & 1005 Red Cardinal Lane; 3104 & 3116

Holland Road; 7528 Humie Olive Road

Superficie: ±28.68 acres

Números de identificación de las propiedades: 0720998487, 0730091779, 0730095707, 0731004075,

0731001087, 0731003359, 0720992587

Designación actual en el Mapa de Uso Territorial para 2045: Medium Density Residential, Medium/High

Density Residential, and Commercial Services

Si se aprueba el cambio de zonificación como se propone, el Mapa de Uso Territorial para el 2045 cambiará a:

Medium Density Residential and Commercial Services

Ordenamiento territorial existente de las propiedades: Rural Residential (RR)

Ordenamiento territorial propuesto para las propiedades: Planned Unit Development-Conditional Zoning

(PUD-CZ)

Lugar de la audiencia pública: Ayuntamiento de Apex

Cámara del Consejo, 2º piso

73 Hunter Street, Apex, Carolina del Norte

Fecha y hora de la audiencia pública de la Junta de Planificación: 14 de febrero de 2022 4:30 P.M.

Puede asistir a la reunión de manera presencial o seguir la transmisión en directo por YouTube a través del siguiente enlace: https://www.youtube.com/c/townofapexgov. Por favor visite www.apexnc.org el día de la reunión para confirmar si la reunión se llevará a cabo de manera presencial o remotamente.

Si no puede asistir, puede enviar una declaración escrita por correo electrónico a <u>public.hearing@apexnc.org</u>, o presentarla a la secretaría de la Junta de Planificación, Jeri Pederson (73 Hunter Street o por correo USPS a P.O. Box 250, Apex, NC 27502), al menos dos días hábiles antes de la votación de la Junta de Planificación. Debe proporcionar su nombre y dirección para que conste en el registro. Las declaraciones escritas se entregarán a la Junta de Planificación antes de la votación. No olvide incluir el nombre de la audiencia pública en el asunto.

En caso de que la reunión de la Junta de Planificación se lleve a cabo remotamente o que por lo menos uno de los miembros asista virtualmente, se permite presentar comentarios por escrito hasta 24 horas antes de la hora programada de la reunión según los estatutos de Carolina del Norte NCGS §166A-19.24 siguiendo los métodos especificados anteriormente. Las reuniones virtuales se pueden seguir en la transmisión en directo por YouTube a través del siguiente enlace: https://www.youtube.com/c/townofapexgov.

De conformidad con los requisitos estatales de notificaciones públicas, se enviará por correo y se publicará por separado una notificación de la audiencia pública del Consejo Municipal sobre este proyecto.

Mapa de las inmediaciones:



Los propietarios, inquilinos y asociaciones de vecinos en un radio de 300 pies del Ordenamiento Territorial Condicional propuesto han recibido esta notificación por correo postal de primera clase. Todas las partes interesadas pueden presentar comentarios sobre la solicitud a través de los medios especificados anteriormente. La ubicación de la propiedad también puede verse aquí: https://maps.raleighnc.gov/imaps. Puede ver el Mapa de Uso Territorial para 2045 aquí: www.apexnc.org/DocumentCenter/View/478. Si tiene preguntas o desea obtener más información, puede comunicarse con el Departamento de Planificación y Desarrollo Comunitario al 919-249-3426. Puede ver la solicitud y otros documentos relacionados aquí: https://www.apexnc.org/DocumentCenter/View/35534.

Dianne F. Khin, AICP Directora de Planificación y Desarrollo Comunitario



POST OFFICE BOX 250 APEX, NORTH CAROLINA 27502 PHONE 919-249-3426

AFFIDAVIT CERTIFYING Public Notification – Written (Mailed) Notice

Section 2.2.11

Town of Apex Unified Development Ordinance

Proje	act I	VIan	20.
	-(val	110

Conditional Zoning #21CZ14

Holland Road Mixed Use Assembly PUD

Project Location:

2236 Old US 1 HWY; 1001 & 1004, & 1005 Red Cardinal Lane; 3104 &

3116 Holland Road; 7528 Humie Olive Road

Applicant or Authorized Agent:

Jeff Roach, PE

Firm:

Peak Engineering & Design, PLLC

This is to certify that I, as Director of Planning and Community Development, mailed or caused to have mailed by first class postage for the above mentioned project on January 28, 2022, a notice containing the time and place, location, nature and scope of the application, where additional information may be obtained, and the opportunity for interested parties to be heard, to the property owners and tenants within 300' of the land subject to notification. I further certify that I relied on Wake County Tax Assessor information and the Town of Apex Master Address Repository provided to me by Town of Apex GIS Staff as to accuracy of the list and accuracy of mailing addresses of property owners and tenants within 300' of the land subject to notification.

