AGENDA | REGULAR TOWN COUNCIL MEETING

January 23, 2024 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-Tempore: Edward Gray
Council Members: Brett D. Gantt; Audra Killingsworth; Terry Mahaffey; Arno Zegerman
Interim Town Manager: Shawn Purvis
Assistant Town Managers: Demetria John and Marty Stone
Town Clerk: Allen Coleman | 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 Agreement(s) - Research Triangle Regional Public Transportation Authority DBA GoTriangle - 2024 Funding for GoApex

Shannon Cox, Long Range Planning Manager, Planning Department

CN2 Construction Contract Award/Budget Ordinance Amendment No. 11 – FSC II, LLC DBA Fred Smith Company - 2024 Road Rehabilitation Project

Adam Stephenson, Transportation Engineering Manager, Transportation and Infra. Dev. Dept.

CN3 Council Meeting Minutes – January 12, 2024

Allen Coleman, Town Clerk

CN4 Resolution - Designation of Applicant's Agent(s) - North Carolina Division of Emergency Management

Jonathan Jacobs, Assistant Director, Water Resources Department

PRESENTATIONS

PR1 Fiscal Year 2023 Audit - Annual Comprehensive Financial Report (ACFR)

Antwan Morrison, Director, Finance Department

PR2 Proclamation - Human Trafficking Prevention Month 2024

Jacques K. Gilbert, Mayor

REGULAR MEETING AGENDA

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 Fiscal Year 2024-2025 Annual Operating Budget - First Public Hearing

Amanda Grogan, Director, Budget and Performance Management Department

PH2 2045 Land Use Map Amendment - Little Beaver Creek Conservation Easement

Shannon Cox, Long Range Planning Manager, Planning Department

PH3 Annexation No. 745 - The Preserve on Holt - 5.367 acres

Dianne Khin, Director, Planning Department

PH4 Rezoning Case No. 23CZ15 - Apex Gateway Phase 2 Amendment

Lauren Staudenmaier, Planner II, Planning Department

PH5 Rezoning Case No. 23CZ20 - Sweetwater PUD Amendment

Amanda Bunce, Current Planning Manager, Planning Department

PH6 Rezoning Case No. 23CZ14 - Salem Street Townhomes PUD

Liz Loftin, Senior Planner, Planning Department

PH7 Apex Transportation Plan Amendment(s) - Rezoning No. 23CZ13 Seymour PUD

Shannon Cox, Long Range Planning Manager, Planning Department

AND

PH8 Rezoning Case No. 23CZ13 - Seymour Mixed Use PUD

June Cowles, Senior Planner, Planning Department

NEW BUSINESS

UPDATES BY INTERIM TOWN MANAGER

CLOSED SESSION

Council will enter into closed session pursuant to:

CS1 Steve Adams, Real Estate/Utilities Acquisition Specialist

NCGS § 143-318.11(a)(5):

" To establish, or to instruct the public body's staff or negotiating agents concerning the position to be taken by or on behalf of the public body in negotiating (i) the price and other material terms of a contract or proposed contract for the acquisition of real property by purchase, option, exchange, or lease; or (ii) the amount of compensation and other material terms of an employment contract or proposed employment contract."

CS2 Councilmember Terry Mahaffey

NCGS §143-318.11(a)(3):

"To consult with an attorney employed or retained by the public body in order to preserve the attorney-client privilege between the attorney and the public body."

ADJOURNMENT

| Agenda Item | cover sheet

for consideration by the Apex Town Council

Item Type: CONSENT AGENDA

Meeting Date: January 23, 2024

Item Details

Presenter(s): Shannon Cox, Long Range Planning Manager

Department(s): Planning

Requested Motion

Motion to approve three (3) agreements for funding associated with GoApex for Fiscal Year 2024, including: (1) General Operating Funding Agreement for Bus Operations – Community Funding Area, (2) General Capital Funding Agreement Community Funding Area Program for Bus Infrastructure, and (3) General Capital Funding Agreement for Capital Planning – Community Funding Area Program, and to authorize the Interim Town Manager, or their designee, to sign and execute on behalf of the Town.

Approval Recommended?

Yes

Item Details

The Town of Apex's adopted budget includes funding for: (1) operating GoApex Route 1, (2) improving bus stops and providing sidewalk connections for GoApex Route 1, and (3) completing a transit prioritization study to guide programming of future transit services in the Town of Apex. The Planning Department applied for and was awarded matching funding through the Wake Transit Community Funding Area Program for these three budgeted projects. The subject agreements between Town of Apex, Capital Area Metropolitan Planning Organization, and GoTriangle establish the terms of the funding agreements and responsibilities of each party. Based on the agreements, Wake Transit funds up to the following amounts would be awarded to the Town of Apex on a reimbursement basis.:

(1) $440,607: General Operating Funding Agreement for Bus Operations – Community Funding Area
(2) $404,800: General Capital Funding Agreement Community Funding Area Program for Bus Infrastructure
(3) $24,475: General Capital Funding Agreement for Capital Planning – Community Funding Area Program.

The Town of Apex funding match would be provided through local funds, with the exception of the construction of sidewalk improvements along Hinton Street and Saunders Street under the Bus Infrastructure agreement, which would be provided under a separate award through the Locally

Administered Projects Program (LAPP). These funding agreements must be executed before the Town of Apex is able to request reimbursement for these projects.

Attachments

- CN1-A1: General Operating Funding Agreement for Bus Operations – Community Funding Area Program - Agreement(s) - Research Triangle Regional Public Transportation Authority DBA GoTriangle - 2024 Funding for GoApex
- CN1-A2: General Capital Funding Agreement Community Funding Area Program for Bus Infrastructure - Agreement(s) - Research Triangle Regional Public Transportation Authority DBA GoTriangle - 2024 Funding for GoApex
- CN1-A3: General Capital Funding Agreement for Capital Planning – Community Funding Area Program - Agreement(s) - Research Triangle Regional Public Transportation Authority DBA GoTriangle - 2024 Funding for GoApex

GENERAL OPERATING FUNDING AGREEMENT
FOR BUS OPERATIONS – COMMUNITY FUNDING AREA PROGRAM

WAKE TRANSIT FY 2024

This Operating Funding Agreement ("Agreement") is made by and between Research Triangle Regional Public Transportation Authority, d/b/a GoTriangle ("GoTriangle") and the Town of Apex ("Implementing Party") and the Capital Area Metropolitan Planning Organization ("CAMPO"). The foregoing may collectively be referred to as "Parties."

WHEREAS, the Parties to Agreement, who have or may have specific roles in the implementation of public transit and the support of public transit infrastructure in the Wake County area, have determined that it is in their best interest and the best interest of the constituents they represent to coordinate future public transit planning, funding, expansion and construction; and

WHEREAS, an extensive community driven process was used to develop a strategic transit vision document that set forth an enhanced public transit plan for Wake County, referred to as the "Wake County Transit Plan" ("Wake Transit Plan"), and this plan was unveiled on or about December 8, 2015, and adopted by the GoTriangle Board of Trustees on May 25, 2016, the Capital Area Metropolitan Planning Organization's ("CAMPO") Executive Board on May 18, 2016, and the Wake County Board of Commissioners on June 6, 2016; and was subsequently updated and adopted by the CAMPO Executive Board on April 21, 2021, and the GoTriangle Board of Trustees on April 28, 2021; and

WHEREAS, in conjunction with the Wake Transit Plan, GoTriangle, Wake County, and CAMPO (collectively, "the Governance ILA Parties") adopted the Wake Transit Governance Interlocal Agreement ("Governance ILA") that creates a governance structure for the implementation of the Wake Transit Plan by and through the annual Wake Transit Work Plan; and

WHEREAS, pursuant to Section 3.02c of the Governance ILA, CAMPO has been designated as the lead agency for administering the Community Funding Area Program and has the authority to enter into this Agreement and enforce the provisions thereof and is a necessary Party to this Agreement; and

WHEREAS, the Governance ILA specifically created the Transit Planning Advisory Committee ("TPAC") and charged the TPAC with coordinating and recommending the planning and implementation aspects of the Wake Transit Work

Plan; and

WHEREAS, the Governance ILA Parties, together with the Implementing Party, numerous Wake County municipalities, and other entities, entered into a Master Participation Agreement ("Participation Agreement"), which, among other purposes, established standards that govern the Participation Agreement Parties' eligibility for inclusion of sponsored Implementation Elements in the Wake Transit Work Plan, receipt of funding allocations from Wake County Transit Tax Revenue, and confirmed the Participation Agreement Parties' roles in carrying out TPAC responsibilities; and

WHEREAS, the FY 2024 Wake Transit Work Plan was developed and recommended by the TPAC, presented for public comment, and adopted, as required, by the Boards of CAMPO and GoTriangle; and

WHEREAS, the FY 2024 Triangle Tax District Wake Operating Ordinance was adopted by the GoTriangle Board of Trustees June 28, 2023; and

WHEREAS, the Parties desire to implement the components of the FY 2024 Wake Transit Work Plan as adopted by GoTriangle and CAMPO; and

WHEREAS, as stated in the Participation Agreement, all Implementation Elements contained in the Wake Transit Work Plan, whether partially or fully funded with Wake County Transit Tax Revenues, will not move forward until Implementation Agreements, which shall include a Capital Funding Agreement and an Operating Agreement, are executed by and between the Implementing Party; GoTriangle, as administrator of the Special District, and CAMPO, if the Implementing Agreement involves federal or state funding that is otherwise under the distribution and program management responsibility of CAMPO or, regardless of funding source, constitutes a regionally significant project as defined in 23 CFR § 450.104; and

WHEREAS, no Implementation Elements awarded funding through the Community Funding Area Program will move forward until an Implementation Agreement, which shall include Capital Funding Agreements or Operating Agreements, is executed by and between the Implementing Party; GoTriangle, as administrator of the Special District; and CAMPO.

WHEREAS, the Parties are authorized to enter into this Agreement pursuant to, inter alia, N.C.G.S. §§ 160A-20.1; 160A-312; 160A-313; 160A-610; 153A-275; 153A-276; and 153A-449.

NOW, THEREFORE, in consideration of the above recitals and the mutual covenants herein contained, the Parties hereto agree as follows:

1. **Term:**

The Agreement shall become effective upon execution by all Parties ("Effective Date"). The term of this Agreement shall be from the Effective Date until December 31, 2024. The Parties may extend the term of this Agreement or may otherwise amend this Agreement as set forth in Section 7.

2. **Purpose:**

The purpose of this Agreement is to outline the details of how the Project(s) listed in Exhibit A attached hereto and incorporated herein by reference, being an approved Project(s) in the Wake County Transit Annual Work Plan, shall be implemented, in accordance with the requirements of the Participation Agreement.

3. **Responsibilities:**

A. Responsibilities of the Implementing Party.

(1) The Implementing Party shall provide the Projects listed in Exhibit A and fund the cost of the Projects on an up-front basis, except as provided herein. The Implementing Party is responsible for ensuring local funds are available to pay for costs incurred related to Project phases, or invoices, prior to requesting reimbursement from GoTriangle, except in instances where advance payments are requested.

(2) The Wake Transit Work Plan Reimbursement Request and Financial Report Template ("Reimbursement Request Template") must be submitted by the Implementing Party at least quarterly but may be as often as is efficient and effective for the Implementing Party. The reimbursement request shall be emailed to waketransitreimbursement@gotriangle.org with a copy to CAMPO, Ben.howell@campo-nc.us.

All Reimbursement Requests must be made using the Wake Transit Work Plan Reimbursement Request and Financial Report template agreed to by the Parties and must include a signed statement by the Implementing Party's Finance Officer or designee stating that funds were spent in accordance with the Wake Transit Work Plan and with all applicable laws, rules, and

regulations, and that the Reimbursement Request includes items due and payable. All Reimbursement Requests shall be based on actual expenses incurred as recorded in the financial system.

(3) In special circumstances where an advance payment may be required, Reimbursement Requests must be submitted using the Reimbursement Request Template and with a justification for the advance payment request. Advance payments received by the Implementing Party must be disbursed within 72 hours of receipt from GoTriangle.

(4) Any performance on which an Implementing Party receives reimbursement must be performed by June 30 of that fiscal year.

(5) Reimbursement Requests for expenses incurred as of June 30, 2024 shall be submitted by August 10 for the fiscal year in which the work was done.

(6) Further, the Implementing Party shall:

(a) Ensure that Wake Transit funds provided by GoTriangle are not misappropriated or misdirected to any other account, need, project, or line item, other than as listed in Exhibit A. The Implementing Party shall have an obligation to return any reimbursed or advanced payments that were misappropriated or expended outside the approved Project(s) listed in Exhibit A.

(b) Ensure that a minimum of 50 percent of the total costs associated with the project, as described in Exhibit A, are expended from the Implementing Party's funds that were demonstrated through its application to the Community Funding Area Program to be provided as the required matching funds for the program. All Reimbursement Requests submitted by the Implementing Party shall detail total costs expended for the project along with the reimbursable amount. The total of Reimbursement Requests for reimbursable costs shall not exceed the amount allocated to the project as described in Exhibit A.

(c) Monitor award activities, to include sub-awards, to provide reasonable assurance that funds are spent in compliance with applicable requirements. Responsibilities include accounting for receipts and expenditures, cash management, maintaining adequate financial records, and refunding disallowed expenditures.

(d) Maintain a financial management system adequate for monitoring the accumulation of costs.

(e) Meet with staff from CAMPO within sixty (60) days of the execution of this agreement to discuss the scope of work, timeline, reporting requirements, public engagement activities, reimbursement requirements for the project, as well as to discuss a schedule for any subsequent project oversight meetings.

(7) The Implementing Party shall coordinate with CAMPO to ensure the Project is considered for inclusion in the CAMPO Transportation Improvement Program.

B. Responsibilities of GoTriangle.

(1) GoTriangle, as administrator of the Triangle Tax District, shall have the responsibilities and duties as set forth in the Governance ILA, including appropriating funds from the FY 2024 Triangle Tax District Wake Operating Ordinance in accordance with the Governance ILA. The specific appropriation and approved project budgets are further detailed in Exhibit A and in the FY 2024 Wake Transit Work Plan.

(2) GoTriangle, upon receipt of a Reimbursement Request, shall verify within five business days whether the Reimbursement Request is complete; is within the approved budget; is within the annual work plan; and is in accordance with the Wake Transit Billing, Payment, and Reimbursement Policy and Guidelines, adopted by GoTriangle on June 28, 2017 and CAMPO on June 21, 2017 and subsequently amended and adopted by GoTriangle on June 23, 2021 and CAMPO on June 16, 2021. Payment will be remitted within thirty (30) days of verification to the Implementing Party according to the payment instructions on file.

If GoTriangle is unable to verify the Reimbursement Request, GoTriangle shall, within two (2) business days, notify the Implementing Party in writing of the deficiencies in the Reimbursement Request. The Implementing Party may thereafter submit a revised Reimbursement Request ("Revised Reimbursement Request"), which shall be verified within five business days of receipt. If the Revised Reimbursement Request is denied, CAMPO or the Implementing Party may place the item on the next TPAC agenda for discussion and a recommendation to GoTriangle, CAMPO, and the Implementing Party.

(3) Where advance payments are requested, GoTriangle, after due consideration of the request, will remit funds via payment instructions on file.

(4) All disbursements from GoTriangle shall be in accordance with North Carolina

General Statute 159 Article 3, known as the North Carolina Budget and Fiscal Control Act, and the Wake Transit Financial Policies and Guidelines, adopted by GoTriangle on June 28, 2017, and CAMPO on June 21, 2017, and subsequently amended and adopted by GoTriangle on June 23, 2021 and CAMPO on June 16, 2021.

C. Responsibilities of CAMPO

(1) CAMPO shall work with the Implementing Party to have the Project considered for inclusion in the CAMPO Transportation Improvement Program.

(2) Within five (5) business days of receiving a Reimbursement Request from the Implementing Party, CAMPO shall verify that the Reimbursement Request is complete, is within the approved budget, and is consistent with the scope of the project as reflected in Exhibit A and any other applicable scope-related attachments or exhibits to this Agreement.

(3) Meet with staff from the Implementing Party within sixty (60) days of the execution of this agreement to discuss scope of work, timeline, reporting requirements, public engagement activities, reimbursement requirements for the project, as well as to discuss a schedule for any subsequent project oversight meetings.

4. **Minimum Service Standards:**

For the Projects listed in Exhibit A, the Implementing Party agrees to provide for:

A. Maintenance of all vehicles and facilities in accordance with a preventative maintenance program.
B. Maintenance of all vehicles and facilities in a safe and dependable condition and cleaning of all vehicles and facilities regularly.
C. Monitoring of services and responding to incidents in a timely and professional manner.
D. Regular reviews of service including: safety, on-time performance, customer satisfaction, accessibility, cleanliness, security, and customer service training.
E. Public engagement activities in accordance with state and federal guidelines and agency and municipal policies and procedures, if applicable.

5. **Performance Reporting:**

Unless otherwise agreed in writing between Parties, the Implementing Party shall report operating statistics and ridership to the National Transit Database

and to the North Carolina Department of Transportation Public Transportation Division.

The Implementing Agency also agrees to provide quarterly and annual reporting per the Master Participation Agreement for the Reported Deliverables as identified in Exhibit A using a Reporting Template agreed to by the Parties. The Implementing Agency shall include in its quarterly reports any details of issues that may impact delivery of the Projects identified in Exhibit A

The Annual Wake Transit Report prepared by GoTriangle shall provide information regarding how strategic public transit objectives have been met and shall include the performance achieved, the strategies being followed, and performance targets and key milestones for capital projects and operating services.

Quarterly Status Reports prepared by GoTriangle and/or CAMPO shall provide information regarding progress toward strategic objectives outlined in the Wake Transit Work Plan and include the performance achieved, the strategies being following, and performance targets and key milestones for Capital Projects and operating services identified in the Wake Transit Work Plan. GoTriangle shall include in its Quarterly Status Reports any details of issues that may impact delivery of funding for the Projects identified in Exhibit A.

The Parties agree to share supporting documentation, if requested, in addition to their quarterly and annual reporting, in a timely manner.

6. **Further Agreements:**

The Parties agree that they will, from time to time, execute, acknowledge and deliver, or cause to be executed, acknowledged and delivered, such supplements hereto and such further instruments as may reasonably be required for carrying out the intention of this Agreement. The Parties agree to work together in good faith and with all due diligence to provide for and carry out the purpose of this Agreement.

7. **Amendment:**

Any extension of the term of this Agreement and/or change to the content of this Agreement shall be by written amendment signed by all Parties.

8. **Breach; Termination:**

In the event that (1) the Implementing Party is not able or fails to provide a Project(s) as required by the Agreement; or (2) GoTriangle is not able or fails to provide funding for a Project(s) as required by the Agreement; or (3) GoTriangle fails to fulfill its responsibilities and duties as set out in the Governance ILA; or (4) any Party fails to fulfill a responsibility or duty of this Agreement; or (5) any Party withdraws from the Master Participation Agreement (separately each a "breach"), any Party to this Agreement shall notify the Clerk to the TPAC Committee and the other Parties to this Agreement. The Non-Breaching party may place the item on a TPAC agenda for discussion and a non-binding recommendation to the Parties.
The Non-breaching Party may provide the Breaching Party with a period of time to cure the breach to the reasonable satisfaction of the Non-breaching Party. If the breach is not timely cured, or cannot be cured, the Non-breaching Party may (1) elect to terminate this Agreement in full; or (2) elect to terminate this Agreement only as to one or more Projects listed in Exhibit A. In the event of breach of this Agreement, the Parties shall be entitled to such legal or equitable remedy as may be available, including specific performance.

In the event the Agreement is terminated for any reason other than by the end of the Term of the Agreement:

(a) The Implementing Party shall not be required to continue implementing the Projects, but may elect to continue implementing the Projects using funds from sources other than the Wake Transit Tax.
(b) GoTriangle shall reimburse the Implementing Party for any expenses for the Projects that have been approved in the annual work plan and made in reliance on this Agreement, whether or not a Reimbursement Request has been made by Implementing Party at the time of termination. The Implementing Party shall have sixty (60) days after the date of termination to submit all Reimbursement Requests.
(c) The Implementing Party shall report the final status for its deliverable and GoTriangle shall do a final quarterly report and shall issue the annual report required by this Agreement.

9. **ADA and Paratransit Requirements:**

The Implementing Party shall provide paratransit service as required by law within the ADA-required radius of the all-day fixed-route bus services implemented as

Projects pursuant to this Agreement.

10. **Record Retention:**

All parties must adhere to record retention guidelines as set forth in North Carolina General Statutes or federal guidelines as appropriate.

11. **Notices:**

Any notice given pursuant to this Agreement shall be deemed given if delivered by hand or if deposited in the United States Mail, postage paid, certified mail, return receipt requested and addressed as follows:

If to GoTriangle:

GoTriangle
Attn: President and CEO
GoTriangle
4600 Emperor Blvd, Suite 100
Durham, NC 27703

And with a copy to:

GoTriangle
Attn: General Counsel
GoTriangle
4600 Emperor Blvd, Suite 100
Durham, NC 27703

If to Clerk to the TPAC Committee:

CAMPO
Attn: Clerk to the TPAC Committee
One Fenton Main Street, Suite 201
Cary, NC 27511

If to CAMPO:

CAMPO
Attn: Executive Director
One Fenton Main Street, Suite 201
Cary, NC 27511

If to Town of Apex:

Town of Apex
Attn: Deputy Town Manager
Apex Town Hall

73 Hunter Street
P.O. Box 250
Apex, NC 27502

And with a copy to:
Town of Apex
Attn: Town Attorney
Apex Town Hall
73 Hunter Street
P.O. Box 250
Apex, NC 27502

12. **Representations and Warranties:**

The Parties each represent, covenant and warrant for the other's benefit as follows:

A. Each Party has all necessary power and authority to enter into this Agreement and to carry out the transactions contemplated by this Agreement, and the individuals signing this Agreement have the right and power to do so. This Agreement is a valid and binding obligation of each Party.
B. To the knowledge of each Party, neither the execution and delivery of this Agreement, nor the fulfillment of or compliance with its terms and conditions, nor the consummation of the transactions contemplated by this Agreement, results in a breach of the terms, conditions and provisions of any agreement or instrument to which a Party is bound, or constitutes a default under any of the foregoing.
C. To the knowledge of each Party, there is no litigation or other court or administrative proceeding pending or threatened against such party (or against any other person) affecting such Party's rights to execute or deliver this Agreement or to comply with its obligations under this Agreement. Neither such Party's execution and delivery of this Agreement, nor its compliance with its obligations under this Agreement, requires the approval of any regulatory body or any other entity the approval of which has not been obtained.
D. The Parties agree to work together in good faith and with all due diligence to provide for and carry out the purpose of this Operating Agreement.

13. **Merger and Precedence:**

The provisions of this Agreement, including all Exhibits and attachments, constitute the entire agreement by and between the Parties hereto and shall supersede all

previous communications, representations or agreements, either oral or written between the Parties hereto with respect to the subject matter hereof. Notwithstanding the foregoing, in the event of any inconsistency or conflict between this Agreement and the Participation Agreement or the Governance ILA, the terms of the Participation Agreement and Governance ILA have precedence.

14. **Dispute Resolution:**

In the event of conflict or default that might arise for matters associated with this Agreement, the Parties agree to informally communicate to resolve the conflict. If any such dispute cannot be informally resolved, then such dispute, or any other matter arising under this Agreement, shall be subject to resolution in a court of competent jurisdiction. Such disputes, or any other claims, disputes or other controversies arising out of, and between the Parties shall be subject to and decided exclusively by the appropriate general court of justice of Wake County, North Carolina.

15. **No Waiver of Non-Compliance with Agreement:**

No provision of this Agreement shall be deemed to have been waived by any Party hereto unless such waiver shall be in writing and executed by the same formality as this Agreement. The failure of any Party hereto at any time to require strict performance by the other of any provision hereof shall in no way affect the right of the other Party to thereafter enforce the same. In addition, no waiver or acquiescence by a Party hereto of any breach of any provision hereof by another Party shall be taken to be a waiver of any succeeding breach of such provision or as a waiver of the provision itself.

16. **Governing Law:**

The Parties intend that this Agreement be governed by the law of the State of North Carolina. Proper venue for any action shall solely be Wake County.

17. **Assignment:**

No Party may sell or assign any interest in or obligation under this Agreement without the prior express written consent of the other Parties.

18. **Independence of the Parties:**

Nothing herein shall be construed to modify, abridge, or deny the authority or discretion of any Party to independently develop, administer, or control transportation projects pursuant to enumerated authority or funding sources separate from those in this Agreement.

19. **Execution in Counterparts/Electronic Version of Agreement:**

This Agreement may be executed in any number of counterparts, each of which shall be an original and all of which shall constitute but one and the same instrument. Any Party may convert a signed original of the Agreement to an electronic record pursuant to a North Carolina Department of Natural and Cultural Resources approved procedure and process for converting paper records to electronic records for record retention purposes. Such electronic record of the Agreement shall be deemed for all purposes to be an original signed Agreement.

20. **No Waiver of Sovereign Immunity:**

Nothing in this Agreement shall be construed to mandate purchase of insurance by any municipality pursuant to N.C.G.S. 160A-485; or to in any other way waive any Party's defense of sovereign or governmental immunity from any cause of action alleged or brought against any Party for any reason if otherwise available as a matter of law.

21. **No Waiver of Qualified Immunity:**

No officer, agent or employee of any Party shall be subject to any personal liability by reason of the execution of this Agreement or any other documents related to the transactions contemplated hereby. Such officers, agents, or employees shall be deemed to execute this Agreement in their official capacities only, and not in their individual capacities. This section shall not relieve any such officer, agent or employee from the performance of any official duty provided by law.

22. **Verification of Work Authorization; Iran Divestment Act:**

All Parties, and any permitted subcontractors, shall comply with Article 2, Chapter 64, of the North Carolina General Statutes. The Parties hereby certify that they, and all permitted subcontractors, if any, are not on the Iran Final Divestment List created by the North Carolina State Treasurer pursuant to N.C.G.S. 147-86.59.

23. **No third-Party Beneficiaries:**

There are no third-party beneficiaries to this Agreement.

24. **E – Verify:**

Contractor shall comply with *E-Verify*, the federal E-Verify program operated by the United States Department of Homeland Security and other federal agencies, or any successor or equivalent program used to verify the work authorization of newly hired employees pursuant to federal law and as in accordance with N.C.G.S. §64-25 *et seq*. In addition, to the best of Contractor's knowledge, any subcontractor employed by Contractor as a part of this contract shall be in compliance with the requirements of E-Verify and N.C.G.S. §64-25 *et seq.* In cases of conflict between this Contract and any of the above incorporated attachments or references, the terms of this Contract shall prevail.

25. **Companies Boycotting Israel Divestment Act Certification:**

Contractor certifies that it has not been designated by the North Carolina State Treasurer as a company engaged in the boycott of Israel pursuant to N.C.G.S. 147-86.81.

26. **Electronic Signatures:**

Parties acknowledge and agree that the electronic signature application Adobe Sign may be used to execute this Agreement and any associated documents. By selecting "I Agree," "I Accept," or other similar item, button, or icon via use of a keypad, mouse, or other device, as part of the Adobe Sign application, Parties consent to be legally bound by the terms and conditions of this Agreement and that such act constitutes Parties' signatures as if signed by Parties in writing. Parties also agree that no certification authority or other third-party verification is necessary to validate the electronic signature and that the lack of such certification or third-party verification will not in any way affect the enforceability of the electronic signature. Parties acknowledge and agree that delivery of a copy of this Agreement or any other document contemplated hereby, through the Adobe Sign application, will have the same effect as physical delivery of the paper document bearing an original written signature.

SIGNATURE PAGES FOLLOW

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY (d/b/a GoTriangle) By:_____ Charles E. Lattuca President and CEO This, the ___ day of _____, 2023.	This instrument has been preaudited in the manner required by The Local Government Budget and Fiscal Control Act. _____ Saundra Freeman, Chief Financial Officer for GoTriangle This, the ___ day of _____, 2023.
	Reviewed and Approved as to legal form. _____ T. Byron, Smith, General Counsel

NC CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION “CAMPO”

By: _____
Chris Lukasina, Executive Director

ATTEST:

By: _____
Ben Howell, Wake Transit Program Manager

TOWN OF APEX By:_____ Shawn Purvis, Interim Town Manager This, the ___ day of _____, 2023.	This instrument has been preaudited in the manner required by The Local Government Budget and Fiscal Control Act. _____ Antwan Morrison, Finance Director This, the ___ day of _____, 2023.
ATTEST: By: _____ Allen Coleman, Town Clerk	

GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT

Exhibit A

Implementing /Operating Agency	**Town of Apex**	Parties to Agreement:	**Town of Apex, CAMPO**, GoTriangle
Total Bus Operations Appropriation	**$440,607**		
Project	**GoApex Route 1: Fixed- Route Circulator**		
Project ID from Work Plan	**TO005-BF**		
FY 2024 Budget	**$440,607 for project** or as amended by the adopted work plan		
Scope	The project description and scope for the project included in the Implementing Party's FY 2024 Community Funding Area Program project funding application and the project description included in the FY2024 Adopted Wake Transit Work Plan, and as amended, is incorporated herein by reference.		
Expected Implementation Date	7/1/2023		
Reported Deliverables	1. Revenue hours of service 2. Ridership 3. Passenger boardings per revenue hour 4. Operating cost per passenger boarding 5. On-time performance		
Contract #	**23-040**		

GENERAL CAPITAL FUNDING AGREEMENT
COMMUNITY FUNDING AREA PROGRAM
FOR BUS INFRASTRUCTURE

WAKE TRANSIT FY 2024

This Capital Funding Agreement ("Agreement") is made by and between Research Triangle Regional Public Transportation Authority, d/b/a GoTriangle ("GoTriangle") and the Town of Apex ("Implementing Party") and the Capital Area Metropolitan Planning Organization ("CAMPO"). The foregoing may collectively be referred to as "Parties."

WHEREAS, the Parties to Agreement, who have or may have specific roles in the implementation of public transit and the support of public transit infrastructure in the Wake County area, have determined that it is in their best interest and the best interest of the constituents they represent to coordinate future public transit planning, funding, expansion and construction; and

WHEREAS, an extensive community driven process was used to develop a strategic transit vision document that set forth an enhanced public transit plan for Wake County, referred to as the "Wake County Transit Plan" ("Wake Transit Plan"), and this plan was unveiled on or about December 8, 2015, and adopted by the GoTriangle Board of Trustees on May 25, 2016, the Capital Area Metropolitan Planning Organization's ("CAMPO") Executive Board on May 18, 2016, and the Wake County Board of Commissioners on June 6, 2016; and was subsequently updated and adopted by the CAMPO Executive Board on April 21, 2021, and the GoTriangle Board of Trustees on April 28, 2021; and

WHEREAS, in conjunction with the Wake Transit Plan, GoTriangle, Wake County, and CAMPO (collectively, "the Governance ILA Parties") adopted the Wake Transit Governance Interlocal Agreement ("Governance ILA") that creates a governance structure for the implementation of the Wake Transit Plan by and through the annual Wake Transit Work Plan; and

WHEREAS, pursuant to Section 3.02c of the Governance ILA, CAMPO has been designated as the lead agency for administering the Community Funding Area Program and has the authority to enter into this Agreement and enforce the provisions thereof and is a necessary Party to this Agreement; and

WHEREAS, the Governance ILA specifically created the Transit Planning Advisory Committee ("TPAC") and charged the TPAC with coordinating and

recommending the planning and implementation aspects of the Wake Transit Work Plan; and

WHEREAS, the Governance ILA Parties, together with the Implementing Party, numerous Wake County municipalities, and other entities, entered into a Master Participation Agreement ("Participation Agreement"), which, among other purposes, established standards that govern the Participation Agreement Parties' eligibility for inclusion of sponsored Implementation Elements in the Wake Transit Work Plan, receipt of funding allocations from Wake County Transit Tax Revenue, and confirmed the Participation Agreement Parties' roles in carrying out TPAC responsibilities; and

WHEREAS, the FY 2024 Wake Transit Work Plan was developed and recommended by the TPAC, presented for public comment, and adopted, as required, by the Boards of CAMPO and GoTriangle; and

WHEREAS, the FY 2024 Triangle Tax District Wake Operating Ordinance was adopted by the GoTriangle Board of Trustees on June 28, 2023; and

WHEREAS, the Parties desire to implement the components of the FY 2024 Wake Transit Work Plan as adopted by GoTriangle and CAMPO; and

WHEREAS, as stated in the Participation Agreement, all Implementation Elements contained in the Wake Transit Work Plan, whether partially or fully funded with Wake County Transit Tax Revenues, will not move forward until Implementation Agreements, which shall include Capital Funding Agreements and Operating Agreements are executed by and between the Implementing Party; GoTriangle, as administrator of the Special District, and CAMPO, if the Implementing Agreement involves federal or state funding that is otherwise under the distribution and program management responsibility of CAMPO or, regardless of funding source, constitutes a regionally significant project as defined in 23 CFR § 450.104; and

WHEREAS, no Implementation Elements awarded funding through the Community Funding Area Program will move forward until an Implementation Agreement, which shall include Capital Funding Agreements or Operating Agreements, is executed by and between the Implementing Party; GoTriangle, as administrator of the Special District; and CAMPO; and

WHEREAS, the Parties are authorized to enter into this Agreement pursuant to, inter alia, N.C.G.S. §§ 160A-20.1; 160A-312; 160A-313; 160A-610; 153A-275;

153A-276; and 153A-449.

NOW, THEREFORE, in consideration of the above recitals and the mutual covenants herein contained, the Parties hereto agree as follows:

1. **Term:**

The Agreement shall become effective upon execution by all Parties ("Effective Date"). The term of this Agreement shall be from the Effective Date until December 31, 2026. The Parties may extend the term of this Agreement or may otherwise amend this Agreement as set forth in Section 6.

2. **Purpose:**

The purpose of this Agreement is to outline the details of how the Project(s) listed in Exhibit A attached hereto and incorporated herein by reference, being an approved Project(s) in the Wake County Transit Annual Work Plan, shall be implemented, in accordance with the requirements of the Participation Agreement.

3. **Responsibilities:**

A. Responsibilities of the Implementing Party.

(1) The Implementing Party shall provide the Projects listed in Exhibit A and fund the cost of the Projects on an up-front basis, except as provided herein. The Implementing Party is responsible for ensuring funds are available to pay for costs incurred related to Project phases, or invoices, prior to requesting reimbursement from GoTriangle, except in instances where advance payments are requested. Implementing parties may utilize pre-award authority for Capital projects requiring immediate implementation. Pre-award authority may not be exercised until the annual budget has been recommended by the TPAC and adopted by CAMPO and GoTriangle.

(2) The Wake Transit Work Plan Reimbursement Request and Financial Report Template ("Reimbursement Requests") must be submitted by the Implementing Party at least quarterly but may be as often as it is efficient and effective for the Implementing Party. The reimbursement request shall be emailed to waketransitreimbursement@gotriangle.org with a copy to CAMPO, Ben.Howell@campo-nc.us.

All Reimbursement Requests must be made using the Wake Transit Work

Plan Reimbursement Request and Financial Report Template agreed to by the Parties and must include a signed statement by the Implementing Party's Finance Officer or designee stating that funds were spent in accordance with the Wake Transit Work Plan and with all applicable laws, rules, and regulations, and that the Reimbursement Request includes items due and payable. All Reimbursement Requests shall be based on actual expenses incurred as recorded in the financial system.

(3) In special circumstances where an advance payment may be required, Reimbursement Requests must be submitted using the Reimbursement Request Template and with a justification for the advance payment request. Advance payments received by the Implementing Party must be disbursed within 72 hours of receipt from GoTriangle.

(4) Any work for which an Implementing Party receives reimbursement must be performed by June 30 of that fiscal year.

(5) Reimbursement Requests for expenses incurred as of June 30 shall be submitted by August 10 for the fiscal year in which the work was done.

(6) Further, the Implementing Party shall:

(a) Ensure that Wake Transit funds provided by GoTriangle are not misappropriated or misdirected to any other account, need, project, or line item, other than as listed in Exhibit A. The Implementing Party shall have an obligation to return any reimbursed or advanced payments that were misappropriated or expended outside the approved Project(s) listed in Exhibit A.
(b) Ensure that a minimum of 50 percent of the total costs associated with the project, as described in Exhibit A, are expended from matching (not Wake Transit) funds. All Reimbursement Requests submitted by the Implementing Party shall detail total costs expended for the project along with the reimbursable amount. The total of Reimbursement Requests for reimbursable costs shall not exceed the amount allocated to the project as described in Exhibit A.
(c) Monitor award activities, to include sub-awards, to provide reasonable assurance that funds are spent in compliance with applicable requirements. Responsibilities include accounting for receipts and expenditures, cash management, maintaining adequate financial records, and refunding disallowed expenditures.
(d) Maintain a financial management system adequate for monitoring the accumulation of costs.
(e) Follow all applicable Federal procurement and/or property acquisition

processes.

(f) Meet with staff from CAMPO within sixty (60) days of the execution of this agreement to discuss the scope of work, timeline, reporting requirements, public engagement activities, reimbursement requirements for the project, as well as to discuss a schedule for any subsequent project oversight meetings.

(g) Meet with staff from CAMPO for a mid-year project review meeting to discuss project progress and to address any technical issues with the project that may need attention. The mid-year review meeting may be held by phone or in person.

B. Responsibilities of GoTriangle.

(1) GoTriangle, as administrator of the Triangle Tax District, shall have the responsibilities and duties as set forth in the Governance ILA, including appropriating funds from the FY 2024 Triangle Tax District Capital Ordinance in accordance with the Governance ILA. The specific appropriation and approved project budgets are further detailed in Exhibit A and in the FY 2024 Wake Transit Work Plan.

(2) GoTriangle, upon receipt of a Reimbursement Request, shall verify within five (5) business days whether the Reimbursement Request is complete; is within the approved budget; is within the annual work plan; and is in accordance with the Wake Transit Billing, Payment, and Reimbursement Policy and Guidelines, adopted by GoTriangle on June 28, 2017 and CAMPO on June 21, 2017 and subsequently amended and adopted by GoTriangle on June 23, 2021 and CAMPO on June 16, 2021. Payment will be remitted within thirty (30) days of verification to the Implementing Party according to the payment instructions on file.

If GoTriangle is unable to verify the Reimbursement Request, GoTriangle shall, within two (2) business days, notify the Implementing Party in writing of the deficiencies in the Reimbursement Request. The Implementing Party may thereafter submit a revised Reimbursement Request ("Revised Reimbursement Request"), which shall be verified within five (5) business days of receipt. If the Revised Reimbursement Request is denied, the Implementing Party may place the item on the next TPAC agenda for discussion and a recommendation to GoTriangle and the Implementing Party.

(3) Where advance payments are requested, GoTriangle, after due consideration of the request, will remit funds via payment instructions on file.

(4) All disbursements from GoTriangle shall be in accordance with North Carolina

General Statute 159 Article 3, known as the North Carolina Budget and Fiscal Control Act, and the Wake Transit Financial Policies and Guidelines, adopted by GoTriangle on June 28, 2017, and CAMPO on June 21, 2017, and subsequently amended and adopted by GoTriangle on June 23, 2021 and CAMPO on June 16, 2021.

C. Responsibilities of CAMPO.

(1) Within five (5) business days of receiving a Reimbursement Request from the Implementing Party, CAMPO shall verify that the Reimbursement Request is complete, is within the approved budget, and is consistent with the scope of the project as reflected in Exhibit A and any other applicable scope-related attachments or exhibits to this Agreement.

(2) Meet with staff from the Implementing Party within sixty (60) days of the execution of this agreement to discuss the scope of work, timeline, reporting requirements, public engagement activities, reimbursement requirements for the project, as well as to discuss a schedule for any subsequent project oversight meetings.

(3) Meet with staff from the Implementing Party for a mid-year project review meeting to discuss project progress and to address any technical issues with the project that may need attention. The mid-year review meeting may be held by phone or in person.

4. **Progress Reporting:**

Unless otherwise agreed in writing between Parties, the Implementing Party agrees to provide quarterly and annual reporting per the Master Participation Agreement for the Reported Deliverables as identified in Exhibit A using a Reporting Template agreed to by the Parties. This reporting shall be provided by the Implementing Party to GoTriangle and CAMPO within thirty (30) days following the end of each applicable quarter. The Implementing Party shall include in its quarterly reports any details of issues that may impact delivery of the Projects identified in Exhibit A. If the Implementing Party is allocating local funds towards Projects identified in Exhibit A, those expenditures shall be disclosed as part of its quarterly and annual reports.

The Annual Wake Transit Report prepared by GoTriangle shall provide information regarding how strategic public transit objectives have been met and shall include the progress achieved, the strategies being followed, and

performance targets and key milestones for capital projects and operating services.

Quarterly Status Reports prepared by GoTriangle and/or CAMPO shall provide information regarding progress toward strategic objectives outlined in the Wake Transit Work Plan and include the performance achieved, the strategies being followed, and performance targets and key milestones for Capital Projects and operating services identified in the Wake Transit Work Plan. GoTriangle shall include in its Quarterly Status Reports any details of issues that may impact delivery of funding for the Projects identified in Exhibit A.

The Parties agree to share supporting documentation, if requested, in addition to their quarterly and annual reporting, in a timely manner.

5. **Further Agreements:**

The Parties agree that they will, from time to time, execute, acknowledge and deliver, or cause to be executed, acknowledged and delivered, such supplements hereto and such further instruments as may reasonably be required for carrying out the intention of this Agreement. The Parties agree to work together in good faith and with all due diligence to provide for and carry out the purpose of this Agreement.

6. **Amendment:**

Any extension of the term of this Agreement and/or change to the content of this Agreement shall be by written amendment signed by all Parties.

7. **Breach; Termination:**

In the event that (1) the Implementing Party is not able or fails to provide a Project(s) as required by the Agreement; or (2) GoTriangle is not able or fails to provide funding for a Project(s) as required by the Agreement; or (3) GoTriangle fails to fulfill its responsibilities and duties as set out in the Governance ILA; or (4) any Party fails to fulfill a responsibility or duty of this Agreement; or (5) any Party withdraws from the Master Participation Agreement (separately each a “breach”), any Party to this Agreement shall notify the Clerk to the TPAC Committee and the other Parties to this Agreement. The Non-breaching Party may place the item on a TPAC agenda for discussion and a non-binding recommendation to the Parties.

The Non-breaching Party may provide the Breaching Party with a period of time to cure the breach to the reasonable satisfaction of the Non-breaching Party. If the breach is not timely cured, or cannot be cured, the Non-breaching Party may (1) elect to terminate this Agreement in full; or (2) elect to terminate this Agreement only as to one or more Projects listed in Exhibit A. In the event of breach of this Agreement, the Parties shall be entitled to such legal or equitable remedy as may be available, including specific performance.

In the event the Agreement is terminated for any reason other than by the end of the term of the Agreement:

(a) The Implementing Party shall not be required to continue implementing the Projects, but may elect to continue implementing the Projects using funds from sources other than the Wake Transit Tax.
(b) GoTriangle shall reimburse the Implementing Party for any expenses for the Projects that have been approved in the annual work plan and made in reliance on this Agreement, whether or not a Reimbursement Request has been made by Implementing Party at the time of termination. The Implementing Party shall have sixty (60) days after the date of termination to submit all Reimbursement Requests.
(c) The Implementing Party shall report the final status for its deliverable and GoTriangle shall do a final quarterly report and shall issue the annual report required by this Agreement.

8. **Record Retention:**

All parties must adhere to record retention guidelines as set forth in North Carolina General Statutes or federal guidelines as appropriate.