1-28-2022
Date

Director of Planning and Community Development

STATE OF NORTH CAROLINA **COUNTY OF WAKE**

Sworn and subscribed before me,

Paralee J Smith, , a Notary Public for the above

State and County, this the

28 day of January , 202 2.

My Commission Expires: 0 / 12 / 2023







PUBLIC NOTIFICATION OF PUBLIC HEARINGS

CONDITIONAL ZONING #21CZ14 Holland Road Mixed Use Assembly PUD

Pursuant to the provisions of North Carolina General Statutes §1600-602 and to the Town of Apex Unified Development Ordinance (UDO) Section 2.2.11, notice is hereby given of public hearings before the Town Council of the Town of Apex. The purpose of these hearings is to consider the following:

Applicant: Geno Ray, LG Investments, Inc.

Authorized Agent: Jeff Roach, Peak Engineering & Design, PLLC.

Property Addresses: 42236 Old US 1 Hwy; 1001 & 1004, & 1005 Red Cardinal Lane; 3104 & 3116 Holland Road;

7528 Humie Olive Road Acreage: ±28.68 acres

Property Identification Numbers (PINs): 0720998487, 0730091779, 0730095707, 0731004075, 0731001087, 0731003359. 0720992587

Current 2045 Land Use Map Designation: Medium Density Residential, Medium/High Density Residential, and Commercial Services

If rezoned as proposed, the 2045 Land Use Map Designation will change to: Medium Density Residential and

Existing Zoning of Properties: Rural Residential (RR)

Proposed Zoning of Properties: Planned Unit Development-Conditional Zoning (PUD-CZ)

Public Hearing Location: Apex Town Hall

Council Chamber, 2nd Floor

73 Hunter Street, Apex, North Carolina

Comments received prior to the Planning Board public hearing will not be provided to the Town Council. Separate comments for the Town Council public hearing must be provided by the deadline specified below.

Town Council Public Hearing Date and Time: March 8, 2022 6:00 PM

You may attend the meeting in person or view the meeting through the Town's YouTube livestream at: https://www.youtube.com/c/townofapexgov. Please visit www.apexnc.org on the day of the meeting to confirm whether the meeting will be held in-person or remotely.

If you are unable to attend, you may provide a written statement by email to public.hearing@apexnc.org, or submit it to the Deputy Town Clerk, Tesa Silver (73 Hunter Street or USPS mail - P.O. Box 250, Apex, NC 27502), at least two business days prior to the Town Council vote. You must provide your name and address for the record. The written statements will be delivered to the Town Council members prior to their vote. Please include the Public Hearing name in the subject line.

In the event that the Town Council meeting is held remotely or with at least one member attending virtually, written comments may be submitted up to 24 hours prior to the scheduled time of the meeting per NCGS §166A-19.24 according to the methods specified above. Virtual meetings may be viewed via the Town's YouTube livestream at https://www.youtube.com/c/townofapexgov.



Property owners, tenants, and neighborhood associations within 300 feet of the proposed conditional zoning have been sent this notice via first class mail. All interested parties may submit comments with respect to the application by the means specified above. In addition to the above map, the location of the property may be viewed online at https://maps.raleighnc.gov/imaps. The 2045 Land Use Map may be viewed online at www.apexnc.org/DocumentCenter/View/478. You may call 919-249-3426, Department of Planning and Community Development, with a on. To view the petition and related documents on-line: https://www.apexnc.org/Docum - Page 539 -

and Community Development











NOTIFICACIÓN PÚBLICA DE AUDIENCIAS PÚBLICAS

ORDENAMIENTO TERRITORIAL CONDICIONAL #21CZ14 Holland Road Mixed Use Assembly PUD (Desarrollo de Unidad Planificada)

De conformidad con las disposiciones de los Estatutos Generales de Carolina del Norte §160D-602 y con la Sección 2.2.11 de la Ordenanza de Desarrollo Unificado (UDO) del ayuntamiento de Apex, por la presente se notifican las audiencias públicas ante el Consejo Municipal del Ayuntamiento de Apex. El propósito de estas audiencias es considerar lo siguiente:

Solicitante: Geno Ray, LG Investments, Inc.

Agente autorizado: Jeff Roach, Peak Engineering & Design, PLLC.

Dirección de las propiedades: 2236 Old US 1 Hwy; 1001 & 1004, & 1005 Red Cardinal Lane; 3104 & 3116 Holland

Road; 7528 Humie Olive Road Superficie: ±28.68 acres

Números de identificación de las propiedades: 0720998487, 0730091779, 0730095707, 0731004075, 0731001087, 0731003359, 0720992587

Designación actual en el Mapa de Uso Territorial para 2045: Medium Density Residential, Medium/High Density Residential, and Commercial Services

Si se aprueba el cambio de zonificación como se propone, el Mapa de Uso Territorial para el 2045 cambiará a: Medium Density Residential and Commercial Services

Ordenamiento territorial existente de las propiedades: Rural Residential (RR)

Ordenamiento territorial propuesto para las propiedades: Planned Unit Development-Conditional Zoning (PUD-CZ)

Lugar de la audiencia pública: Ayuntamiento de Apex

Cámara del Consejo, 2º piso

73 Hunter Street, Apex, Carolina del Norte

Los comentarios recibidos antes de la audiencia pública de la Junta de Planificación no se proporcionarán al Consejo Municipal. Los comentarios para la audiencia pública del Consejo Municipal deben presentarse por separado en el plazo especificado a continuación.

Fecha y hora de la audiencia pública del Consejo Municipal: 8 de marzo de 2022 6:00 P.M.

Puede asistir a la reunión de manera presencial o seguir la transmisión en directo por YouTube a través del siguiente enlace: https://www.youtube.com/c/townofapexgov. Por favor visite www.apexnc.org el día de la reunión para confirmar si la reunión se llevará a cabo de manera presencial o remotamente.

Si no puede asistir, puede enviar una declaración escrita por correo electrónico a gublic.hearing@apexnc.org, o presentarla a la secretaría municipal adjunta, Tesa Silver (73 Hunter Street o por correo USPS a P.O. Box 250, Apex, NC 27502), al menos dos días hábiles antes de la votación del Consejo Municipal. Debe proporcionar su nombre y dirección para que conste en el registro. Las declaraciones escritas se entregarán al Consejo Municipal antes de la votación. No olvide incluir el nombre de la audiencia pública en el asunto.

En caso de que la reunión del Consejo Municipal se lleve a cabo remotamente o que por lo menos uno de los miembros asista virtualmente, se permite presentar comentarios por escrito hasta 24 horas antes de la hora programada de la reunión según los estatutos de Carolina del Norte NCGS §166A-19.24 siguiendo los métodos especificados anteriormente. Las reuniones virtuales se pueden seguir en la transmisión en directo por YouTube a través del siguiente enlace: https://www.youtube.com/c/townofapexgov.

Mapa de las inmediaciones:



Los propietarios, inquilinos y asociaciones de vecinos en un radio de 300 pies del Ordenamiento Territorial Condicional propuesto han recibido esta notificación por correo postal de primera clase. Todas las partes interesadas pueden presentar comentarios sobre la solicitud a través de los medios especificados anteriormente. La ubicación de la propiedad también puede verse aquí: https://maps.raleighnc.gov/imaps. Puede ver el Mapa de Uso Territorial para 2045 aquí: www.apexnc.org/DocumentCenter/View/478. Si tiene pregunta ón, puede comunicarse con el Departamento de Planificación y Desarrollo Comunitario al solicitud y atros documentos - Page 540 relacionados aquí: https://www.apexnc.org/DocumentCenter/

Directora de Planificación y Desarrollo Comunitario

TOWN OF APEX POST OFFICE BOX 250 APEX, NORTH CAROLINA 27502 PHONE 919-249-3426

PUBLIC NOTIFICATION OF PUBLIC HEARINGS

CONDITIONAL ZONING #21CZ14
Holland Road Mixed Use Assembly PUD

Pursuant to the provisions of North Carolina General Statutes §160D-602 and to the Town of Apex Unified Development Ordinance (UDO) Section 2.2.11, notice is hereby given of public hearings before the Town Council of the Town of Apex. The purpose of these hearings is to consider the following:

Applicant: Geno Ray, LG Investments, Inc.

Authorized Agent: Jeff Roach, Peak Engineering & Design, PLLC.