9. **Notices:**

Any notice given pursuant to this Agreement shall be deemed given if delivered by hand or if deposited in the United States Mail, postage paid, certified mail, return receipt requested and addressed as follows:

If to GoTriangle:
GoTriangle
Attn: President and CEO
4600 Emperor Blvd, Suite 100
Durham, NC 27703

And with a copy to:

GoTriangle
Attn: General Counsel
4600 Emperor Blvd, Suite 100
Durham, NC 27703

If to the Clerk to the TPAC Committee

CAMPO
Attn: Clerk to the TPAC Committee
1 Fenton Main Street, Suite 201
Cary, NC 27511

If to the Town of Apex:

Town of Apex
Attn: Town Manager
P.O. Box 250
Apex, NC 27502

With a copy to:

Town of Apex
Attn: Town Attorney
P.O. Box 250
Apex, NC 27502

10. **Representations and Warranties:**

The Parties each represent, covenant and warrant for the other's benefit as follows:

A. Each Party has all necessary power and authority to enter into this Agreement and to carry out the transactions contemplated by this Agreement, and the individuals signing this Agreement have the right and power to do so. This Agreement is a valid and binding obligation of each Party.

B. To the knowledge of each Party, neither the execution and delivery of this Agreement, nor the fulfillment of or compliance with its terms and conditions, nor the consummation of the transactions contemplated by this Agreement, results in a breach of the terms, conditions and provisions of any agreement or instrument to which a Party is bound, or constitutes a default under any of the foregoing.

C. To the knowledge of each Party, there is no litigation or other court or administrative proceeding pending or threatened against such party (or against any other person) affecting such Party's rights to execute or deliver this Agreement or to comply with its obligations under this Agreement. Neither such Party's execution and delivery of this Agreement, nor its compliance with its obligations under this Agreement, requires the approval of any regulatory body or any other entity the approval of which has not been obtained.

D. Parties agree to work together in good faith and with all due diligence to provide for and carry out the purpose of this Capital Funding Agreement.

E. The Project(s) listed in the attached Exhibit A are not debt funded.

11. **Merger and Precedence:**

The provisions of this Agreement, including all Exhibits and attachments, constitute the entire agreement by and between the Parties hereto and shall supersede all previous communications, representations or agreements, either oral or written between the Parties hereto with respect to the subject matter hereof. Notwithstanding the foregoing, in the event of any inconsistency or conflict between this Agreement and the Participation Agreement or the Governance ILA, the terms of the Participation Agreement and Governance ILA have precedence.

12. **Dispute Resolution:**

In the event of conflict or default that might arise for matters associated with this Agreement, the Parties agree to informally communicate to resolve the conflict. If any such dispute cannot be informally resolved, then such dispute, or any other matter arising under this Agreement, shall be subject to resolution in a court of competent jurisdiction. Such disputes, or any other claims, disputes or other controversies arising out of, and between the Parties shall be subject to and decided exclusively by the appropriate general court of justice of Wake County, North Carolina.

13. **No Waiver of Non-Compliance with Agreement:**

No provision of this Agreement shall be deemed to have been waived by any Party hereto unless such waiver shall be in writing and executed by the same formality as this Agreement. The failure of any Party hereto at any time to require strict performance by the other Party of any provision hereof shall in no way affect the right of the other Party to thereafter enforce the same. In addition, no waiver or acquiescence by a Party hereto of any breach of any provision hereof by another Party shall be taken to be a waiver of any succeeding breach of such provision or as a waiver of the provision itself.

14. **Governing Law:**

The Parties intend that this Agreement be governed by the law of the State of North Carolina. Proper venue for any action shall solely be Wake County.

15. **Assignment:**

No Party may sell or assign any interest in or obligation under this Agreement without the prior express written consent of the other Parties.

16. **Independence of the Parties:**

Nothing herein shall be construed to modify, abridge, or deny the authority or discretion of any Party to independently develop, administer, or control transportation projects pursuant to enumerated authority or funding sources separate from those in this Agreement.

17. **Execution in Counterparts/Electronic Version of Agreement:**

This Agreement may be executed in any number of counterparts, each of which shall be an original and all of which shall constitute but one and the same instrument. Any Party may convert a signed original of the Agreement to an electronic record pursuant to a North Carolina Department of Natural and Cultural Resources approved procedure and process for converting paper records to electronic records for record retention purposes. Such electronic record of the Agreement shall be deemed for all purposes to be an original signed Agreement.

18. **No Waiver of Sovereign Immunity:**

Nothing in this Agreement shall be construed to mandate purchase of insurance by any municipality pursuant to N.C.G.S. 160A-485; or to in any other way waive any Party's defense of sovereign or governmental immunity from any cause of action alleged or brought against any Party for any reason if otherwise available as a matter of law.

19. **No Waiver of Qualified Immunity:**

No officer, agent or employee of any Party shall be subject to any personal liability by reason of the execution of this Agreement or any other documents related to the transactions contemplated hereby. Such officers, agents, or employees shall be deemed to execute this Agreement in their official capacities only, and not in their individual capacities. This section shall not relieve any such officer, agent or employee from the performance of any official duty provided by law.

20. **Verification of Work Authorization; Iran Divestment Act:**

All Parties, and any permitted subcontractors, shall comply with Article 2, Chapter 64, of the North Carolina General Statutes. The Parties hereby certify that they, and all permitted subcontractors, if any, are not on the Iran Final Divestment List created by the North Carolina State Treasurer pursuant to N.C.G.S. 147-86.58.

21. **No Third-Party Beneficiaries:**

There are no third-party beneficiaries to this Agreement.

22. **E – Verify:**

Contractor shall comply with *E-Verify*, the federal E-Verify program operated by the United States Department of Homeland Security and other federal agencies, or any successor or equivalent program used to verify the work authorization of newly hired employees pursuant to federal law and as in accordance with N.C.G.S. §64-25 *et seq*. In addition, to the best of Contractor's knowledge, any subcontractor employed by Contractor as a part of this contract shall be in compliance with the

requirements of E-Verify and N.C.G.S. §64-25 *et seq.* In cases of conflict between this Contract and any of the above incorporated attachments or references, the terms of this Contract shall prevail.

23. **Companies Boycotting Israel Divestment Act Certification:**

Contractor certifies that it has not been designated by the North Carolina State Treasurer as a company engaged in the boycott of Israel pursuant to N.C.G.S. 147-86.81.

24. **Electronic Signatures:**

Parties acknowledge and agree that the electronic signature application Adobe Sign may be used to execute this Agreement and any associated documents. By selecting "I Agree," "I Accept," or other similar item, button, or icon via use of a keypad, mouse, or other device, as part of the Adobe Sign application, Parties consent to be legally bound by the terms and conditions of this Agreement and that such act constitutes Parties' signatures as if signed by Parties in writing. Parties also agree that no certification authority or other third-party verification is necessary to validate the electronic signature and that the lack of such certification or third-party verification will not in any way affect the enforceability of the electronic signature. Parties acknowledge and agree that delivery of a copy of this Agreement or any other document contemplated hereby, through the Adobe Sign application, will have the same effect as physical delivery of the paper document bearing an original written signature.

SIGNATURE PAGES FOLLOW

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY (d/b/a GoTriangle) By:_____ Charles E. Lattuca, President and CEO This, the ___ day of _____, 2023.	This instrument has been preaudited in the manner required by The Local Government Budget and Fiscal Control Act. _____ Saundra Freeman, Chief Financial Officer for GoTriangle This, the ___ day of _____, 2023.
	Reviewed and Approved as to legal form. _____ T. Byron Smith, General Counsel

NC CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION “CAMPO”

By: _____
Chris Lukasina, Executive Director

ATTEST:

By: _____
Ben Howell, Wake Transit Program Manager

TOWN OF APEX By:_____ Shawn Purvis, Interim Town Manager This, the ___ day of _____, 2023.	This instrument has been preaudited in the manner required by The Local Government Budget and Fiscal Control Act. _____ Antwan Morrison, Finance Director This, the ___ day of _____, 2023.
ATTEST: By: _____ Allen Coleman, Town Clerk	

GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT

Exhibit A

Implementing /Operating Agency	**Town of Apex**	Parties to Agreement:	**Town of Apex, CAMPO**, GoTriangle
Total Bus Infrastructure Appropriation	**$404,800**		
Project	**GoApex Route 1: Bus Stop Enhancements**		
Project ID from Work Plan	**TC002-BK**		
FY 2024 Budget	**$110,000 for project** or as amended by the adopted work plan		
Scope	The project description and scope for the project included in the Implementing Party's FY 2024 Community Funding Area Program project funding application and the project description included in the FY2024 Adopted Wake Transit Work Plan, and as amended, is incorporated herein by reference.		
Expected Implementation Date	7/1/2023		
Reported Deliverables	1. Contract award date for site or program of sites 2. Project state and percent complete 3. Number of sites with improvements completed/ constructed per quarter (on a rolling quarterly basis for multiple sites wrapped into single Work Plan project; as a proportion of total site improvement budget when alternate funding sources apply). If none completed for a quarter, report on the phase (planning, design, right-of-way, etc.) of ongoing site improvements.		
Project	**Saunders Street & Hinton Street Pedestrian Improvements**		
Project ID from Work Plan	**TC002-BJ**		
FY 2024 Budget	**$294,800 for project** or as amended by the adopted work plan		
Scope	The project description and scope for the project included in the Implementing Party's FY 2024 Community Funding Area Program project funding application and the project description included in the FY2024 Adopted Wake Transit Work Plan, and as amended, is incorporated herein by reference.		
Expected Implementation Date	7/1/2023		
Reported Deliverables	1. Contract award date for site or program of sites		

2. Project state and percent complete
3. Number of sites with improvements completed/ constructed per quarter (on a rolling quarterly basis for multiple sites wrapped into single Work Plan project; as a proportion of total site improvement budget when alternate funding sources apply). If none completed for a quarter, report on the phase (planning, design, right-of-way, etc.) of ongoing site improvements.

Contract # **23-053**

GENERAL CAPITAL FUNDING AGREEMENT
FOR CAPITAL PLANNING – COMMUNITY FUNDING AREA PROGRAM

WAKE TRANSIT FY 2024

This Capital Funding Agreement ("Agreement") is made by and between Research Triangle Regional Public Transportation Authority, d/b/a GoTriangle ("GoTriangle") and the Town of Apex ("Implementing Party") and the Capital Area Metropolitan Planning Organization ("CAMPO"). The foregoing may collectively be referred to as "Parties."

WHEREAS, the Parties to Agreement, who have or may have specific roles in the implementation of public transit and the support of public transit infrastructure in the Wake County area, have determined that it is in their best interest and the best interest of the constituents they represent to coordinate future public transit planning, funding, expansion and construction; and

WHEREAS, an extensive community driven process was used to develop a strategic transit vision document that set forth an enhanced public transit plan for Wake County, referred to as the "Wake County Transit Plan" ("Wake Transit Plan"), and this plan was unveiled on or about December 8, 2015, and adopted by the GoTriangle Board of Trustees on May 25, 2016, the Capital Area Metropolitan Planning Organization's ("CAMPO") Executive Board on May 18, 2016, and the Wake County Board of Commissioners on June 6, 2016; and was subsequently updated and adopted by the CAMPO Executive Board on April 21, 2021, and the GoTriangle Board of Trustees on April 28, 2021; and

WHEREAS, in conjunction with the Wake Transit Plan, GoTriangle, Wake County, and CAMPO (collectively, "the Governance ILA Parties") adopted the Wake Transit Governance Interlocal Agreement ("Governance ILA") that creates a governance structure for the implementation of the Wake Transit Plan by and through the annual Wake Transit Work Plan; and

WHEREAS, pursuant to Sections 3.02 and 3.03 of the Governance ILA, CAMPO has been designated as the lead agency for administering the Community Funding Area Program and has the authority to enter into this Agreement and enforce the provisions thereof and is a necessary Party to this Agreement; and

WHEREAS, the Governance ILA specifically created the Transit Planning Advisory Committee ("TPAC") and charged the TPAC with coordinating and recommending the planning and implementation aspects of the Wake Transit Work

Plan; and

WHEREAS, the Governance ILA Parties, together with the Implementing Party, numerous Wake County municipalities, and other entities, entered into a Master Participation Agreement ("Participation Agreement"), which, among other purposes, established standards that govern the Participation Agreement Parties' eligibility for inclusion of sponsored Implementation Elements in the Wake Transit Work Plan, receipt of funding allocations from Wake County Transit Tax Revenue, and confirmed the Participation Agreement Parties' roles in carrying out TPAC responsibilities; and

WHEREAS, the FY 2024 Wake Transit Work Plan and any amendments thereto were developed and recommended by the TPAC, presented for public comment, and adopted, as required, by the Boards of CAMPO and GoTriangle; and

WHEREAS, the FY 2024 Triangle Tax District Wake Capital Fund Budget Ordinance was adopted by the GoTriangle Board of Trustees on June 28, 2023; and

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WHEREAS, as stated in the Participation Agreement, all Implementation Elements contained in the Wake Transit Work Plan, whether partially or fully funded with Wake County Transit Tax Revenues, will not move forward until Implementation Agreements, which shall include Capital Funding Agreements and Operating Agreements are executed by and between the Implementing Party; GoTriangle, as administrator of the Special District, and CAMPO, if the Implementing Agreement involves federal or state funding that is otherwise under the distribution and program management responsibility of CAMPO or, regardless of funding source, constitutes a regionally significant project as defined in 23 CFR § 450.104; and

WHEREAS, no Implementation Elements awarded funding through the Community Funding Area Program will move forward until an Implementation Agreement, which shall include Capital Funding Agreements or Operating Agreements, is executed by and between the Implementing Party; GoTriangle, as administrator of the Special District; and CAMPO; and

WHEREAS, the Parties are authorized to enter into this Agreement pursuant

to, inter alia, N.C.G.S. §§ 160A-20.1; 160A-312; 160A-313; 160A-610; 153A-275; 153A-276; and 153A-449.

NOW, THEREFORE, in consideration of the above recitals and the mutual covenants herein contained, the Parties hereto agree as follows:

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The Agreement shall become effective upon execution by all Parties ("Effective Date"). The term of this Agreement shall be from the Effective Date until December 31, 2026. The Parties may extend the term of this Agreement or may otherwise amend this Agreement as set forth in Section 6.

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(2) The Wake Transit Work Plan Reimbursement Request and Financial Report Template ("Reimbursement Requests") must be submitted by the Implementing Party at least quarterly but may be submitted as often as it is efficient and effective for the Implementing Party. The reimbursement request shall be emailed to waketransitreimbursement@gotriangle.org, , with a copy to CAMPO specifically to Ben.Howell@campo-nc.us and Evan.Koff@campo-nc.us.

All Reimbursement Requests must be made using the Wake Transit Work Plan Reimbursement Request and Financial Report Template agreed to by

the Parties and must include a signed statement by the Implementing Party's Finance Officer or designee stating that funds were spent in accordance with the Wake Transit Work Plan and with all applicable laws, rules, and regulations, and that the Reimbursement Request includes items due and payable. All Reimbursement Requests shall be based on actual expenses incurred as recorded in the financial system.

(3) In special circumstances where an advance payment may be required, Reimbursement Requests must be submitted using the Reimbursement Request Template and with a justification for the advance payment request. Advance payments received by the Implementing Party must be disbursed within 72 hours of receipt from GoTriangle.

(4) Any work for which an Implementing Party receives reimbursement must be performed by June 30 of that fiscal year.

(5) Reimbursement Requests for expenses incurred as of June 30 shall be submitted by August 10 for the fiscal year in which the work was done.

(6) Further, the Implementing Party shall:

(a) Ensure that Wake Transit Tax Revenue provided by GoTriangle are not misappropriated or misdirected to any other account, need, project, or line item, other than as listed in Exhibit A. The Implementing Party shall have an obligation to return any reimbursed or advanced payments that were misappropriated or expended outside the approved Project(s) listed in Exhibit A.

(b) Ensure that a minimum of 50 percent of the total costs associated with the project, as described in Exhibit A, are expended from the Implementing Party's funds that were demonstrated through its application to the Community Funding Area Program to be provided as the required matching funds for the program. All Reimbursement Requests submitted by the Implementing Party shall detail total costs expended for the project along with the reimbursable amount. The total of Reimbursement Requests for reimbursable costs shall not exceed the amount allocated to the project as described in Exhibit A.

(c) Monitor award activities, to include sub-awards, to provide reasonable assurance that funds are spent in compliance with applicable requirements. Responsibilities include accounting for receipts and expenditures, cash management, maintaining adequate financial records, and refunding disallowed expenditures.

(d) Maintain a financial management system adequate for monitoring the accumulation of costs.

(e) Meet with staff from CAMPO within sixty (60) days of the execution of this agreement to discuss the scope of work, timeline, reporting requirements, public engagement activities, reimbursement requirements for the project, as well as to discuss a schedule for any subsequent project oversight meetings.

(f) Meet with staff from CAMPO for a mid-year project review meeting to discuss project progress and to address any technical issues with the project that may need attention. The mid-year review meeting may be held by phone or in person.

(7) The Implementing Party shall coordinate with CAMPO to ensure the Project is considered for inclusion in the CAMPO Transportation Improvement Program.

B. Responsibilities of GoTriangle.

(1) GoTriangle, as administrator of the Triangle Tax District, shall have the responsibilities and duties as set forth in the Governance ILA, including appropriating funds from the FY 2024 Triangle Tax District Capital Ordinance in accordance with the Governance ILA. The specific appropriation and approved project budgets are further detailed in Exhibit A and in the FY 2024 Wake Transit Work Plan.

(2) GoTriangle, upon receipt of a Reimbursement Request from the Implementing Party, shall verify within five (5) business days whether the Reimbursement Request is complete; is within the approved budget; is within the annual work plan; and is in accordance with the Wake Transit Billing, Payment, and Reimbursement Policy and Guidelines, adopted by GoTriangle on June 28, 2017 and CAMPO on June 21, 2017 and subsequently amended and adopted by GoTriangle on June 23, 2021 and CAMPO on June 16, 2021. Payment will be remitted within thirty (30) days of verification to the Implementing Party according to the payment instructions on file.

If GoTriangle is unable to verify the Reimbursement Request, GoTriangle shall, within two (2) business days, notify CAMPO and the Implementing Party in writing of the deficiencies in the Reimbursement Request. The Implementing Party may thereafter submit a revised Reimbursement Request ("Revised Reimbursement Request"), which shall be verified within five (5) business days of receipt. If the Revised Reimbursement Request is denied,

the Implementing Party may place the item on the next TPAC agenda for discussion and a recommendation to GoTriangle and the Implementing Party.

(3) Where advance payments are requested, GoTriangle, after due consideration of the request, will remit funds via payment instructions on file.

(4) All disbursements from GoTriangle shall be in accordance with North Carolina General Statute 159 Article 3, known as the North Carolina Budget and Fiscal Control Act, and the Wake Transit Financial Policies and Guidelines, adopted by GoTriangle on June 28, 2017, and CAMPO on June 21, 2017, and subsequently amended and adopted by GoTriangle on June 23, 2021 and CAMPO on June 16, 2021.

C. Responsibilities of CAMPO

(1) CAMPO shall work with the Implementing Party to have the Project considered for inclusion in the CAMPO Transportation Improvement Program.

(2) Within five (5) business days of receiving a Reimbursement Request from the Implementing Party, CAMPO shall verify that the Reimbursement Request is complete, is within the approved budget, and is consistent with the scope of the project as reflected in Exhibit A and any other applicable scope-related attachments or exhibits to this Agreement.

(3) Meet with staff from the Implementing Party within sixty (60) days of the execution of this agreement to discuss scope of work, timeline, reporting requirements, public engagement activities, reimbursement requirements for the project, as well as to discuss a schedule for any subsequent project oversight meetings.

(4) Meet with staff from the Implementing Party for a mid-year project review meeting to discuss project progress and to address any technical issues with the project that may need attention. The mid-year review meeting may be held by phone or in person.

4. **Progress Reporting:**

Unless otherwise agreed in writing between Parties, the Implementing Party agrees to provide quarterly and annual reporting per the Master Participation Agreement for the Reported Deliverables as identified in Exhibit A using a Reporting Template agreed to by the Parties. This reporting shall be provided by the Implementing Party to GoTriangle and CAMPO within thirty (30) days

following the end of each applicable quarter. The Implementing Party shall include in its quarterly reports any details of issues that may impact delivery of the Projects identified in Exhibit A. If the Implementing Party is allocating local funds towards Projects identified in Exhibit A, those expenditures shall be disclosed as part of its quarterly and annual reports.

The Annual Wake Transit Report prepared by GoTriangle shall provide information regarding how strategic public transit objectives have been met and shall include the progress achieved, the strategies being followed, and performance targets and key milestones for capital projects and operating services.

Quarterly Status Reports prepared by GoTriangle and/or CAMPO shall provide information regarding progress toward strategic objectives outlined in the Wake Transit Work Plan and include the performance achieved, the strategies being followed, and performance targets and key milestones for Capital Projects and operating services identified in the Wake Transit Work Plan. GoTriangle shall include in its Quarterly Status Reports any details of issues that may impact delivery of funding for the Projects identified in Exhibit A.

The Parties agree to share supporting documentation, if requested, in addition to their quarterly and annual reporting, in a timely manner.

5. **Further Agreements:**

The Parties agree that they will, from time to time, execute, acknowledge and deliver, or cause to be executed, acknowledged and delivered, such supplements hereto and such further instruments as may reasonably be required for carrying out the intention of this Agreement. The Parties agree to work together in good faith and with all due diligence to provide for and carry out the purpose of this Agreement.

6. **Amendment:**

Any extension of the term of this Agreement and/or change to the content of this Agreement shall be by written amendment signed by all Parties.

7. **Breach; Termination:**

In the event that (1) the Implementing Party is not able or fails to provide a

Project(s) as required by the Agreement; or (2) GoTriangle is not able or fails to provide funding for a Project(s) as required by the Agreement; or (3) GoTriangle fails to fulfill its responsibilities and duties as set out in the Governance ILA; or (4) any Party fails to fulfill a responsibility or duty of this Agreement; or (5) any Party withdraws from the Master Participation Agreement (separately each a "breach"), any Party to this Agreement shall notify the Clerk to the TPAC Committee and the other Parties to this Agreement. The Non-breaching Party may place the item on a TPAC agenda for discussion and a non-binding recommendation to the Parties.

The Non-breaching Party may provide the Breaching Party with a period of time to cure the breach to the reasonable satisfaction of the Non-breaching Party. If the breach is not timely cured, or cannot be cured, the Non-breaching Party may (1) elect to terminate this Agreement in full; or (2) elect to terminate this Agreement only as to one or more Projects listed in Exhibit A. In the event of breach of this Agreement, the Parties shall be entitled to such legal or equitable remedy as may be available, including specific performance.

In the event the Agreement is terminated for any reason other than by the end of the term of the Agreement:

(a) The Implementing Party shall not be required to continue implementing the Projects, but may elect to continue implementing the Projects using funds from sources other than the Wake Transit Tax.
(b) GoTriangle shall reimburse the Implementing Party for any expenses for the Projects that have been approved in the annual work plan and made in reliance on this Agreement, whether or not a Reimbursement Request has been made by Implementing Party at the time of termination. The Implementing Party shall have sixty (60) days after the date of termination to submit all Reimbursement Requests.
(c) The Implementing Party shall report the final status for its deliverable and GoTriangle shall do a final quarterly report and shall issue the annual report required by this Agreement.

8. **Record Retention:**

All parties must adhere to record retention guidelines as set forth in North Carolina General Statutes or federal guidelines as appropriate.

9. **Notices:**

Any notice given pursuant to this Agreement shall be deemed given if delivered by hand or if deposited in the United States Mail, postage paid, certified mail, return receipt requested and addressed as follows:

If to GoTriangle:
GoTriangle
Attn: President and CEO
4600 Emperor Blvd, Suite 100
Durham, NC 27703

And with a copy to:
GoTriangle
Attn: General Counsel
4600 Emperor Blvd, Suite 100
Durham, NC 27703

If to the Clerk to the TPAC Committee
CAMPO
Attn: Clerk to the TPAC Committee
1 Fenton Main Street, Suite 201
Cary, NC 27511

And with a copy to:
CAMPO
Attn: Executive Director
1 Fenton Main Street, Suite 201
Cary, NC 27511

If to Town of Apex:
Town of Apex
Attn: Deputy Town Manager
Apex Town Hall
73 Hunter Street
P.O. Box 250
Apex, NC 27502

And with a copy to:
Town of Apex
Attn: Town Attorney
Apex Town Hall

73 Hunter Street
P.O. Box 250
Apex, NC 27502

10. **Representations and Warranties:**

The Parties each represent, covenant and warrant for the other's benefit as follows:

A. Each Party has all necessary power and authority to enter into this Agreement and to carry out the transactions contemplated by this Agreement, and the individuals signing this Agreement have the right and power to do so. This Agreement is a valid and binding obligation of each Party.

B. To the knowledge of each Party, neither the execution and delivery of this Agreement, nor the fulfillment of or compliance with its terms and conditions, nor the consummation of the transactions contemplated by this Agreement, results in a breach of the terms, conditions and provisions of any agreement or instrument to which a Party is bound, or constitutes a default under any of the foregoing.

C. To the knowledge of each Party, there is no litigation or other court or administrative proceeding pending or threatened against such party (or against any other person) affecting such Party's rights to execute or deliver this Agreement or to comply with its obligations under this Agreement. Neither such Party's execution and delivery of this Agreement, nor its compliance with its obligations under this Agreement, requires the approval of any regulatory body or any other entity the approval of which has not been obtained.

D. Parties agree to work together in good faith and with all due diligence to provide for and carry out the purpose of this Capital Funding Agreement.

E. The Project(s) listed in the attached Exhibit A are not debt funded.

11. **Merger and Precedence:**

The provisions of this Agreement, including all Exhibits and attachments, constitute the entire agreement by and between the Parties hereto and shall supersede all previous communications, representations or agreements, either oral or written between the Parties hereto with respect to the subject matter hereof. Notwithstanding the foregoing, in the event of any inconsistency or conflict

between this Agreement and the Participation Agreement or the Governance ILA, the terms of the Participation Agreement and Governance ILA have precedence.

12. **Dispute Resolution:**

In the event of conflict or default that might arise for matters associated with this Agreement, the Parties agree to informally communicate to resolve the conflict. If any such dispute cannot be informally resolved, then such dispute, or any other matter arising under this Agreement, shall be subject to resolution in a court of competent jurisdiction. Such disputes, or any other claims, disputes or other controversies arising out of, and between the Parties shall be subject to and decided exclusively by the appropriate general court of justice of Wake County, North Carolina.

13. **No Waiver of Non-Compliance with Agreement:**

No provision of this Agreement shall be deemed to have been waived by any Party hereto unless such waiver shall be in writing and executed by the same formality as this Agreement. The failure of any Party hereto at any time to require strict performance by the other Party of any provision hereof shall in no way affect the right of the other Party to thereafter enforce the same. In addition, no waiver or acquiescence by a Party hereto of any breach of any provision hereof by another Party shall be taken to be a waiver of any succeeding breach of such provision or as a waiver of the provision itself.

14. **Governing Law:**

The Parties intend that this Agreement be governed by the law of the State of North Carolina. Proper venue for any action shall solely be Wake County.

15. **Assignment:**

No Party may sell or assign any interest in or obligation under this Agreement without the prior express written consent of the other Parties.

16. **Independence of the Parties:**

Nothing herein shall be construed to modify, abridge, or deny the authority or discretion of any Party to independently develop, administer, or control transportation projects pursuant to enumerated authority or funding sources separate from those in this Agreement.

17. **Execution in Counterparts/Electronic Version of Agreement:**

This Agreement may be executed in any number of counterparts, each of which shall be an original and all of which shall constitute but one and the same instrument. Any Party may convert a signed original of the Agreement to an electronic record pursuant to a North Carolina Department of Natural and Cultural Resources approved procedure and process for converting paper records to electronic records for record retention purposes. Such electronic record of the Agreement shall be deemed for all purposes to be an original signed Agreement.

18. **No Waiver of Sovereign Immunity:**

Nothing in this Agreement shall be construed to mandate purchase of insurance by any municipality pursuant to N.C.G.S. 160A-485; or to in any other way waive any Party's defense of sovereign or governmental immunity from any cause of action alleged or brought against any Party for any reason if otherwise available as a matter of law.

19. **No Waiver of Qualified Immunity:**

No officer, agent or employee of any Party shall be subject to any personal liability by reason of the execution of this Agreement or any other documents related to the transactions contemplated hereby. Such officers, agents, or employees shall be deemed to execute this Agreement in their official capacities only, and not in their individual capacities. This section shall not relieve any such officer, agent or employee from the performance of any official duty provided by law.

20. **Verification of Work Authorization; Iran Divestment Act:**

All Parties, and any permitted subcontractors, shall comply with Article 2, Chapter 64, of the North Carolina General Statutes. The Parties hereby certify that they, and all permitted subcontractors, if any, are not on the Iran Final Divestment List created by the North Carolina State Treasurer pursuant to N.C.G.S. 147-86.58.

21. **No Third-Party Beneficiaries:**

There are no third-party beneficiaries to this Agreement.

22. **E – Verify:**

Contractor shall comply with *E-Verify*, the federal E-Verify program operated by the United States Department of Homeland Security and other federal agencies, or any successor or equivalent program used to verify the work authorization of newly hired employees pursuant to federal law and as in accordance with N.C.G.S. §64-25 *et seq*. In addition, to the best of Contractor's knowledge, any subcontractor employed by Contractor as a part of this contract shall be in compliance with the requirements of E-Verify and N.C.G.S. §64-25 *et seq.* In cases of conflict between this Contract and any of the above incorporated attachments or references, the terms of this Contract shall prevail.

23. **Companies Boycotting Israel Divestment Act Certification:**

Contractor certifies that it has not been designated by the North Carolina State Treasurer as a company engaged in the boycott of Israel pursuant to N.C.G.S. 147-86.81.

24. **Electronic Signatures:**

Parties acknowledge and agree that the electronic signature application Adobe Sign may be used to execute this Agreement and any associated documents. By selecting "I Agree," "I Accept," or other similar item, button, or icon via use of a keypad, mouse, or other device, as part of the Adobe Sign application, Parties consent to be legally bound by the terms and conditions of this Agreement and that such act constitutes Parties' signatures as if signed by Parties in writing. Parties also agree that no certification authority or other third-party verification is necessary to validate the electronic signature and that the lack of such certification or third-party verification will not in any way affect the enforceability of the electronic signature. Parties acknowledge and agree that delivery of a copy of this Agreement or any other document contemplated hereby, through the Adobe Sign application, will have the same effect as physical delivery of the paper document bearing an original written signature.

SIGNATURE PAGES FOLLOW

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY (d/b/a GoTriangle) By:_____ Charles E. Lattuca, President and CEO This, the ___ day of _____, 2023.	This instrument has been preaudited in the manner required by The Local Government Budget and Fiscal Control Act. _____ Saundra Freeman, Chief Financial Officer for GoTriangle This, the ___ day of _____, 2023.
	Reviewed and Approved as to legal form. _____ T. Byron Smith, General Counsel

NC CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION “CAMPO”

By: _____
Chris Lukasina, Executive Director

Attest:

By:_____
Ben Howell, Wake Transit Program Manager

TOWN OF APEX By:_____ Shawn Purvis, Interim Town Manager This, the ___ day of _____, 2023.	This instrument has been preaudited in the manner required by The Local Government Budget and Fiscal Control Act. _____ Antwan Morrison, Finance Director This, the ___ day of _____, 2023.
ATTEST: By: _____ Allen Coleman, Town Clerk	

GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT

Exhibit A

Implementing /Operating Agency	**Town of Apex**	Parties to Agreement:	**Town of Apex, CAMPO**, GoTriangle
Total Capital Planning Appropriation	**$24,475**		
Project	**Future Transit Prioritization Study**		
Project ID from Work Plan	**TC003-V**		
FY 2024 Budget	**$24,475 for project** or as amended by the adopted work plan		
Scope	The project description and scope for the project included in the Implementing Party's FY 2024 Community Funding Area Program project funding application and the project description included in the FY2024 Adopted Wake Transit Work Plan, and as amended, is incorporated herein by reference.		
Expected Implementation Date	7/1/2023		
Reported Deliverables	1. Scope tasks/ phases completed or percentage of scope tasks / phases completed by quarter 2. Date RFP/ RFQ released for plan/study 3. Date contract awarded for plan/study 4. Estimation of percent completion of scope on quaterly basis 5. Results and/or recommendations of plan/study		
Contract #	**23-066**		

| Agenda Item | cover sheet

for consideration by the Apex Town Council

Item Type: CONSENT AGENDA

Meeting Date: January 23, 2024

Item Details

Presenter(s): Adam Stephenson, Transportation Engineering Manager

Department(s): Transportation & Infrastructure Development

Requested Motion

A. Motion to amend the budget, award a construction contract with FSC II, LLC DBA Fred Smith Company, for the 2024 Road Rehabilitation Project, and to authorize the Interim Town Manager, or their designee, to execute the contract on behalf of the Town.
B. Motion to adopt Budget Ordinance Amendment No. 11

Approval Recommended?

Yes

Item Details

The scope of work includes curb ramp reconstruction, milling, patching, and repaving, and includes the streets in Amherst and Scotts Mill subdivisions, and Moore St between Salem St and CSX railroad. Map selection is based on Pavement Condition Index values from the 2020 Pavement Condition Survey.

Sealed bids for construction and furnishing of all materials were received and opened on Thursday, January 11, 2024. It is the recommendation of staff that the contract be awarded to FSC II, LLC DBA Fred Smith Company as the lowest responsive bidder. Funding for the scope of work is included in current operating budget ($1.78M). Budget ordinance amendment 11 allocates additional Powell Bill funds provided by an increased allocation from the state and $600k fund balance.

BID SUMMARY:

FRED SMITH COMPANY	$ 2,671,015.55
BARNHILL CONTRACTING CO	$ 2,755,427.75
CAROLINA SUNROCK	$ 2,847,483.90
S T WOOTEN CORP	$ 2,941,675.25
ENGINEER'S ESTIMATE	*$ 3,284,067.26*
TURNER ASPHALT GC	$ 3,473,246.63
TRIANGLE GRADING & PAVING	$ 3,533,781.50

Attachments

- CN2-A1: Standard Construction Agreement - Construction Contract Award/Budget Ordinance Amendment No. 11 - FSC II, LLC DBA Fred Smith Company - 2024 Road Rehabilitation Project
- CN2-A2: Bid Tabulation - Construction Contract Award/Budget Ordinance Amendment No. 11 - FSC II, LLC DBA Fred Smith Company - 2024 Road Rehabilitation Project
- CN2-A3: Maps - Construction Contract Award/Budget Ordinance Amendment No. 11 - FSC II, LLC DBA Fred Smith Company - 2024 Road Rehabilitation Project
- CN2-A4: Budget Ordinance Amendment No. 11 - Construction Contract Award/Budget Ordinance Amendment No. 11 - FSC II, LLC DBA Fred Smith Company - 2024 Road Rehabilitation Project

STATE OF NORTH CAROLINA **PURCHASE ORDER #**
COUNTY OF WAKE **STANDARD CONSTRUCTION AGREEMENT**

THIS AGREEMENT is entered into this ____ day of _____, 2024 by and between, FSC II, LLC dba Fred Smith Company, a North Carolina Limited Liability Corporation with its principal business offices located at 701 Corporate Center Drive, Suite 101, Raleigh NC 27607 (the "Contractor"), and the Town of Apex, a municipal corporation of the State of North Carolina, (the "Town"). Town and Contractor may collectively be referred to as "Parties" hereinafter.

WITNESSETH:

The Town and the Contractor, for the consideration stated herein, agree as follows:

1. SCOPE OF SERVICES.
The Contractor shall furnish all labor, material, and equipment necessary to perform and complete the work as identified in the attached "2024 Road Rehabilitation Project" at the locations and to the specifications outlined in the "Contract Documents." The Contract Documents include this Agreement and those documents identified in Sections 2 and 32 of this Agreement. In the event of a conflict between any of the Contract Documents and this Agreement, this Agreement shall control.

2. SPECIFICATIONS.
Contractor shall perform the services in accordance with the Contract Documents specified below which are hereby incorporated into this Agreement:

1. Plan sheets
2. Town of Apex Standard Specifications and Standard Details
3. NCDOT 2024 Standard Specifications for Roads and Structures
4. NCDOT 2024 Roadway Standard Drawings
5. US DOT Manual on Uniform Traffic Control Devices, including any NC Supplement

3. TIME OF COMMENCEMENT AND COMPLETION.
Refer to contract provision SP01 G008C CONTRACT TIME AND LIQUIDATED DAMAGES. Any changes to the schedule(s) provided in this Agreement or the Specifications must be agreed to in writing by the Town and the Contractor.

4. CONSIDERATION AND PAYMENT OF SERVICES.
In consideration of the above services, the Town will pay the Contractor based on the price and quantities reflected on the "2024 Road Rehabilitation Project Bid Tabulation" as those numbers pertain to the FSC II, LLC bid. The total bid, which is not to be exceeded, is in the amount of $2,671,015.55. Contractor shall submit a monthly invoice for partial payments based on the components that have been completed.
Town has the right to require the Contractor to produce for inspection all of Contractor's records and charges to verify the accuracy of all invoices. Town shall pay Contractor's invoices within thirty (30) days of invoice unless a bona fide dispute exists between Town and Contractor concerning the accuracy of said invoice or the services covered thereby.

5. CHANGE ORDERS.

No changes in work may proceed unless a Change Order is approved by the Town. In the event a change in work is requested, Contractor shall provide a complete breakdown of all labor and material costs with the Change Order request. The breakdown shall include the Contractor's allowance for overhead and profit not to exceed 10% of the net cost of the change with work provided directly by the Contractor. All Change Order approvals shall be in writing.

6. INDEMNIFICATION.

To the extent permitted by law, the Contractor agrees to defend, pay on behalf of, indemnify, and hold-harmless the Town of Apex, its elected and appointed officials, employees, agents, and volunteers against any and all claims, demands, suits or losses, including all costs connected therewith, for any damages which may be asserted, claimed or recovered against or from the Town of Apex, its elected or appointed officials, employees, agents, and volunteers by reason of personal injury, including bodily injury or death and/or property damage, including loss of use thereof resulting from the negligence of the Contractor.

7. APPLICABILITY OF LAWS AND REGULATIONS.

The Contractor shall adhere to all laws, ordinances, and regulations of the United States, the State of North Carolina, the County of Wake, and the Town of Apex in the performance of the services outlined in this Agreement and the Contract Documents. This Agreement shall be governed by the laws of the State of North Carolina.

8. E-VERIFY COMPLIANCE.

The Contractor shall comply with the requirements of Article 2 of Chapter 64 of the North Carolina General Statutes (E-Verify). Contractor shall require all of the Contractor's subcontractors to comply with the requirements of Article 2 of Chapter 64 of the North Carolina General Statutes (E-Verify).

9. ANTI-HUMAN TRAFFICKING.

The Contractor warrants and agrees that no labor supplied by the Contractor or the Contractor's subcontractors in the performance of this Agreement shall be obtained by means of deception, coercion, intimidation or force, or otherwise in violation of North Carolina law, specifically Article 10A, Subchapter 3 of Chapter 14 of the North Carolina General Statutes, Human Trafficking.

10. QUALITY AND WORKMANSHIP.

All work shall be performed to the satisfaction of the Town. The work shall not be considered complete nor applicable payments rendered until the Town is satisfied with the services provided.

11. INSURANCE.

The Contractor shall maintain valid general liability insurance in the minimum amount of $1,000,000, commercial automobile liability insurance in the minimum amount of $2,000,000, and provide certificates of such insurance naming the Town of Apex as an additional insured by endorsement to the policies. If the policy has a blanket additional insured provision, the Contractor's insurance shall be primary and non-contributory to other insurance. Additionally, the Contractor shall maintain and show proof of workers' compensation and employer's liability insurance in the minimum amount of $1,000,000. The Contractor 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. All required certificates of insurance, endorsements, and blanket additional insured policy provisions shall be provided to the Town prior to the start of the work contemplated by this Agreement and are considered part of this Agreement. Notwithstanding the foregoing, neither the requirement of Contractor to have sufficient insurance nor the requirement that Town is named as an additional insured, shall constitute waiver of the Town's governmental immunity in any respect, under North Carolina law.

12. PRE-PROJECT SAFETY REVIEW MEETING.

When specified by the Safety and Risk Manager, the Contractor shall attend a pre-project safety review meeting with the contacting Department Head and Supervisors and Safety and Risk Manager prior to the start of work.

13. DEFAULT.

In the event of substantial failure by Contractor to perform in accordance with the terms of this Agreement, Town shall have the right to terminate Contractor upon seven (7) days written notice in which event Contractor shall have neither the obligation nor the right to perform further services under this Agreement.

14. TERMINATION FOR CONVENIENCE.

Town shall have the right to terminate this Agreement for the Town's convenience upon thirty (30) days written notice to Contractor. Contractor shall terminate performance of services on a schedule acceptable to the Town. In the event of termination for convenience, the Town shall pay Contractor for all services satisfactorily performed.

15. NOTICE.

Any formal notice, demand, or request required by or made in connection with this Agreement shall be deemed properly made if delivered in writing or deposited in the United States mail, postage prepaid, to the address specified below.

TO CONTRACTOR:	TO TOWN:
FSC II, LLC	Town of Apex
Attn: Trevor Leander	Attn: Adam Stephenson
701 Corporate Center Drive, Suite 101	PO Box 250
Raleigh, NC 27607	Apex, NC 27502
Trevor.Leander@fredsmithcompany.net	adam.stephenson@apexnc.org

16. DELAY BEYOND THE CONTROL OF THE PARTIES.

Neither Contractor nor Town, having taken commercially reasonable precautions, shall be in default of the provisions of this Agreement for delays in performance due to forces beyond the control of the parties. "Forces beyond the control of the parties" shall mean, but is not limited to, delay caused by natural disaster, fire, flood, earthquakes, storms, lightning, epidemic, pandemic, war, riot, civil disobedience, or other event reasonably outside of the parties' control.

17. NONWAIVER FOR BREACH.

No breach or non-performance of any term of this Agreement shall be deemed to be waived by either party unless said breach or non-performance is waived in writing and signed by the parties. No waiver of any

breach or non-performance under this Agreement shall be deemed to constitute a waiver of any subsequent breach or non-performance and for any such breach or non-performance each party shall be relegated to such remedies as provided by law.

18. CONSTRUCTION.

Should any portion of this Agreement require judicial interpretation, it is agreed that the Court or Tribunal construing the same shall not apply a presumption that the terms hereof shall be more strictly construed against any one party by reason of the rule of construction that a document is to be more strictly construed against the party who prepared the documents.

19. NO REPRESENTATIONS.

The parties hereby warrant that no representations about the nature or extent of any claims, demands, damages, or rights that they have, or may have, against one another have been made to them, or to anyone acting on their behalf, to induce them to execute this Agreement, and they rely on no such representations; that they have fully read and understood this Agreement before signing their names; and that they act voluntarily and with full advice of counsel.

20. SEVERABILITY.

In the event for any reason that any provision or portion of this Agreement shall be found to be void or invalid, then such provision or portion shall be deemed to be severable from the remaining provisions or portions of this Agreement, and it shall not affect the validity of the remaining portions, which portions shall be given full effect as if the void or invalid provision or portion had not been included herein.

21. COUNTERPARTS.

This Agreement may be executed in two or more counterparts, each of which shall be deemed an original, and all of which together shall constitute one instrument.

22. MODIFICATION.

This Agreement contains the full understanding of the parties. Any modifications or addendums to this Agreement must be in writing and executed with the same formality as this Agreement.

23. BINDING EFFECT.

The terms of this Agreement shall be binding upon the parties' heirs, successors, and assigns.