Property Addresses: 42236 Old US 1 Hwy; 1001 & 1004, & 1005 Red Cardinal Lane; 3104 & 3116 Holland Road;

7528 Humie Olive Road **Acreage:** ±28.68 acres

Property Identification Numbers (PINs): 0720998487, 0730091779, 0730095707, 0731004075, 0731001087,

0731003359, 0720992587

Current 2045 Land Use Map Designation: Medium Density Residential, Medium/High Density Residential, and

Commercial Services

If rezoned as proposed, the 2045 Land Use Map Designation will change to: Medium Density Residential and

Commercial Services

Existing Zoning of Properties: Rural Residential (RR)

Proposed Zoning of Properties: Planned Unit Development-Conditional Zoning (PUD-CZ)

Public Hearing Location: Apex Town Hall

Council Chamber, 2nd Floor

73 Hunter Street, Apex, North Carolina

Comments received prior to the Planning Board public hearing will not be provided to the Town Council. Separate comments for the Town Council public hearing must be provided by the deadline specified below.

Town Council Public Hearing Date and Time: March 8, 2022 6:00 PM

You may attend the meeting in person or view the meeting through the Town's YouTube livestream at: https://www.youtube.com/c/townofapexgov. Please visit www.apexnc.org on the day of the meeting to confirm whether the meeting will be held in-person or remotely.

If you are unable to attend, you may provide a written statement by email to public.hearing@apexnc.org, or submit it to the Deputy Town Clerk, Tesa Silver (73 Hunter Street or USPS mail - P.O. Box 250, Apex, NC 27502), at least two business days prior to the Town Council vote. You must provide your name and address for the record. The written statements will be delivered to the Town Council members prior to their vote. Please include the Public Hearing name in the subject line.

In the event that the Town Council meeting is held remotely or with at least one member attending virtually, written comments may be submitted up to 24 hours prior to the scheduled time of the meeting per NCGS §166A-19.24 according to the methods specified above. Virtual meetings may be viewed via the Town's YouTube livestream at https://www.youtube.com/c/townofapexgov.

Vicinity Map:



Property owners, tenants, and neighborhood associations within 300 feet of the proposed conditional zoning have been sent this notice via first class mail. All interested parties may submit comments with respect to the application by the means specified above. In addition to the above map, the location of the property may be viewed online at https://maps.raleighnc.gov/imaps. The 2045 Land Use Map may be viewed online at https://www.apexnc.org/DocumentCenter/View/478. You may call 919-249-3426, Department of Planning and Community Development, with questions or for further information. To view the petition and related documents on-line: https://www.apexnc.org/DocumentCenter/View/35534.

Dianne F. Khin, AICP
Director of Planning and Community Development

NOTIFICACIÓN PÚBLICA DE AUDIENCIAS PÚBLICAS

TOWN OF APEX
PO BOX 250
APEX, NORTH CAROLINA 27502
TELÉFONO 919-249-3426

ORDENAMIENTO TERRITORIAL CONDICIONAL #21CZ14
Holland Road Mixed Use Assembly PUD (Desarrollo de
Unidad Planificada)

De conformidad con las disposiciones de los Estatutos Generales de Carolina del Norte §160D-602 y con la Sección 2.2.11 de la Ordenanza de Desarrollo Unificado (UDO) del ayuntamiento de Apex, por la presente se notifican las audiencias públicas ante el Consejo Municipal del Ayuntamiento de Apex. El propósito de estas audiencias es considerar lo siguiente:

Solicitante: Geno Ray, LG Investments, Inc.

Agente autorizado: Jeff Roach, Peak Engineering & Design, PLLC.

Dirección de las propiedades: 2236 Old US 1 Hwy; 1001 & 1004, & 1005 Red Cardinal Lane; 3104 & 3116 Holland

Road; 7528 Humie Olive Road **Superficie:** ±28.68 acres

Números de identificación de las propiedades: 0720998487, 0730091779, 0730095707, 0731004075, 0731001087,

0731003359, 0720992587

Designación actual en el Mapa de Uso Territorial para 2045: Medium Density Residential, Medium/High Density

Residential, and Commercial Services

Si se aprueba el cambio de zonificación como se propone, el Mapa de Uso Territorial para el 2045 cambiará a: Medium

Density Residential and Commercial Services

Ordenamiento territorial existente de las propiedades: Rural Residential (RR)

Ordenamiento territorial propuesto para las propiedades: Planned Unit Development-Conditional Zoning (PUD-CZ)

Lugar de la audiencia pública: Ayuntamiento de Apex

Cámara del Consejo, 2º piso

73 Hunter Street, Apex, Carolina del Norte

Los comentarios recibidos antes de la audiencia pública de la Junta de Planificación no se proporcionarán al Consejo Municipal. Los comentarios para la audiencia pública del Consejo Municipal deben presentarse por separado en el plazo especificado a continuación.