24. ASSIGNMENT.

Contractor shall not assign, sublet, or transfer any rights under or interest in (including, but without limitation, monies that may become due or monies that are due) this Agreement without the written consent of the Town. Nothing contained in this paragraph shall prevent Contractor from employing such independent consultants, associates, and sub-contractors as it may deem appropriate to assist Contractor in the performance of services rendered.

25. INDEPENDENT CONTRACTOR.

Contractor is an independent contractor and shall undertake performance of the services pursuant to the terms of this Agreement as an independent contractor. Contractor shall be wholly responsible for the methods, means and techniques of performance.

26. NON-APPROPRIATION.

Notwithstanding any other provisions of this Agreement, the parties agree that payments due hereunder from the Town are from appropriations and monies from the Town Council and any other governmental entities. In the event sufficient appropriations or monies are not made available to the Town to pay the terms of this Agreement for any fiscal year, this Agreement shall terminate immediately without further obligation of the Town.

27. IRAN DIVESTMENT ACT CERTIFICATION REQUIRED BY N.C.G.S. 147-86.60

N.C.G.S. 147-86.60 prohibits the State of North Carolina, a North Carolina local government, or any other political subdivision of the State of North Carolina from contracting with any entity that is listed on the Final Divestment List created by the North Carolina State Treasurer pursuant to N.C.G.S. 147-86.58. N.C.G.S. 147-86.59 further requires that contractors with the State, a North Carolina local government, or any other political subdivision of the State of North Carolina must not utilize any subcontractor found on the State Treasurer's Final Divestment List. As of the date of execution of this Agreement the Contractor hereby certifies that the Contractor is not listed on the Final Divestment List created by the North Carolina State Treasurer and that the Contractor will not utilize any subcontractors found on the Final Divestment List.

28. NONDISCRIMINATION.

Pursuant to Section 3-2 of the Town of Apex Code of Ordinances, Contractor hereby warrants and agrees that Contractor will not discriminate against a protected class in employment, subcontracting practices, or the solicitation or hiring of vendors, suppliers, or commercial customers in connection with this Agreement. For the purposes of this Agreement "protected class" includes age, race, religious belief or non-belief, ethnicity, color, national origin, creed, sex, sexual orientation, gender identity, marital status, natural hair style, genetic information, pregnancy, familial status, disability, veteran or military status, or disabled veteran status.

29. ELECTRONIC SIGNATURE.

Pursuant to Article 40 of Chapter 66 of the North Carolina General Statutes (the Uniform Electronic Transactions Act) this Agreement 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 Agreement and any related documents. If electronic signatures are used the Agreement shall be delivered in an electronic record capable of retention by the recipient at the time of receipt.

30. CONTRACTOR'S WARRANTIES

The Contractor hereby warrants and represents that it will be responsible for the maintenance and correction of any work completed pursuant to this Agreement that is defective at construction or may become defective

due to negligence or faulty workmanship or materials for a period of one (1) year after final acceptance by the Town of the work performed.

31. BOND REQUIREMENTS

Contractor agrees to provide the Town of Apex with a contract payment bond and a contract performance bond each in an amount equal to 100 percent of the amount of the Agreement. All bonds shall be in accordance with N.C.G.S. 44A-33. The corporate surety furnishing the bonds shall be authorized to do business in the State of North Carolina. Failure to provide acceptable bonds shall be just cause for rescinding the award of the Agreement and forfeiture of the bid bond or bid deposit.

32. INCORPORATION OF DOCUMENTS

The following are included in the Contract Documents and are hereby incorporated by reference into this Agreement as if fully set forth herein:

A. Bid Advertisement
B. Bid Form
C. Bid Form Submission
D. Notice of Award
E. Notice to Proceed
F. Special Provisions/Specifications
G. Plan Sheets/Maps
H. Addenda
I. Certificate of Insurance

In witness thereof, the contracting parties, by their authorized agents, affix their signatures and seals this ____ day of _____, 2024.

Contractor

Name:_____
Name of Contractor (type or print)

By:_____
(Signature)

Print Name: _____

Title:_____

Attest:

_____
(Secretary, if a corporation)

Town of Apex

_____
Shawn Purvis, Interim Town Manager

Attest:

_____
Allen L. Coleman, Town Clerk

This instrument has been preaudited in the manner required by the Local Government Budget and Fiscal Control Act.

_____
Antwan Morrison, Finance Director

TID-24-01 Bid Tabulation
January 11, 2024

					ENGINEER'S ESTIMATE		FRED SMITH COMPANY		BARNHILL CONTRACTING COMPANY		CAROLINA SUNROCK		S T WOOTEN CORP
ITEM #	SECTION	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	EXTENSION	UNIT PRICE	EXTENSION	UNIT PRICE	EXTENSION	UNIT PRICE	EXTENSION	UNIT PRICE
1	800	MOBILIZATION	1	LS	$ 156,384.16	$ 156,384.16	$ 133,500.00	$ 133,500.00	$ 100,000.00	$ 100,000.00	$ 93,577.00	$ 93,577.00	$ 115,000.00
2	607	MILLING, 1.25-INCH DEPTH	113,703	SY	$ 4.84	$ 550,322.52	$ 3.85	$ 437,756.55	$ 3.95	$ 449,126.85	$ 3.80	$ 432,071.40	$ 4.15
3	607	INCIDENTAL MILLING	746	SY	$ 15.00	$ 11,190.00	$ 7.50	$ 5,595.00	$ 7.65	$ 5,706.90	$ 10.50	$ 7,833.00	$ 7.50
4	610	ASPHALT CONCRETE SURFACE C(	7,820	TN	$ 80.61	$ 630,370.20	$ 65.00	$ 508,300.00	$ 81.00	$ 633,420.00	$ 95.00	$ 742,900.00	$ 86.00
5	620	ASPHALT BINDER FOR PLANT MIX	727	TN	$ 654.50	$ 475,821.50	$ 650.00	$ 472,550.00	$ 525.00	$ 381,675.00	$ 560.00	$ 407,120.00	$ 597.00
6	SP	PATCHING EXISTING PAVEMENT	4,548	TN	$ 161.08	$ 732,591.84	$ 105.00	$ 477,540.00	$ 123.75	$ 562,815.00	$ 124.00	$ 563,952.00	$ 126.00
7	802/846	CURB & GUTTER, STANDARD (30")	1,545	LF	$ 59.13	$ 91,355.85	$ 75.00	$ 115,875.00	$ 55.00	$ 84,975.00	$ 75.00	$ 115,875.00	$ 75.00
8	802/848	CONCRETE SIDEWALK - REMOVE &	700	SY	$ 112.86	$ 79,002.00	$ 95.00	$ 66,500.00	$ 108.00	$ 75,600.00	$ 95.00	$ 66,500.00	$ 95.00
9	802/848	CONCRETE CURB RAMP - REMOVE	100	EA	$ 3,226.50	$ 322,650.00	$ 3,250.00	$ 325,000.00	$ 3,300.00	$ 330,000.00	$ 3,250.00	$ 325,000.00	$ 3,250.00
10	848	CONCRETE CURB RAMP - RETROF	10	EA	$ 778.95	$ 7,789.50	$ 850.00	$ 8,500.00	$ 1,500.00	$ 15,000.00	$ 850.00	$ 8,500.00	$ 850.00
11	1101	TRAFFIC CONTROL	1	LS	$ 188,601.44	$ 188,601.44	$ 78,250.00	$ 78,250.00	$ 79,260.00	$ 79,260.00	$ 42,506.50	$ 42,506.50	$ 112,101.80
12	1205	THERMO PAVEMENT MARKING LIN	448	LF	$ 1.76	$ 788.48	$ 1.75	$ 784.00	$ 1.75	$ 784.00	$ 1.75	$ 784.00	$ 1.75
13	1205	THERMOPLASTIC PAVEMENT MAR	520	FT	$ 3.52	$ 1,830.40	$ 3.00	$ 1,560.00	$ 3.00	$ 1,560.00	$ 3.00	$ 1,560.00	$ 3.00
14	1205	THERMOPLASTIC PAVEMENT MAR	140	FT	$ 10.56	$ 1,478.40	$ 12.00	$ 1,680.00	$ 12.00	$ 1,680.00	$ 12.00	$ 1,680.00	$ 12.00
15	1205	THERMO PAVEMENT MARKING SY	3	EA	$ 586.96	$ 1,760.88	$ 375.00	$ 1,125.00	$ 375.00	$ 1,125.00	$ 375.00	$ 1,125.00	$ 375.00
16	1205	THERMO PAVEMENT MARKING CH	14	EA	$ 158.40	$ 2,217.60	$ 200.00	$ 2,800.00	$ 200.00	$ 2,800.00	$ 200.00	$ 2,800.00	$ 200.00
17	SP	ADJUSTMENT OF MANHOLES W/ R	10	EA	$ 393.25	$ 3,932.50	$ 400.00	$ 4,000.00	$ 150.00	$ 1,500.00	$ 400.00	$ 4,000.00	$ 400.00
18	SP	ADJUSTMENT OF MANHOLES, MAN	10	EA	$ 763.13	$ 7,631.25	$ 725.00	$ 7,250.00	$ 860.00	$ 8,600.00	$ 725.00	$ 7,250.00	$ 725.00
19	SP	ADJUSTMENT OF VALVE BOXES W	10	EA	$ 251.63	$ 2,516.25	$ 300.00	$ 3,000.00	$ 100.00	$ 1,000.00	$ 300.00	$ 3,000.00	$ 300.00
20	SP	ADJUSTMENT OF VALVE BOXES, M	10	EA	$ 616.00	$ 6,160.00	$ 725.00	$ 7,250.00	$ 710.00	$ 7,100.00	$ 725.00	$ 7,250.00	$ 725.00
21	SP	ADJUSTMENT OF VALVE BOXES IN	10	EA	$ 767.25	$ 7,672.50	$ 960.00	$ 9,600.00	$ 910.00	$ 9,100.00	$ 960.00	$ 9,600.00	$ 960.00
22	SP	IMPACT RECOVERY SYSTEMS OME	8	EA	$ 250.00	$ 2,000.00	$ 325.00	$ 2,600.00	$ 325.00	$ 2,600.00	$ 325.00	$ 2,600.00	$ 325.00
						$ 3,284,067.26		**$ 2,671,015.55**		**$ 2,755,427.75**		**$ 2,847,483.90**	

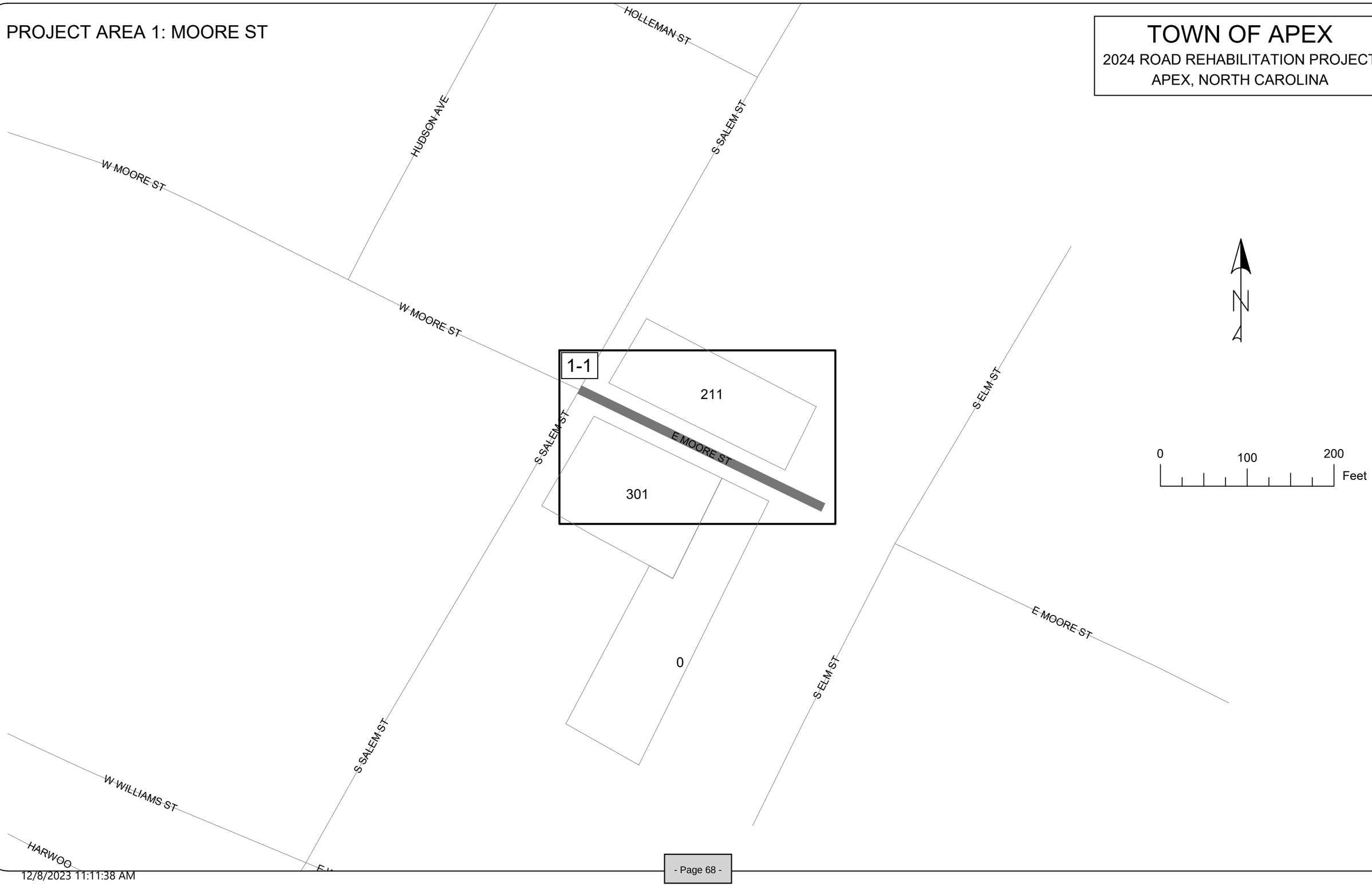
					TURNER ASPHALT GC		TRIANGLE GRADING & PAVING		
ITEM #	SECTION	DESCRIPTION	QUANTITY	UNIT	EXTENSION	UNIT PRICE	EXTENSION	UNIT PRICE	EXTENSION
1	800	MOBILIZATION	1	LS	$ 115,000.00	$ 160,000.00	$ 160,000.00	$ 56,500.00	$ 56,500.00
2	607	MILLING, 1.25-INCH DEPTH	113,703	SY	$ 471,867.45	$ 4.25	$ 483,237.75	$ 3.70	$ 420,701.10
3	607	INCIDENTAL MILLING	746	SY	$ 5,595.00	$ 9.88	$ 7,370.48	$ 7.00	$ 5,222.00
4	610	ASPHALT CONCRETE SURFACE C(	7,820	TN	$ 672,520.00	$ 70.12	$ 548,338.40	$ 108.00	$ 844,560.00
5	620	ASPHALT BINDER FOR PLANT MIX	727	TN	$ 434,019.00	$ 595.00	$ 432,565.00	$ 700.00	$ 508,900.00
6	SP	PATCHING EXISTING PAVEMENT	4,548	TN	$ 573,048.00	$ 201.00	$ 914,148.00	$ 195.00	$ 886,860.00
7	802/846	CURB & GUTTER, STANDARD (30")	1,545	LF	$ 115,875.00	$ 44.00	$ 67,980.00	$ 69.00	$ 106,605.00
8	802/848	CONCRETE SIDEWALK - REMOVE &	700	SY	$ 66,500.00	$ 83.25	$ 58,275.00	$ 98.00	$ 68,600.00
9	802/848	CONCRETE CURB RAMP - REMOVE	100	EA	$ 325,000.00	$ 5,580.00	$ 558,000.00	$ 4,750.00	$ 475,000.00
10	848	CONCRETE CURB RAMP - RETROF	10	EA	$ 8,500.00	$ 1,485.00	$ 14,850.00	$ 1,620.00	$ 16,200.00
11	1101	TRAFFIC CONTROL	1	LS	$ 112,101.80	$ 200,000.00	$ 200,000.00	$ 92,630.00	$ 92,630.00
12	1205	THERMO PAVEMENT MARKING LIN	448	LF	$ 784.00	$ 1.50	$ 672.00	$ 2.30	$ 1,030.40
13	1205	THERMOPLASTIC PAVEMENT MAR	520	FT	$ 1,560.00	$ 3.00	$ 1,560.00	$ 3.80	$ 1,976.00
14	1205	THERMOPLASTIC PAVEMENT MAR	140	FT	$ 1,680.00	$ 9.00	$ 1,260.00	$ 15.20	$ 2,128.00
15	1205	THERMO PAVEMENT MARKING SY	3	EA	$ 1,125.00	$ 350.00	$ 1,050.00	$ 473.00	$ 1,419.00
16	1205	THERMO PAVEMENT MARKING CH	14	EA	$ 2,800.00	$ 150.00	$ 2,100.00	$ 255.00	$ 3,570.00
17	SP	ADJUSTMENT OF MANHOLES W/ R	10	EA	$ 4,000.00	$ 425.00	$ 4,250.00	$ 445.00	$ 4,450.00
18	SP	ADJUSTMENT OF MANHOLES, MAN	10	EA	$ 7,250.00	$ 425.00	$ 4,250.00	$ 885.00	$ 8,850.00
19	SP	ADJUSTMENT OF VALVE BOXES W	10	EA	$ 3,000.00	$ 390.00	$ 3,900.00	$ 445.00	$ 4,450.00
20	SP	ADJUSTMENT OF VALVE BOXES, M	10	EA	$ 7,250.00	$ 390.00	$ 3,900.00	$ 885.00	$ 8,850.00
21	SP	ADJUSTMENT OF VALVE BOXES IN	10	EA	$ 9,600.00	$ 390.00	$ 3,900.00	$ 1,200.00	$ 12,000.00
22	SP	IMPACT RECOVERY SYSTEMS OME	8	EA	$ 2,600.00	$ 205.00	$ 1,640.00	$ 410.00	$ 3,280.00
					$ 2,941,675.25		**$ 3,473,246.63**		**$ 3,533,781.50**

PROJECT AREA 1: MOORE ST

TOWN OF APEX

2024 ROAD REHABILITATION PROJECT

APEX, NORTH CAROLINA

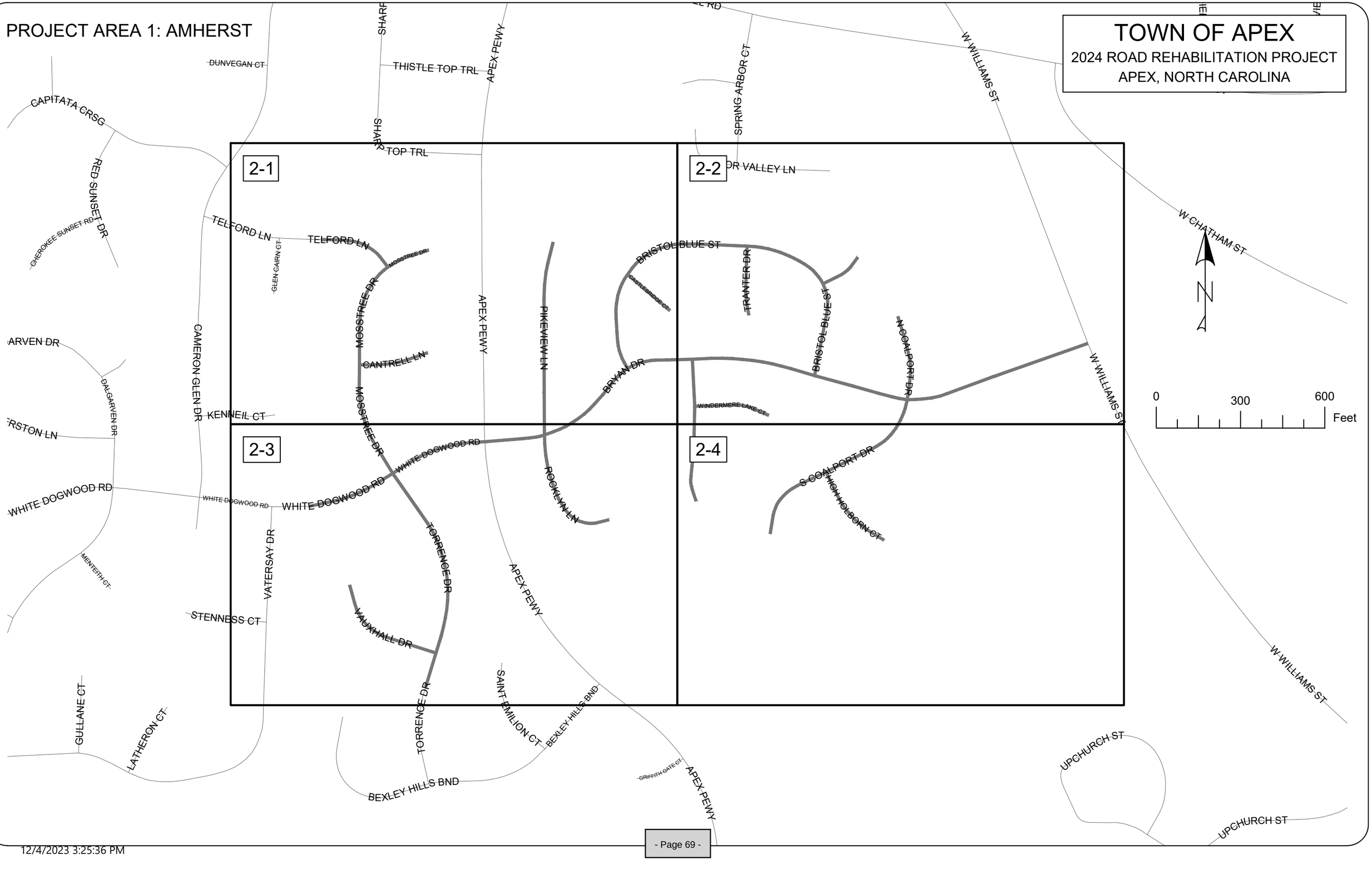


PROJECT AREA 1: AMHERST

TOWN OF APEX

2024 ROAD REHABILITATION PROJECT

APEX, NORTH CAROLINA



TOWN OF APEX

2024 ROAD REHABILITATION PROJECT

APEX, NORTH CAROLINA

PROJECT AREA 3: SCOTTS MILL

3-1

3-2

3-3

3-4

3-5

3-6

NC-540 HWY-SB

NC-540 HWY-NB

CYPRESS VIEW WAY

CEDAR WYND DR

MAGNOLIA BREEZE CT

RUSHING BREEZE CT

SCOTTS RIDGE TRL

CURLEY MAPLE CT

HICKORY VIEW LN

TIMBER CUT LN

CEDAR TRAIL LN

KELLY GLEN DR

KELLY RD

GRAND KELLY WAY

KARAWIND LN

TOAD HOLLOW TRL

COUNTRY VALLEY CT

BRIARBERRY CT

CREST TOP LN

RUSTIC PINE CT

FORESTCREST CT

HISTORIC DISTRICT LN

BUNGALOW PARK DR

MICA LAMP CT

MILK PAINT ALY

PORCHSIDE DR

RESTORATION WAY

PINE NUT LN

BURNT PINE CT

SKINNY PINE CT

MAPLE CREEK CT

PINE CUT LN

WHITE MAGNOLIA CT

OAK PINE DR

CEDAR TWIG CT

PINE KNOB CT

PINE MILL LN

APEX BARBECUE RD

METTA MILL LN

WOODALL

BIG LEAF LOOP

ROYAL RED TRL

VILLAGE LOOP DR

OAK COMMONS ALY

TOWN HOME DR

TOWN SIDE DR

HERITAGE VILLAGE LN

TERRACE GREEN LN

MAGDALA PL

PRESERVATION LN

N

0 300 600 Feet

12/4/2023 3:25:46 PM

Town of Apex

Budget Ordinance Amendment No. 11

BE IT ORDAINED, by the Council of the Town of Apex that the following Budget Amendment for the Fiscal Year 2023-2024 Budget Ordinance be adopted:

General Fund

Section 1. Revenues:

10-0000-33210: Powell Bill	298,990
10-0000-39902: Fund Balance Appropriated - Amended	600,000
Total Revenues	**$898,990**

Section 2. Expenditures:

10-5600-44507 - Contracted Services (PB)	298,990
10-5600-47300: Capital Outlay - Improvements	600,000
Total Expenditures	**$898,990**

Section 7. Within five (5) days after adoption, copies of this Amendment shall be filed with the Finance Officer and Town Clerk.

Adopted this the 23rd day of January, 2024.

Attest:

Jacques K. Gilbert, Mayor

Allen L. Coleman, CMC, NCCCC
Town Clerk

| Agenda Item | cover sheet

for consideration by the Apex Town Council

Item Type: CONSENT AGENDA

Meeting Date: January 23, 2024

Item Details

Presenter(s): Allen Coleman, Town Clerk

Department(s): Town Clerks Office

Requested Motion

Motion to approve, as submitted or amended, Meeting Minutes from the following meeting:

- January 12, 2024 – Special Town Council Meeting

Approval Recommended?

The Town Clerk recommends the Town Council approve the meeting minutes as presented or amended.

Item Details

In accordance with 160A-72 of North Carolina General Statues (NCGS), the Governing Board has the legal duty to approve all minutes that are entered into the official journal of the Board's proceedings.

Attachments

- CN3-A1: **DRAFT** Minutes – January 12, 2024 – Special Town Council Meeting

TOWN OF APEX
SPECIAL TOWN COUNCIL MEETING
FRIDAY, JANUARY 12, 2024
2:00 P.M.

The Apex Town Council met for a Special Meeting on Friday, January 12, 2024 at 2:00 p.m. at the Apex Town Hall located at 73 Hunter Street in Apex North Carolina.

This meeting was open to the public. Members of the public were able to attend this meeting in-person or watch online via the livestream on the Town's YouTube Channel:

https://www.youtube.com/watch?v=T1c_GKnL-18

[ATTENDANCE]

Elected Body
Mayor Jacques K. Gilbert *(presiding)*
Mayor Pro-Tempore Ed Gray
Councilmember Brett Gantt
Councilmember Audra Killingsworth *(arrived late, see note below)*
Councilmember Terry Mahaffey
Councilmember Arno Zegerman
Absent: None

Town Staff
Interim Town Manager Shawn Purvis
Town Attorney Laurie Hohe
Town Clerk Allen Coleman
All other staff members will be identified appropriately below

[COMMENCEMENT]

Mayor Gilbert called the meeting to order, and led those in attendance in a recitation of the Pledge of Allegiance.

[CONSENT AGENDA]

A **motion** was made by **Councilmember Zegerman,** seconded by **Mayor Pro Tempore Gray,** to approve the Consent Agenda as presented.

Councilmember Gantt asked that the motion be amended to pull Consent Item No. 5 (CN5) for discussion prior to Closed Session.

A **motion** was made by **Councilmember Gray,** seconded by **Councilmember Zegerman,** to approve the Consent Agenda, with the removal of Consent Item No. 5 (CN5).

VOTE: 4-0, with Councilmember Killingsworth absent

CN1 2024 Town Council Meeting Calendar Amendments (REF: OTHER-2024-002)

Council voted to amend the 2024 Town Council Meeting Calendar.

CN2 Agreement – Badger Meter, Inc. – New Water Meters – Meter System Upgrade Project (REF: CONT-2024-008)

Council voted to award an agreement with Badger Meter, Inc. as Sole Source Vendor for the purchase of new water meters required for the Meter System Upgrade Project, and authorize the Interim Town Manager, or their designee, to execute on behalf of the Town.

CN3 Agreement – North Carolina Department of Transportation (NCDOT) and Town of Apex - Extend Completion Date for Apex Peakway Project. (REF: CONT-2024-009)

Council voted to approve Supplemental Agreement ID No. 12773 with North Carolina Department of Transportation (NCDOT) to extend the completion date for project U-5928, Apex Peakway, to December 31, 2028.

CN4 Annexation No. 745 – The Preserve at Holt – 5.367 acres (REF: RES-2024-001, RES-2024-002, and OTHER-2024-003)

Council voted 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 the Date of a Public Hearing for January 23, 2024, on the Question of Annexation - Apex Town Council's intent to annex 5.367 acres, located at The Preserve on Holt, Annexation No. 745 into the Town Corporate limits.

~~CN5 REVISED~~ ~~Appointment(s) – Board of Adjustment~~

This item was removed from the Consent Agenda.

CN6 Capital Project Ordinance Amendment No. 2024-10 - GoApex Bus Stop Improvements (Four Locations) and Sidewalk Connection Project (REF: ORD-2024-001)

Council voted to adopt Capital Project Ordinance Amendment 2024-10 allocating funding for the GoApex Bus Stop Improvements (Four Locations) and Sidewalk Connection Project.

CN7 Council Meeting Minutes – Various

Council voted to approve, as submitted, the Meeting Minutes from the following meeting:
November 28, 2023 – Town Council Regular Meeting Minutes
November 30, 2023 – Town Council Work Session – Public Safety
December 12, 2023 – Regular Town Council Meeting
December 14, 2023 – Town Council Work Session

CN8 Human Resources (HR) Policy Updates - Town's Personnel Policies (REF: PLCY-2024-001)

Council voted to approve an amendment to the Town's Personnel Policies.

CN9 Ordinance - Authorizing Creation of and Establishing Procedures for the Petty Cash and Cash Change Funds (REF: ORD-2024-002 and PLCY-2024-002)

Council voted to approve an Ordinance authorizing the creation of the petty cash and cash change drawer funds, as well as establishing operating procedures.

CN10 Resolution – Amendment to Designated Deputy Finance Officers (REF: RES-2024-003)

Council voted to amend resolution designating the Deputy Finance Officer position with the authority of the Finance Officer for the purposes of complying with the Local Government Budget and Fiscal Control Act.

CN11 Rezoning Case No. 23CZ16 - Friendship Station Sec 3 PUD Amendment – Statement and Ordinance (REF: ORD-2024-003)

Council voted to approve the Statement of the Town Council and Ordinance for Rezoning Case No. 23CZ16 Friendship Station Section 3 PUD Amendment, Charm City Developers, LLC, petitioner, for the property located at 0 Humie Olive Road (PIN 0721306888).

CN12 Speed Limit Revision - North Carolina Department of Transportation (NCDOT) - Olive Chapel Road between New Hill Olive Chapel Road and Apex Peakway, 45mph (REF: OTHER-2024-004)

Council voted to approve North Carolina Department of Transportation (NCDOT) Certification of Municipal Declaration to Enact Speed Limits and Request for Concurrence for a 45-mph speed limit on Olive Chapel Rd between New Hill Olive Chapel Road and Apex Peakway, and revert the speed limit to 35-mph on Olive Chapel Road between Apex Peakway and NC 55 as its within municipal limits.

CN13 Tax Report – November 2023 (REF: OTHER-2024-001)

Council voted to approve Apex Tax Reports dated December 11, 2023.

[CONSENT ITEM 5]

Councilmember Gantt said he had been looking through the candidates, and has a newfound appreciation of the importance of the board, and wanted to spend some time discussing the options before voting on the appointees.

Councilmember Killingsworth arrived at 2:04 p.m.

Mayor Gilbert thanked him for bringing it up. He said he speaks to the individuals interested in these seats, and also looks at what may be missing on the boards. He said it's also important to have some stability on the Board of Adjustment, and it is currently a young board. He said he saw Ms. Sico's experience in the Wake County DA's office as valuable, as well as her understanding of the quasi-judicial process. He said he said he also looked at trying to ensure there was more balance in the diversity of voices on the boards. He said he is open to discussion.

Councilmember Mahaffey said his desire was to increase the legal expertise that was on the Board of Adjustment. He said 3 or 4 people stood out to him, and one person in particular, Mr. William Hart. He said the town would be well-served to have someone of his

character and experience on the board. He said he also concurred with the Mayor on Ms. Sico, given her legal experience, and those were the two people he would support today.

Councilmember Zegerman asked how Councilmember Mahaffey assessed Mr. Hart's legal experience. He said he does not see that reflected in the application.

Councilmember Mahaffey said he was a judge's advocate, which is a military judge. He said he has respect for that position, and the character he brings would speak volumes to the town.

Mayor Pro Tempore Gray said Mr. Hart would be a great board member. He said as a quasi-judicial body, the Board of Adjustment makes findings of facts and then make decisions based on those. He said this is an area where having more lawyers can complicate things. He said that waters down the advice given to the board by Town Attorneys, and rather than relying on them they may look inwardly to themselves or each other for legal opinions. He said having as broad of a cross-section from the community as possible would be the best way to keep the board independent and operate on its own. He said this is for the 3rd alternate position, and he would like to fill those spots with less lawyers rather than more lawyers.

Councilmember Mahaffey said he is looking to affect change immediately on the Board of Adjustment. He said he would like to go with Mr. Hart for the open seat instead of re-appointing Mr. Johnson, and concur with the Mayor's recommendation to appoint Ms. Sico to the 3rd alternate seat.

Mayor Gilbert asked how much experience Mr. Johnson serving on the Board of Adjustment

Councilmember Mahaffey said he's served two terms.

Mayor Pro Tempore Gray wanted to clarify that Mr. Johnson still wished to continue serving.

Mayor Gilbert said he has not heard anything about Mr. Johnson not performing to their expectations.

Mayor Pro Tempore Gray said he was not inclined to make a replacement in this case, unless Mr. Johnson wanted to step down. He said he understands what Councilmember Mahaffey is trying to do, but he would not want to do that at this stage.

Councilmember Mahaffey said it was his desire to affect change, and opportunities to put new people on boards do not always line up with when Council wants to do it. He said this would be a case where they could impact change, to get somebody new on the board at the end of an expired term. He said Mr. Johnson has served well, and this is not a reflection of his service. He said they have an opportunity once a year to affect change via appointments, and he wants to look at that here.

Mayor Gilbert asked what kind of change he is trying to make.

Councilmember Mahaffey said he wants to see more legal expertise and legal procedure understanding get onto the board, and filling an expired seat is the most immediate way to do that.

Councilmember Gantt said he agreed with the desire to have a lot of procedural things happening, and having legal experience would be good for the board.

Councilmember Mahaffey said he's happy this conversation is happening, as this board has actual statutory authority.

Mayor Gilbert added that he decided they would increase training for the Board of Adjustment, which will help everybody on the Board.

Town Attorney Hohe said the Board of Adjustment is having training Tuesday, January 17th, and that in the future, there will be a member of the Town Attorney's office at every Board of Adjustment meeting. He said they will be ensuring the Board knows that if they have questions, they need to be asking the town's legal staff.

Town Clerk Coleman said they could split up the 3 motions from the original Consent item: one to fill the vacant seat on the Board, one to move up Alternates 2 and 3 one spot, and one to appoint Ms. Sico to Alternate 3.

A **motion** was made by **Councilmember Mahaffey,** seconded by **Councilmember Gantt,** to fill the vacant seat on the Board of Adjustment by ballot vote between the two nominees, Bryan Johnson and William Hart.

VOTE: 4-1, with Mayor Pro Tempore Gray dissenting

The following votes for appointment to the Regular Seat on the Board of Adjustment (Term: January 1, 2024 – December 31, 2026) were captured by ballot and announced by the Town Clerk:

Mayor Pro Tempore Gray for Bryan Johnson
Councilmember Mahaffey for William Hart
Councilmember Killingsworth for William Hart
Councilmember Gantt for William Hart
Councilmember Zegerman for Bryan Johnson

Vote Results: William Hart, 3-2

A **motion** was made by **Councilmember Gantt,** seconded by **Councilmember Mahaffey,** to move Alternate 2, Michael Sayers, to Alternate 1 and keep term (February 28, 2023 – February 28, 2026), and to move Alternate 3, William Hollenbeck, to Alternate 2 and keep term (February 28, 2023 – February 28, 2026).

VOTE: UNANIMOUS (5-0)

A **motion** was made by **Councilmember Mahaffey,** seconded by **Councilmember Zegerman,** to concur with Mayor Gilbert's recommendation and appoint Heidi-Marie Sico as the Board of Adjustment's Alternate 3 (Term: January 1, 2024 – December 31, 2026).

VOTE: UNANIMOUS (5-0)

[CLOSED SESSION]

A **motion** was made by **Councilmember Killingsworth,** seconded by **Mayor Pro Tempore Gray,** to enter in to Closed Session pursuant to NCGS § 143-318.11(a)(6).

VOTE: UNANIMOUS (5-0)

Council entered into Closed Session at **2:23 p.m.**

Council returned to Open Session at **6:13 p.m.**

Mayor Gilbert adjourned the meeting at **6:13 p.m.**

Jacques K. Gilbert
Mayor

Allen Coleman, CMC, NCCCC
Town Clerk to the Apex Town Council

Submitted for approval by Town Clerk Allen Coleman and approved on _____.

| Agenda Item | cover sheet

for consideration by the Apex Town Council

Item Type: CONSENT AGENDA

Meeting Date: January 23, 2024

Item Details

Presenter(s): Jonathan K. Jacobs, P.E., CFM, Assistant Director

Department(s): Water Resources

Requested Motion

A. Motion to adopt a Resolution Designating Primary and Secondary Agents authorized to execute and file applications for federal and/or state assistance on behalf of the Town of Apex, for the purpose of obtaining certain state and federal financial assistance under the Robert T. Stafford Disaster Relief & Emergency Assistance Act.
B. Motion to approve a Building Resilient Infrastructure and Communities (BRIC) Grant Local Match Fund Commitment Letter, and to authorize the Interim Town Manager, or their designee, to execute on behalf of the Town.

Approval Recommended?

Yes

Item Details

The Water Resources Department seeks to pursue a Building Resilient Infrastructure and Communities (BRIC) grant through the Federal Emergency Management Agency (FEMA) to provide funding for both Phase 1 and Phase 2 of an ongoing Stormwater System Condition Assessment. This Assessment covers approximately 1.9 square miles of culverts, drainage pipe, junction boxes, catch basins/inlets, outfalls, outlet protection infrastructures within the Apex Peakway Boundary. The results of this assessment will identify damaged and underperforming stormwater infrastructure to assist in planning future capital improvement project's (CIPs) to increase the integrity and resiliency of our stormwater system.

The total cost of Phase 1 and Phase 2 is estimated to be $461,300. Town staff seeks to pursue $200,000 in BRIC funding for this project, the maximum allowable request for this type of project. This funding would cover approximately 43.36% of the total project expenses, requiring a Local Match of $261,300.

Attachments

- CN4-A1: Sub application - Resolution - Designation of Applicant's Agent(s) - North Carolina Division of Emergency Management

- CN4-A2: Local Match Fund Comment Letter - Resolution - Designation of Applicant's Agent(s) - North Carolina Division of Emergency Management
- CN4-A3: Stormwater Assessment Scope of Work (McAdams) - Resolution - Designation of Applicant's Agent(s) - North Carolina Division of Emergency Management
- CN4-A4: Resolution - Designation of Applicant's Agent(s) - North Carolina Division of Emergency Management

APEX 1873 NORTH CAROLINA

Town of Apex Stormwater System Condition Assessment Project

Status: Pending submission

OMB number: 1660-0072, Expiration date: 10/31/2021 View burden statement

Subapplicant information

Name of federal agency
FEMA

Type of submission

Application

TOWN OF APEX

73 HUNTER STREET
APEX, NC 27502 United States

State	UEI-EFT	DUNS #	EIN #
NC	NDRHHH8B3C85	097722102	566001166

Subapplicant type

Local Government

Is the subapplicant subject to review by Executive Order 12372 Process?

- ◯ Yes - This Pre-application/application was made available to the Executive Order 12372 Process for review on:

Enter date (MM/DD/YYYY)

10/18/2023

- ◯ No, Program is not covered by E.O. 12372.
- ◯ No, Program has not been selected by state for review.

Is the subapplicant delinquent on any federal debt?

- ◯ Yes
- ◯ No

Continue

Town of Apex Stormwater System Condition Assessment Project

Status: Pending submission

OMB number: 1660-0072, Expiration date: 10/31/2021 View burden statement

Contact information

Subrecipient Authorized Representative (SAR)

Jacob Perry jacob.perry@apexnc.org	**Primary phone** 9192493324 Work	**Mailing address**	Delete

Add a SAR

Point(s) of contact

MR Jacob T Perry Utility Engineer EI jacob.perry@apexnc.org	**Primary phone** 9192493324 Work **Fax** 9193877055	**Additional phones** 9199464394 Work	**Mailing address** 105-B Upchurch street Apex NC 27502	Edit

Add a point of contact

Continue

Town of Apex Stormwater System Condition Assessment Project

Status: Pending submission

OMB number: 1660-0072, Expiration date: 10/31/2021 View burden statement

Community

Please provide the following information. If the Congressional district number for your community does not display correctly, please contact your State NFIP coordinator.

Add Communities

Please find the community(ies) that will benefit from this mitigation activity by clicking on the Find communities button. If needed, modify the Congressional District number for each community by entering the updated number under the U.S. Congressional District column for that community. When finished, click the Continue button. NOTE: You should also notify your State NFIP coordinator so that the updated U.S. Congressional District number can be updated in the Community Information System (CIS) database.

Find communities

Community name	County code	CID number	CRS community	CRS rating	U.S. Congressional District	
APEX, TOWN OF	183	370467	N		4	✖ Delete

Please provide any additional comments below (optional).

Attachments

Attach a document

Maximum file size: 1 GB

Town of Apex Stormwater System Condition Assessment Project

The Town of Apex (Town) has been growing at an unprecedented rate over the last ten years with no signs of slowing. The Town is in the process of a multi-area study to analyze the condition of its municipal separate storm system (MS4). This includes culverts, drainage pipe, junction boxes, catch basins/inlets, outfalls, outlet protection infrastructures, etc. The investigation will encompass some pipe cleaning, closed circuit television (CCTV) surveying and data collection of the existing system. Using the survey and data collected, the Town will then strategize future capital improvement project's (CIPs) by prioritizing sections with the greatest need. These future CIP's will improve resiliency in the Town's MS4 in the coming years while optimally utilizing Town resources.

The Town of Apex has hired a consultant, McAdams, to perform an area 1 & area 2 investigative study on the Town's MS4. They are the only partner the Town of Apex will be working with for this project. This will cover a roughly 1.9 square miles of stormwater system assets within the Apex Peakway Boundary including Middle Creek, Beaver Creek, Big Branch, Swift Creek, and Williams Creek. The purpose is to find broken or underperforming components for future planning CIPs. This portion of the Town consists of mostly commercial business, but also includes a few smaller neighborhoods and single-family homes. It is estimated there are about 2,750 people living in these initial areas. The area of this study is located in an older portion of the Town which may have a higher likelihood of underperforming stormwater systems. Based on the findings of this study, the Town will evaluate if any nature-based solutions, such as the use of bioretention areas, would be appropriate to correct system shortcomings. In 2019 an Insurance Service Office (ISO) rating for the Town of Apex was performed. The Town's Building Code Effectiveness Grading Schedule (BCEGS) rating was identified as a 4 for one & two-Family Residential Properties and a 4 for Commercial and Industrial Properties.

The Town is requesting $200,000 to fund this project. The total cost of both areas is estimated to be $461,300. This will approximately cover 43.4% of the total project expenses. We have also been budgeted $23,065 for subrecipient management costs (SRMC) by NC DPS. This savings will assist in covering future related CIP projects or further investigation of the Town's storm water system.

Town of Apex Stormwater System Condition Assessment Project

Status: Pending submission

OMB number: 1660-0072, Expiration date: 10/31/2021 View burden statement

Mitigation plan

Please provide your plan information below.