Fecha y hora de la audiencia pública del Consejo Municipal: 8 de marzo de 2022 6:00 P.M.

Puede asistir a la reunión de manera presencial o seguir la transmisión en directo por YouTube a través del siguiente enlace: https://www.youtube.com/c/townofapexgov. Por favor visite www.apexnc.org el día de la reunión para confirmar si la reunión se llevará a cabo de manera presencial o remotamente.

Si no puede asistir, puede enviar una declaración escrita por correo electrónico a <u>public.hearing@apexnc.org</u>, o presentarla a la secretaría municipal adjunta, Tesa Silver (73 Hunter Street o por correo USPS a P.O. Box 250, Apex, NC 27502), al menos dos días hábiles antes de la votación del Consejo Municipal. Debe proporcionar su nombre y dirección para que conste en el registro. Las declaraciones escritas se entregarán al Consejo Municipal antes de la votación. No olvide incluir el nombre de la audiencia pública en el asunto.

En caso de que la reunión del Consejo Municipal se lleve a cabo remotamente o que por lo menos uno de los miembros asista virtualmente, se permite presentar comentarios por escrito hasta 24 horas antes de la hora programada de la reunión según los estatutos de Carolina del Norte NCGS §166A-19.24 siguiendo los métodos especificados anteriormente. Las reuniones virtuales se pueden seguir en la transmisión en directo por YouTube a través del siguiente enlace: https://www.youtube.com/c/townofapexgov.

Mapa de las inmediaciones:



Los propietarios, inquilinos y asociaciones de vecinos en un radio de 300 pies del Ordenamiento Territorial Condicional propuesto han recibido esta notificación por correo postal de primera clase. Todas las partes interesadas pueden presentar comentarios sobre la solicitud a través de los medios especificados anteriormente. La ubicación de la propiedad también puede verse aquí: https://maps.raleighnc.gov/imaps. Puede ver el Mapa de Uso Territorial para 2045 aquí: www.apexnc.org/DocumentCenter/View/478. Si tiene preguntas o desea obtener más información, puede comunicarse con el Departamento de Planificación y Desarrollo Comunitario al 919-249-3426. Puede ver la solicitud y otros documentos relacionados aquí: https://www.apexnc.org/DocumentCenter/View/35534.

Dianne F. Khin, AICP



POST OFFICE BOX 250 APEX, NORTH CAROLINA 27502 PHONE 919-249-3426

AFFIDAVIT CERTIFYING Public Notification – Written (Mailed) Notice

Section 2.2.11

Town of Apex Unified Development Ordinance

Pro	iact	Name:
PIU	IECL	ivallie.

Conditional Zoning #21CZ14

Holland Road Mixed Use Assembly PUD

Project Location:

2236 Old US 1 HWY; 1001 & 1004, & 1005 Red Cardinal Lane; 3104 & 3116

Holland Road; 7528 Humie Olive Road

Applicant or Authorized Agent:

Jeff Roach, PE

Firm:

Peak Engineering & Design, PLLC

This is to certify that I, as Director of Planning and Community Development, mailed or caused to have mailed by first class postage for the above mentioned project on February 15, 2022, a notice containing the time and place, location, nature and scope of the application, where additional information may be obtained, and the opportunity for interested parties to be heard, to the property owners and tenants within 300' of the land subject to notification. I further certify that I relied on Wake County Tax Assessor information and the Town of Apex Master Address Repository provided to me by Town of Apex GIS Staff as to accuracy of the list and accuracy of mailing addresses of property owners and tenants within 300' of the land subject to notification.