Is the Subapplicant entity that will benefit from the proposed activity covered by the current FEMA approved multi-hazard mitigation plan in compliance with 44 CFR Part 201?

◯ Yes

Please provide plan detail

Plan name	Plan type	Plan approval date	
Wake County Multi-Jurisdictional Hazard Mitigation Plan	Local Multijurisdictional Multi-Hazard Mitigation Plan	12/17/2019	Edit

Proposed activity description

https://www.apexnc.org/224/Hazard-Mitigation-Plan The 2020 – 2025 update to the Wake County Multi-Jurisdictional Hazard Mitigation Plan was developed in a joint and cooperative manner by members of a Hazard Mitigation Planning Committee (HMPC) which included representatives of county and municipal departments, federal and state agencies, citizens, and other stakeholders. https://www.wake.gov/departments-government/fire-services-emergency-management/emergency-management/county-emergency-plans

◯ No

Please provide any additional comments below (optional).

This is an initial project scoping to identify where there are current deficiencies in the Town of Apex's storm water system. Once data is collected, the Town of Apex will have a clearer strategy for our mitigation plan.

Attachments

Town of Apex Stormwater System Condition Assessment Project

Status: Pending submission

OMB number: 1660-0072, Expiration date: 10/31/2021 View burden statement

Scope of work

The project Scope of Work (SOW) identifies the eligible activity, describes what will be accomplished and explains how the mitigation activity will be implemented. The mitigation activity must be described in sufficient detail to verify the cost estimate. All activities for which funding is requested must be identified in the SOW prior to the close of the application period. FEMA has different requirements for project, planning and management cost SOWs.

Subapplication title (include type of activity and location)

Town of Apex Stormwater System Condition Assessment Project

Activities

Primary activity type

Evaluate facilities to identify mitigation actions

Secondary activity type (Optional)

Select

Geographic areas description

This project scope will cover a roughly 1.9 square mile area of storm water system assets within the Apex Peakway Boundary including Middle Creek, Beaver Creek, Big Branch, Swift Creek, and Williams Creek.

Community lifelines

Primary community lifeline

Not applicable

Secondary community lifeline (Optional)

Select

Hazard sources

Primary hazard source

Flooding

Secondary hazard source (optional)

Select

How will the mitigation activity be implemented

Attach a document

Maximum file size: 1 GB

Filename	Date uploaded	Uploaded by	File size	Description	Action

Continue

Town of Apex Stormwater System Condition Assessment Project

Status: Pending submission

OMB number: 1660-0072, Expiration date: 10/31/2021 View burden statement

Schedule

Specify the work schedule for the mitigation activities.

Add tasks to the schedule

Please include all tasks necessary to implement this mitigation activity; include descriptions and estimated time frames.

Task Name Area 1	**Start Month** 9	**Task Duration (in Months)** 4 months **Task Description** Area 1 of the study will be in the Middle Creek Watershed boundary. Starting in September of 2023.	Edit Delete
Task Name Area 2	**Start Month** 3	**Task Duration (in Months)** 9 months **Task Description** The second area of study will cover the remaining basins in the Apex Peakway. The project start in April of 2024	Edit Delete
Task Name Contracting	**Start Month** 7	**Task Duration (in Months)** 2 months **Task Description** Sign contracting for work to be completed with McAdams for area 1 and area 2	Edit Delete

+ Add a task

Estimate the total duration of your proposed activities (in months).

15

Town of Apex Stormwater System Condition Assessment Project

Status: Pending submission

OMB number: 1660-0072, Expiration date: 10/31/2021 View burden statement

Budget

Budget cost estimate and management cost (optional) should directly link to your scope of work and work schedule. You must add at least one item(s) greater than $0 for your cost estimate. Once you have added item(s) for your cost estimate, you may then add the item(s) for management cost (optional). As necessary, please adjust your federal/non-federal cost shares and add the non-federal funding source(s) you are planning to use this project. Once you have completed this section, please click the Continue button at the bottom of this page to navigate to the next section.

Add budget cost types and item(s)

Click the Add cost type button below to add cost type cost estimate and then click the Add item(s) button to add the item(s) for the cost estimate. After adding items to your cost estimate, you may then select Add cost type button again to add management costs (optional) and applicable items.

Grand total: $484,365.00

Budget type: Non construction

Cost type: Cost estimate **$461,300.00**

✖ Delete this cost type

Cost estimate is the line item(s) budget to support the scope of work for the execution and completion of the project. Be sure to include the cost associated with revisions/formal adoption. To add a line item, please click on the Add an item button. Click anywhere within each row or the arrow to edit or delete the line item(s).

+ Add an item

Cost Items

Item: Stormwater System Condition Assessment Area 2 **$323,200.00**

Cost type: Management cost $23,065.00

✖ Delete this cost type

Management cost (optional) is the line item(s) to support the scope of work for the execution and completion of the project. Be sure to include the cost associated with managing the project/initiative/activity. To add a line item, please click on the Add an item button. Click anywhere within each row or the arrow to edit or delete the line item(s). Management cost is optional. However, if you want to include Management cost to your budget, you must add at least one item greater than $0 under the Management cost.

✚ Add an item

Cost Items

Item: Other $23,065.00

✖ Delete this item

Item

Other

Quantity	Unit of measure	Unit price	Unit total
1	Each	$23,065.0	**$23,065.00**

Budget class

Other

Pre-award

+ Add funding source

	Funding source	Funding amount	% Non-federal share by source
▸	**Funding source: Town of Apex**	**$261,300.00**	**100.00%**

Please provide any additional comments below (optional).

The management cost for this project is the 5% subrecipient management costs (SMRC) for this project.

Attachments

Attach a document

Maximum file size: 1 GB

Filename	Date uploaded	Uploaded by	File size	Description	Action
FEMA budget.docx	11/09/2023	jacob.perry@apexnc.org	40 KB		Delete

Continue

Finally, when you make your entries in FEMA-Go, these are the amounts that are approved and should be entered.

Total Project Cost	Tot Fed Amt	FED SHARE	SRMC
461,300	$223,065	200,000	23,065

Town of Apex Stormwater System Condition Assessment Project

Status: Pending submission

OMB number: 1660-0072, Expiration date: 10/31/2021 View burden statement

Cost-effectiveness

How was cost-effectiveness determined for this project?

☑ Not applicable

Please explain why this project is not applicable.

Due to the nature of this study, the provided BCA toolkit did not represent the cost-effectiveness for this project well. Until McAdams and the Town of Apex has identified what deficiencies exist within this area of study it is difficult to determine what the future benefits will be.

Please provide any additional comments below (optional).

Attachments

Attach a document

Maximum file size: 1 GB

Filename	Date uploaded	Uploaded by	File size	Description	Action

Continue

Town of Apex Stormwater System Condition Assessment Project

Status: Pending submission

OMB number: 1660-0072, Expiration date: 10/31/2021 View burden statement

Evaluation

Is the applicant participating in the Community Rating System (CRS)?

- ◯ Yes
- ◯ No

Is the applicant a Cooperating Technical Partner (CTP)?

- ◯ Yes
- ◯ No

Was this application generated from a previous FEMA HMA Advance Assistance or Project Scoping award or any other federal grant award, or the subapplicant is a past recipient of Building Resilient Infrastructure and Communities (BRIC) non-financial Direct Technical Assistance?

- ◯ Yes
- ◯ No

Has the applicant adopted building codes consistent with the international codes?

- ◯ Yes
- ◯ No

Have the applicant's building codes been assessed on the Building Code Effectiveness Grading Schedule (BCEGS)?

- ◯ Yes
- ◯ No

Select rating.

4

Describe involvement of partners to enhance the mitigation activity outcome.

The Town of Apex has hired a consultant, McAdams, to perform a area 1 & area 2 investigative study on the Town owned stormwater infrastructure. McAdams is a well establish engineering firm that has extensive knowledge in stormwater engineering in the Carolinas. There findings and recommendations will better help the Town in identifying areas of improvement. This will be the only partner the Town will

Additional comments (optional)

Town of Apex Stormwater System Condition Assessment Project

Status: Pending submission

OMB number: 1660-0072, Expiration date: 10/31/2021 View burden statement

Assurances and certifications

OMB number: 4040-0007, Expiration date: 02/28/2025 View burden statement

SF-424B: Assurances - Non-Construction Programs

OMB Number: 4040-0007
Expiration Date: 02/28/2025

Certain of these assurances may not be applicable to your project or program. If you have any questions, please contact the awarding agency. Further, certain Federal awarding agencies may require applicants to certify to additional assurances. If such is the case, you will be notified.

As the duly authorized representative of the applicant, I certify that the applicant:

1. Has the legal authority to apply for Federal assistance and the institutional, managerial and financial capability (including funds sufficient to pay the non-Federal share of project cost) to ensure proper planning, management and completion of the project described in this application.
2. Will give the awarding agency, the Comptroller General of the United States and, if appropriate, the State, through any authorized representative, access to and the right to examine all records, books, papers, or documents related to the award; and will establish a proper accounting system in accordance with generally accepted accounting standards or agency directives.
3. Will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest, or personal gain.
4. Will initiate and complete the work within the applicable time frame after receipt of approval of the awarding agency.
5. Will comply with the Intergovernmental Personnel Act of 1970 (42 U.S.C. §§4728-4763) relating to prescribed standards for merit systems for programs funded under one of the 19 statutes or regulations specified in Appendix A of OPM's Standards for a Merit System of Personnel Administration (5 C.F.R. 900, Subpart F).
6. Will comply with all Federal statutes relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin; (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C.§§1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps; (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. §§6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the Comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (g) §§523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§290 dd-3 and 290 ee- 3), as amended, relating to confid[illegible]cohol and drug abuse patient records; (h) Title

19. Will comply with the requirements of Section 106(g) of the Trafficking Victims Protection Act (TVPA) of 2000, as amended (22 U.S.C. 7104) which prohibits grant award recipients or a sub-recipient from (1) Engaging in severe forms of trafficking in persons during the period of time that the award is in effect (2) Procuring a commercial sex act during the period of time that the award is in effect or (3) Using forced labor in the performance of the award or subawards under the award.

SF-LLL: Disclosure of Lobbying Activities

OMB number: 4040-0013, Expiration date: 02/28/2025 View burden statement

Complete only if the applicant is required to do so by 44 C.F.R. part 18. Generally disclosure is required when applying for a grant of more than $100,000 and if any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions. Further, the recipient shall file a disclosure form at the end of each calendar quarter in which there occurs any event described in 44 C.F.R. Â§ 18.110(c) that requires disclosure or that materially affects the accuracy of the information contained in any disclosure form previously filed by the applicant.

☑ The applicant is not currently required to submit the SF-LLL

Continue

LOCAL MATCH FUND COMMITMENT LETTER

January 23, 2024

Steve McGugan
State Hazard Mitigation Officer
4238 MSC, Raleigh, NC 27699-4238

Re: BRIC2023 Subapplication – Town of Apex

Dear Mr. McGugan:

As part of the Building Resilient Infrastructure in Communities grant process, our sub-application in FEMA-Go offered a non-federal match of **43.36**%. This letter serves as Town of Apex's commitment to meet the local match fund requirements as proposed in the 2023 proposal.

SOURCE OF NON-FEDERAL FUNDS:	LOCAL AGENCY FUNDING ☒	OTHER NON-FEDERAL FUNDING ☐	PRIVATE NON-PROFIT FUNDING ☐	STATE AGENCY FUNDING ☐
NAME OF FUNDING SOURCE:	**Town of Apex**			
FUNDS AVAILABILITY DATE:	**09/01/2023**			
FEDERAL SHARE AMOUNT REQUESTED:	**$200,000**			
LOCAL SHARE AMOUNT MATCH:	**$261,300**			
FUNDING TYPE:	**Consulting Fees**			

Please contact Jacob Perry, Utilities Engineering Intern at (919) 249-3440 or by email (jacob.perry@apexnc.org) with any questions.

Sincerely,

Shawn Purvis, ICMA-CM
Interim Town Manager
Town of Apex, NC
(919) 249-3302

July 21, 2023

Ms. Jessica Bolin, PE
Stormwater Engineering Manager / Town of Apex
105-B Upchurch Street
Apex, North Carolina 27502

RE: Town of Apex Stormwater System Condition Assessment Project Phase 2 (TOA23002)

Dear Ms. Bolin,

We are pleased to offer this proposal for a comprehensive assessment of the Town's stormwater system to determine and prioritize Capital Improvement needs. Provided herein is our understanding of the desired services and our detailed scope and fee estimate.

PROJECT UNDERSTANDING:

The Town has been a Phase II MS4 permitted municipality since 2005. Part of permit obligations include inspecting and managing storm drainage system infrastructure. With a current population of 75,000 and encompassing approximately 26 square miles, the Town continues to grow at unprecedented levels. With this rapid growth, the Town desires to evaluate the condition of public stormwater assets as they are today and help staff develop a proactive plan to repair and manage this infrastructure into the future.

McAdams has performed an initial evaluation of Town stormwater assets and understands that currently, the Town owns/maintains the following approximate number and mileage of stormwater assets:

- 360 culverts
- 180 miles of storm drainage pipe
- 500 junction boxes
- 12,000 catch basins / inlets
- 1200 flared end sections (FES)
- 660 outfalls and associated outlet protection

PROPOSED SCOPE AND PROJECT AREAS

McAdams is proposing to complete this project in two, initial phases. The scope within this document will outline the second phase and project area below:

Phase 2 – Remaining Basins within Peakway Boundary; this portion will encompass all other Town-owned stormwater assets within the remaining watersheds inside of the Apex Peakway Boundary (including Beaver Creek, Big Branch, Swift Creek, and Williams Creek), less the portion of Middle Creek already obtained in Phase 1, Pilot Study. This covers an approximate 1.9-square mile area. Reference Figure 1 below.

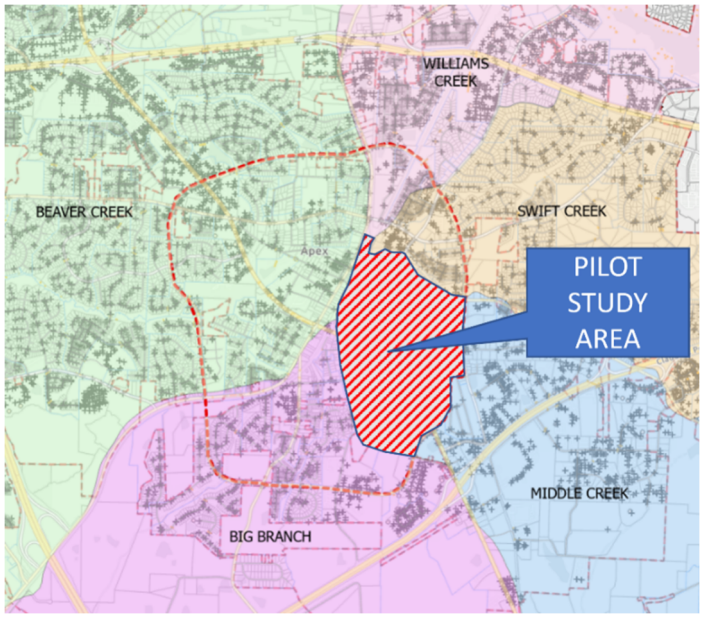


Figure 1 - Phase 2 Area, Remaining Basins within Apex Peakway Boundary

ASSUMPTIONS

This proposal is based on the following assumptions:

- Any public notifications will be coordinated through Town of Apex.
- This project will be focused on structural condition assessment and does not include hydraulic capacity analyses or modeling.
- Basic traffic control for pipe inspection work will be conducted by McAdams and its subconsultants. Additional traffic control support will be provided by the Town of Apex (McAdams will notify the Town at least 48-hours in advance of any needs). Major traffic control needs may need to be sub-contracted out at a higher-fee and will be negotiated as an additional service.
- This project includes inspections for **Town-owned systems only,** from collection point to open discharge point within a Town dedicated easement or maintenance area. **It does not include privately owned/maintained systems, NCDOT systems, or other outside the jurisdiction of the Town of Apex.**
- This effort is not intended to include detailed assessment of all stormwater pipes and structures within the noted boundaries above; rather, these assessments (as outlined in Tasks L3.11 and D4.41 below) will be for selected pipes and structures as determined most appropriate by McAdams and the Town of Apex. These determinations will be conducted in coordination with the Project Team prior to field work commencing and may be modified as work progresses through each phase.
- Future, additional phases, beyond the limits of the Peakway boundary, will be determined at a later date and will be based on basin priority and additional guidance as determined by the Town of Apex.
- Opinions of Probable Construction Costs (OPCCs) will be high level, budgetary estimates for planning purposes, based upon best available data and appropriate engineering judgement for each project area. Detailed survey data, subsurface utility exploration information, geotechnical investigations, etc. may be required later to refine costs and obtain bid-level estimates.

PROPOSED SERVICES + FEES:

We propose the following services for the project area outlined above (Alphanumeric task numbers are for internal coding purposes; tasks specific to each project have been identified as such):

PHASE 2 – REMAINING BASINS INSIDE PEAKWAY BOUNDARY

As described herein, Phase 2 will encompass the remaining four (4) basins inside of the Apex Peakway Boundary (reference Figure 1), less the portion of Middle Creek already obtained as part of the Phase 1 Pilot Study – an approximate 1.9 square mile study area. All tasks in Phase 2 remain consistent from Phase 1, with a few notable exceptions as detailed above the bulleted items:

A4.11 Project Management + Administration:

FEE: $22,900 (lump sum)

Work under this task includes the following tasks similar to Phase 1, with two (2) additional project meetings:

- Project work plan development + kickoff meeting with Town of Apex Staff, including identifying and prioritizing work areas.
- Initial project due diligence, records research, as-built information, site investigations, stream walks, data gap analysis, and (as necessary) plat/easement/deed research.
- Assistance with creation of project notifications and communication of site access to impacted residents.
- Periodic project updates and status reports.
- Project workshop with consultant team and Town (virtually).
- General project management and administration throughout duration of contract.
- Up to three (3) meetings (either in-person or virtual) with Town Staff to discuss progress, updates and for planning purposes, including at least one meeting to discuss prioritization design criteria for pipes and structures.
- Up to two (2) public informational meetings/presentations with Town stakeholders, including any committee or council meetings as directed by the Town.
- One (1) final presentation meeting to Town staff associated with draft Preliminary Engineering Report and product deliverables.
- One on one property owner meetings, as required or requested by the Town of Apex.

L3.11 Pipe Cleaning/CCTV + Storm Structure Inspections:

FEE: Not to Exceed $180,600, without prior written approval (based on the task specific unit rates listed in Phase 1, provided previously in Phase 1, Task L3.10)

Work under this phase will include three (3) major areas for inspections, including:

> **Pipe Cleaning + Closed Circuit Television (CCTV) Inspections**

FEE: $5.50/LF for CCTV

Storm piping will be video inspected using a self-propelled closed-circuit television system, which includes a color, pan and tilt camera coupled with a laptop computer equipped with a digital video recorder and inspection reporting software. Cleaning will be performed as necessary to allow the inspection camera to pass through the pipe and provide an unobstructed view of the pipe. Cleaning will be performed with a high-velocity jet and vacuum truck and an off-road, tracked easement machine with additional jetting hose. The easement machine extends our off-road cleaning distances.

Video inspection will be recorded using a NASSCO PACP compliant software. Our certified Operator will capture the location of any structural defects, operation and maintenance defects and construction features (lateral connections, etc.). The inspection will be stored according to facility identification and structure numbers.

Video Inspection Deliverable: Digital videos will be provided in .mp4 format. A PDF log will be provided showing the facility ID, upstream and downstream manhole numbers, pipe diameter, length, material, defects, observations, etc. All inspection data is captured in a database for easy incorporation into GIS and asset management software.

> **Structure Inspections**

FEE: $176/EA for each structure scan inspection

Structures (catch basins, curb inlets, etc.) will be scanned using an Ibak Panaramo SI unit. The SI unit produces a 360 degree, high resolution photo image of the interior of the structure and a digital point cloud that can be used to obtain accurate measurements of various components. A certified technician will perform a detailed inspection in the office using the scan data according to the National Association of Sewer Service Companies' (NASSCO) Manhole Assessment and Certification Program (MACP) methodology.

The condition of the manholes will be assessed, and inspections report will be completed containing the following attributes:

- Physical location (street address)
- Unique structure identification number
- Pipe sizes, materials, and invert depths
- Structural defects and other deficiencies
- Photographs of the ground cover around each structure, the interior of the structure, and any defects within the structure.

A list of buried and/or unfound structures will also be provided to the Town.

Structures with no existing information will be surveyed to capture pipe invert and rim elevations.

Deliverable: All structures will be prioritized based on guidance from the National Association of Sewer

Service Companies (NASSCO) Manhole Assessment and Certification Program (MACP) rating system.

A standard Inspection Report sheet will be provided for each structure including an Access database and supporting photographs/3D image/point cloud.

> **Preliminary Pipe Survey / Zoom Camera Inspection**

FEE: $93.50/EA for pole/zoom camera inspections

As part of the above ground structure inspections, crews will perform a visual survey of all pipes with a pole mounted, zoom camera. The inspections range in distance based upon conditions; inspections are limited by obstructions, poor pipe alignment, diameter, and other variables. Since pipes are inspected from each end, an accurate preliminary assessment is provided. The inspection quickly identifies structural and O&M defects within view. Digital video will be stored in the field and reviewed in the office. Each video will be reviewed and a quick condition score assigned based on NASSCO PACP methodology. Quick scores will be based on the severity of visible structural and I/I defects and range from 1 – 5; with 5 being the most severe.

Deliverable: A spreadsheet will be prepared listing each pipe inspected (both ends), pipe diameter, material, quick score, and any comments. The spreadsheet will contain a hyperlink to each pipe video.

D4.41 Field Data Collection:

FEE: $45,100 (lump sum)

Work under this task includes the following tasks similar to Phase 1, with additional time for field walks to verify storm system connectivity and additional pole camera and asset inspections within the 1.9 square mile area and will include the following:

> Initial field walks to verify and confirm system connectivity and limits.
> All field work support associated with pipe, structure, and outfall inspections (including site visits and any support during pipe cleaning and inspection work), plus additional pole camera inspections as determined appropriate.
> Asset locations and verification as necessary or required for basemapping updates.

D4.51 Geodatabase Management + Dashboard Creation:

FEE: $17,100 (lump sum)

McAdams will update the Town's stormwater GIS inventory and integrate into a project dashboard where information on the Town's drainage system will be updated based on inspection results and problem identification. This work will include:

> Data assembly and geodatabase development and maintenance.
> GIS Dashboard creation, including real-time updates during data collection and formatting based on feedback with Town staff.
> Ongoing maintenance throughout the life-cycle of the Phase 2 study.

- For condition assessments, we will take detailed pipeline ratings and defect codes and build related tables that can be viewed via a GIS geodatabase. We will also catalogue CCTV inspection video and attach to the pipeline condition rating and records for the applicable features via a video link from an online library.

D4.61 CIP Prioritization Development + Implementation:

FEE: $55,000 (lump sum)

Based on the results of the above investigations and analyses, McAdams will perform the following tasks and prepare the following final deliverable items:

We will review all video recordings and assess the storm drainage system to determine current condition and where immediate, remedial action may be necessary. A prioritization list relative to repairs needed based on current conditions will be provided. Based on assessment and analysis of storm drainage, McAdams will develop a detailed prioritization of capital improvement projects (CIP) for the Town to utilize for budgetary planning purposes.

Deliverables:

- Structural assessments of pipes, catch basins, and other storm structures within the area of interest.
- Opinions of Probable Construction Costs (OPCC) for necessary improvements (up to **50 potential stormwater CIP projects** have been assumed for the Pilot Phase).
- Development of scoring matrix based on structural conditions of pipe.
- Development of Capital Improvement Plan, including prioritization development and design criteria.
- Preliminary Engineering Report (PER) and draft product delivery, including preliminary exhibits and schematic drawings.
- Revisions and updates based on feedback from Town of Apex.

OVERALL PHASE 2 FEE = $323,200 (NTE, INCLUDING REIMBURSABLES)

EXTRA SERVICES

J. Additional Services Reserve:

FEE: To be used only upon written approval by Owner

When requested by the Owner and confirmed by the Owner and/or Firm in writing, the Firm shall perform services in addition to those described above in this Agreement and the Owner shall compensate the Firm by hourly charges in accordance with the attached Rate Schedule.

EXPENSES + REIMBURSABLES

Valid expenses include reproduction and express delivery service as well as any permitting and application fees with an anticipated total budget of $2,500 for Phase 2. These expenses may be paid by the city in addition to the fees listed above. Travel and lodging costs are not considered valid expenses. The Contractor shall submit invoices for valid expenses with each payment request.

FEE SUMMARY

Our proposed fee for the scope of services described herein is Not to Exceed **$323,200** including reimbursables. Please refer to the attached fee summary for more information.

Phase 2 Peakway Area	**$323,200**

PROJECT SCHEDULE

The Firm's services shall be performed as expeditiously as is consistent with professional skill and care and the orderly progress of the project. The following is the expected schedule for completion of work on this project:

An estimated schedule has been included below. McAdams is proposing to complete all work within approximately **250 working days** of completion of Phase 1: Pilot Study – Milestone 3, including the below breakdown by phase. Milestone dates below are approximate and shall be adjusted throughout the duration of the project based on any major changes to the scope of the project and/or site conditions. A more detailed schedule will be provided upon completion of Phase 1: Pilot Study – Milestone 3 with more specific deadlines.

Phase 2: Remaining Basins Inside Peakway Boundary – approx. 250 working days from completion of Phase 1

- **Milestone 1**: Pipe Cleaning/CCTV + Storm Structure Inspections/Field Data Collection: **+140-days** from completion of Ph. 1, Milestone 3
- **Milestone 2**: Geodatabase Management + Dashboard Creation: **+30-days** from Ph. 2, Milestone 1
- **Milestone 3**: CIP Prioritization Development + Implementation: **+80-days** from Ph. 2, Milestone 2

The time limits and schedule set forth above have been agreed to by the Owner and Firm, but the time limits and schedule shall be extended for (1) reasonable cause, or for (2) any delays associated with the Firm's work on the project that are not the sole responsibility of the Firm.

OWNER RESPONSIBILITIES

Owner shall be responsible for the following:

- Notification to proceed.
- Timely approval of sketches or other information presented for Owner approval.
- Payment of invoices in accordance with Terms and Conditions.
- Notification to Firm of any problems, in accordance with Terms and Conditions.

EXCLUSIONS

The following services are not included in this Agreement:

- Any engineering or surveying service not specifically described above.
- Court appearances for litigation, or preparation for same.
- Legal advertisements for construction contracts.
- Revised directives from Owner after design has begun.
- Historical, archeological, insect, or terrestrial or aquatic animal surveys that require highly specialized expertise.
- Oversight and direction for vegetation clearing to facilitate evaluation of stormwater outfalls.

GENERAL CONDITIONS

- This proposal is valid for 60 days from the above date.
- Reimbursable expenses will be billed in accordance with the attached Rate Schedule.
- Owner is responsible for all application and permit fees.

CONCLUSION

We appreciate this opportunity to propose our services on this project and look forward to continuing to serve the Town of Apex!

Sincerely,

MCADAMS

Chris M. Stanley, PE, CFM
Practice Lead, Capital Improvement Projects

CS / cg

RESOLUTION
DESIGNATION OF APPLICANT'S AGENT
North Carolina Division of Emergency Management

Organization Name (hereafter named Organization): Town of Apex

Disaster Number:

Applicant's State Cognizant Agency for Single Audit purposes (If Cognizant Agency is not assigned, please indicate):

Applicant's Fiscal Year (FY) Start: 2023 Month: 07 Day: 01

Applicant's Federal Employer's Identification Number: 56 - 6001166

Applicant's Federal Information Processing Standards (FIPS) Number: - -

PRIMARY AGENT		SECONDARY AGENT	
Agent's Name	Jacob Perry	Agent's Name	Jonathan Jacobs
Organization	Town of Apex	Organization	Town of Apex
Official Position	Utilities Engineering Intern	Official Position	Assistant Water Resources Director
Mailing Address	PO Box 250	Mailing Address	PO Box 250
City ,State, Zip	Apex, NC 27502	City ,State, Zip	Apex, NC 27502
Daytime Telephone	(919) 249-3440	Daytime Telephone	(919) 372-7506
Facsimile Number		Facsimile Number	
Pager or Cellular Number		Pager or Cellular Number	

BE IT RESOLVED BY the governing body of the Organization (a public entity duly organized under the laws of the State of North Carolina) that the above-named Primary and Secondary Agents are hereby authorized to execute and file applications for federal and/or state assistance on behalf of the Organization for the purpose of obtaining certain state and federal financial assistance under the Robert T. Stafford Disaster Relief & Emergency Assistance Act, (Public Law 93-288 as amended) or as otherwise available. BE IT FURTHER RESOLVED that the above-named agents are authorized to represent and act for the Organization in all dealings with the State of North Carolina and the Federal Emergency Management Agency for all matters pertaining to such disaster assistance required by the grant agreements and **the assurances printed on the reverse side hereof**. BE IT FINALLY RESOLVED THAT the above-named agents are authorized to act severally. PASSED AND APPROVED this 23rd day of _____, 20__.

GOVERNING BODY		CERTIFYING OFFICIAL	
Name and Title	Mayor Jacques Gilbert, Mayor Pro-Tempore Ed Gray	Name	Allen Coleman
Name and Title	Councilmembers Brett Gantt, Audra Killingsworth	Official Position	Town Clerk
Name and Title	Councilmembers Terry Mahaffey, Arno Zegerman	Daytime Telephone	(919) 249-1260

CERTIFICATION

I, Allen Coleman, (Name) duly appointed and Town Clerk (Title) of the Governing Body, do hereby certify that the above is a true and correct copy of a resolution passed and approved by the Governing Body of Town of Apex (Organization) on the 23rd day of January, 2024.

Date: _____ **Signature:** _____

Rev. 06/02

APPLICANT ASSURANCES

The applicant hereby assures and certifies that it will comply with the FEMA regulations, policies, guidelines and requirements including OMB's Circulars No. A-95 and A-102, and FMC 74-4, as they relate to the application, acceptance and use of Federal funds for this Federally assisted project. Also, the Applicant gives assurance and certifies with respect to and as a condition for the grant that:

1. It possesses legal authority to apply for the grant, and to finance and construct the proposed facilities; that a resolution, motion or similar action has been duly adopted or passed as an official act of the applicant's governing body, authorizing the filing of the application, including all understandings and assurances contained therein, and directing and authorizing the person identified as the official representative of the applicant to act in connection with the application and to provide such additional information as may be required.

2. It will comply with the provisions of: Executive Order 11988, relating to Floodplain Management and Executive Order 11990, relating to Protection of Wetlands.

3. It will have sufficient funds available to meet the non-Federal share of the cost for construction projects. Sufficient funds will be available when construction is completed to assure effective operation and maintenance of the facility for the purpose constructed.

4. It will not enter into a construction contract(s) for the project or undertake other activities until the conditions of the grant program(s) have been met.

5. It will provide and maintain competent and adequate architectural engineering supervision and inspection at the construction site to insure that the completed work conforms with the approved plans and specifications; that it will furnish progress reports and such other information as the Federal grantor agency may need.

6. It will operate and maintain the facility in accordance with the minimum standards as may be required or prescribed by the applicable Federal, State and local agencies for the maintenance and operation of such facilities.

7. It will give the grantor agency and the Comptroller General, through any authorized representative, access to and the right to examine all records, books, papers, or documents related to the grant.

8. It will require the facility to be designed to comply with the "American Standard Specifications for Making Buildings and Facilities Accessible to, and Usable by the Physically Handicapped," Number A117.1-1961, as modified (41 CFR 101-17-7031). The applicant will be responsible for conducting inspections to insure compliance with these specifications by the contractor.

9. It will cause work on the project to be commenced within a reasonable time after receipt of notification from the approving Federal agency that funds have been approved and will see that work on the project will be prosecuted to completion with reasonable diligence.

10. It will not dispose of or encumber its title or other interests in the site and facilities during the period of Federal interest or while the Government holds bonds, whichever is the longer.

11. It agrees to comply with Section 311, P.L. 93-288 and with Title VI of the Civil Rights Act of 1964 (P.L. 83-352) and in accordance with Title VI of the Act, no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the applicant receives Federal financial assistance and will immediately take any measures necessary to effectuate this agreement. If any real property or structure is provided or improved with the aid of Federal financial assistance extended to the Applicant, this assurance shall obligate the Applicant, or in the case of any transfer of such property, any transferee, for the period during which the real property or structure is used for a purpose for which the Federal financial assistance is extended or for another purpose involving the provision of similar services or benefits.

12. It will establish safeguards to prohibit employees from using their positions for a purpose that is or gives the appearance of being motivated by a desire for private gain for themselves or others, particularly those with whom they have family, business, or other ties.

13. It will comply with the requirements of Title II and Title III of the Uniform Relocation Assistance and Real Property Acquisitions Act of 1970 (P.L. 91-646) which provides for fair and equitable treatment of persons displaced as a result of Federal and Federally assisted programs.

14. It will comply with all requirements imposed by the Federal grantor agency concerning special requirements of law, program requirements, and other administrative requirements approved in accordance with OMB Circular A-102, P.L. 93-288 as amended, and applicable Federal Regulations.

15. It will comply with the provisions of the Hatch Act which limit the political activity of employees.

16. It will comply with the minimum wage and maximum hours provisions of the Federal Fair Labor Standards Act, as they apply to hospital and educational institution employees of State and local governments.

17. (To the best of his/her knowledge and belief) the disaster relief work described on each Federal Emergency Management Agency (FEMA) Project Application for which Federal Financial assistance is requested is eligible in accordance with the criteria contained in 44 Code of Federal Regulations, Part 206, and applicable FEMA Handbooks.

18. The emergency or disaster relief work therein described for which Federal Assistance is requested hereunder does not or will not duplicate benefits received for the same loss from another source.

19. It will (1) provide without cost to the United States all lands, easements and rights-of-way necessary for accomplishments of the approved work; (2) hold and save the United States free from damages due to the approved work or Federal funding.

20. This assurance is given in consideration of and for the purpose of obtaining any and all Federal grants, loans, reimbursements, advances, contracts, property, discounts of other Federal financial assistance extended after the date hereof to the Applicant by FEMA, that such Federal Financial assistance will be extended in reliance on the representations and agreements made in this assurance and that the United States shall have the right to seek judicial enforcement of this assurance. This assurance is binding on the applicant, its successors, transferees, and assignees, and the person or persons whose signatures appear on the reverse as authorized to sign this assurance on behalf of the applicant.

21. It will comply with the flood insurance purchase requirements of Section 102(a) of the Flood Disaster Protection Act of 1973, Public Law 93-234, 87 Stat. 975, approved December 31, 1973. Section 102(a) requires, on and after March 2, 1975, the purchase of flood insurance in communities where such insurance is available as a condition for the receipt of any Federal financial assistance for construction or acquisition purposes for use in any area that has been identified by the Director, Federal Emergency Management Agency as an area having special flood hazards. The phrase "Federal financial assistance" includes any form of loan, grant, guaranty, insurance payment, rebate, subsidy, disaster assistance loan or grant, or any other form of direct or indirect Federal assistance.

22. It will comply with the insurance requirements of Section 314, PL 93-288, to obtain and maintain any other insurance as may be reasonable, adequate, and necessary to protect against further loss to any property which was replaced, restored, repaired, or constructed with this assistance.

23. It will defer funding of any projects involving flexible funding until FEMA makes a favorable environmental clearance, if this is required.

24. It will assist the Federal grantor agency in its compliance with Section 106 of the National Historic Preservation Act of 1966, as amended, (16 U.S.C. 470), Executive Order 11593, and the Archeological and Historic Preservation Act of 1966 (16 U.S.C. 469a-1 et seq.) by (a) consulting with the State Historic Preservation Officer on the conduct of investigations, as necessary, to identify properties listed in or eligible for inclusion in the National Register of Historic places that are subject to adverse effects (see 36 CFR Part 800.8) by the activity, and notifying the Federal grantor agency of the existence of any such properties, and by (b) complying with all requirements established by the Federal grantor agency to avoid or mitigate adverse effects upon such properties.

25. It will, for any repairs or construction financed herewith, comply with applicable standards of safety, decency and sanitation and in conformity with applicable codes, specifications and standards; and, will evaluate the natural hazards in areas in which the proceeds of the grant or loan are to be used and take appropriate action to mitigate such hazards, including safe land use and construction practices.

STATE ASSURANCES

The State agrees to take any necessary action within State capabilities to require compliance with these assurances and agreements by the applicant or to assume responsibility to the Federal government for any deficiencies not resolved to the satisfaction of the Regional Director.

| Agenda Item | cover sheet

for consideration by the Apex Town Council

Item Type: PRESENTATION

Meeting Date: January 23, 2024

Item Details

Presenter(s): Antwan Morrison, Director

Department(s): Finance

Requested Motion

Receive as information the Fiscal Year Ended June 30, 2023 financial audit report from the external auditors.

Approval Recommended?

Yes

Item Details

Cherry Bekaert, the Town of Apex's external auditor, will present the audited financial report and management letter for the fiscal year from July 1, 2022 through June 30, 2023.

During the meeting, the auditors will share all relevant information, including but not limited to the expressed audit opinion, concerns, recommendations, as well as the financial performance of the town for the fiscal year of 2022-2023.

According to North Carolina General Statute § 159-34, each local government and public authority shall have its accounts audited as soon as possible after the close of each fiscal year by a certified public accountant or by an accountant certified by the Commission as qualified to audit local government accounts.

It is the auditor's responsibility to express opinions on these financial statements based on the audit. The Government Auditing Standards require that they plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatements. The audit shall evaluate the performance of a unit of local government with regard to compliance with applicable federal and State agency regulations.

Attachments

- PR1-A1: Fiscal Year 2023 Audit PowerPoint Overview - Fiscal Year 2023 Audit - Annual Comprehensive Financial Report (ACFR)



January 23, 2024

Annual Comprehensive Financial Report

Fiscal Year Ended June 30, 2023

April Adams, Partner | Cherry Bekaert

APEX
NORTH CAROLINA

Purpose:

- Receive results of required annual external audit

Requested Action:

- No action necessary

AGENDA

- Auditor communications
- Audit process and results
- Financial performance
- Summary and other items
- Questions and discussions





ANNUAL COMPREHENSIVE FINANCIAL REPORT

Fiscal Year ending June 30, 2023

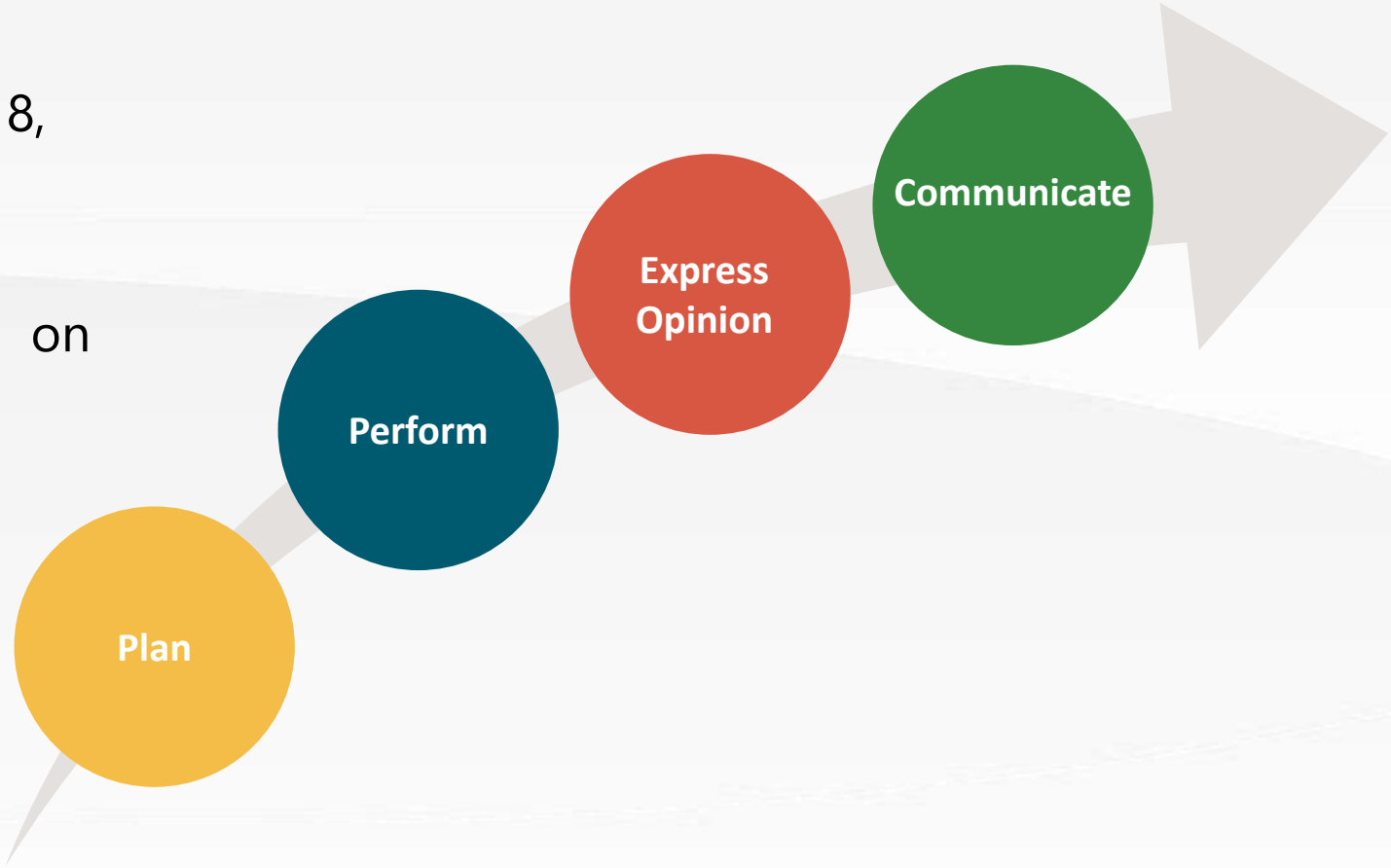
APEX
NORTH CAROLINA

Results of the Audit

We have audited the financial statements of the Town of Apex “the town” for the year ended June 30, 2023 and we have issued our report thereon date January 8, 2024.

We issued an unmodified opinion on Financial Statements

We also issued a report on internal controls over financial reporting and compliance and other matters.



Single Audit

Opinions

- We also issued reports on federal and state compliance with the Uniform Guidance and the State Single Audit Implementation Act for the major programs.
- No findings were reported in those reports.

Federal Major Program

- Coronavirus State and Local Fiscal Recovery Funds (ALN 21.027)

State Major Program

- Powell Bill (DOT-4)

Internal Control Communications

- In planning and performing our audit, we considered internal control over financial reporting ("internal control") as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinion on the financial statements and compliance with Uniform Grant Guidance and the NC State Single Audit Implementation Act, but not for the purpose of expressing an opinion on the effectiveness of the Town's internal control. Accordingly, we do not express an opinion on the effectiveness of the Town's internal control.
- Our consideration of internal control was for the limited purpose described in the preceding paragraph and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies and, therefore, material weaknesses or significant deficiencies may exist that were not identified. In addition, because of inherent limitations in internal control, including the possibility of management override of controls, misstatements due to error or fraud may occur and not be detected by such controls.
- A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis.

Internal Control Communications

Material Weakness

- A material weakness is a deficiency, or a combination of deficiencies in internal control, such that there is a reasonable possibility that a material misstatement of the Town's financial statements will not be prevented, or detected and corrected, on a timely basis.

Significant Deficiency

- A significant deficiency is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

We noted no deficiencies that we believe to be material weaknesses.

Corrected and Uncorrected Misstatements

Professional standards require us to accumulate all misstatements identified during the audit, other than those that are clearly trivial, and communicate them to the appropriate level of management.

Corrected Misstatements

- None noted.

Uncorrected Misstatements

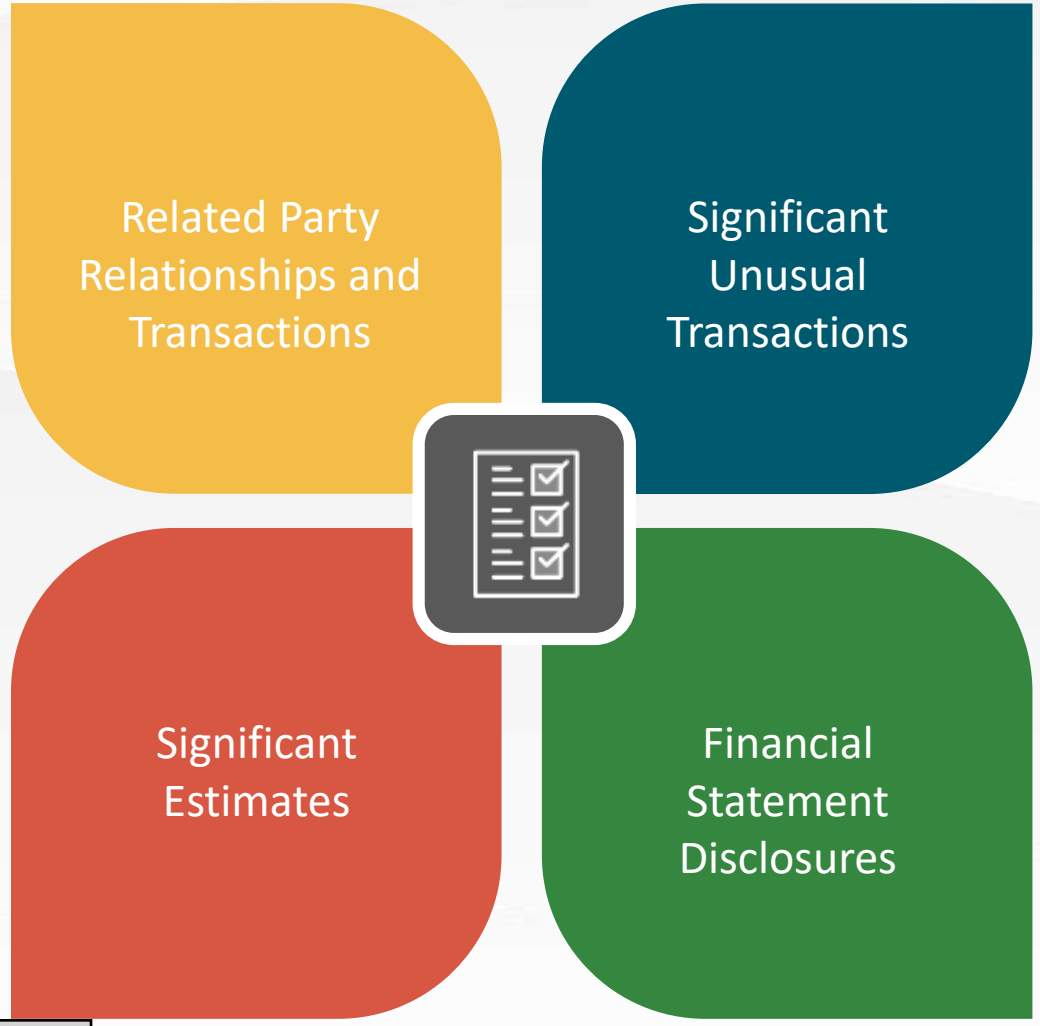
- $175,000 of contributions were recorded in central depository (pooled cash) in FY22 and were deposited into the OPEB Trust Account until FY23 causing the contributions in the OPEB Trust Fund to be higher than actual for FY23.

Qualitative Aspects of Accounting Practices

Management is responsible for the selection and use of appropriate accounting policies. The significant accounting policies used by the Town are described in Note 1 to the financial statements.

As described in Note 1, the Town adopted GASB 96, Subscription-based Information Technology Agreements, effective July 1, 2022. Most prominent among the changes in the standard is the recognition of subscription-based information technology agreements as assets and liabilities for the obligated
future payments

We noted no inappropriate accounting policies or practices.



Independence Considerations

Nonattest Services

- We will complete the appropriate sections of and sign the data collection form
- For all nonattest services we perform, you are responsible for designating a competent employee to oversee the services, make any management decisions, perform any management functions related to the services, evaluate the adequacy of the services, and accept overall responsibility for the results of the services.

Independence Conclusion

- We are not aware of any other circumstances or relationships that create threats to auditor independence.
- We are independent of the Town and have met our other ethical responsibilities in accordance with the relevant ethical requirements relating to our audits.

Other Required Communications and Matters

- **Difficulties encountered**
- **Disagreements with management**
- **Auditor consultations**
- **Management representations**
- **Management consultations**
- **Other findings or issues**
- **Fraud and illegal acts**
- **Going concern**

Supplementary Information

Required Supplementary Information (MD&A)

Introductory and Statistical Sections

Significant Estimates

Financial Statement Disclosures

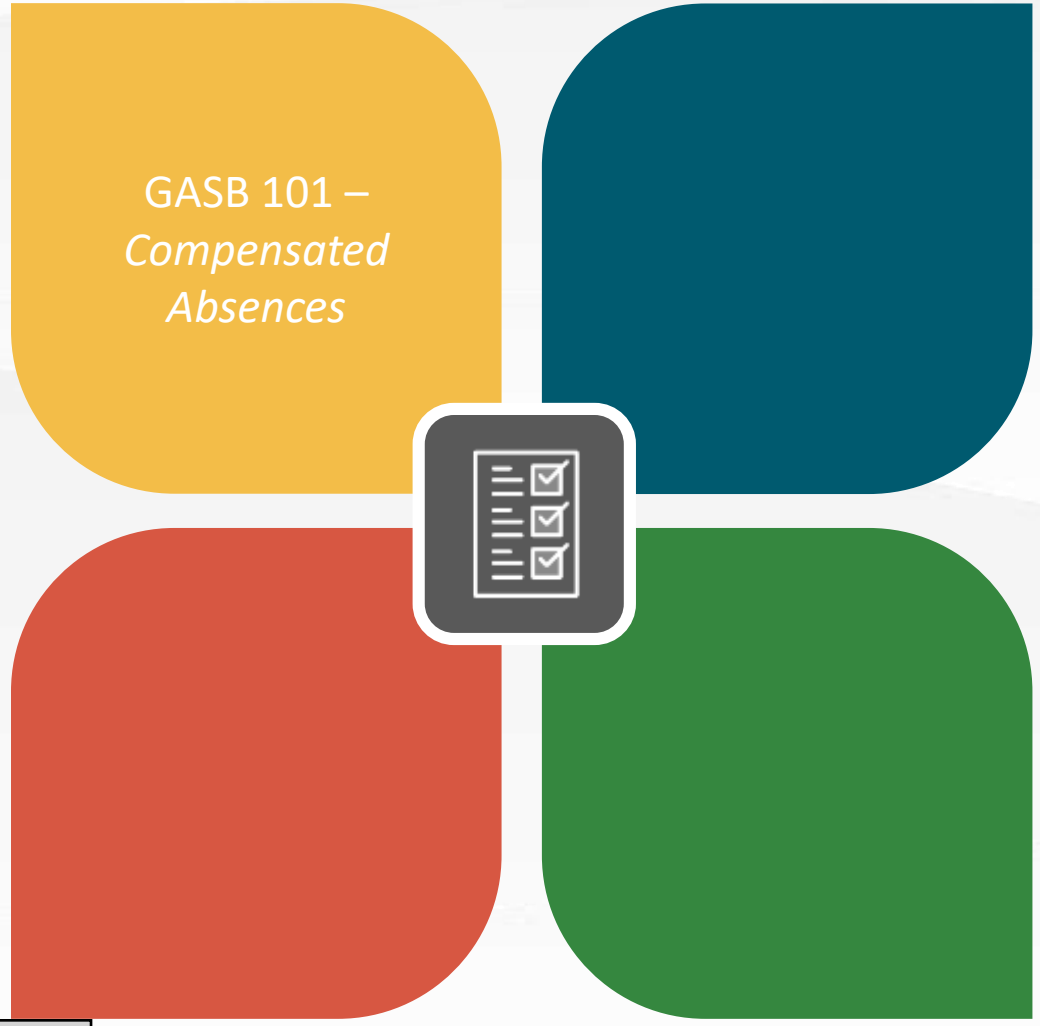
LGC Performance Indicators

- **One** financial performance indicator of concern noted
- Audit was not submitted within five (5) months from fiscal year-end
- **Requires Response to Local Government Commission (within 60 days)**

Upcoming Financial Reporting Changes

These standards will be effective for the Town in the upcoming years and may have a significant impact on the Town's financial reporting.

We would be happy to discuss with management the potential impacts on the Town's financial statements and how we may be able to assist in the implementation efforts.



Financial Performance Highlights

June 30, 2023

Property Taxes (page 136)

- Assessed Valuation = $11.8 billion – June 30, 2023
  - Compared to – $11.1 billion - June 30, 2022

- Current year Ad Valorem Tax collections totaled - $48.5 million – an increase of $5.0 million from the prior year

- 99.8% of levy collected

Fund Balance and Net Position (non-GAAP)

Net change in fund balance (net position) for the past five fiscal years are as follows:

	2023	2022	2021	2020	2019
General Fund (1) (2)	($2,802,214)	$ 10,630,653	$ 6,364,091	$ 2,430,163	$ 4,996,441
Electric Fund	(498,351)	126,057	2,906,873	69,928	835,385
Water and Sewer Fund	331,808	2,932,175	3,566,147	3,722,551	2,405,353

Note1: General Government Debt Service Fund consolidated with General Fund for financial reporting purposes. Fund established June 2023.

Note 2: Planned use of fund balance as discussed during annual audit report presentation in May 2023, for fiscal year ended June 30, 2022.

General Fund – Fund Balance

- Policy – unassigned fund balance 25% of General Fund adopted budgeted expenditures for subsequent year (FY 2024)
- Fund Balance Calculations:
  - Town policy – 25% or $23,891,050
  - FY 2023 Unassigned Fund Balance – 30.2% or $28,844,579
  - Total amount above FY 2023 policy limit - $9,524,953,529
    - FY 2023 – Purchase Order Carry Forward - $3.2M
    - FY 2024 – Appropriated Fund Balance – Adopted Budget - $4.7M
    - FY 2024 – Appropriated Fund Balance – Amended Budget (to date) - $1.4M

Debt Position

DEBT OVERVIEW

- Debt issuance:
  - No new debt issuances
- Total Outstanding Debt - $127 million
  - General Government: $76.9 million
  - Proprietary Funds: $50.1 million
- Total applicable to limitation:
  - $153.5 million (includes authorized but unissued GO Bonds)
    - 2015 - $7 million unissued – Transportation Bonds
    - 2021 - $42 million unissued – Transportation Bonds

DEBT COMPLIANCE

- Percentage of debt to valuation – 1.3%
  - Town Policy – 2.5% ($294,995,785)
  - State Statute – 8% ($943,986,511)
  - Legal Debt Margin – $790,470,706 (see Table 14)
- Debt Service Ratio – 9.3%
  - Town Policy – 12%

Debt Issuance Update

Subsequent Fiscal Year

- **General Obligation Bonds:**
  - $24.5 million – Transportation Projects
    - $ 7.5 million – Apex Peakway Southwest Connector (2015 authorization)
    - 15.5 million – Apex Peakway Southwest Connector (2021 authorization)
    - 1.0 million – Pavement Improvements (2021 authorization)
    - 1.0 million – Safe Routes to Schools (2021 authorization)
  - Hilltop Securities – 20 Year – Level Principal – 4.21%
  - $1.36M bond premium
- **Two-Thirds Bonds:**
  - $3.4 million – Mason Street Building
  - Hilltop Securities – 20 Year – Level Principal - 4.19%
  - $89k bond premium
- **Installment Financing Contracts**
  - $1.8 million – Rolling Stock (Vehicle and Equipment)
  - Pinnacle Bank – 4 Year – Level Principal - 3.90%

Planned Debt Issuance

Subsequent Fiscal Year

- **Total Project Estimates:**
  - Pleasant Park Phase 2 - $14M
  - Town Hall Renovations - $3M
  - Big Branch 2 Pump Station and Forcemain - $40M

- Timelines – TBD

- Debt Issuance Types and Amounts - TBD

Key Takeaways

Benefit of Wake County
- Property Tax collection rates
- Sales Tax

Strong financial reserves

Credit rating (reaffirmed in September 2023)
- Standard and Poor's (S&P) – AAA
- Moody's – Aaa

Solid unrestricted cash balance
- General Fund: $43.2 million
- General Government Debt Service Fund: $3.6 million
- Water and Sewer Fund: $62.2 million
- Electric Fund: $13.1 million

Other Items

- Certificate for Achievement of Excellence in Financial Reporting from the GFOA
    - Will apply for FY 2023
- Special thanks to Finance Department and members of town staff
- Questions/Discussion

Proclamation

Human Trafficking Prevention Month 2024

from the Office of the Mayor

WHEREAS, Human trafficking is the recruitment, harboring, transportation, provision, or obtaining of a person through the use of force, fraud, or coercion, for the purpose of forced labor or sexual servitude; and,

WHEREAS, Human trafficking is an international crisis that impacts people across the United States, including in North Carolina; and,

WHEREAS, According to the Bureau of Justice Statistics, the number of persons prosecuted for human trafficking more than doubled from 2011 to 2021; and,

WHEREAS, While human trafficking has been documented to affect individuals of all genders and socioeconomic statuses, women, girls, and economically disadvantaged individuals are more likely to be trafficked, and,

WHEREAS, The Town of Apex stands resolute in its commitment to supporting the organizations and programs that help fill critical gaps in the prevention of human trafficking and the supporting of its survivors.

NOW, THEREFORE, I, Jacques K. Gilbert, Mayor of Apex, North Carolina, do hereby proclaim the Month of January 2024, Human Trafficking Prevention Month in the Town of Apex, and encourage all residents to support measures that seek to eliminate the blight of human trafficking from our society.

I hereby set my hand and have caused the Seal of the Town of Apex, North Carolina, to be affixed this the 23th day of January 2024

Jacques Gilbert, Mayor

| Agenda Item | cover sheet

for consideration by the Apex Town Council

Item Type: PUBLIC HEARING

Meeting Date: January 23, 2024

Item Details

Presenter(s): Amanda Grogan, Director

Department(s): Budget & Performance Management

Requested Motion

Public Hearing to receive citizen input regarding the formulation of the Fiscal Year 2024-2025 Annual Operating Budget – First Public Hearing.

Approval Recommended?

Yes

Item Details

It has been the custom of the Apex Town Council to hold a Public Hearing in advance of the preparation of the proposed Annual Budget so that comments and suggestions of citizens can be considered while the budget document is formulated. This Pre-Budget Hearing has been advertised on the Town's website, social media, and posted in the lobby at Town Hall.

A budget prioritization tool for citizen input has been developed and will be available on the Town's website. The tool consists of a short survey that classifies focus areas under the Town's 5 strategic goals (High Performing Government, A Welcoming Community, Environmental Leadership, Economic Vitality and Responsible Development)) allows the public to rank components of each in order of importance to them. The results will be provided to Town Council at their annual retreat.

Any written comments received by USPS or through the advertised special email address, annual.budget@apexnc.org, will be forwarded to Town Council.

Attachments

- PH1-A1 - Notice of Public Hearing - Fiscal Year 2024-2025 Annual Operating Budget - First Public Hearing
- PH1-A2 – PowerPoint Overview - Fiscal Year 2024-2025 Annual Operating Budget - First Public Hearing


APEX
1873
NORTH CAROLINA

Media Contact:
Allen Coleman, Town Clerk to the Apex Town Council

FOR IMMEDIATE RELEASE

PUBLIC NOTICE – PUBLIC HEARING

APEX, N.C. (December 29, 2023) – The Apex Town Council provides notice of a Public Hearing during it's regularly scheduled Town Council Meeting on **Tuesday, January 9, 2024** at **6:00 PM** to receive input on the town's annual operating budget for fiscal year 2024-2025. This meeting will be held at the Apex Town Hall located at 73 Hunter Street in Apex, North Carolina.

Residents may submit written comments to the Town Council with attention marked to the Town Clerk Allen Coleman; P.O. Box 250; Apex, NC 27502 or by email at annual.budget@apexnc.org. Please use subject line "FY24-25 Budget - Public Comment" and include your first and last name, your address, and your phone number in your written statements. Written comments will be accepted until 3:00 PM on Tuesday, January 9, 2024.

Members of the public can access and view the meeting on the Town's YouTube Channel https://www.youtube.com/c/TownofApexGov or attend in-person.

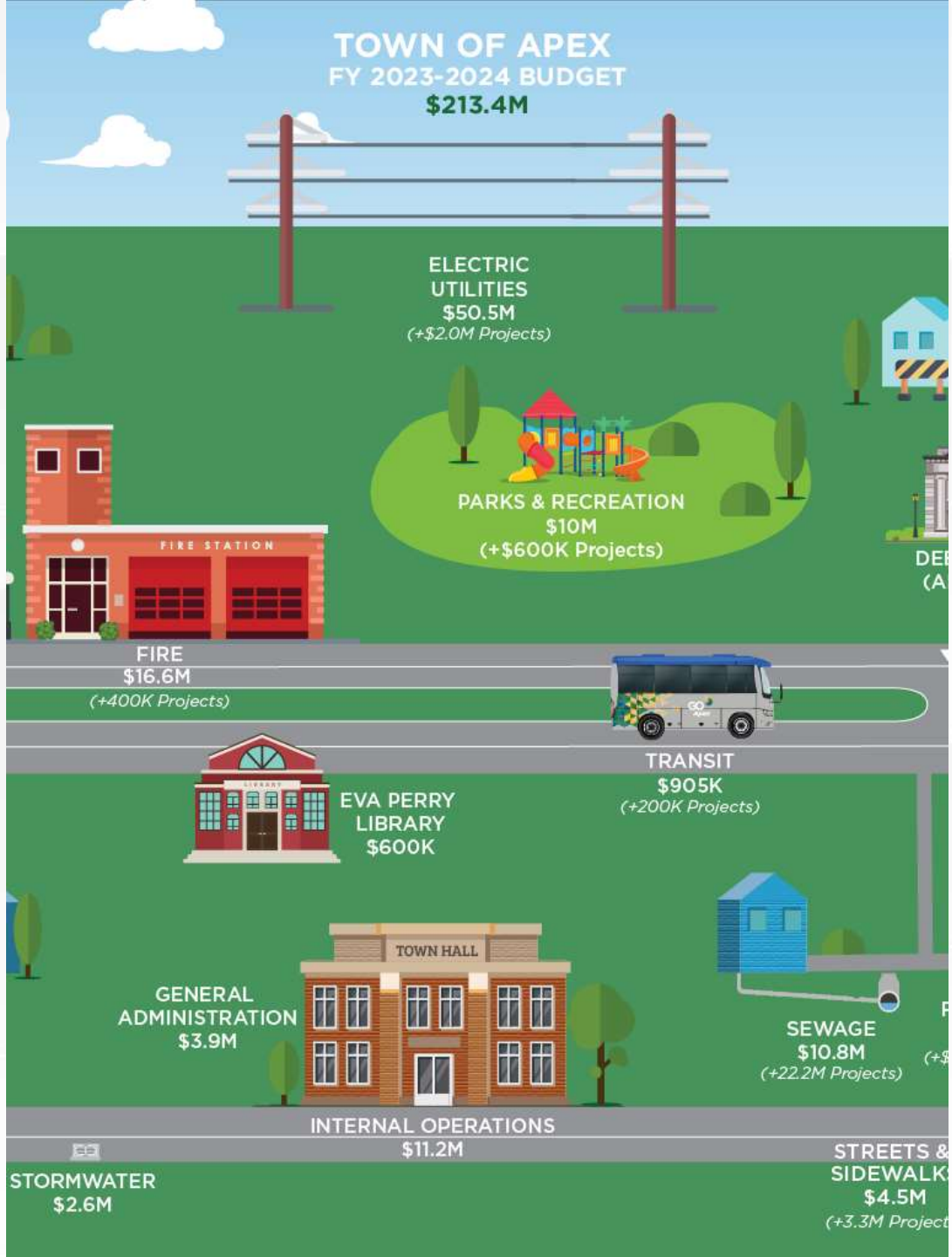
Anyone needing special accommodations to attend this meeting and/or if this information is needed in an alternative format, please contact the Town Clerk's Office. The Town Clerk is located at 73 Hunter Street in Apex Town Hall on the 2nd Floor, (email) allen.coleman@apexnc.org or (phone) 919-249-1260. We request at least 48 hours' notice prior to the meeting to make the appropriate arrangements.

For more information, please contact the Town Clerk's Office at 919-249-1260.

###

How You Can Participate:

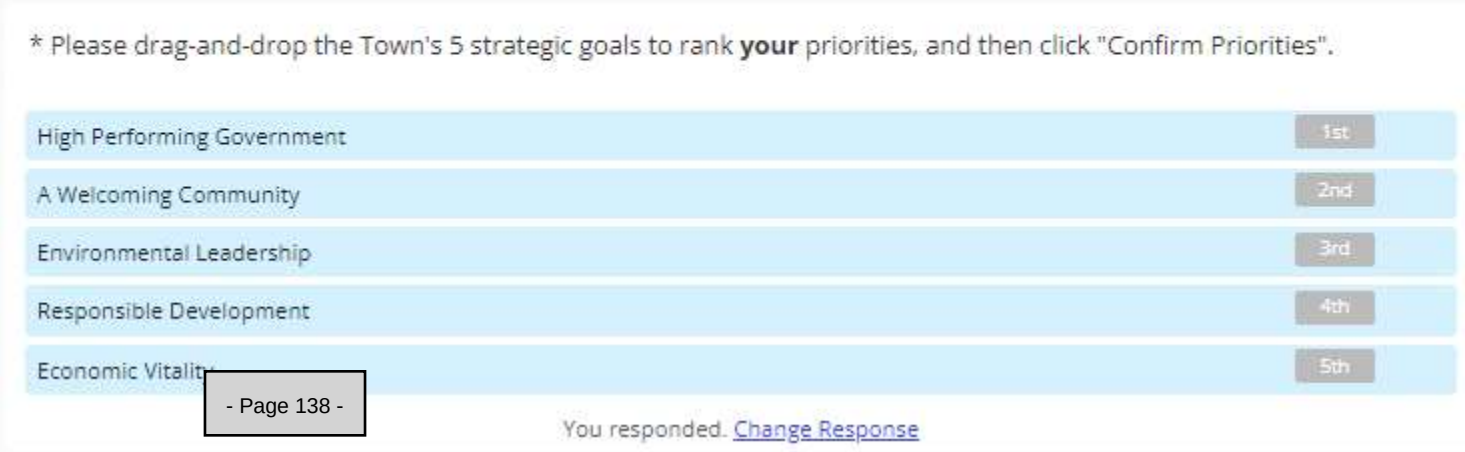
- **Survey:** Let us know what's important to you as we build the next annual budget! The **FY 2024-2025 Budget Priorities Survey** is available now through February 2nd.
- **Email:** Your feedback on budget priorities are welcome any time throughout the budget planning process. **Annual.Budget@apexnc.org**
- **Speak Up:** At our pre-budget public hearing on Tuesday, January 23rd and the budget public hearing May 21st



FY 2025 Budget Priorities Survey Open

- New survey structure
- Alignment of CIP to Game Plan Apex Strategic Plan goals





*** A Welcoming Community**



Create a safe and welcoming environment fostering community connections and high-quality recreational and cultural experiences supporting a sense of belonging.

YOUR TOP PRIORITY

- Additional athletic programming
- Enhance cultural and arts programming
- Improve existing parks and recreation facilities
- New parks and recreation facilities
- Vibrant and accessible downtown community spaces
- None of these are important to me

*** Responsible Development**



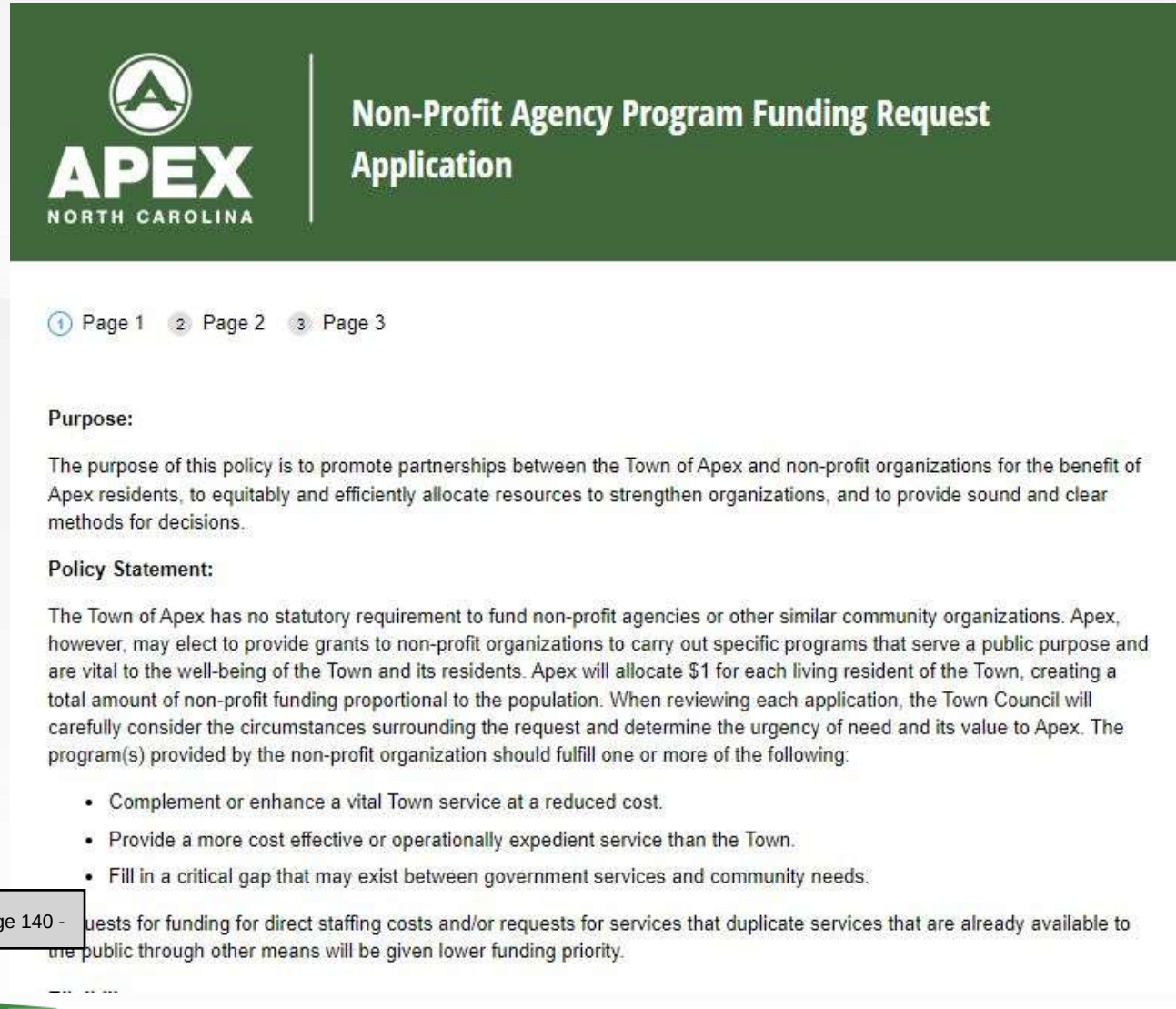
Encourage equitable and sustainable development that provides accessibility and connectivity throughout the community.

YOUR TOP PRIORITY

- Increase availability of affordable housing units
- Expand public transit options
- Maintain and improve existing roadways
- New roadways
- Maintain and improve existing greenways and sidewalks
- New greenways and sidewalks
- None of these are important to me

Non-Profit Funding Applications

- Application Period open January 1 – February 28
- Communications team assisting with posting and promotion of application
- Estimated $78,000 available for allocation



APEX NORTH CAROLINA

Non-Profit Agency Program Funding Request Application

1 Page 1 2 Page 2 3 Page 3

Purpose:

The purpose of this policy is to promote partnerships between the Town of Apex and non-profit organizations for the benefit of Apex residents, to equitably and efficiently allocate resources to strengthen organizations, and to provide sound and clear methods for decisions.

Policy Statement:

The Town of Apex has no statutory requirement to fund non-profit agencies or other similar community organizations. Apex, however, may elect to provide grants to non-profit organizations to carry out specific programs that serve a public purpose and are vital to the well-being of the Town and its residents. Apex will allocate $1 for each living resident of the Town, creating a total amount of non-profit funding proportional to the population. When reviewing each application, the Town Council will carefully consider the circumstances surrounding the request and determine the urgency of need and its value to Apex. The program(s) provided by the non-profit organization should fulfill one or more of the following:

- Complement or enhance a vital Town service at a reduced cost.
- Provide a more cost effective or operationally expedient service than the Town.
- Fill in a critical gap that may exist between government services and community needs.

uests for funding for direct staffing costs and/or requests for services that duplicate services that are already available to the public through other means will be given lower funding priority.

Upcoming Dates

January	
19	Capital Improvement Plan to Council (Project Evaluation & Ranking)
25	Personnel Committee Meeting w/ ERC
February	
15-16	**Town Council CIP Workshop / Prioritization of Projects for FY24-25**
28	Non-Profit Applications Due
March	
7	Personnel Committee Meeting (Position Requests, Staffing Plan Updates, Policies)
21	Joint Personnel and Finance Committee Meeting (Compensation & Benefits)*
April	
2	Finance Committee Meeting
4	Finance Committee Meeting
19	Draft Budget Distributed to Town Council
May	
2	**Town Council Budget Workshop**
21	**Public Hearing on Proposed Budget**
23	**Town Council Budget Workshop (if necessary)**
June	
11	**Budget Ordinance / CIP Adopted**

**Compensation & Benefits presentation includes any proposed changes for Elected Officials.*

| Agenda Item | cover sheet

for consideration by the Apex Town Council

Item Type: PUBLIC HEARING

Meeting Date: January 23, 2024

Item Details

Presenter(s): Shannon Cox, Long Range Planning Manager

Department(s): Planning

Requested Motion

Public hearing and possible motion regarding an amendment to the 2045 Land Use Map within and adjacent to the Little Beaver Creek conservation easement.

Approval Recommended?

Planning staff recommend adoption of the proposed amendment.

The Planning Board considered the proposed amendment at their January 8, 2024 meeting and recommended approval in a vote of seven in favor and two opposed.

Item Details

The amendment to the 2045 Land Use Map is intended to reflect a change in status of property within and surrounding the Little Beaver Creek Conservation easement.

Attachments

- PH2-A1: Staff Report - 2045 Land Use Map Amendment - Little Beaver Creek Conservation Easement
- PH2-A2: Planning Board Report to Town Council - 2045 Land Use Map Amendment - Little Beaver Creek Conservation Easement
- PH2-A3: Planning Board Dissent Forms - 2045 Land Use Map Amendment - Little Beaver Creek Conservation Easement

The 2045 Land Use Map (2045 LUM) establishes the Town's long range vision for land use. It is not regulatory, but serves as guidance as the Town considers new development. The 2045 LUM was adopted in February 2019 and last amended on November 28, 2023. The 2045 LUM is available for viewing online at: www.apexnc.org/DocumentCenter/View/478. The Town Council will consider the proposed amendment to the 2045 LUM, hear comments from the public, and make a decision regarding potential adoption of the amendment.

The proposed amendment is along and adjacent to the future Richardson Road corridor south of Humie Olive Road and north of Old US 1 Hwy. The amendment would revise the vision for land use as shown in Figure 1.

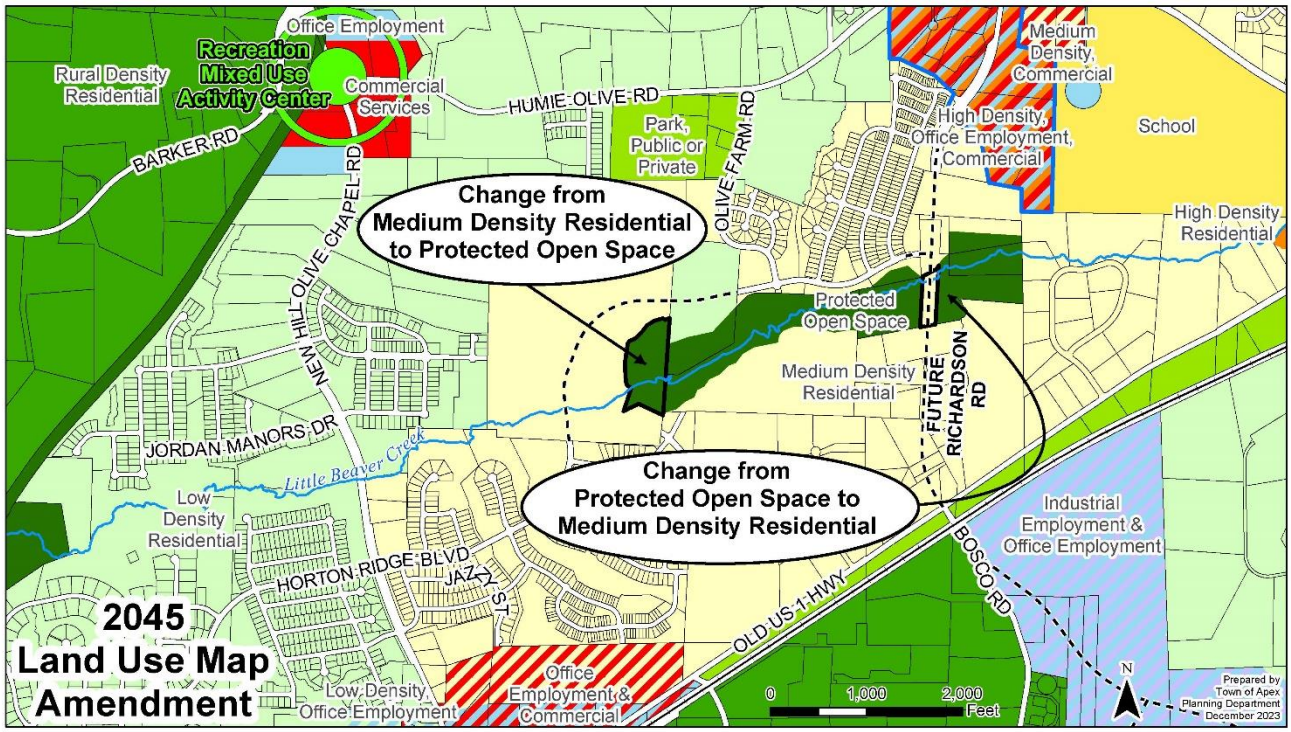


Figure 1. Proposed amendment to the 2045 Land Use Map

The purposes of this amendment are to show the area to be removed from the Little Beaver Creek Conservation Easement for future right of way and construction easements for Richardson Road as Medium Density Residential, consistent with surrounding land areas; and to show new land area to be added on the western edge of the Little Beaver Creek Conservation Easement as Protected Open Space. The area to be removed from the conservation easement is 2.05 acres, the area to be added to the conservation easement is 7.945 acres. This amendment is consistent with contingent approvals and recommendations from an Interagency Review Team (IRT) led by the Department of Environmental Quality (DEQ) that has been working with the Town since 2016 to address the conflict between the planned alignment for the Richardson Road corridor and the conservation easement. The IRT provided contingent approval of the release of the area for the future Richardson Road corridor in a June 2020 meeting with staff. Contingencies included the addition of lands to the conservation easement. The transfer of property to the conservation easement is anticipated to be complete within the next month or two. The amendment is only proposed to reflect the anticipated change in

status of this property for transparency of the 2045 Land Use Map and is not a request for approval of the removal of land from the conservation easement.

PLANNING STAFF RECOMMENDATION:
Planning staff recommends adoption of the proposed amendment to the 2045 Land Use Map.

PLANNING BOARD RECOMMENDATION:
The Planning Board recommended adoption of the proposed amendment to the 2045 Land Use Map in a vote of two against and seven in favor at their January 8, 2024 meeting.

PLANNING BOARD REPORT TO TOWN COUNCIL

Long Range Plan Amendments

Planning Board Meeting Date: January 8, 2024

Long range plan(s) proposed to be amended:

2045 Land Use Map

Description of the proposed amendment(s):

Change the area on the western edge of the Little Beaver Creek Conservation Easement from Medium Density Residential to Protected Open Space. Change the area within the Little Beaver Creek Conservation Easement from Protected Open Space to Medium Density Residential for the future Richardson Road corridor.

Planning Board recommendation:

Motion: To recommend approval as presented.

Introduced by Planning Board member: Alyssa Byrd

Seconded by Planning Board member: Steven Rhodes

☑ Approval of the proposed amendment(s) as presented

☐ Approval of the proposed amendment(s) with the following conditions or changes:

☐ Denial of the proposed amendment(s)

With 7 Planning Board member(s) voting "aye"

With 2 Planning Board member(s) voting "no"

Reason(s) for dissenting votes:

Dissenting votes Tina Sherman and Tim Royal. See attached.

This report reflects the recommendation of the Planning Board, this the 8th day of January 2024.

Attest:

Reginald Skinner, Planning Board Chair

Dianne F. Khin Digitally signed by Dianne F. Khin Date: 2024.01.08 17:28:24 -05'00'

Dianne Khin, Planning Director

PLANNING BOARD REPORT TO TOWN COUNCIL
Dissenting Member Comments

Planning Board Member Name: Tim Royal

Meeting Date: 1/8/2024

☐ Rezoning # _____

☒ Long Range Plan amendment(s) 2045 Apex Land Use Map Amendment

☐ Other _____

Reason(s) for dissenting vote:

Out of principle. The approval locks in the location and the public may have alternatives for road placement that may be less impactful.

PLANNING BOARD REPORT TO TOWN COUNCIL
Dissenting Member Comments

Planning Board Member Name: Tina Sherman

Meeting Date: 1/8/2024

☐ Rezoning # 2045 Apex Land Use Map Amendment

☐ Long Range Plan amendment(s)_____

☐ Other_____

Reason(s) for dissenting vote:

This should wait until the update LUM. The process is flawed.

| Agenda Item | cover sheet

for consideration by the Apex Town Council

Item Type: CONSENT AGENDA

Meeting Date: January 23, 2024

Item Details

Presenter(s): Dianne Khin, Director

Department(s): Planning

Requested Motion

Public Hearing and possible motion to adopt an Ordinance on the question of Question of Annexation - Apex Town Council's intent to annex 5.367 acres, located at The Preserve on Holt, Annexation No. 745 into the Town Corporate limits.

Approval Recommended?

Yes

Item Details

The annexation has been certified and a public hearing has been posted as required.

Attachments

- PH3-A1: Annexation Ordinance - Annexation No. 745 - The Preserve on Holt - 5.367 acres
- PH3-A2: Public Hearing Notice - Annexation No. 745 - The Preserve on Holt - 5.367 acres
- PH3-A3: Legal Description - Annexation No. 745 - The Preserve on Holt - 5.367 acres
- PH3-A4: Aerial Map - Annexation No. 745 - The Preserve on Holt - 5.367 acres
- PH3-A5: Plat Map - Annexation No. 745 - The Preserve on Holt - 5.367 acres
- PH3-A6: Annexation Petition - Annexation No. 745 - The Preserve on Holt - 5.367 acres

TOWN OF APEX, NORTH CAROLINA
Municipality No. 333

After recording, please return to: Town Clerk, Town of Apex, P.O. Box 250, Apex, NC 27502

ORDINANCE NO. 2024-
ANNEXATION PETITION NO. 745
THE PRESERVE ON HOLT – 5.367 ACRES

AN ORDINANCE TO EXTEND THE CORPORATE LIMITS
OF THE TOWN OF APEX, NORTH CAROLINA
P.O. Box 250, Apex, North Carolina 27502

WHEREAS, the Apex Town Council has been petitioned under G.S.§160A-31, as amended, to annex the area described herein; and

WHEREAS, the Apex Town Council has by Resolution directed the Town Clerk to investigate the sufficiency of said petition; and

WHEREAS, the Town Clerk has certified the sufficiency of said petition and a public hearing on the question of this annexation was held at Apex Town Hall at 6:00 p.m. on January 23, 2024, after due notice by posting to the Town of Apex website, http://www.apexnc.org/news/public-notices-legal-ads; and

WHEREAS, the Apex Town Council does hereby find as a fact that said petition meets the requirements of G.S.§160A-31, as amended.

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

Section 1. By virtue of the authority granted by G.S.§160A-31, as amended, the territory described in the attached property description and also shown as "Annexation Area" on the below identified survey plat is hereby annexed and made part of the Town of Apex, North Carolina, as of the date of adoption of this Ordinance on January 23, 2024. The survey plat that describes the annexed territory is that certain survey plat entitled "Annexation Map for the Town of Apex, White Oak Township, PIN(S): 0743331106 Land Surveyor dated March 25, 2022" and recorded in Book of Maps book number 2024 and page number , Wake County Registry.

Section 2. Upon and after the adoption of this ordinance, the territory described herein and its citizens and property shall be subject to all debts, laws, ordinances and regulations in force in the Town of Apex, North Carolina, and shall be entitled to the same privileges and benefits as other parts of the Town of Apex. Said territory shall be subject to municipal taxes according to G.S.§160A-58.10, as amended.

Section 3. The Clerk of the Town of Apex, North Carolina shall cause to be recorded in the Office of the Register of Deeds of Wake County and in the Office of the Secretary of State at Raleigh, North Carolina and in the Office of the Wake County Board of Elections an accurate map of the annexed territory, described in Section 1 hereof, together with a duly certified copy of this Ordinance.

Adopted this the 23rd day of January 2024.

_____
Jacques K. Gilbert
Mayor

ATTEST:

_____
Allen L. Coleman, CMC, NCCCC
Town Clerk

APPROVED AS TO FORM:

_____

Laurie L. Hohe
Town Attorney

Legal Description

1305 Holt Road

Beginning at a point, said point being the point and place of beginning and being an iron pipe found having NC Grid Coordinates of N 732793.0113 E 2043233.3030 and being N 88° 10′ 25″ E 3.95′ from and iron pipe set in the right-of-way of Holt Road (State Road 1612), thence with said point of beginning S 86° 27′ 23″ W 69.61′ to an iron pipe found, thence N 47° 29′ 25″ W 174.02′ to an iron pipe found, thence N 79° 23′ 17″ W 104.24′ to an iron pipe set, thence N 10° 32′ 20″ W 175.06′ to an iron pipe

found, thence N 37° 12′ 27″ W 321.25′ to an iron pipe set, thence N 60° 36′ 35″ E 183.83′ to an iron pipe found, thence S 57° 52′ 21″ E 134.27′ to an iron pipe found, thence S 89° 48′ 52″ E 288.81′ to an iron pipe set, thence S 70° 52′ 55″ E 31.10′ to a point in the centerline of Holt Road (State Road 1612), thence with said centerline S 03° 19′ 47″ W 153.69′ to a point in said centerline, thence N 80° 58′ 12″ E 30.71′ to an iron pipe found in the right-of-way of said road and being a common property corner of PIN 0743-33-4370 & PIN 0743-33-4069 thence with said right-of-way S 03° 20′ 06″ W 254.85′ to point in the right of way of Holt Road and Howell Road, thence N 85° 45′ 06″ W 58.93′ to a point, thence S 03° 11′ 34″ W 169.60′ to an iron pipe set in the right-of-way of Holt Road, thence S 88° 10′ 25″ W 3.95′ to the point and place of beginning containing 5.367 acres or 223748 square feet as computed by the coordinate method.