2-	17-	2	2
			Date

STATE OF NORTH CAROLINA **COUNTY OF WAKE**

Sworn and subscribed before me,

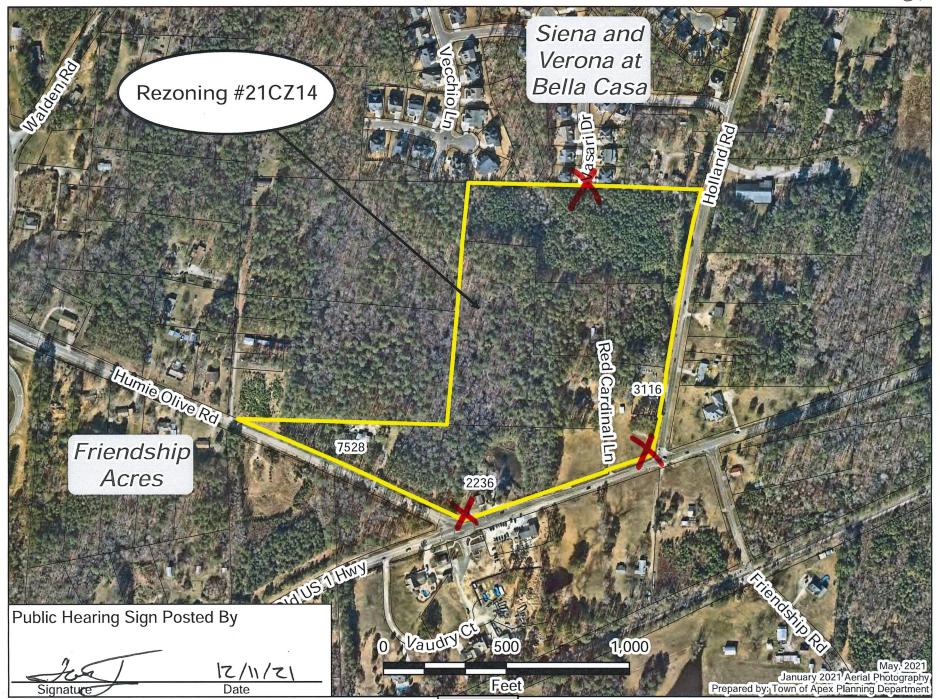
, a Notary Public for the above

State and County, this the

Paralee J Smith
17 day of February

My Commission Expires:

- Page 543 -





Student Assignment

5625 Dillard Drive Cary, NC, 27518

Email: studentassignment@wcpss.net

Dianne Khin, AICP
Director, Department of Planning and Community Development
Town of Apex
<u>Dianne.Khin@apexnc.org</u>

Dear Dianne.

The Wake County Public School System (WCPSS) Office of School Assignment received information about a proposed rezoning/development within the Town of Apex 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: May 3, 2021
- Name of development: 21CZ14 Holland Road Mixed Use Assembly PUD
- Address of rezoning/development: 7528 Humie Olive Rd; 2236 Old US 1 Hwy; 1001, 1004, and 1005 Red Cardinal Lane; 3104 and 3116 Holland Rd
- Total number of proposed residential units: 110
- Type(s) of residential units proposed: Single-family detached (10) and townhomes (100)

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 <u>all</u> grade levels within the current assignment area for the proposed rezoning/development are anticipated to have <u>sufficient</u> capacity for future students.					
Ø	Schools at the following grade levels within the current assignment area for the proposed rezoning/development are anticipated to have <u>insufficient</u> capacity for future students; transportation to schools outside of the current assignment area should be anticipated:						
	abla	Elementary	\square	Middle	\triangleright	High	
The fol	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.						
abla	School expansion or construction within the next five years may address concerns at these grade levels:						
	abla	Elementary		Middle	abla	High	
Thank you for sharing this information with the Town of Apex Planning Board and Town Council as they consider the proposed rezoning/development.							

Sincerely, Glenn Carrozza 02/11/22

www.wcpss.net

tel: (919) 431-7333

fax: (919) 694-7753

| Agenda Item | cover sheet

for consideration by the Apex Town Council

Item Type: CLOSED SESSION

Meeting Date: March 8, 2022

Item Details

Presenter(s): Steve Adams, Real Estate & Public Utilities

Department(s): Administration

Requested Motion

Possible motion to go into closed session pursuant to NCGS 143-318.11(a)(5) to discuss the town's negotiating position with respect to acquisition of real property.

Approval Recommended?

Yes

Item Details

Attachments



| Agenda Item | cover sheet

for consideration by the Apex Town Council

Item Type: CLOSED SESSION

Meeting Date: March 8, 2022

Item Details

Presenter(s): Joanna Helms, Economic Development Director

Department(s): Economic Development

Requested Motion

Possible motion to go into Closed Session pursuant to NCGS 143-318.11(a)(4) to discuss matters related to the location or expansion of business in the area.

Approval Recommended?

N/A

Item Details

N/A

Attachments