STATE OF NORTH CAROLINA

COUNTY OF WAKE

CLERK'S CERTIFICATION

I, Allen L. Coleman, Town Clerk, Town of Apex, North Carolina, do hereby certify the foregoing is a true and correct copy of Annexation Ordinance No. 2024-_____, adopted at a meeting of the Town Council, on the 23rd day of January 2024, the original of which will be on file in the Office of the Town Clerk of Apex, North Carolina.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official Seal of the Town of Apex, North Carolina, this the 23rd day of January 23, 2024.

_____
Allen L. Coleman, CMC, NCCCC
Town Clerk

(SEAL)

Media Contact:
Allen Coleman, Town Clerk to the Apex Town Council

FOR IMMEDIATE RELEASE

PUBLIC NOTICE – PUBLIC HEARING

APEX, N.C. (January 12, 2024) – The Town Council of Apex, North Carolina has scheduled a Public Hearing to be held at **6:00 p.m.** at Apex Town Hall, 73 Hunter Street, on the **23rd day of January, 2024**, on the question of annexation of the following property requested by petition filed pursuant to G.S. 160A-31:

Annexation Petition No. 745
The Preserve on Holt – 5.367 acres



Residents may submit written comments to the Town Council with attention marked to the Town Clerk Allen Coleman; P.O. Box 250; Apex, NC 27502 or by email at public public.hearing@apexnc.org. Please use subject line "Annexation Petition No. 745" and include your first and last name, your address, and your phone number in your written statements. Written comments will be accepted until 3:00 PM on Tuesday, January 23, 2024.

Members of the public can access and view the meeting on the Town's YouTube Channel https://www.youtube.com/c/TownofApexGov or attend in-person.

Anyone needing special accommodations to attend this meeting and/or if this information is needed in an alternative format, please contact the Town Clerk's Office. The Town Clerk is located at 73 Hunter Street in Apex Town Hall on the 2nd Floor, (email) allen.coleman@apexnc.org or (phone) 919-249-1260. We request at least 48 hours' notice prior to the meeting to make the appropriate arrangements.

Questions should be directed to the Town Clerk's Office.

###

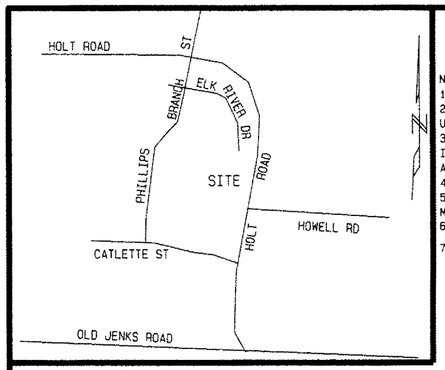
1305 Holt Road

Annexation

Town of Apex

Beginning at a point, said point being the point and place of beginning and being an iron pipe found having NC Grid Coordinates of N 732793.0113 E 2043233.3030 and being N 88° 10' 25" E 3.95' from and iron pipe set in the right-of-way of Holt Road (State Road 1612), thence with said point of beginning S 86° 27' 23" W 69.61' to an iron pipe found, thence N 47° 29' 25" W 174.02' to an iron pipe found, thence N 79° 23' 17" W 104.24' to an iron pipe set, thence N 10° 32' 20" W 175.06' to an iron pipe found, thence N 37° 12' 27" W 321.25' to an iron pipe set, thence N 60° 36' 35" E 183.83' to an iron pipe found, thence S 57° 52' 21" E 134.27' to an iron pipe found, thence S 89° 48' 52" E 288.81' to an iron pipe set, thence S 70° 52' 55" E 31.10' to a point in the centerline of Holt Road (State Road 1612), thence with said centerline S 03° 19' 47" W 153.69' to a point in said centerline, thence N 80° 58' 12" E 30.71' to an iron pipe found in the right-of-way of said road and being a common property corner of PIN 0743-33-4370 & PIN 0743-33-4069 thence with said right-of-way S 03° 20' 06" W 254.85' to point in the right of way of Holt Road and Howell Road, thence N 85° 45' 06" W 58.93' to a point, thence S 03° 11' 34" W 169.60' to an iron pipe set in the right-of-way of Holt Road, thence S 88° 10' 25" W 3.95' to the point and place of beginning containing 5.367 acres or 223748 square feet as computed by the coordinate method.


Annexation #745
Phillips Branch St
Elk River Dr
Flat Laurel St
The Courtyards on Holt
Tumblestone Ct
Raven Cliff St
Catlette St
Gilwood Dr
Middleton
Holt Rd
Howell Rd
Kenneth Ridge Ct
December 2022
October 2022 Aerial Photography
Prepared by Town of Apex Planning Department
0
250
500
Feet



VICINITY MAP NOT TO SCALE

NOTES:
1. AREAS COMPUTED BY COORDINATE METHOD.
2. ALL DISTANCES ARE HORIZONTAL GROUND DISTANCES MEASURED IN U.S. SURVEY FEET.
3. THIS SURVEY DONE WITHOUT THE BENEFIT OF A TITLE SEARCH AND IS SUBJECT TO ANY FACTS WHICH MAY BE DISCLOSED BY A FULL AND ACCURATE TITLE SEARCH.
4. NOT ALL SUBSURFACE IMPROVEMENTS TO LOT SHOWN HEREON.
5. ANY POINT NOTED AS "CONTROL CORNER" SHALL NOT BE DEEMED ANY MORE OR LESS RELIABLE THAN ANY OTHER POINT SHOWN HEREON.
6. NC GRID COORDINATES BY GPS OBSERVATION, REF NAD 83 (2011)
7. NO NCGS MONUMENT WAS FOUND WITHIN 2000' OF SITE.

I, LEONARD H. SULLIVAN, JR., 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 SHOWN AS BROKEN LINES PLOTTED FROM INFORMATION SHOWN HEREON; THAT THE RATIO OF PRECISION AS CALCULATED IS 1: 10000 +; THAT THIS PLAT WAS PREPARED IN ACCORDANCE WITH G. S. 47-30 AS AMENDED. WITNESS MY ORIGINAL SIGNATURE, LICENSE NUMBER, AND SEAL THIS 30TH DAY OF NOVEMBER, A.D., 2022

SURVEYOR LEONARD H. SULLIVAN JR

L-2821
LICENSE NUMBER

NORTH CAROLINA PROFESSIONAL SEAL L-2821 LAND SURVEYOR LEONARD H. SULLIVAN JR

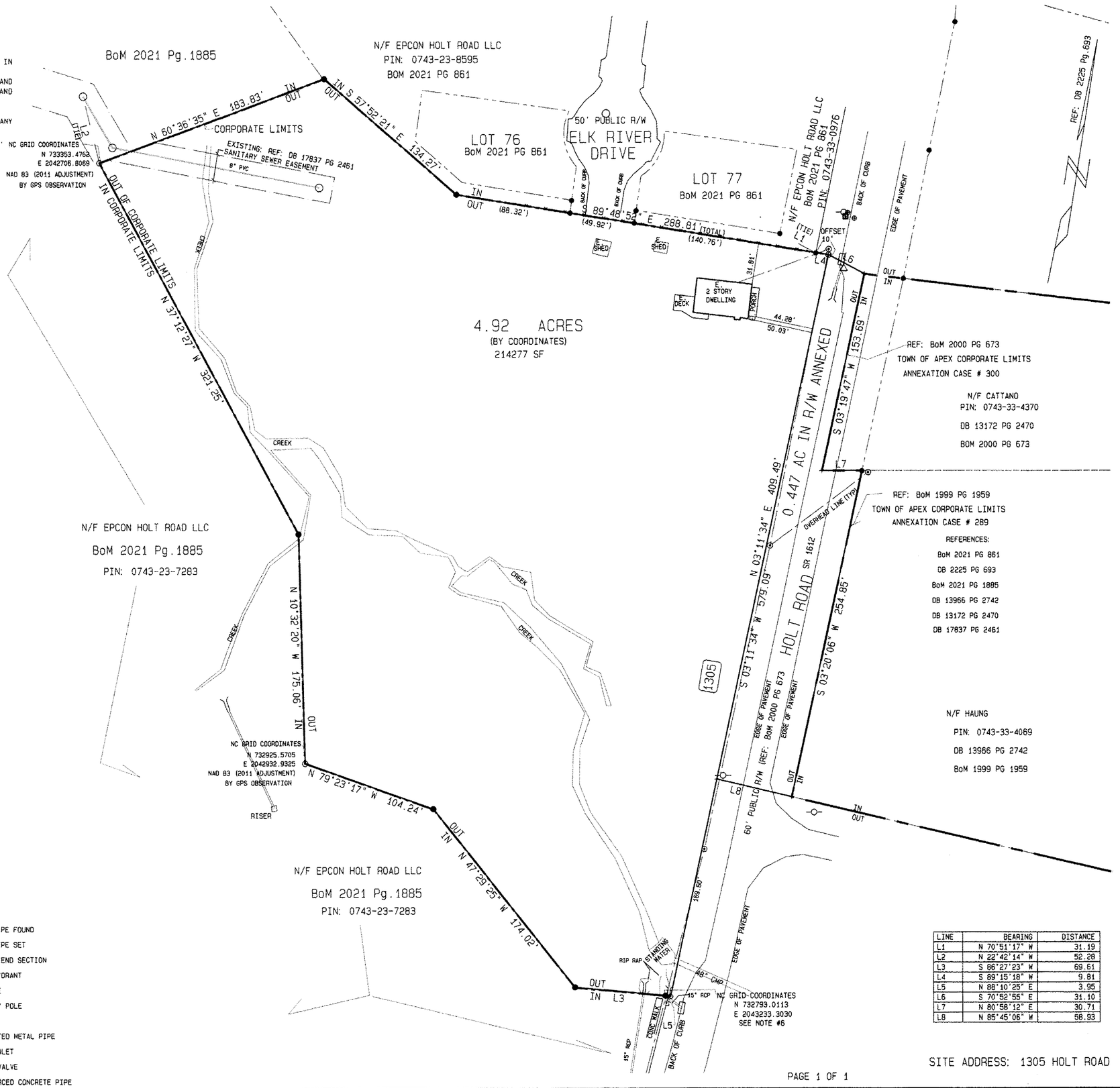
ALSO, I CERTIFY:
A. THAT THE SURVEY CREATES A SUBDIVISION OF LAND WITHIN THE AREA OF A COUNTY OR MUNICIPALITY THAT HAS AN ORDINANCE THAT REGULATES PARCELS OF LAND
B. THAT THE SURVEY IS LOCATED IN A PORTION OF A COUNTY OR MUNICIPALITY THAT IS UNREGULATED AS TO AN ORDINANCE THAT REGULATES PARCELS OF LAND
C. ANY ONE OF THE FOLLOWING:
1. THAT THE SURVEY IS OF AN EXISTING PARCEL OR PARCELS OF LAND AND DOES NOT CREATE A NEW STREET OR CHANGE AN EXISTING STREET.
2. THAT THE SURVEY IS OF AN EXISTING BUILDING OR OTHER STRUCTURE, OR NATURAL FEATURE, SUCH AS A WATERCOURSE.
3. THAT THE SURVEY IS A CONTROL SURVEY.
(D) THAT THE SURVEY IS OF ANOTHER CATEGORY, SUCH AS THE RECOMBINATION OF EXISTING PARCELS, A COURT-ORDERED SURVEY, OR OTHER EXCEPTION TO THE DEFINITION OF SUBDIVISION.
E. THAT THE INFORMATION AVAILABLE TO THE SURVEYOR IS SUCH THAT THE SURVEYOR IS UNABLE TO MAKE A DETERMINATION TO THE BEST OF THE SURVEYOR'S PROFESSIONAL ABILITY AS TO PROVISIONS CONTAINED IN (A) THROUGH (D) ABOVE.

ANNEXTION # _____

I, ALLEN COLEMAN, CMC, NCCCC, TOWN CLERK, APEX, NORTH CAROLINA CERTIFY THIS A TRUE AND EXACT MAP OF ANNEXATION ADOPTED THE _____ DAY OF _____ 20___ BY THE TOWN COUNCIL. I SET MY HAND AND SEAL OF THE TOWN OF APEX.

_____
DAY/MONTH/YEAR

_____
ALLEN COLEMAN, CMC, NCCCC, TOWN CLERK



LINE	BEARING	DISTANCE
L1	N 70°51'17" W	31.19
L2	N 22°42'14" W	52.28
L3	S 86°27'23" W	69.61
L4	S 89°15'18" W	9.81
L5	N 88°10'25" E	3.95
L6	S 70°52'55" E	31.10
L7	N 80°58'12" E	30.71
L8	N 85°45'06" W	58.93

LEGEND:
- IRON PIPE FOUND
- IRON PIPE SET
- FLARED END SECTION
- FIRE HYDRANT
- MANHOLE
- UTILITY POLE
- FENCE
- CMP CORUGATED METAL PIPE
- CURB INLET
- WATER VALVE
- RCP REINFORCED CONCRETE PIPE
- MASON NAIL SET
- CONCRETE MONUMNET FOUND (BO)
- ### INDICATES STREET ADDRESS
- E EXISTING
- IN INSIDE CORPORATE LIMITS OF APEX
- OUT CUTSIDE CORPORATE LIMITS OF APEX
- + COMPUTED POINT

SITE DATA TABLE:

AREA IN R/W TO BE ANNEXED: 0.447 AC

AREA OF PIN 0743-33-1106 TO BE ANNEXED: 4.92 AC

TOTAL AREA TO BE ANNEXED: 5.367 AC

SITE ADDRESS: 1305 HOLT ROAD

PAGE 1 OF 1

RECORDED IN WAKE COUNTY REGISTRY OF DEEDS BOOK OF MAPS 20222 PAGE _____.

SULLIVAN SURVEYING
1143-D EXECUTIVE CIRCLE CARY, NC 27511
(919) 469-4738 FAX: (919) 469-8447
F-0507

ANNEXATION PLAT FOR THE TOWN OF APEX:

SRP SIGNATURE HOMES LLC PROPERTY

REVISION DATE:
- 25 OCTOBER 2022
- 26 OCTOBER 2022
- 7 NOVEMBER 2022
- 19 NOVEMBER 2022

OWNER(S):
SRP SIGNATURE HOMES, L.L.C.
2025 KIRKHAVEN ROAD
MORRISVILLE, N.C. 27560-7121
DB 18990 PG 1587

60 30 0 60 120
SCALE IN FEET

WHITE OAK TOWNSHIP
WAKE COUNTY | NORTH CAROLINA
SCALE: 1" = 60' | PIN 0743-33-1106___
DRAWN BY: TAH | SURVEYED BY: MAS
DATE: 25 MARCH 2022 | JOB # 5471522
FILE: S:/PACSOFT/2022/1305HO.CRD

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.

Application #: 2022-022 Submittal Date: 10-3-2022

Fee Paid $ 200.00 Check # 1046

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, ☑ Wake County, ☐ Chatham County, North Carolina.
2. The area to be annexed is ■ contiguous, ☐ non-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

SRP Signature Homes, LLC	0743-33-1106
Owner Name (Please Print)	Property PIN or Deed Book & Page #
919-339-5072 (Raj Baksha)	bsrajnc@gmail.com
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

Surveyor: Sullivan Surveying (F-0507)

Phone: 919-469-4738 Fax: 919-469-8447

E-mail Address: sullivansurveying@yahoo.com

ANNEXATION SUMMARY CHART

Property Information		Reason(s) for annexation (select all that apply)	
Total Acreage to be annexed:	~~4.92~~ 5.367	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:	1	Water service (new construction)	☑
Proposed # of housing units:	4	Sewer service (new construction)	☑
Zoning District*:	RR	Receive Town Services	☑

*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.

PETITION FOR VOLUNTARY ANNEXATION

Application #: 2022-022 Submittal Date: 10-3-2022

COMPLETE IF SIGNED BY INDIVIDUALS:

All individual owners must sign. (If additional signatures are necessary, please attach an additional sheet.)

Please Print	Signature
Please Print	Signature
Please Print	Signature
Please Print	Signature

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: _____

COMPLETE IF A CORPORATION:

In witness whereof, said corporation has caused this instrument to be executed by its President and attested by its Secretary by order of its Board of Directors, this the _____ day of _____, 20_____.

Corporate Name _____

SEAL

By: _____
President (Signature)

Attest:

_____
Secretary (Signature)

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: _____

PETITION FOR VOLUNTARY ANNEXATION

Application #: 2022-022 Submittal Date: 10-3-2022

COMPLETE IF IN A LIMITED LIABILITY COMPANY

In witness whereof, SRP Signature Homes, LLC a limited liability company, caused this instrument to be executed in its name by a member/manager pursuant to authority duly given, this the 29 day of September, 2022.

Name of Limited Liability Company SRP Signature Homes, LLC

By: _____
Signature of Member/Manager

STATE OF NORTH CAROLINA
COUNTY OF WAKE

Sworn and subscribed before me, Shawn C. Sidener, a Notary Public for the above State and County, this the 29 day of September, 2022.

_____
Notary Public

SEAL

SHAWN C. SIDENER NOTARY PUBLIC ALAMANCE COUNTY NC

My Commission Expires: June 27, 2026

COMPLETE IF IN A PARTNERSHIP

In witness whereof, _____, a partnership, caused this instrument to be executed in its 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: _____

FOR APPLICANT USE ONLY

PLEASE DO NOT INCLUDE THIS CHECKLIST WITH YOUR APPLICATION SUBMITTAL

COMMON ACRONYMS/DEFINITIONS			
IDT Website	Contractor's Plan Room	UDO	Town's Unified Development Ordinance
TOA	Town of Apex	NCDEQ	North Carolina Dept. of Environmental Quality
RCA	Resource Conservation Area	DDM	Design & Development Manual

CONTACT INFORMATION			
Department of Planning and Community Development	(919) 249-3426	Soil & Erosion Control Officer	(919) 249-1166
Parks, Recreation, and Cultural Resources Department	(919) 372-7468	Electric Utilities Department	(919) 249-3342
Transportation Engineer	(919) 249-3358	Stormwater & Utility Engineering	(919) 249-3413

#	REQUIRED PLAT ITEMS
1	The exact boundary lines of the area to be annexed fully dimensioned by lengths and bearings, and the location of intersecting boundary lines of existing town limits, labeled and distinctly marked. Include full right-of-way if the area on both sides is or will be in the corporate limits.
2	Show and label any utility easements with metes and bounds.
3	Accurate locations and descriptions of all monuments, markers, and control points.
4	Ultimate right-of-way widths on all streets.
5	Entitle "ANNEXATION MAP for the TOWN OF APEX" or "SATELLITE ANNEXATION MAP for the TOWN OF APEX", as appropriate.
6	Name of property owner.
7	Name, seal, and registration of Professionally Licensed Surveyor (PLS).
8	Date of the survey and map preparation; a north arrow indicating whether the index is true magnetic North Carolina grid (NAD 83 of NAD 27) or deed; graphic scale; and declination.
9	Names of the township, county, and state.
10	A detailed vicinity map.
11	Include address of property if assigned.
12	Show all contiguous or non-contiguous town limits.
13	The following certification must be placed on the map near a border to allow the map to be sealed: Annexation # _____ I, Allen Coleman, CMC, NCCCC, Town Clerk, Apex, North Carolina certify this a true and exact map of annexation adopted the _____ day of _____, 20___, by the Town Council. I set my hand and seal of the Town of Apex, _____. Day/Month/Year _____ Allen Coleman, CMC, NCCCC, Town Clerk -Seal-
14	Leave 2 inch by 2 inch space for the Wake County or Chatham County Register of Deeds stamp on the plat. All final plats must be stamped and signed before they can be accepted by the Town.

| Agenda Item | cover sheet

for consideration by the Apex Town Council

Item Type: PUBLIC HEARING

Meeting Date: January 23, 2024

Item Details

Presenter(s): Amanda Bunce, Current Planning Manager

Department(s): Planning

Requested Motion

Public Hearing and possible motion to approve Rezoning Application No. 23CZ15 Apex Gateway Phase 2 Amendment. The applicant, Gray Harrell, Beacon Development, seeks to rezone approximately 243.48 acres from Light Industrial-Conditional Zoning (LI-CZ #22CZ26) to Light Industrial-Conditional Zoning (LI-CZ) and Planned Commercial-Conditional Zoning (PC-CZ). The proposed rezoning is located at 314, 450, 482, 472, 546, 610, 696, 527, 0, & 0 NC Hwy 751; 0, 0, & 0 Hwy 64 East; 0 & 44 New Hill Road.

Approval Recommended?

The Planning Department recommends approval.

The Planning Board held a public hearing on January 8, 2024 and unanimously recommended approval with the conditions offered by the applicant.

Item Details

The properties to be rezoned are identified as PINs 071200461386, 071200460876, 071200367945, 071200470121, 071200378303, 071200376549, 071200372751, 071200261673, 071200350755, 071200245813, 071200245419, 071200246438, 071200435356, 071200452105, and 071200543241.

Attachments

- PH4-A1 - Staff Report - Rezoning Case No. 23CZ15 - Apex Gateway Phase 2 Amendment
- PH4-A2: Vicinity Map - Rezoning Case No. 23CZ15 - Apex Gateway Phase 2 Amendment
- PH4-A3: Planning Board Report to Town Council - Rezoning Case No. 23CZ15 - Apex Gateway Phase 2 Amendment

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

BACKGROUND INFORMATION:

Location: 314, 450, 482, 472, 546, 610, 696, 527, 0 & 0 NC Hwy 751; 0, 0, & 0 US 64 Hwy E; 0 & 44 New Hill Road

Applicant: Gray Harrell, Beacon Development

Owners: BIN-AG LLC; Droege Investments LLC; Brent Michael Droege; James L Givens; Cant Hook Properties, LLC; BIN-AG2 LLC; Mills Chatham Investment Properties LLC

PROJECT DESCRIPTION:

Acreage: +243.48

PINs: 071200461386, 071200460876, 071200367945, 071200470121, 071200378303, 071200376549, 071200372751, 071200261673, 071200350755, 071200245813, 071200245419, 071200246438, 071200452105, 071200435356, 071200543241

Current Zoning: Light Industrial-Conditional Zoning (LI-CZ #22CZ26)

Proposed Zoning: Light Industrial-Conditional Zoning (LI-CZ) & Planned Commercial-Conditional Zoning (PC-CZ)

Current 2045 Land Use Map: Commercial Services/Industrial Employment and Industrial Employment

Proposed 2045 Land Use Map: Commercial Services/Industrial Employment, Industrial Employment, and Commercial Services

Town Limits: In Town limits

Adjacent Zoning & Land Uses:

	Zoning	Land Use
North:	Chatham Co. Residential District 5 (R-5); Chatham Co. Residential District 1 (R-1)	Vacant (Army Corps land); Single-family residential
South:	Chatham Co. Residential District 1 (R-1)	Single-family residential; Vacant; US 64 Hwy W
East:	Light Industrial-Conditional Zoning (LI-CZ #22CZ24); Chatham Co. Residential District 5 (R-5); Planned Unit Development-Conditional Zoning (PUD-CZ #14CZ14)	Apex Gateway Ph 1; Triangle Math and Science Academy; Single-family residential; NC 751; New Hill Olive Chapel Rd
West:	Chatham Co. Residential District 1 (R-1); Chatham Co. Conditional Use-General Business (CU-B-1); Chatham Co. Conditional District-Community Business (CD-CB); Chatham Co. Conditional District-Regional Business (CD-RB)	Vacant; Self-service storage facilities; RV sales/service

Existing Conditions:

The subject properties total +/-243.48 acres and are located in all four quadrants of the intersection of NC 751 Highway and US Hwy 64. Nine of the parcels contain homes with all but one being on the east side of NC 751, north of 64. Most of the parcels are wooded with the exception of the largest parcel in the northwest quadrant. That parcel has been mostly timbered with the exception of riparian buffers and the southern portion. Buffered streams cross that property as well as the largest property in the southwest quadrant which also contains a pond.

South of US Hwy 64, the site is split by New Hill Road and is bounded on the east by New Hill Olive Chapel Road. New Hill Olive Chapel Road is designated as a 4-lane median divided thoroughfare with widening north of Olive Chapel Road and south of Old US 1 Hwy and as a 2-lane existing thoroughfare between Olive Chapel Road and Old US 1 Hwy. The historic J.B. Mills house is located on the parcel west of New Hill Olive Chapel Road and New Hill Road.

These parcels were rezoned to Light Industrial-Conditional Zoning (LI-CZ) in February 2023. There are four site plans currently in review for Apex Gateway Phase 2.

Neighborhood Meeting:
The applicant conducted two neighborhood meetings on July 18, 2023 and October 11, 2023. The neighborhood meeting reports are attached.

2045 Land Use Map:
The 2045 Land Use Map classifies the subject properties south of US 64 Hwy as Commercial Services/Industrial Employment. The proposed rezoning to Light Industrial-Conditional Zoning (LI-CZ) and Planned Commercial-Conditional Zoning (PC-CZ) is consistent with those land use classifications.
The properties north of US 64 Hwy are classified as Industrial Employment. The proposed rezoning of a portion of the area north of the highway to PC-CZ is not consistent with that classification. If the rezoning is approved as proposed, the 2045 Land Use Map will be automatically be amended in that area to Commercial Services per NCGS 160D-605(a).

PROPOSED ZONING CONDITIONS:

Limitation 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. An "(SUP)" designation indicates a Special Use Permit is required prior to commencing this use.

Permitted Uses and Limitations:
Note: New and modified uses are shown in bold. All other existing uses remain unchanged.

Proposed Uses- Light Industrial Conditional Zoning (LI-CZ)

1. Government service
2. Communication tower, commercial (SUP)
3. Utility, minor
4. Wireless support structure
5. Wireless communication facility
6. Broadcasting station (radio & television)
7. Radio and television recording studio
8. Commissary
9. Restaurant, general
10. Retail sales, general
11. Medical or dental office or clinic
12. Medical or dental laboratory
13. Office, business or professional
14. Building supplies, wholesale *[subject to additional use condition restrictions]*
15. Laboratory, industrial research *[subject to additional use condition restrictions]*
16. Machine or welding shop *[retained at the request of the neighbors with existing shop or welding businesses on NC-751]*
17. Warehousing, general *[subject to additional use condition restrictions]*
18. Woodworking or cabinetmaking

19. Wholesaling distribution center *[subject to additional use condition restrictions]*
20. Warehousing fulfillment center *[subject to additional use condition restrictions]*
21. Brewery *[subject to additional use condition restrictions]*
22. Distillery *[subject to additional use condition restrictions]*
23. Manufacturing & processing *[subject to additional use condition restrictions]*
24. Microbrewery or Microdistillery
25. Research facility
26. Glass sales *[subject to additional use condition restrictions]*
27. Health/Fitness center or spa
28. Manufacturing & processing, minor
29. Entertainment indoor
30. Entertainment outdoor (SUP)
31. Greenway
32. Pet services
33. Parking lot, public
34. Day care facility (%)
35. Veterinary clinic or hospital
36. Vocational school *[subject to additional use condition restrictions]*
37. Drop-in or short-term day care
38. Botanical garden
39. Park, active
40. Park, passive

Proposed Uses- Planned Commercial-Conditional Zoning (PC-CZ)

1. **Daycare facility**
2. **Drop-in or short-term day care**
3. **Veterinary clinic or hospital**
4. **Communication tower, commercial (SUP)**
5. **Communication tower, constructed stealth (SUP)**
6. **Utility minor**
7. **Wireless support structure**
8. **Wireless communication facility**
9. **Entertainment, indoor**
10. **Entertainment, outdoor (SUP)**
11. **Greenway**
12. **Park, active**
13. **Park, passive**
14. **Youth or day camps**
15. **Bar, nightclub, wine bar, or taproom**
16. **Restaurant, drive-through (subject to additional use restrictions)**
17. **Restaurant, general (subject to additional use restrictions)**
18. **Medical or dental office or clinic**
19. **Medical or dental laboratory**
20. **Office, business or professional**
21. **Bed and breakfast**
22. **Hotel or motel**
23. **Barber and beauty shop**
24. **Book store**
25. **Convenience store**
26. **Convenience store with gas sales (subject to additional use restrictions)**
27. **Financial institution**
28. **Floral shop**
29. **Gas and fuel, retail (subject to additional use restrictions)**
30. **Greenhouse or nursery, retail**
31. **Grocery, general**
32. **Grocery, specialty**
33. **Health/fitness center or spa**
34. **Laundromat**
35. **Newsstand or gift shop**
36. **Personal services**
37. **Pharmacy**
38. **Printing and copying services**
39. **Real estate sales**
40. **Retail sales, general**
41. **Studio for art**
42. **Tailor shop**
43. **Theater**
44. **Pet services**
45. **Microbrewery**
46. **Parking lots, public**

Use Conditions:

Note: A new zoning condition is shown in bold. All other existing conditions remain unchanged.

Use Conditions LI-CZ:

1. Machine or welding shop: This use is allowed with the exception of welding associated with automobiles.
2. Manufacturing and processing: This use shall be prohibited on any parcels south of US 64 and prohibited within 500' of the northern boundary of the area to be rezoned.
3. Laboratory, industrial research: This use shall be prohibited within 500' of the northern boundary of the area to be rezoned and prohibited within 500' of the centerline of New Hill Road and New Olive Chapel Road.
4. Retail sales, general: This use shall be allowed in both freestanding retail buildings as well as mixed use buildings with no gross floor area percentage restrictions. Such use shall not be required to be associated with an Industrial use.
5. Building supplies, wholesale: This use shall not exceed 200,000 square feet north of US 64 and shall not include more than 15% of the building's square footage as outdoor storage. This use shall not exceed 50,000 square feet south of US 64 and shall not include more than 15% of the building's square footage as outdoor storage. This use shall be prohibited within 500' of the centerline of New Hill Road and New Olive Chapel Road. Outdoor storage to be screened with 10' slotted fence.
6. Manufacturing and processing, minor: This use shall be prohibited within 500' of the centerline of New Hill Road and New Olive Chapel Road.
7. Glass sales: This use shall be prohibited within 500' of the centerline of New Hill Road and New Olive Chapel Road. This use shall be all indoors except what is stored on trucks. Outdoor truck parking must be fully screened from any public right-of-way.
8. Brewery: This use shall be prohibited within 500' of the centerline of New Hill Road and New Olive Chapel Road.
9. Distillery: This use shall be prohibited within 500' of the centerline of New Hill Road and New Olive Chapel Road.
10. Vocational school: This use is allowed with the exception of a truck driving school, or related programing that would require the use of trucks.
11. There shall be a minimum of **3~~5~~** acres **in the LI-CZ zoning acreage~~,~~** reserved north of US 64 that will allow for the following uses: Restaurant, general; Medical or dental office or clinic; Office, business or professional; Retail sales general; Pet services; Health / Fitness center or spa; Veterinary clinic or hospital; Day care facility; Drop-in or short-term day care; **~~Parking lot, public.~~**
12. **~~There shall be a minimum of 15 acres, reserved south of US 64 that will allow for the following uses: Restaurant, general; Medical or dental office or clinic; Office, business or professional; Retail sales general; Pet services; Health / Fitness center or spa; Veterinary clinic or hospital; Day care facility; Drop-in or short-term day care; Parking lot, public.~~**
13. **~~The approximately 12.07-acre tract at the south east corner of the US 64 and NC 751 intersection, framed between Hwy 64, New Hill Road, and New Hill Olive Road, shall be limited to the following uses: Restaurant, general; Medical or dental office or clinic; Office, business or professional; Retail sales general; Pet services; Health / Fitness center or spa; Veterinary clinic or hospital; Day care facility; Drop-in or short-term day care; Parking lot, public.~~**
14. Warehousing, general: This use shall not exceed 95,000 total square feet south of US 64. This use shall be prohibited within 500' of the centerline of New Hill Road and New Olive Chapel Road.

15. Warehousing fulfillment: This use shall not exceed 95,000 total square feet south of US 64. This use shall be prohibited within 500' of the centerline of New Hill Road and New Olive Chapel Road.
16. ~~**Warehousing**~~ **Wholesaling** distribution center: This use shall not exceed 95,000 total square feet south of US 64. This use shall be prohibited within 500' of the centerline of New Hill Road and New Olive Chapel Road.

Use Conditions PC-CZ:

1. **The approximately 12.07-acre tract at the south east corner of the US 64 and NC 751 intersection, framed between Hwy 64, New Hill Road, and New Hill Olive Road, shall exclude the following uses: Gas and fuel, retail and Convenience store with gas sales.**
2. **The approximately 12.07-acre tract at the southeast corner of the US 64 and NC 751 intersection, between New Hill Road and New Hill Olive Chapel Road, shall contain no more than two (2) Restaurant, drive-through uses and no more than two (2) Restaurant, general uses.**
3. **In addition to the allowable UDO signage requirements, two larger sign installations that shall be limited to 14-feet in height and have a maximum area of no greater than 180 square feet shall be allowed in the PC-CZ rezoning area. These signs will serve as project branding for the Apex Gateway development.**

Environmental Conditions:

1. On the north side of US 64, within existing PIN's 071200461386, 071200460876, 071200470121, 071200367945, 071200378303, 071200376549, 071200372751, 071200261673, 071200350755, 071200245813, 071200245419, 071200246438, and a portion of 071200435356, 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 the Town Planning Staff, above and beyond UDO requirements.
2. On the south side of US 64, within existing PIN 071200435356 (Lots 2 and 3), existing trees greater than 24" 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 the Town Planning Staff, above and beyond UDO requirements.
3. The northern property boundary of the rezoning limits shall have the following buffers: PIN 0712-00-26-1673 – 100' average buffer; PIN 0712-00-37-2751 – minimum 100' buffer. The approximate location of the buffer is shown in Exhibit 3.
4. 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. Additionally, the developer shall commit to a minimum of 2 acres of wetlands to be constructed north of US 64 to facilitate additional nutrient removal above the Unified Development Ordinance requirements.
5. On site stormwater treatment shall also include Green Stormwater Infrastructure measures within the project limits (above Town of Apex Unified Development Ordinance requirements). **At least two of the** ~~**The**~~ following Green Stormwater Infrastructure measures shall be included prior to the 3rd building CO: bio-retention areas totaling a minimum of 6,000 sf; a minimum of 5,000 sf of permeable pavement systems; and rainwater harvesting (cisterns) with a minimum capacity of 2,500 gallons. Educational signage will be displayed where Green Stormwater Infrastructure devices are located, and such locations shall be open to the public and community groups for educational purposes.

6. 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.
7. The project shall preserve a minimum of 10% of the existing tree canopy.
8. The project shall preserve an additional 30' of buffer along intermittent and perennial streams north of US 64 above the Town of Apex requirements.
9. To improve energy efficiency, the project area to the north of US 64 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.
10. 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 to commercial outparcels with highway frontage or where loading docks are proposed along a building facade.
11. 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.
12. 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.
13. 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.
14. Outdoor lighting shall be shielded in a way that focuses lighting to the ground.
15. Outdoor lighting shall have a color temperature of no more than 3000 Kelvins.
16. Development shall construct an activated open space / outdoor amenity along the proposed multi-use path committed in Transportation Condition #5, and shall also include an adjacent pollinator garden. Approximate location depicted in Exhibit 2. The multi-use path and amenity programming / pollinator garden shall be constructed in conjunction with the development of these parcels (and shall not be required until development commences on the parcels).
17. Removal of trees greater than 10" in diameter onsite for the sole purpose of making room to replant trees shall not be allowed.
18. To further illustrate the project's commitment to preserving and re-establishing tree canopy in our region, prior to Site Plan approval, the developer will provide a donation of $100,000 to the Triangle Land Conservancy and an additional $100,000 donation to Trees for the Triangle.
19. **There shall be no tree clearing within the riparian buffer zones with the exception of required Town of Apex utilities and public street connections.**
20. **Any required public road crossing within a riparian buffer shall be narrowed to the greatest extent possible, subject to Town of Apex design requirements and staff approval, in order to limit environmental impacts.**

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 buildings 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 **commercial** 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 a false front appearance.
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 outside limits of the interchange concept known as "ALT 1" 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. All collector roads (as reflected in Exhibit 1) shall be constructed to Town of Apex major collector street standards. Development shall construct and dedicate a 60-foot right-of-way from NC 751 to the eastern boundary of the rezoning limits. Exhibit 2 reflects approximate location of connection that shall be further defined at site plan. This shall not be required until these parcels are developed.
3. Development shall construct and dedicate a 60-foot right-of-way from NC 751 to the western boundary of the rezoning limits. Exhibit 2 reflects approximate location of connection that shall be further defined at site plan. This shall not be required until these parcels are developed.
4. Development shall increase the sidewalk width to a 10' multi-use path for a portion of the road committed in Transportation Condition #3 from NC 751 to the eastern stream buffer as depicted on Exhibit 2. This shall not be required until these parcels are developed.
5. Development shall connect the multi-use path committed in Transportation Condition #4 back to NC 751 along the approximate location shown on Exhibit 2. Multi-use path shall be at a minimum 10' wide and of stone material. This shall not be required until these parcels are developed.
6. The 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. The location of the stub streets shall be subject to Town review and approval.
7. Development shall construct a 5-foot sidewalk on the west side of NC 751 along the frontage of existing PIN's 071200277607 and 071200278263 at the time of development of the northwest

quadrant (existing PIN's 071200261673 and 071200350755) subject to readily available right-of-way or easement from the property owner(s).

8. A 10 ft shared use path shall be provided along the northern property boundary of existing PIN 71200435356 Lot 2 (south of NC 64 and west of New Hill Road) at the time this parcel is developed.
9. Development shall, in conjunction with NCDOT, investigate the feasibility of the addition of a 10' multi-use path or it's easement area from the terminus of the Reedy Branch Greenway at the intersection of New Hill Olive Chapel Road and Amberlight Road to the proposed multi-use path stated in Transportation Condition #5 at the time this parcel (PIN 071200435356 Lot 3 – South of NC 64 and east of New Hill Road) is developed.
10. Development shall construct a 5-foot sidewalk on the east side of NC 751 along the frontage of existing PIN 071200452843 at the time of development of the northeast quadrant subject to readily available right-of-way (and NC DOT approval) or easement dedication from the property owner.
11. The development shall construct and designate 10 park and ride spaces for public use within Apex Gateway Phase 2. Park and ride spaces shall be located **south of US 64 and** no more than 1,000 feet from the center of the US 64 and NC 751 intersection.

ENVIRONMENTAL ADVISORY BOARD RECOMMENDATIONS:
The Apex Environmental Advisory Board (EAB) reviewed this rezoning on September 21, 2023. The EAB voted unanimously (5-0) to not recommend any additional environmental requirements for this rezoning.

PLANNING STAFF RECOMMENDATION:
Planning staff recommends approval of Rezoning #23CZ15 Apex Gateway Phase 2 Amendment with conditions offered by the applicant.

PLANNING BOARD RECOMMENDATION:
The Planning Board held a public hearing on January 8, 2024 and unanimously recommended approval with the conditions 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 classifies the subject properties south of US 64 Hwy as Commercial Services/Industrial Employment. The proposed rezoning to Light Industrial-Conditional Zoning (LI-CZ) and Planned Commercial-Conditional Zoning (PC-CZ) is consistent with those land use classifications. The properties north of US 64 Hwy are classified as Industrial Employment. The proposed rezoning of a portion of the area north of the highway to PC-CZ is not consistent with that classification. If the rezoning is approved as proposed, the 2045 Land Use Map will be automatically be amended in that area to Commercial Services per NCGS 160D-605(a).

Approval of the rezoning is reasonable and in the public interest because there are only minor amendments to the existing zoning conditions in the LI-CZ zoned areas and the proposed PC-CZ districts will allow for greater variety in the types of commercial uses allowed. The additional commercial uses will benefit the employees and users of the development in the LI-CZ zoned areas as well as the residential areas in the general vicinity. The proposed rezoning will encourage compatible development of the property and allow for uses that will generate jobs and increase the tax base.

CONDITIONAL ZONING STANDARDS:

The Town Council shall find the LI-CZ & PC-CZ designations demonstrates compliance with the following standards. 2.3.3.F:

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

2) *Compatibility.* The proposed Conditional Zoning 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 District use's compliance with Sec 4.4 *Supplemental Standards,* if applicable.

4) *Design minimizes adverse impact.* The design of the proposed Conditional Zoning 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.

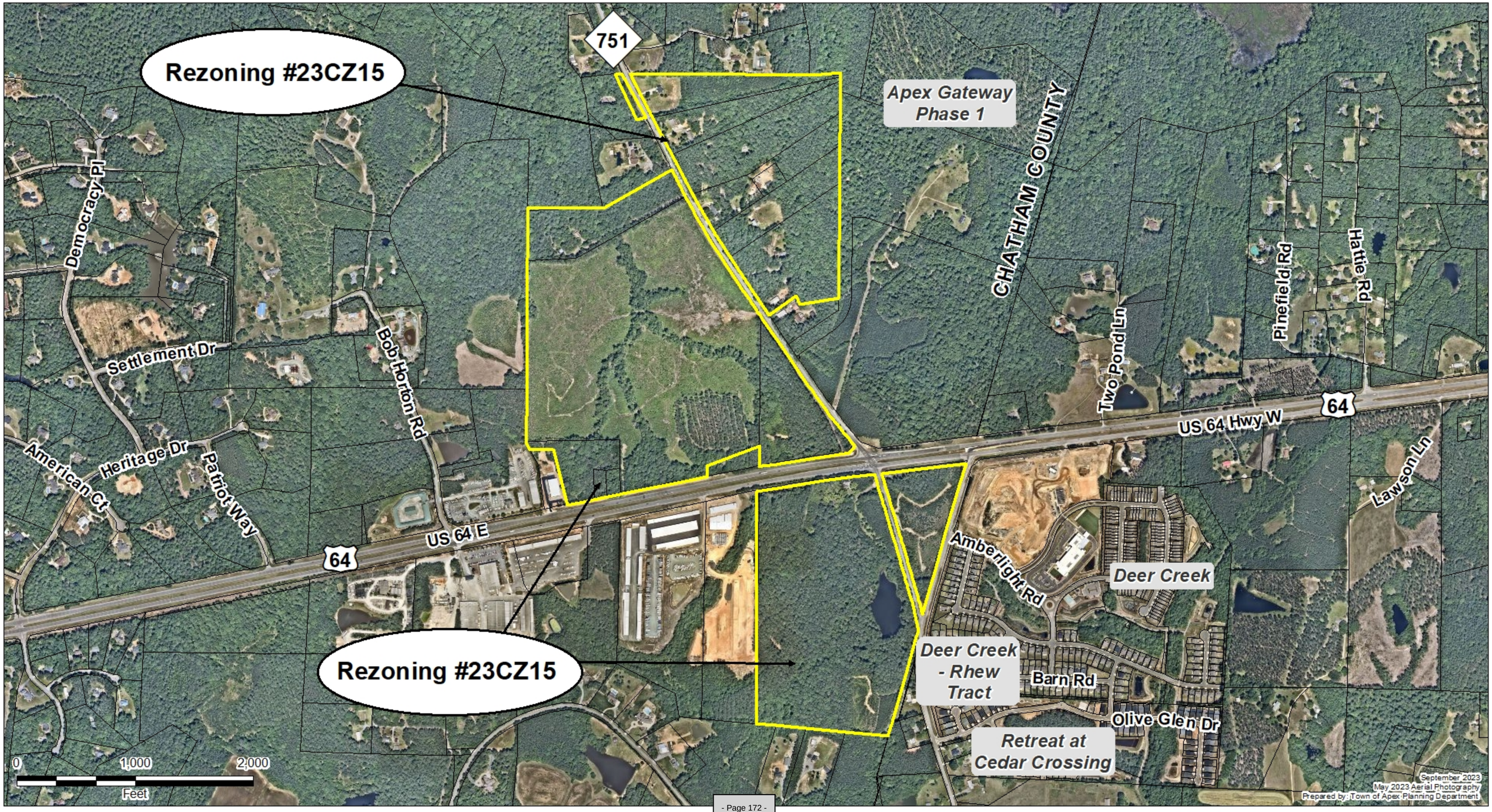
6) *Impact on public facilities.* The proposed Conditional Zoning District use's avoidance of having adverse impacts on public facilities and services, including roads, potable water and wastewater facilities, parks, schools, police, fire and EMS facilities.

7) *Health, safety, and welfare.* The proposed Conditional Zoning 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 District use is substantially detrimental to adjacent properties.

9) *Not constitute nuisance or hazard.* Whether the proposed Conditional Zoning 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 District use complies with all standards imposed on it by all other applicable provisions of this Ordinance for use, layout, and general development characteristics.


Rezoning #23CZ15
751
Apex Gateway Phase 1
CHATHAM COUNTY
Democracy Pl
Settlement Dr
Bob Horton Rd
Heritage Dr
American Ct
Patriot Way
US 64 E
64
US 64 Hwy W
64
Two Pond Ln
Pinefield Rd
Hattie Rd
Lawson Ln
Amberlight Rd
Deer Creek
Deer Creek - Rhew Tract
Barn Rd
Olive Glen Dr
Retreat at Cedar Crossing
Rezoning #23CZ15
0
1,000
2,000
Feet
September 2023
May 2023 Aerial Photography
Prepared by: Town of Apex Planning Department

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 #: 23CZ15 Submittal Date: Initial 11/3/2023

Fee Paid:

Project Information

Project Name: Apex Gateway Phase 2

Address(es): See attached

PIN(s): See attached

Acreage: 243.48

Current Zoning: LI-CZ Proposed Zoning: LI-CZ and PC-CZ (See Enhanced Buffer Exhibit)

Current 2045 LUM Classification(s): Industrial Employment & Commercial Services and Industrial Employment

Is the proposed rezoning consistent with the 2045 LUM Classification(s)? Yes ☑ 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: 0.00

Area proposed as non-residential development: Acreage: 243.48

Percent of mixed use area proposed as non-residential: Percent: 0.00

Applicant Information

Name: Gray Harrell

Address: 702 Oberlin, Suite 430

City: Raleigh State: NC Zip: 27605

Phone: 919-261-7511 E-mail: gray@beacondevelopment.com

Owner Information

Name: Multiple - See attached

Address:

City: State: Zip:

Phone: E-mail:

Agent Information

Name: Walker Gorham

Address: 702 Oberlin, Suite 430

City: Raleigh State: NC Zip: 27605

Phone: 919-261-7511 E-mail: walker@beacondevelopment.com

Other contacts:

PETITION INFORMATION

Application #: 23CZ15 Submittal Date: _____

An application has been duly filed requesting that the property described in this application be rezoned from LI-CZ to LI-CZ & PC-CZ. It is understood and acknowledged that if the property is rezoned as requested, the property described in this request will be perpetually bound to the use(s) authorized and subject to such conditions as imposed, unless subsequently changed or amended as provided for in the Unified Development Ordinance (UDO). It is further understood and acknowledged that final plans for any specific development to be made pursuant to any such Conditional Zoning shall be submitted for site or subdivision plan approval, as required by the UDO. Use additional pages as needed.

PROPOSED 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.

1	See attached	21	
2		22	
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PETITION INFORMATION

Application #: 23CZ15 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.

See attached

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 & PC-CZ District is consistent with the 2045 Land Use Map of Industrial Employment and Industrial Employment and Commercial Services. The objective of the Employment Center is to "target future job-generating uses in settings that meet todays workplace expectations" across a mix of uses. The proposed rezoning of the existing LI-CZ District to include PC-CZ acreage along US 64 will support a wider range of retail uses (and corresponding employment opportunities) to compliment the planned light industrial and life sciences programming at the Project.

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 application contemplates rezoning a small +/-24.70 acre portion of the approved Apex Gateway (LI-CZ - Case No. 22CZ26) project area along US 64 to PC-CZ. Specifically, the proposed PC-CZ district will support a broader range of retail and commercial uses (and further restrict industrial uses within the PC acreage) at the Project.

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 proposed allowed uses. The applicant acknowledges that it must conform to any supplemental standards (if applicable for such uses).

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 and PC-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 the site plan review to confirm no adverse impacts and mitigate adverse impacts to traffic. The proposed PC-CZ district along the US 64 corridor will further restrict industrial uses and traffic and provide for mixed use programing along the Project frontage.

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 and PC-CZ District will maintain all commitments previously approved under the Apex Gateway Phase 2 Rezoning Case No. 22CZ26 as outlined on the attached Proposed Conditions - Environmental Conditions.

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 and PC-CZ District will avoid adverse impacts to public facilities and positively benefit the potable water and wastewater facilities. This rezoning will not amend any of the previously approved public facility commitments adopted under the Apex Gateway Phase 2 Rezoning Case No. 22CZ26. The proposed PC-CZ District will reduce commercial / truck traffic south of US 64 (as industrial uses are not supported within the CZ District), and all future retail / office development plans will conform to the required Traffic Impact Analysis reviewed by the Town and NCDOT. Further, the proposed PC-CZ district will not impact the Town's park and school infrastructure (as no residential uses are allowed).

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 and PC-CZ District will not amend any of the approved Rezoning Conditions associated with the approved Apex Gateway Phase 2 Rezoning Case No. 22CZ26. All proposed development shall comply with all Town of Apex Standards.

8) *Detrimental to adjacent properties.* Whether the proposed Conditional Zoning (CZ) District use is substantially detrimental to adjacent properties.

The proposed PC-CZ District is not detrimental to adjacent properties, and will provide a more appropriate transition in uses and intensity from adjacent residential and educational facilities. Additionally, the proposed LI-CZ and PC-CZ Districts will extend the potable water and wastewater main lines to further serve this location as approved under Apex Gateway Phase 2 Rezoning Case No. 22CZ26. The addition of this regional utility infrastructure is being designed to provide sufficient additional capacity (supporting future economic development opportunities in the region).

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.

The proposed PC-CZ District will not constitute nuisance or hazard due to traffic impact or noise, and will further reduce the intensity of approved uses and commercial traffic south of US 64. A traffic impact analysis will be conducted at Site Plan Review to ensure any traffic impacts are appropriately mitigated. The PC-CZ district will also comply with landscape buffering requirements set forth in the Town of Apex Unified Development Ordinances to minimize noise nuisance.

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.

The proposed PC-CZ District will comply with all Town of Apex requirements from site planning, utility, stormwater, erosion control, and traffic standards.

Apex Gateway Phase 2 Rezoning Property Information			
Owner	**Address**	**PIN**	**Parcel ID**
BIN - AG LLC (Formerly John W Long & Faye C Long)	314 NC Hwy 751	0712 00 46 1386	17903
BIN - AG LLC	450 NC Hwy 751	0712 00 46 0876	17918
Droege Investments LLC	482 NC Hwy 751	0712 00 36 7945	17912
Droege Investments LLC	472 NC Hwy 751	0712 00 47 0121	67322
Droege Investments LLC	546 NC Hwy 751	0712 00 37 8303	17915
Droege Investments LLC	610 NC Hwy 751	0712 00 37 6549	17917
Brent Michael Droege	696 NC Hwy 751	0712 00 37 2751	17908
James L Givens	527 NC Hwy 751	0712 00 26 1673	60490
Cant Hook Properties, LLC	NC Hwy 751	0712 00 35 0755	17904
BIN - AG2 LLC (Formerly Andrew L Clark Trustee & Staley C Smith)	US 64 E	0712 00 24 5813	76475
BIN - AG2 LLC (Formerly Andrew L Clark Trustee & Staley C Smith)	US 64 E	0712 00 24 5419	17886
BIN - AG2 LLC (Formerly Andrew L Clark Trustee & Staley C Smith)	US 64 E	0712 00 24 6438	68507
BIN - AG2 LLC	NC Hwy 751	0712 00 45 2105	95749
Mills Chatham Investment Properties LLC	44 New Hill Rd	0712 00 43 5356	17894
Mills Chatham Investment Properties LLC	New Hill Rd	0712 00 54 3241	95750

Proposed Uses – Light Industrial Conditional Zoning (LI-CZ):

1. Government service
2. Communication tower, commercial (S)
3. Utility, minor
4. Wireless support structure
5. Wireless communication facility
6. Broadcasting station (radio & television)
7. Radio and television recording studio
8. Commissary
9. Restaurant, general
10. Retail sales, general
11. Medical or dental office or clinic
12. Medical or dental laboratory
13. Office, business or professional
14. Building supplies, wholesale *[subject to additional use condition restrictions]*
15. Laboratory, industrial research *[subject to additional use condition restrictions]*
16. Machine or welding shop *[retained at the request of the neighbors with existing shop or welding businesses on NC-751]*
17. Warehousing, general *[subject to additional use condition restrictions]*
18. Woodworking or cabinetmaking
19. Wholesaling distribution center *[subject to additional use condition restrictions]*
20. Warehousing fulfillment center *[subject to additional use condition restrictions]*
21. Brewery *[subject to additional use condition restrictions]*
22. Distillery *[subject to additional use condition restrictions]*
23. Manufacturing & processing *[subject to additional use condition restrictions]*
24. Microbrewery or Microdistillery
25. Research facility
26. Glass sales *[subject to additional use condition restrictions]*
27. Health/Fitness center or spa
28. Manufacturing & processing, minor
29. Entertainment indoor
30. Entertainment outdoor (S)
31. Greenway
32. Pet services
33. Parking lot, public
34. Day care facility (%)
35. Veterinary clinic or hospital
36. Vocational school *[subject to additional use condition restrictions]*
37. Drop-in or short-term day care
38. Botanical garden
39. Park, active
40. Park, passive

Proposed Uses – Planned Commercial Conditional Zoning (PC-CZ):

1. Day care facility
2. Drop-in or short-term day care
3. Veterinary clinic or hospital
4. Communication tower, commercial (S)
5. Communication tower, constructed stealth (S)
6. Utility, minor
7. Wireless support structure
8. Wireless communication facility
9. Entertainment, indoor
10. Entertainment, outdoor (S)
11. Greenway
12. Park, active
13. Park, passive
14. Youth or day camps
15. Bar, nightclub, wine bar, or taproom
16. Restaurant, drive-through [subject to additional use restrictions]
17. Restaurant, general [subject to additional use restrictions]
18. Medical or dental office or clinic
19. Medical or dental laboratory
20. Office, business or professional
21. Bed and breakfast
22. Hotel or motel
23. Barber and beauty shop
24. Book store
25. Convenience store
26. Convenience store with gas sales [subject to additional use restrictions]
27. Financial institution
28. Floral shop
29. Gas and fuel, retail [subject to additional use restrictions]
30. Greenhouse or nursery, retail
31. Grocery, general
32. Grocery, specialty
33. Health/fitness center or spa
34. Laundromat
35. Newsstand or gift shop
36. Personal services
37. Pharmacy
38. Printing and copying services
39. Real estate sales
40. Retail sales, general
41. Studio for art
42. Tailor shop
43. Theater

44. Pet services
45. Microbrewery
46. Parking lots, public

Proposed Conditions

Use Conditions LI-CZ:

1. Machine or welding shop: This use is allowed with the exception of welding associated with automobiles.
2. Manufacturing and processing: This use shall be prohibited on any parcels south of US 64 and prohibited within 500’ of the northern boundary of the area to be rezoned.
3. Laboratory, industrial research: This use shall be prohibited within 500’ of the northern boundary of the area to be rezoned and prohibited within 500’ of the centerline of New Hill Road and New Olive Chapel Road.
4. Retail sales, general: This use shall be allowed in both freestanding retail buildings as well as mixed use buildings with no gross floor area percentage restrictions. Such use shall not be required to be associated with an Industrial use.
5. Building supplies, wholesale: This use shall not exceed 200,000 square feet north of US 64 and shall not include more than 15% of the building's square footage as outdoor storage. This use shall not exceed 50,000 square feet south of US 64 and shall not include more than 15% of the building's square footage as outdoor storage. This use shall be prohibited within 500’ of the centerline of New Hill Road and New Olive Chapel Road. Outdoor storage to be screened with 10' slotted fence.
6. Manufacturing and processing, minor: This use shall be prohibited within 500’ of the centerline of New Hill Road and New Olive Chapel Road.
7. Glass sales: This use shall be prohibited within 500’ of the centerline of New Hill Road and New Olive Chapel Road. This use shall be all indoors except what is stored on trucks. Outdoor truck parking must be fully screened from any public right-of-way.
8. Brewery: This use shall be prohibited within 500’ of the centerline of New Hill Road and New Olive Chapel Road.
9. Distillery: This use shall be prohibited within 500’ of the centerline of New Hill Road and New Olive Chapel Road.
10. Vocational school: This use is allowed with the exception of a truck driving school, or related programing that would require the use of trucks.
11. There shall be a minimum of 3 acres in the LI-CZ zoning acreage reserved north of US 64 that will allow for the following uses: Restaurant, general; Medical or dental office or clinic; Office, business or professional; Retail sales general; Pet services; Health / Fitness center or spa; Veterinary clinic or hospital; Day care facility; Drop-in or short-term day care.
12. Warehousing, general: This use shall not exceed 95,000 total square feet south of US 64. This use shall be prohibited within 500’ of the centerline of New Hill Road and New Olive Chapel Road.
13. Warehousing fulfillment center: This use shall not exceed 95,000 total square feet south of US 64. This use shall be prohibited within 500’ of the centerline of New Hill Road and New Olive Chapel Road.
14. Wholesaling distribution center: This use shall not exceed 95,000 total square feet south of US 64. This use shall be prohibited within 500’ of the centerline of New Hill Road and New Olive Chapel Road.

Use Conditions PC-CZ:

1. The approximately 12.07-acre tract at the south east corner of the US 64 and NC 751 intersection, framed between Hwy 64, New Hill Road, and New Hill Olive Road, shall exclude the following uses: Gas and fuel, retail and Convenience store with gas sales.
2. The approximately 12.07-acre tract at the southeast corner of the US 64 and NC 751 intersection, between New Hill Road and New Hill Olive Chapel Road, shall contain no more than two (2) Restaurant, drive-through uses and no more than two (2) Restaurant, general uses.
3. In addition to the allowable UDO signage requirements, two larger sign installations that shall be limited to 14-feet in height and have a maximum area of no greater than 180 square feet shall be allowed in the PC-CZ rezoning area. These signs will serve as project branding for the Apex Gateway development.

Environmental Conditions:

1. On the north side of US 64, within existing PIN's 071200461386, 071200460876, 071200470121, 071200367945, 071200378303, 071200376549, 071200372751, 071200261673, 071200350755, 071200245813, 071200245419, 071200246438, and a portion of 071200435356, 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 the Town Planning Staff, above and beyond UDO requirements.
2. On the south side of US 64, within existing PIN 071200435356 (Lots 2 and 3), existing trees greater than 24" 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 the Town Planning Staff, above and beyond UDO requirements.
3. The northern property boundary of the rezoning limits shall have the following buffers: PIN 0712-00-26-1673 – 100' average buffer; PIN 0712-00-37-2751 – minimum 100' buffer. The approximate location of the buffer is shown in Exhibit 3.
4. 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. Additionally, the developer shall commit to a minimum of 2 acres of wetlands to be constructed north of US 64 to facilitate additional nutrient removal above the Unified Development Ordinance requirements.
5. On site stormwater treatment shall also include Green Stormwater Infrastructure measures within the project limits (above Town of Apex Unified Development Ordinance requirements). At least two of the following Green Stormwater Infrastructure measures shall be included prior to the 3rd building CO: bio-retention areas totaling a minimum of 6,000 sf; a minimum of 5,000 sf of permeable pavement systems; and rainwater harvesting (cisterns) with a minimum capacity of 2,500 gallons. Educational signage will be displayed where Green Stormwater Infrastructure devices are located, and such locations shall be open to the public and community groups for educational purposes.

6. 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.
7. The project shall preserve a minimum of 10% of the existing tree canopy.
8. The project shall preserve an additional 30’ of buffer along intermittent and perennial streams north of US 64 above the Town of Apex requirements.
9. To improve energy efficiency, the project area to the north of US 64 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.
10. 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 to commercial outparcels with highway frontage or where loading docks are proposed along a building facade.
11. 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.
12. 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.
13. 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.
14. Outdoor lighting shall be shielded in a way that focuses lighting to the ground.
15. Outdoor lighting shall have a color temperature of no more than 3000 Kelvins.
16. Development shall construct an activated open space / outdoor amenity along the proposed multi-use path committed in Transportation Condition #5, and shall also include an adjacent pollinator garden. Approximate location depicted in Exhibit 2. The multi-use path and amenity programming / pollinator garden shall be constructed in conjunction with the development of these parcels (and shall not be required until development commences on the parcels).
17. Removal of trees greater than 10" in diameter onsite for the sole purpose of making room to replant trees shall not be allowed.
18. To further illustrate the project's commitment to preserving and re-establishing tree canopy in our region, prior to Site Plan approval, the developer will provide a donation of $100,000 to the Triangle Land Conservancy and an additional $100,000 donation to Trees for the Triangle.
19. There shall be no tree clearing within the riparian buffer zones with the exception of required Town of Apex utilities and public street connections.
20. Any required public road crossing within a riparian buffer shall be narrowed to the greatest extent possible, subject to Town of Apex design requirements and staff approval, in order to limit environmental impacts.

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 buildings 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

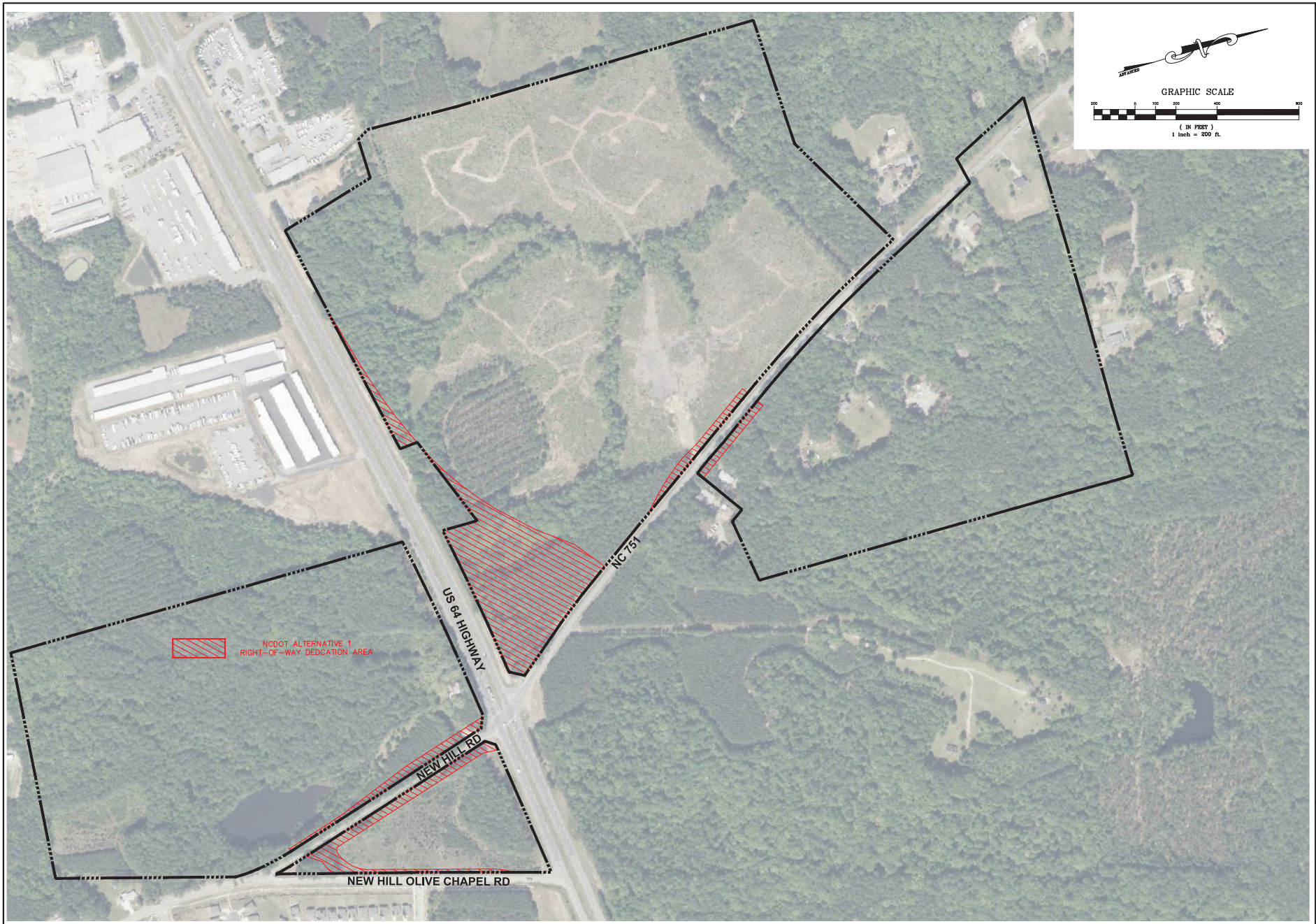
1. Buildings shall have vertical proportions. Expanses of blank wall shall not exceed sixty (60) feet in width without being interrupted with an architectural feature such as, but not limited to, a column, recess in or projection from the building façade. Permitted setbacks can be used to articulate 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 commercial 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 a false front appearance.
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 outside limits of the interchange concept known as “ALT 1” 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. All collector roads (as reflected in Exhibit 1) shall be constructed to Town of Apex major collector street standards. Development shall construct and dedicate a 60-foot right-of-way from NC 751 to the eastern boundary of the rezoning limits. Exhibit 2 reflects approximate location of connection that shall be further defined at site plan. This shall not be required until these parcels are developed.
3. Development shall construct and dedicate a 60-foot right-of-way from NC 751 to the western boundary of the rezoning limits. Exhibit 2 reflects approximate location of connection that shall be further defined at site plan. This shall not be required until these parcels are developed.
4. Development shall increase the sidewalk width to a 10’ multi-use path for a portion of the road committed in Transportation Condition #3 from NC 751 to the eastern stream buffer as depicted on Exhibit 2. This shall not be required until these parcels are developed.

5. Development shall connect the multi-use path committed in Transportation Condition #4 back to NC 751 along the approximate location shown on Exhibit 2. Multi-use path shall be at a minimum 10’ wide and of stone material. This shall not be required until these parcels are developed.
6. The 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. The location of the stub streets shall be subject to Town review and approval.
7. Development shall construct a 5-foot sidewalk on the west side of NC 751 along the frontage of existing PIN’s 071200277607 and 071200278263 at the time of development of the northwest quadrant (existing PIN’s 071200261673 and 071200350755) subject to readily available right-of-way or easement from the property owner(s).
8. A 10 ft shared use path shall be provided along the northern property boundary of existing PIN 071200435356 Lot 2 (south of NC 64 and west of New Hill Road) at the time this parcel is developed.
9. Development shall, in conjunction with NCDOT, investigate the feasibility of the addition of a 10’ multi-use path or it’s easement area from the terminus of the Reedy Branch Greenway at the intersection of New Hill Olive Chapel Road and Amberlight Road to the proposed multi-use path stated in Transportation Condition #5 at the time this parcel (PIN 071200435356 Lot 3 – South of NC 64 and east of New Hill Road) is developed.
10. Development shall construct a 5-foot sidewalk on the east side of NC 751 along the frontage of existing PIN 071200452843 at the time of development of the northeast quadrant subject to readily available right-of-way (and NC DOT approval) or easement dedication from the property owner.
11. The development shall construct and designate 10 park and ride spaces for public use within Apex Gateway Phase 2. Park and ride spaces shall be located south of US 64 and no more than 1,000 feet from the center of the US 64 and NC 751 intersection.



PLAN PREPARED BY: FIRM # C-2796

ADVANCED CIVIL DESIGN

51 Kilmayne Drive, Suite 102
Cary, North Carolina 27511
ph 919.481.6290
fax 919.336.5127

PLAN PREPARED FOR:

BEACON PARTNERS

Town of Apex, Chatham County, North Carolina

APEX GATEWAY

EXHIBIT
FOR
BEACON PARTNERS

EXHIBIT 1

Issue Dates:

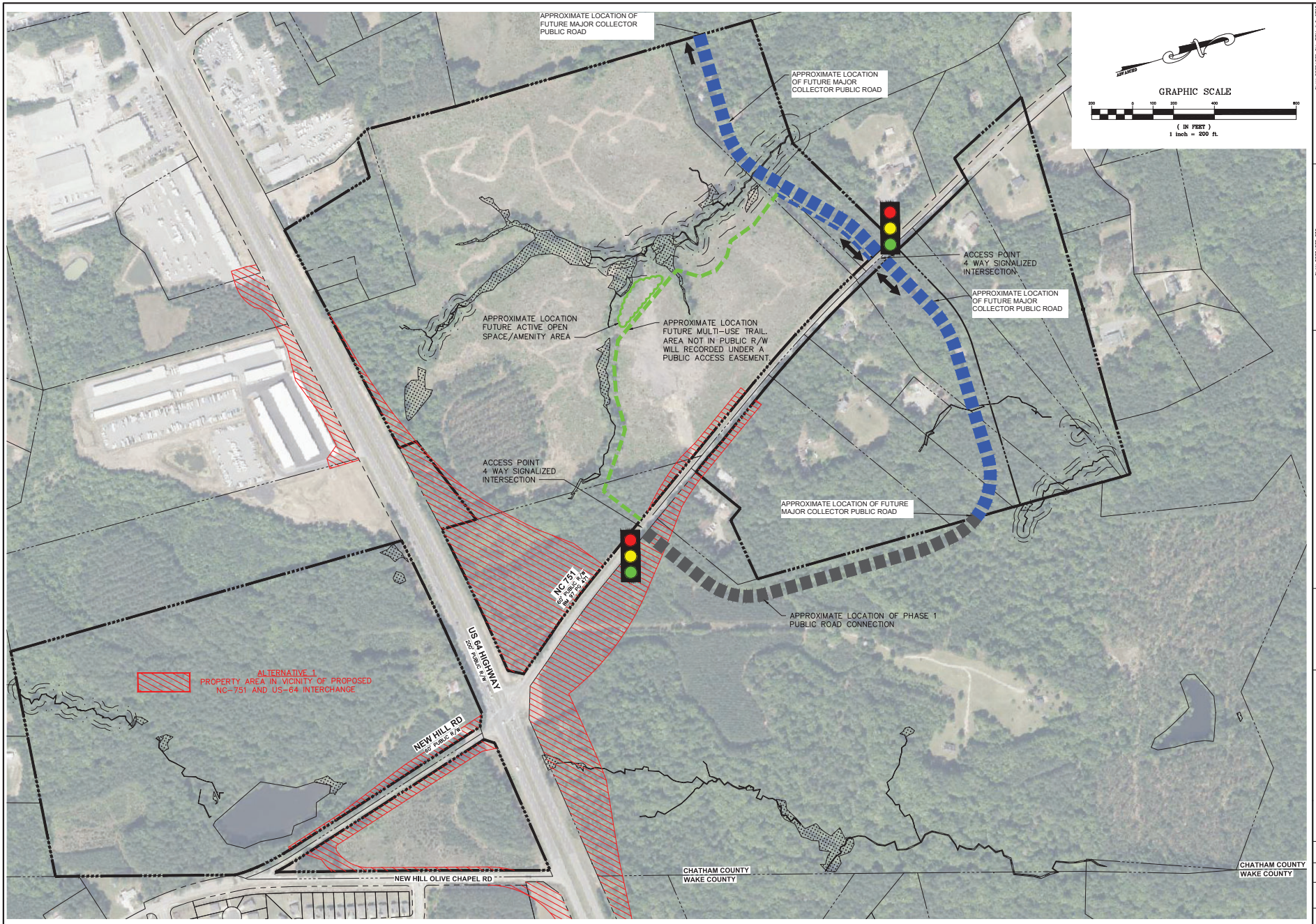
Date: 11/11/2022
Scale: 1"=200'

Drawn By: JRR | Checked By: JDW

Project Number: 22-0014-504

Drawing Number: 1 / 1

G:\22-0014-504NC\DWG\Production Drawings\EXHIBIT\Phase 2 rezoning & annexation exhibits\0014-504-NCDOT ALT 1 Dedication Area.dwg PH 2 SITE PLAN REZONING EXHIBIT Nov 29, 2022 - 7:12:32pm jroyal



PLAN PREPARED BY: FIRM # C-2796

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200 East Morehead St.
Suite 210
Charlotte, North Carolina 28202
tel. 704.557.7757
fax 704.598.6335

Town of Apex, Chatham County, North Carolina

APEX GATEWAY - PHASE 2

EXHIBIT

FOR

BEACON PARTNERS

EXHIBIT 2

Issue Dates:

Date: 01/20/2023
Scale: 1"=200'

Drawn By:	Checked By:
AMK	JRR

Project Number:
22-0014-504

Drawing Number:
1 / 1

G:\22-0014-504NC\DWG\Production Drawings\EXHIBIT\Phase 2 rezoning & annexation exhibits\0014-504-Exhibit 2 - Connectivity Exhibit.dwg Exhibit 2 Jan 20, 2023 - 9:30:40am jroyal

LINE TABLE		
LINE	DISTANCE	BEARING
L1	729.99'	S16°36'09"E
L2	203.62'	S16°13'30"E
L3	85.24'	S74°05'18"W
L4	130.66'	N89°23'43"W
L5	425.92'	N00°36'17"E
L6	86.38'	N60°16'14"W
L7	21.80'	S80°56'38"W
L8	30.00'	N09°03'22"W
L9	145.11'	S80°56'38"W
L10	27.07'	S80°56'38"W
L11	94.70'	N89°23'43"W
L12	340.44'	N00°36'17"E
L13	214.33'	N82°54'12"E
L14	67.03'	S67°21'28"E
L15	53.16'	S15°42'07"W
L16	658.52'	S15°47'55"W

LINE TABLE		
LINE	DISTANCE	BEARING
L17	2.75'	S17°03'15"W
L18	380.68'	N16°13'30"W
L19	712.26'	N16°18'31"W
L20	54.34'	N34°43'39"E
L21	625.77'	N82°53'07"E
L22	52.46'	N83°08'25"E
L23	627.70'	S16°19'07"W
L24	180.13'	S52°26'45"W
L25	173.95'	S37°28'41"W
L26	271.45'	N34°15'32"W
L27	62.89'	N58°17'48"E
L28	89.17'	N34°15'32"W
L29	95.38'	N55°48'44"E
L30	311.31'	S34°09'55"E
L31	30.81'	S34°32'27"E

CURVE TABLE					
NO.	DELTA	RADIUS	LENGTH	CHORD BEARING	CHORD DIST.
C1	016°30'59"	350.00'	100.89'	S82°20'47"W	100.54'
C2	049°49'20"	20.00'	17.39'	N64°29'03"W	16.85'
C3	099°35'44"	57.54'	100.02'	N89°23'43"W	87.90'
C4	008°33'24"	380.00'	56.75'	N64°32'56"W	56.70'
C5	038°47'08"	380.00'	257.24'	N79°39'48"W	252.35'
C6	049°49'20"	20.00'	17.39'	N74°08'42"W	16.85'
C7	127°00'12"	57.50'	127.46'	S67°15'52"W	102.92'
C8	012°18'02"	33.00'	7.08'	S74°47'37"W	7.07'
C9	040°10'11"	92.00'	64.50'	S60°51'33"W	63.19'
C10	003°34'22"	11459.16'	714.54'	N81°06'11"E	714.43'
C11	005°39'21"	1170.03'	115.50'	N13°24'12"W	115.45'
C12	031°05'23"	200.00'	108.52'	N42°45'07"E	107.20'
C13	023°12'02"	215.00'	87.06'	N38°48'26"E	86.47'

APPROXIMATE LOCATION ENHANCED BUFFER

REQUIRED BUFFER

PROHIBITED AREA: MANUFACTURING AND PROCESSING; LABORATORY, INDUSTRIAL RESEARCH [ZONING CONDITIONS #2 & #3]

REQUIRED BUFFER

ENHANCED BUFFER

REQUIRED BUFFER

ENHANCED BUFFER

PROHIBITED AREA: MANUFACTURING AND PROCESSING; LABORATORY, INDUSTRIAL RESEARCH [ZONING CONDITIONS #2 & #3]

ENHANCED BUFFER

REQUIRED BUFFER

REQUIRED BUFFER

ENHANCED BUFFER

PC-CZ REZONING LIMITS

NC 751 (80' PUBLIC R/W)

US 64 HIGHWAY (200' PUBLIC R/W)

APPROXIMATE LOCATION MONUMENT SIGNAGE [PC-CZ USE CONDITION #3]

MIXED-USE PROGRAMMING: RETAIL, OFFICE & LIGHT INDUSTRIAL (MANUFACTURING & PROCESSING, WAREHOUSING, AND BUILDING SUPPLIES RESTRICTED.) [ZONING CONDITIONS #2, 3, 5, 6, 7, 8, 9, 12, 13, 14]

REQUIRED BUFFER

PC-CZ REZONING LIMITS

NEW HILL RD (60' PUBLIC R/W)

PROHIBITED AREA: MANUFACTURING AND PROCESSING; WAREHOUSING, BUILDING SUPPLIES, GLASS SALES, BREWERY, DISTILLERY, LABORATORY, INDUSTRIAL RESEARCH [ZONING CONDITIONS #2, 3, 5, 6, 7, 8, 9, 12, 13, 14]

PC-CZ REZONING LIMITS

NEW HILL OLIVE CHAPEL RD

CHATHAM COUNTY

WAKE COUNTY

LEGEND

- REQUIRED UDO STREAM BUFFER
- ENHANCED 30' STREAM BUFFER
- REQUIRED UDO TREE SAVE TO THE NORTH
- ENHANCED UDO TREE SAVE TO THE NORTH
- PROHIBITED AREA: MANUFACTURING AND PROCESSING; LABORATORY, INDUSTRIAL RESEARCH [ZONING CONDITIONS #2 & #3]
- PROHIBITED AREA: MANUFACTURING AND PROCESSING; WAREHOUSING, BUILDING SUPPLIES, GLASS SALES, BREWERY, DISTILLERY, LABORATORY, INDUSTRIAL RESEARCH [ZONING CONDITIONS #2, 3, 5, 6, 7, 8, 9, 12, 13, 14]
- MIXED-USE PROGRAMMING: RETAIL, OFFICE & LIGHT INDUSTRIAL (MANUFACTURING & PROCESSING, WAREHOUSING, AND BUILDING SUPPLIES RESTRICTED.) [ZONING CONDITIONS #2, 3, 5, 6, 7, 8, 9, 12, 13, 14]
- PC-CZ PLANNED COMMERCIAL CONDITIONAL ZONING [ZONING CONDITION #1, 2, & 3]
- NCDOT ALTERNATIVE 1 PROPERTY AREA IN VICINITY OF PROPOSED NC-751 AND US-64 INTERCHANGE
- CONCEPTUAL VEHICULAR ACCESS

PROPOSED CONDITIONS

USE CONDITIONS: LI-CZ:

1. MACHINE OR WELDING SHOP: THIS USE IS ALLOWED WITH THE EXCEPTION OF WELDING ASSOCIATED WITH AUTOMOBILES.
2. MANUFACTURING AND PROCESSING: THIS USE SHALL BE PROHIBITED ON ANY PARCELS SOUTH OF US 64 AND PROHIBITED WITHIN 500' OF THE NORTHERN BOUNDARY OF THE AREA TO BE REZONED.
3. LABORATORY, INDUSTRIAL RESEARCH: THIS USE SHALL BE PROHIBITED WITHIN 500' OF THE NORTHERN BOUNDARY OF THE AREA TO BE REZONED AND PROHIBITED WITHIN 500' OF THE CENTERLINE OF NEW HILL ROAD AND NEW OLIVE CHAPEL ROAD.
4. RETAIL SALES, GENERAL: THIS USE SHALL BE ALLOWED IN BOTH FREESTANDING RETAIL BUILDINGS AS WELL AS MIXED USE BUILDINGS WITH NO GROSS FLOOR AREA PERCENTAGE RESTRICTIONS. SUCH USE SHALL NOT BE REQUIRED TO BE ASSOCIATED WITH AN INDUSTRIAL USE.
5. BUILDING SUPPLIES, WHOLESALE: THIS USE SHALL NOT EXCEED 200,000 SQUARE FEET NORTH OF US 64 AND SHALL NOT INCLUDE MORE THAN 15% OF THE BUILDING'S SQUARE FOOTAGE AS OUTDOOR STORAGE. THIS USE SHALL NOT EXCEED 50,000 SQUARE FEET SOUTH OF US 64 AND SHALL NOT INCLUDE MORE THAN 15% OF THE BUILDING'S SQUARE FOOTAGE AS OUTDOOR STORAGE. THIS USE SHALL BE PROHIBITED WITHIN 500' OF THE CENTERLINE OF NEW HILL ROAD AND NEW OLIVE CHAPEL ROAD. OUTDOOR STORAGE TO BE SCREENED WITH 10' SLOTTED FENCE.
6. MANUFACTURING AND PROCESSING, MINOR: THIS USE SHALL BE PROHIBITED WITHIN 500' OF THE CENTERLINE OF NEW HILL ROAD AND NEW OLIVE CHAPEL ROAD.
7. GLASS SALES: THIS USE SHALL BE PROHIBITED WITHIN 500' OF THE CENTERLINE OF NEW HILL ROAD AND NEW OLIVE CHAPEL ROAD. THIS USE SHALL BE ALL INDOORS EXCEPT WHAT IS STORED ON TRUCKS. OUTDOOR TRUCK PARKING MUST BE FULLY SCREENED FROM ANY PUBLIC RIGHT-OF-WAY.
8. BREWERY: THIS USE SHALL BE PROHIBITED WITHIN 500' OF THE CENTERLINE OF NEW HILL ROAD AND NEW OLIVE CHAPEL ROAD.
9. DISTILLERY: THIS USE SHALL BE PROHIBITED WITHIN 500' OF THE CENTERLINE OF NEW HILL ROAD AND NEW OLIVE CHAPEL ROAD.
10. VOCATIONAL SCHOOL: THIS USE IS ALLOWED WITH THE EXCEPTION OF A TRUCK DRIVING SCHOOL, OR RELATED PROGRAMING THAT WOULD REQUIRE THE USE OF TRUCKS.
11. THERE SHALL BE A MINIMUM OF 3 ACRES IN THE LI-CZ ZONING ACREAGE, RESERVED NORTH OF US 64 THAT WILL ALLOW FOR THE FOLLOWING USES: RESTAURANT, GENERAL; MEDICAL OR DENTAL OFFICE OR CLINIC; OFFICE, BUSINESS OR PROFESSIONAL; RETAIL SALES GENERAL; PET SERVICES; HEALTH / FITNESS CENTER OR SPA; VETERINARY CLINIC OR HOSPITAL; DAY CARE FACILITY; DROP-IN OR SHORT-TERM DAY CARE.
12. WAREHOUSING, GENERAL: THIS USE SHALL NOT EXCEED 95,000 TOTAL SQUARE FEET SOUTH OF US 64. THIS USE SHALL BE PROHIBITED WITHIN 500' OF THE CENTERLINE OF NEW HILL ROAD AND NEW OLIVE CHAPEL ROAD.
13. WAREHOUSING FULFILLMENT CENTER: THIS USE SHALL NOT EXCEED 95,000 TOTAL SQUARE FEET SOUTH OF US 64. THIS USE SHALL BE PROHIBITED WITHIN 500' OF THE CENTERLINE OF NEW HILL ROAD AND NEW OLIVE CHAPEL ROAD.
14. WHOLESALING DISTRIBUTION CENTER: THIS USE SHALL NOT EXCEED 95,000 TOTAL SQUARE FEET SOUTH OF US 64. THIS USE SHALL BE PROHIBITED WITHIN 500' OF THE CENTERLINE OF NEW HILL ROAD AND NEW OLIVE CHAPEL ROAD.

USE CONDITIONS: PC-CZ:

1. THE APPROXIMATELY 12.07-ACRE TRACT AT THE SOUTH EAST CORNER OF THE US 64 AND NC 751 INTERSECTION, FRAMED BETWEEN HWY 64, NEW HILL ROAD, AND NEW HILL OLIVE ROAD, SHALL EXCLUDE THE FOLLOWING USES: GAS AND FUEL, RETAIL AND CONVENIENCE STORE WITH GAS SALES.
2. THE APPROXIMATELY 12.07-ACRE TRACT AT THE SOUTHEAST CORNER OF THE US 64 AND NC 751 INTERSECTION, BETWEEN NEW HILL ROAD AND NEW HILL OLIVE CHAPEL ROAD, SHALL CONTAIN NO MORE THAN TWO (2) RESTAURANT, DRIVE-THROUGH USES AND NO MORE THAN TWO (2) RESTAURANT, GENERAL USES.
3. IN ADDITION TO THE ALLOWABLE UDO SIGNAGE REQUIREMENTS, TWO LARGER SIGN INSTALLATIONS THAT SHALL BE LIMITED TO 14-FEET IN HEIGHT AND HAVE A MAXIMUM AREA OF NO GREATER THAN 180 SQUARE FEET SHALL BE ALLOWED IN THE PC-CZ REZONING AREA. THESE SIGNS WILL SERVE AS PROJECT BRANDING FOR THE APEX GATEWAY DEVELOPMENT.

GRAPHIC SCALE

200 0 100 200 400 800

(IN FEET)
1 inch = 200 ft.

PLAN PREPARED BY: FIRM # C-2796

ADVANCED CIVIL DESIGN

51 Kilmayne Drive, Suite 102
Cary, North Carolina 27511
ph 919.481.6590
fax 919.336.5127

PLAN PREPARED FOR:

BEACON PARTNERS

101 Eden Movement Dr.
Suite 210
Charlotte, North Carolina 28210
tel. 704.557.7757
fax 704.598.6335

Town of Apex, Chatham County, North Carolina

APEX GATEWAY - PHASE 2

MASTER PLAN

FOR

BEACON PARTNERS

ENHANCED BUFFER EXHIBIT

Issue Dates:

Date: 10/30/2023
Scale: 1"=200'

Drawn By: AMK
Checked By: JRR

Project Number: 22-0014-504

Drawing Number: 1 / 1

O:\22-0014-504NC\DWG\Production Drawings\EXHIBIT\Phase 2 rezoning & annexation exhibits\0014-504-Exhibit 3 - Enhanced Buffer Exhibit.dwg ENHANCED BUFFER EXHIBIT Oct 30, 2023 - 10:14:13am Floyd

NOTICE OF 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.

06/30/2023

Date

Dear Neighbor:

You are invited to a neighborhood meeting to review and discuss the development proposal at

See Attached | See attached

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. If you are unable to attend, please refer to the Project Contact Information page for ways to contact the applicant. Notified neighbors may request that the applicant provide updates and send plans via email or mail. 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 http://www.apexnc.org/180. Applications for Rezoning must hold a second Neighborhood Meeting in the month prior to the anticipated public hearing date.

A Neighborhood Meeting is required because this project includes (check all that apply):

	Application Type	Approving Authority
☑	Rezoning (including Planned Unit Development)	Town Council
☐	Major Site Plan	Technical Review Committee (staff)
☐	Minor Site Plan for the uses "Day care facility", "Government service", "School, public or private", "Restaurant, drive-through", or "Convenience store with gas sales"	Technical Review Committee (staff)
☐	Special Use Permit	Board of Adjustment (QJPH*)
☐	Residential Master Subdivision Plan (excludes exempt subdivisions)	Technical Review Committee (staff)

*Quasi-Judicial Public Hearing: The Board of Adjustment 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)):

THIS PROPOSAL IS FOR THE REZONING OF SELECT FRONTAGE ALONG US 64 & NC 751 (RECENTLY APPROVED LI-CZ ZONING CASE #22CZ26) TO PC (PLANNED COMMERCIAL) TO SUPPORT ADDITIONAL RETAIL USES IN SELECT AREAS OUTLINED IN THE ATTACHED EXHIBIT.

Estimated submittal date: 08/01/2023

MEETING INFORMATION:

Property Owner(s) name(s): See Attached

Applicant(s): Beacon Development Company

Contact information (email/phone): gary@beacondevelopment.com

Meeting Address: Virtual (See final page of packet for dial in number)

Date/Time of meeting**: 07/18/2023 at 5:00-7:00 pm

Welcome: 5:00-5:15 PM Project Presentation: 5:15-5:30 PM Question & Answer: 5:30-7:00 PM

**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.

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: Apex Gateway Phase 2 Zoning: LI-CZ

Location: Attached

Property PIN(s): Attached Acreage/Square Feet:

Property Owner: See Attached

Address:

City: State: Zip:

Phone: Email:

Developer: 500 E Morehead St., Suite 200Beacon Development Company

Address:

City: Charlotte State: NC Zip: 28202

Phone: 704-597-7757 Fax: Email: walker@beacondevelopment.com

Engineer: Advanced Civil Design, Inc.

Address: 51 Kilmayne Drive, Suite 102

City: Cary State: NC Zip: 27511

Phone: 481 Fax: Email: jwhitacre@advancedcivildesign.com

Builder (if known):

Address:

City: 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 Planning Project Manager	(919) 372-7468
Public Works - Transportation Russell Dalton, Traffic Engineering Manager	(919) 249-3358
Water Resources Department Jessica Bolin, Environmental Engineering Manager (Stormwater, Sedimentation & Erosion Control) Matt Echols, Utility Engineering Manager (Water & Sewer)	(919) 249-3537 (919) 372-7505
Electric Utilities Division Rodney Smith, Electric Technical Services Manager	(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: Virtual (Via Zoom)

Date of meeting: 7/18/2023 Time of meeting: 5:00 pm - 7:00 pm

Property Owner(s) name(s): *See attached exhibit*

Applicant(s): Beacon Development Company

Please print 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.	Tim McKeever	816 NC-751, Apex NC	215-565-6959	[redacted]	☐
2.	Darrin Whitley	3532 Cider Cv, Apex NC	540-846-5596		☐
3.	Kristen Lee	3532 Cider Cv, Apex NC	540-846-5596		☐
4.					☐
5.					☐
6.					☐
7.					☐
8.					☐
9.					☐
10.					☐
11.					☐
12.					☐
13.					☐
14.					☐

Use additional sheets, if necessary.

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 attached exhibit*

Applicant(s): Beacon Development Company

Contact information (email/phone): Gray Harrell; gray@beacondevelopment.com; (252) 325-4200

Meeting Address: Virtual (Via Zoom)

Date of meeting: 7/18/2023 Time of meeting: 5:00 pm - 7:00 pm

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:

What are our plans for the PC rezoning area to the North of US-64 (denoted in red)?

Applicant's Response:

The acreage is intended to support a standalone quick service retail or drive through use.

This area also denotes the location of the planned monument signage for the park.

Question/Concern #2:

What can we share regarding off-site traffic plans and future signalized intersections?

Applicant's Response:

Applicant stated that the preliminary TIA for Phase 2 currently has multiple deceleration and dedicated turn lanes associated with the NC-751 corridor and will be refined during the entitlement process. As development plans for Phase 2 are finalized and Site Plans are developed, the traffic engineering consultant will conduct multiple scoping meetings with Apex and NCDOT staff to review and finalize off-site plans.

Question/Concern #3:

What are our plans to provide internet to tenants? Will surrounding neighbors be able to tie into the internet?

Applicant's Response:

Applicant stated that they are currently in discussions with multiple internet providers to bring fiber internet to the project.

Beacon will follow up with the internet providers to confirm if surrounding neighbors will be able to tie into the future internet service in the area.

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, Gray Harrell, do hereby declare as follows:
Print Name

1. I have conducted a Neighborhood Meeting for the proposed Rezoning, Major Site Plan, Minor Site Plan, Residential Master Subdivision Plan, or Special Use Permit in accordance with UDO Sec. 2.2.7.B *Neighborhood Meeting*.

2. The meeting invitations were mailed to the Apex Planning Department, 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 Virtual (See final page of packet for dial in number) (location/address) on 7/18/2023 (date) from 5:00 PM (start time) to 7:00 PM (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.

5. I have prepared these materials in good faith and to the best of my ability.

7/24/2023
Date

By: _____

STATE OF NORTH CAROLINA
COUNTY OF WAKE

Sworn and subscribed before me, Angela Ayala, a Notary Public for the above State and County, on this the 24th day of July, 2023.

SEAL

ANGELA AYALA
Notary Public, North Carolina
Wake County
My Commission Expires
March 19, 2028

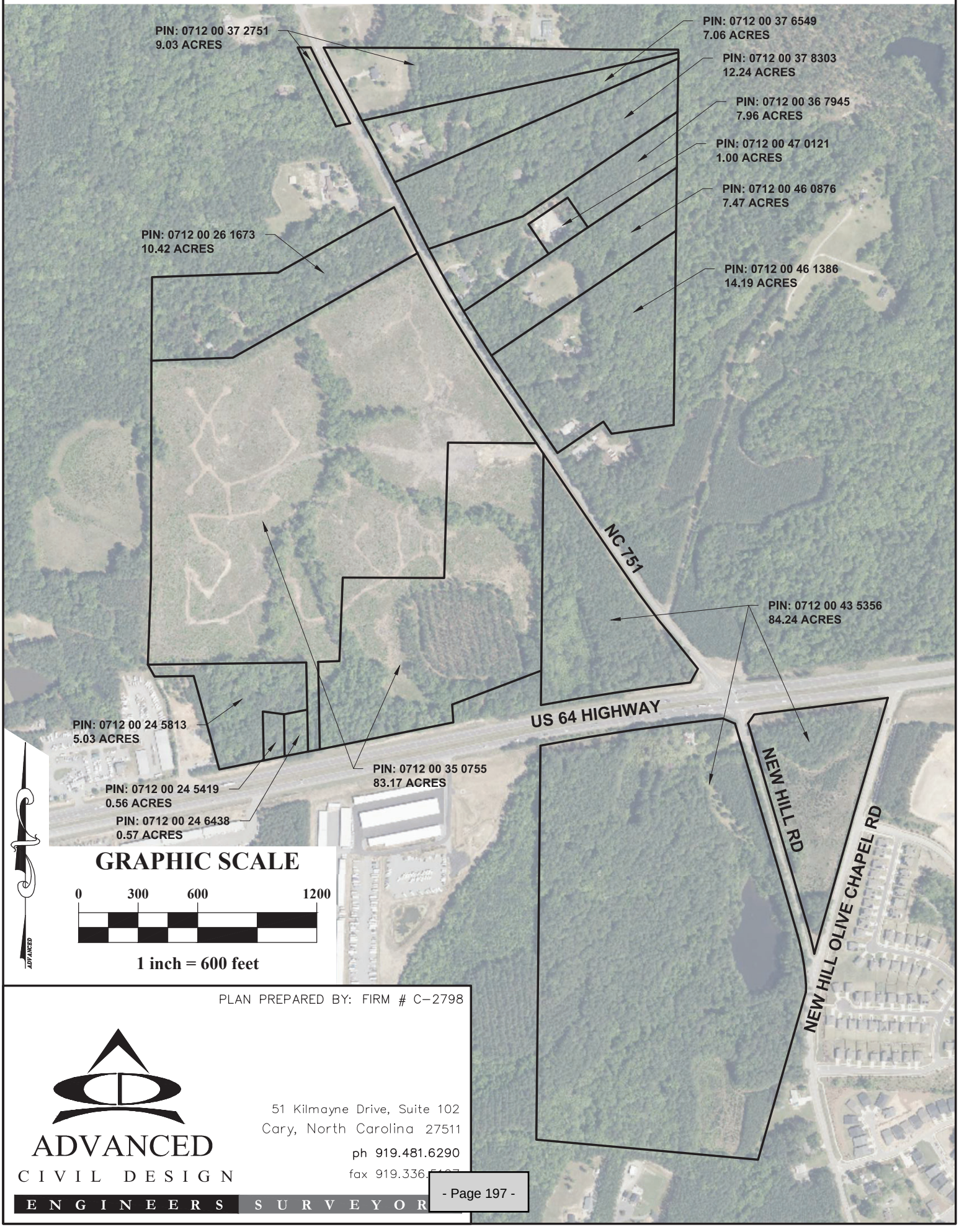
Angela Ayala
Notary Public

Angela Ayala
Print Name

My Commission Expires: March 19, 2028

Apex Gateway Phase 2 Rezoning Property Information				
Owner	**Address**	**PIN**	**Parcel ID**	**Tract/Lot**
John W Long & Faye C Long	314 NC Hwy 751	0712 00 46 1386	17903	
BIN - AG LLC	450 NC Hwy 751	0712 00 46 0876	17918	
Brent Michael Droege	482 NC Hwy 751	0712 00 36 7945	17912	Tract 1
Brent Michael Droege	472 NC Hwy 751	0712 00 47 0121	67322	Tract 2
Droege Investments LLC	546 NC Hwy 751	0712 00 37 8303	17915	
Droege Investments LLC	610 NC Hwy 751	0712 00 37 6549	17917	
Brent Michael Droege	696 NC Hwy 751	0712 00 37 2751	17908	
James L Givens	527 NC Hwy 751	0712 00 26 1673	60490	Tracts 1 and 2
Cant Hook Properties, LLC	NC Hwy 751	0712 00 35 0755	17904	
Andrew L Clark Trustee & Staley C Smith	US 64 E	0712 00 24 5813	76475	Tract 1
Andrew L Clark Trustee & Staley C Smith	US 64 E	0712 00 24 5419	17886	Tract 2
Andrew L Clark Trustee & Staley C Smith	US 64 E	0712 00 24 6438	68507	Tract 3
BIN - AG2 LLC	13406 US 64 E	0712 00 43 5356	17894	Lot 1
Mills Chatham Investment Properties LLC	13406 US 64 E	0712 00 43 5356	17894	Lot 2
Mills Chatham Investment Properties LLC	13406 US 64 E	0712 00 43 5356	17894	Lot 3

AERIAL MAP - NC 751 & US 64 - CHATHAM COUNTY, NC

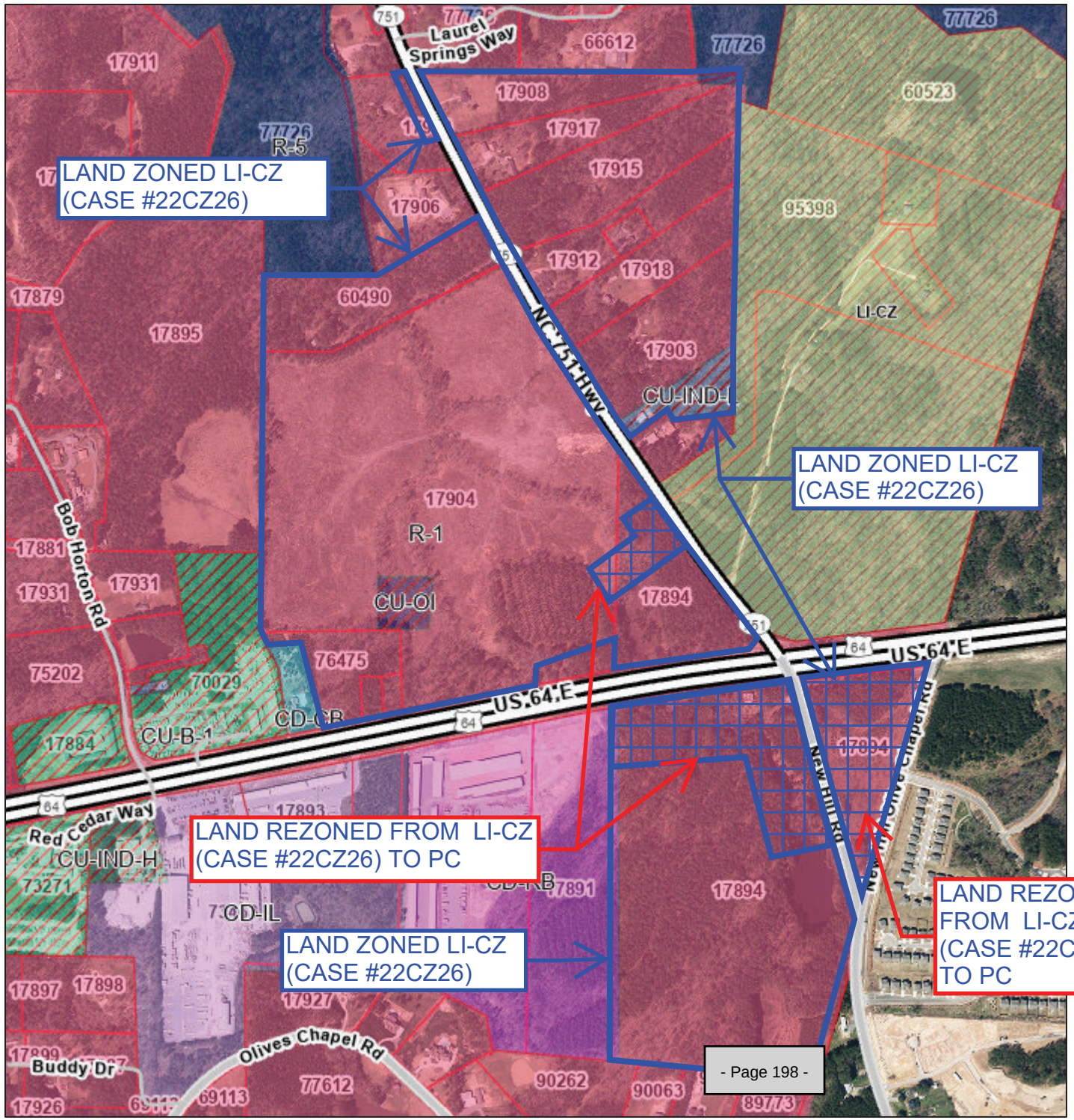


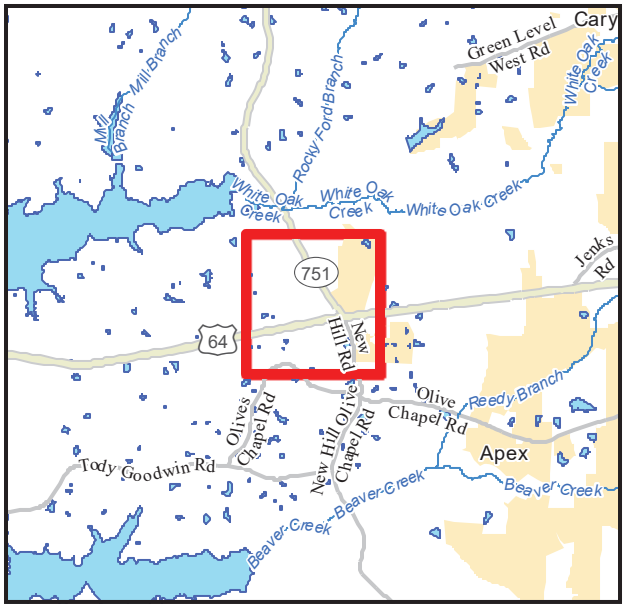
PLAN PREPARED BY: FIRM # C-2798

ADVANCED
CIVIL DESIGN
ENGINEERS SURVEYORS

51 Kilmayne Drive, Suite 102
Cary, North Carolina 27511
ph 919.481.6290
fax 919.336.5107

Chatham County Zoning Map





Legend

Parcel Pop-Up

RoadCenterlines...

- Freeway
- Highway
- Major Arterial
- Minor Arterial
- Collector
- Local

Cary Zoning

- PDD Major
- R12-CU
- R40
- R40-CU
- R8-CU
- RR
- TR-CU

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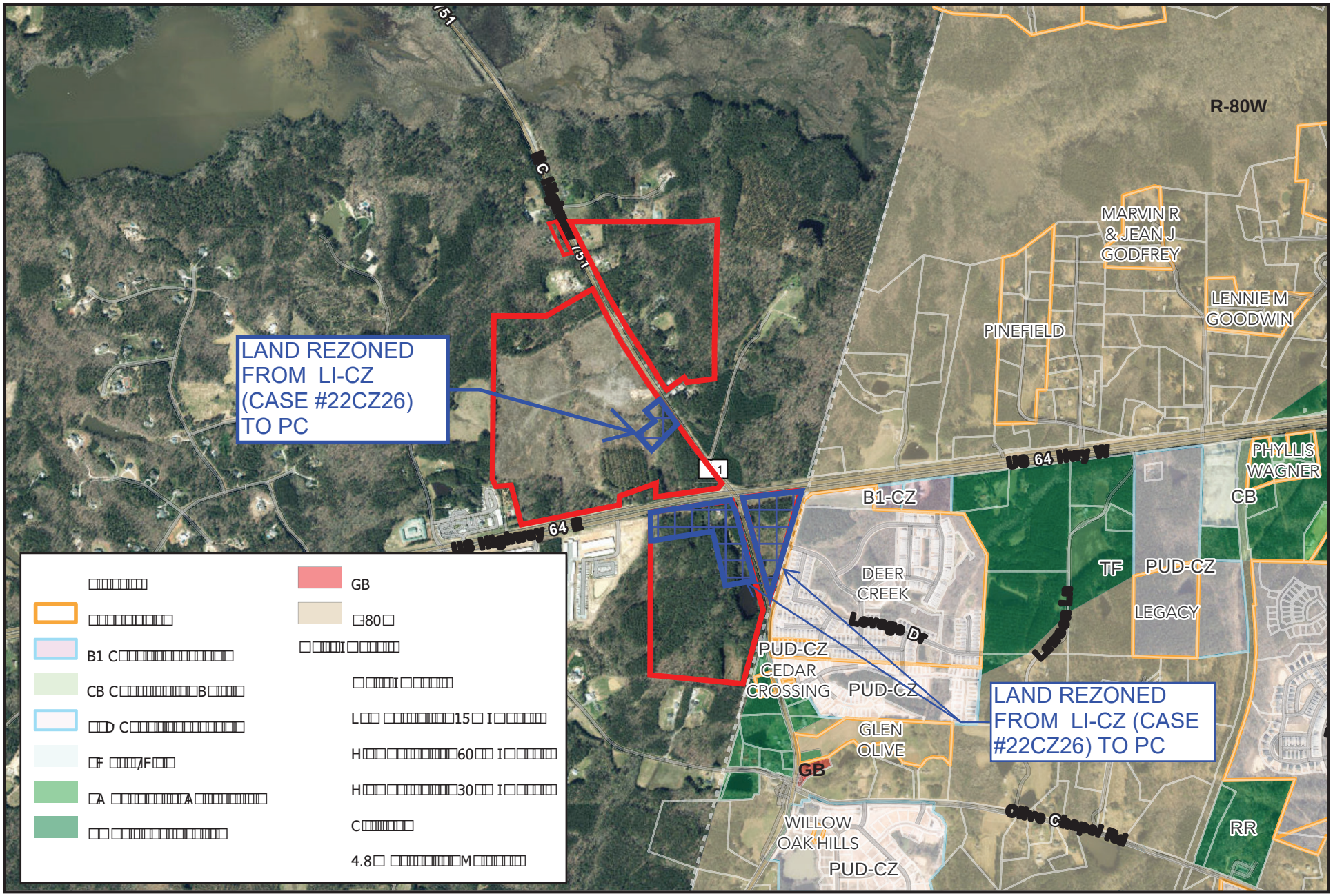
Service Layer Credits:
Esri., Inc., City of Naperville, Illinois
NC CGIA, NC DOT

CHATHAM COUNTY
NORTH CAROLINA

Date: 10/4/2022
Time: 11:28:05 AM


LAND REZONED FROM LI-CZ (CASE #22CZ26) TO PC
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R-80W
MARVIN R & JEAN J GODFREY
LENNIE M GOODWIN
PINEFIELD
PHYLLIS WAGNER
B1-CZ
CB
TF
PUD-CZ
DEER CREEK
LEGACY
PUD-CZ
CEDAR CROSSING
PUD-CZ
GLEN OLIVE
GB
WILLOW OAK HILLS
PUD-CZ
RR
Olive Chapel Rd
Lowes Dr
US Highway 64
US 64 Hwy W
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Virtual Meeting Log in Information

Join Zoom Meeting

https://us02web.zoom.us/j/81716907142?pwd=bCtMekFvc3RQMjRGTjQ1RzhNb044Zz09

Meeting ID: 817 1690 7142

Passcode: 913992

One tap mobile

+13092053325,,81716907142#,,,,*913992# US
+13126266799,,81716907142#,,,,*913992# US (Chicago)

Dial by your location
• +1 309 205 3325 US
• +1 312 626 6799 US (Chicago)
• +1 646 558 8656 US (New York)
• +1 646 931 3860 US
• +1 301 715 8592 US (Washington DC)
• +1 305 224 1968 US
• +1 689 278 1000 US
• +1 719 359 4580 US
• +1 253 205 0468 US
• +1 253 215 8782 US (Tacoma)
• +1 346 248 7799 US (Houston)
• +1 360 209 5623 US
• +1 386 347 5053 US
• +1 507 473 4847 US
• +1 564 217 2000 US
• +1 669 444 9171 US
• +1 669 900 9128 US (San Jose)

Meeting ID: 817 1690 7142
Passcode: 913992

NOTICE OF 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.

09/22/2023

Date

Dear Neighbor:

You are invited to a neighborhood meeting to review and discuss the development proposal at

See Attached | See Attached

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. If you are unable to attend, please refer to the Project Contact Information page for ways to contact the applicant. Notified neighbors may request that the applicant provide updates and send plans via email or mail. 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 http://www.apexnc.org/180.

A Neighborhood Meeting is required because this project includes (check all that apply):

	Application Type	Approving Authority
☑	Rezoning (including Planned Unit Development)	Town Council
☐	Major Site Plan	Technical Review Committee (staff)
☐	Minor Site Plan for the uses "Day care facility", "Government service", "School, public or private", "Restaurant, drive-through", or "Convenience store with gas sales"	Technical Review Committee (staff)
☐	Special Use Permit	Board of Adjustment (QJPH*)
☐	Residential Master Subdivision Plan (excludes exempt subdivisions)	Technical Review Committee (staff)

*Quasi-Judicial Public Hearing: The Board of Adjustment 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)):

THIS PROPOSAL IS FOR THE REZONING OF SELECT FRONTAGE ALONG US 64 & NC 751 (RECENTLY APPROVED LI-CZ ZONING CASE #22CZ26) TO PC (PLANNED COMMERCIAL) TO SUPPORT ADDITIONAL RETAIL USES IN SELECT AREAS OUTLINED IN THE ATTACHED EXHIBIT.

Estimated submittal date: 11/03/2023

MEETING INFORMATION:

Property Owner(s) name(s): See Attached

Applicant(s): Beacon Development Company

Contact information (email/phone): gary@beacondevelopment.com

Meeting Address: Virtual (See final page of packet for dial in number)

Date/Time of meeting**: 10/11/2023 at 5:00-7:00 pm

Welcome: 5:00-5:15 PM Project Presentation: 5:15-5:30 PM Question & Answer: 5:30-7:00 PM

**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.

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: Apex Gateway Phase 2 Zoning: LI-CZ & PC-CZ

Location: See Attached

Property PIN(s): See Attached Acreage/Square Feet:

Property Owner: See Attached

Address:

City: State: Zip:

Phone: Email:

Developer: Beacon Development Company

Address: 500 E Morehead St., Suite 200

City: Charlotte State: NC Zip: 28202

Phone: 704-597-7757 Fax: Email: walker@beacondevelopment.com

Engineer: Advanced Civil Design, Inc.

Address: 51 Kilmayne Drive, Suite 102

City: Cary State: NC Zip: 27511

Phone: 919-481-6290 Fax: Email: jwhitacre@advancedcivildesign.com

Builder (if known):

Address:

City: 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 and Greenways Planner	(919) 249-7468
Public Works - Transportation Russell Dalton, Traffic Engineering Manager	(919) 249-3358
Water Resources Department Jessica Bolin, Environmental Engineering Manager (Stormwater, Sedimentation & Erosion Control) James Gregg, Utility Engineering Manager (Water & Sewer)	(919) 249-3537 (919) 249-3324
Electric Utilities Division Rodney Smith, Electric Technical Services Manager	(919) 249-3342

Apex Gateway Phase 2 Rezoning Property Information				
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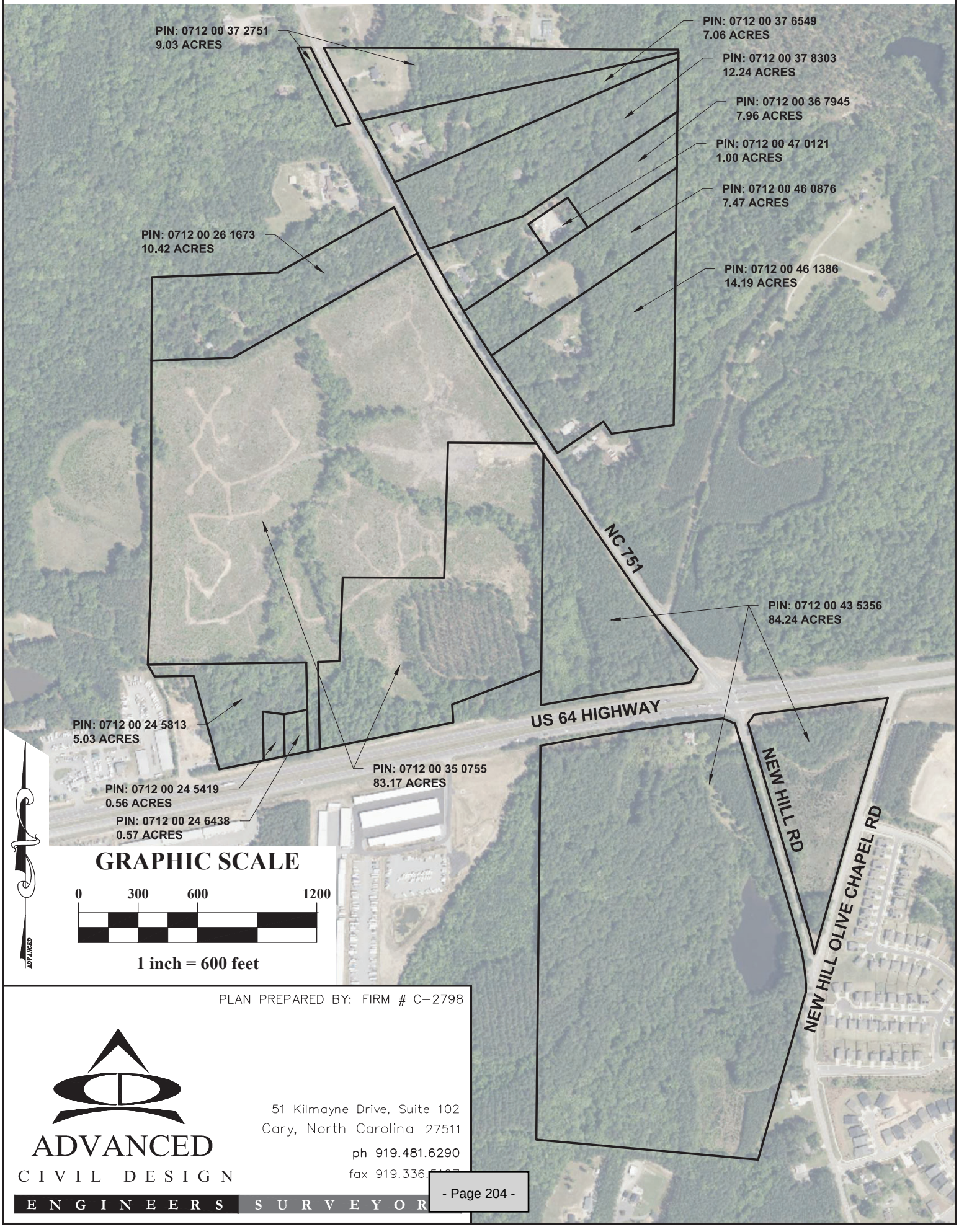
AERIAL MAP - NC 751 & US 64 - CHATHAM COUNTY, NC

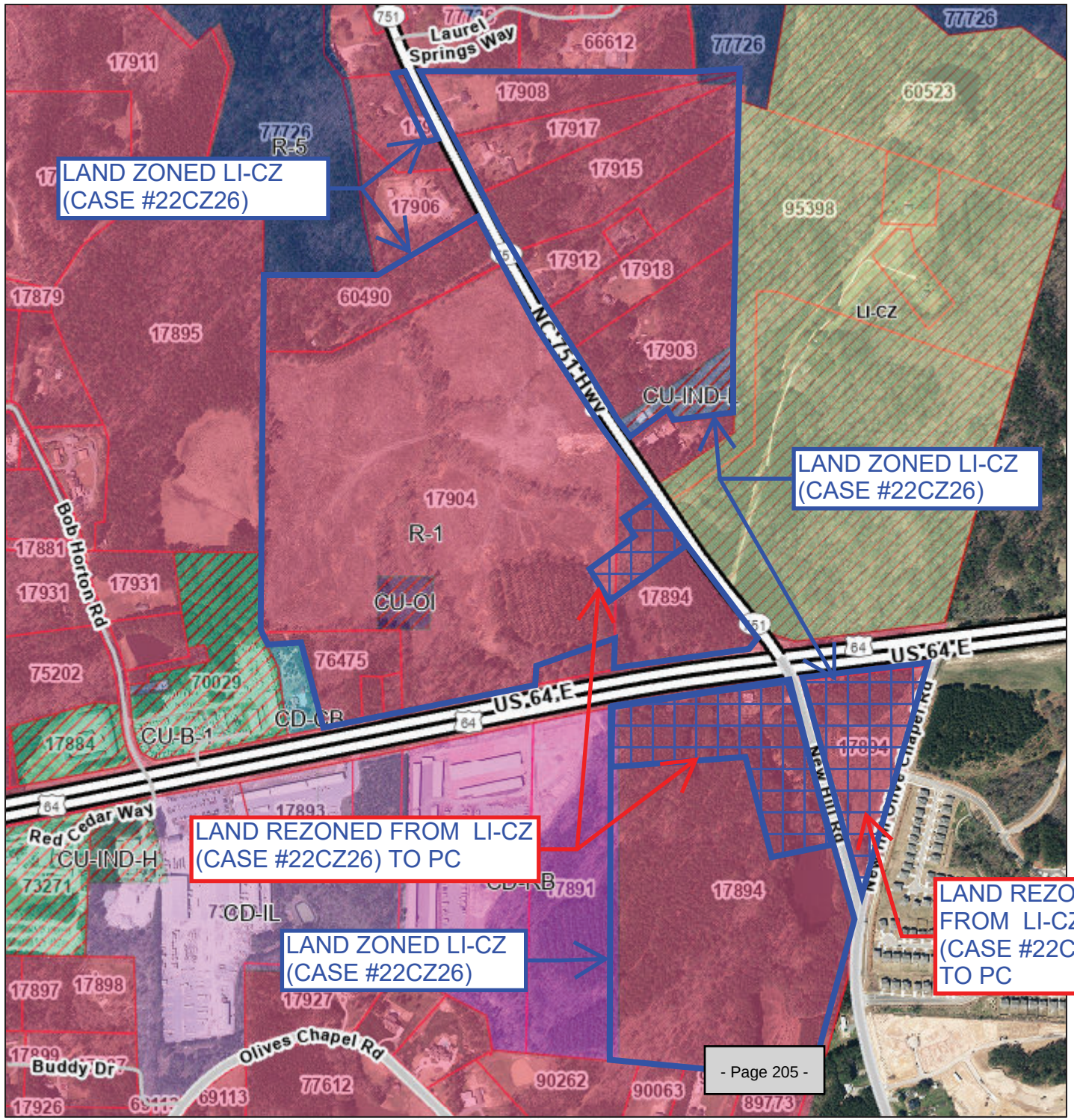


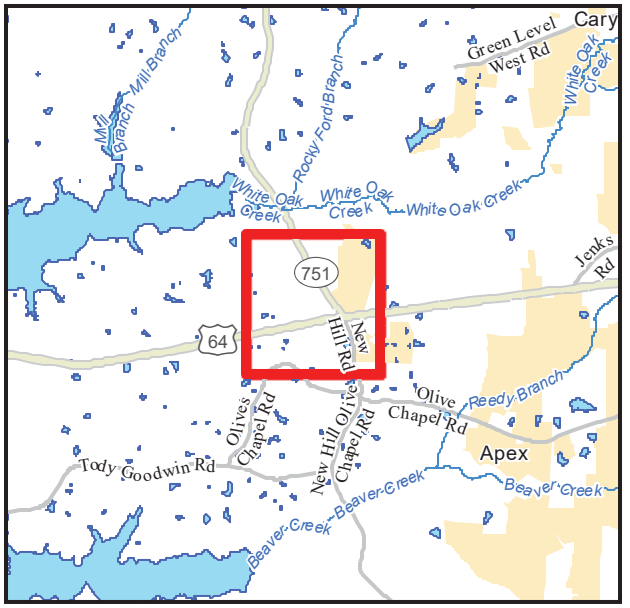
PLAN PREPARED BY: FIRM # C-2798

ADVANCED
CIVIL DESIGN
ENGINEERS SURVEYORS

51 Kilmayne Drive, Suite 102
Cary, North Carolina 27511
ph 919.481.6290
fax 919.336.5107

Chatham County Zoning Map





Legend

Parcel Pop-Up

RoadCenterlines...

- Freeway
- Highway
- Major Arterial
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- Local

Cary Zoning

- PDD Major
- R12-CU
- R40
- R40-CU
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CHATHAM COUNTY
NORTH CAROLINA

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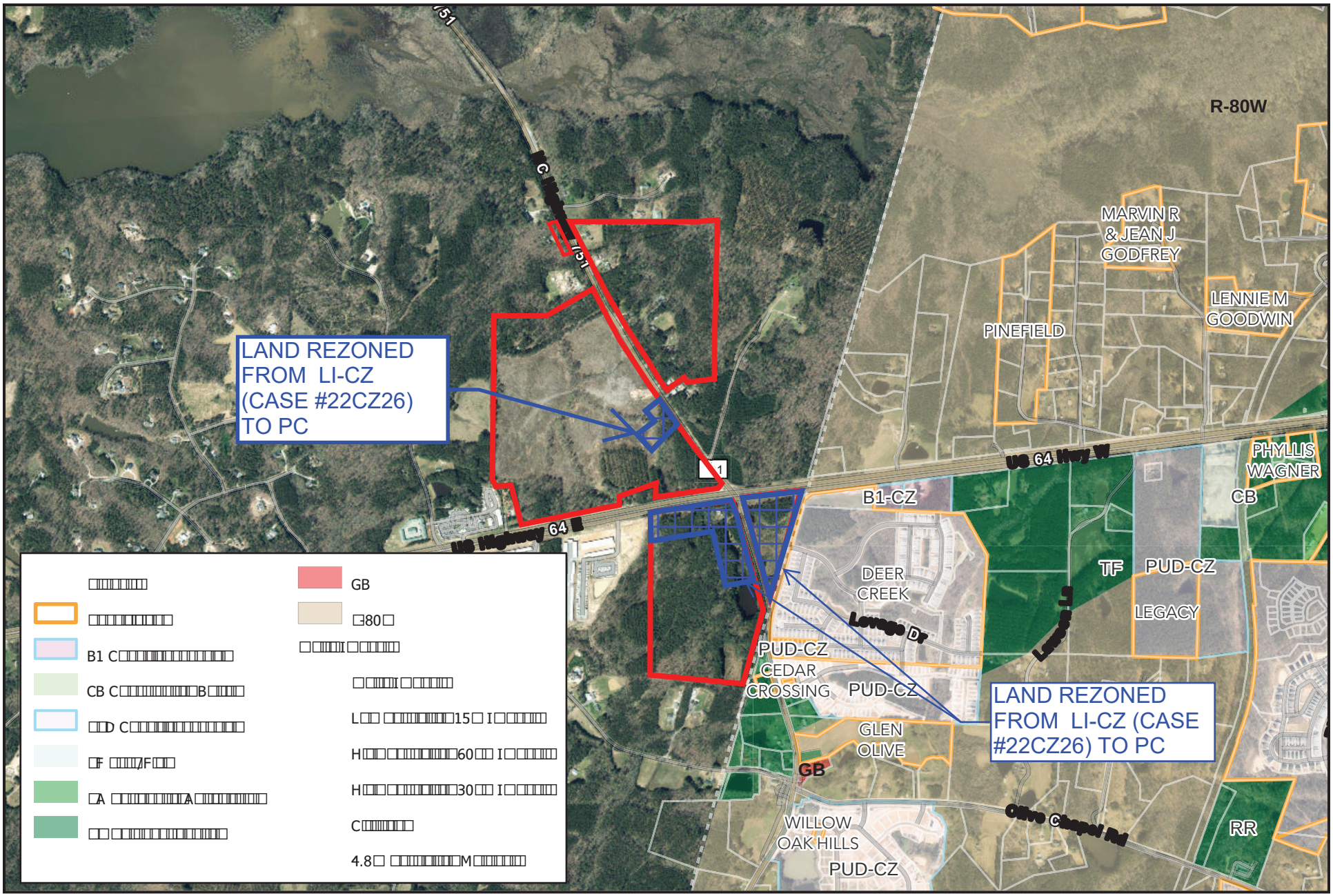
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PHYLLIS WAGNER
B1-CZ
CB
TF
PUD-CZ
DEER CREEK
LEGACY
PUD-CZ
CEDAR CROSSING
PUD-CZ
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Virtual Meeting Log in Information

Join Zoom Meeting

https://us02web.zoom.us/j/85052176616?pwd=aExvNVBraFIzTXVpbVhwN2M4N09LUT09

Meeting ID: 850 5217 6616

Passcode: 779599

One tap mobile
+16465588656,,85052176616#,,,,*779599# US (New York)
+16469313860,,85052176616#,,,,*779599# US

Dial by your location
• +1 646 558 8656 US (New York)
• +1 646 931 3860 US
• +1 301 715 8592 US (Washington DC)
• +1 305 224 1968 US
• +1 309 205 3325 US
• +1 312 626 6799 US (Chicago)
• +1 253 205 0468 US
• +1 253 215 8782 US (Tacoma)
• +1 346 248 7799 US (Houston)
• +1 360 209 5623 US
• +1 386 347 5053 US
• +1 507 473 4847 US
• +1 564 217 2000 US
• +1 669 444 9171 US
• +1 669 900 9128 US (San Jose)
• +1 689 278 1000 US
• +1 719 359 4580 US

Meeting ID: 850 5217 6616
Passcode: 779599

Find your local number: https://us02web.zoom.us/u/kNHpQbT8H

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: Virtual (Zoom Meeting)

Date of meeting: 10/11/2023 Time of meeting: 5:00pm - 7:00pm

Property Owner(s) name(s): *See attached exhibit*

Applicant(s): Beacon Partners

Please print 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.	Tim McKeever	816 NC-751, Apex NC	[redacted]		☐
2.	Darrin Whitley	3532 Cider Cove, Apex NC			☐
3.	Sandeep Chintapatla	3501 Cider Cove, Apex NC			☐
4.	Bala Garjala	3521 Cider Cove, Apex NC			☐
5.	Yakambram Dasari	3505 Cider Cove, Apex NC			☐
6.	Michael Stepantschenko	3536 Cider Cove, Apex NC			☐
7.	Shyam Adivi	3537 Cider Cove, Apex NC			☐
8.	Hager Rand	3214 Hillsborough Rd, Durhan NC			☐
9.					☐
10.					☐
11.					☐
12.					☐
13.					☐
14.					☐

Use additional sheets, if necessary.

SUMMARY OF DISCUSSION FROM THE NEIGHBORHOOD MEETING

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Property Owner(s) name(s): *See attached exhibit*

Applicant(s): Beacon Partners

Contact information (email/phone): Gray Harrell; gray@beacondevelopment.com; (252) 325-4200

Meeting Address: Virtual (Zoom Meeting)

Date of meeting: 10/11/2023 Time of meeting: 5:00pm - 7:00pm

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:

Please provide further information on NCDOT's future interchange plans at the intersection US64 & NC751.

Applicant's Response:

During the initial rezoning, Beacon commited to dedicating Right-of-Way to NCDOT to facilitate the future improvements of the NC-751 and US-64 intersection. The NCDOT project is not funded and has not begun design. The current plan contemplates a US-64 "fly over" of NC-751.

Question/Concern #2:

Would the change to planned-commercial allow for grocery store uses?

Applicant's Response:

Yes.

Question/Concern #3:

What info can we share on the traffic impact analysis as it relates to speed limits and widening of NC751?

Applicant's Response:

We will work with NCDOT and Town of Apex regarding offsite traffic improvements to ensure safe design. There will be some widening associated with NC-751 but we are not sure of the extent at this time.

Question/Concern #4:

Has Beacon received any further interest from prospects for future phases of Apex?

Applicant's Response:

We have received several inbound inquiries from interested prospects and tenants, but there are no additional leases signed in the development other than Coca-Cola.

Neighborhood Questions: Continued

- **Question / Concern #5:**
  - **Can you share details on when the tree-save requirements will be implemented?**
    - As Site Plans and Construction Drawings are submitted and reviewed, we will work with staff on tree replacement and conservation for the entire Phase 2 acreage.
- **Question / Concern #6:**
  - **Are there any updates to the plan to run internet to this area? Will the surrounding neighbors be able to tie into the internet service?**
    - For Phase 1, we have been working with AT&T to extend internet service up NC-751 and eventually South across US-64. Yes, our understanding is that AT&T would allow neighboring residents to tie into this future internet service.
- **Question / Concern #7:**
  - **What more can you share regarding staff's comments on this latest round of rezoning?**
    - Staff has had minimal comments, and the Environmental Advisory Board did not have any additional request for the zoning amendment.
- **Question / Concern #8:**
  - **Question on the light green area south of 64. What will this be? What will the buffer be?**
    - Restrictions were placed on this acreage as part of the initial rezoning limiting and restricting certain uses in this acreage. These previously approved restrictions are not being amended with this rezoning.
- **Question / Concern #9:**
  - **Will the fork at New Hill Olive Chapel Rd and New Hill Road be reconfigured?**
    - This fork is not being reconfigured currently. Right-of-way is being dedicated to NCDOT for future road improvements related to the NC-751 and US-64 future interchange plan.
- **Question / Concern #10:**
  - **Is there going to be construction or a new building in the Triangle acreage between New Hill and New Hill Olive Chapel Road?**
    - As part of this rezoning request, we are requesting zoning to allow for Planned Commercial uses.
- **Question / Concern #11:**
  - **When is our targeted construction start timeline and expected delivery for the phases south of US-64?**
    - A rough estimate is as follows: 6-8 months for the permitting process, 5-9 months of grading, 12 months for vertical construction.
- **Question / Concern #12:**
  - **What are the restrictions on light and construction hours? What measures are in place to limit disturbance to the neighbors?**
    - The initial zoning commitments of shielding outdoor lighting to focus on the ground and lighting with color temperature of no more than 3000 Kelvin is not

being altered. Most of the construction work will take place during normal business hours. Some larger concrete pours will start earlier in the morning.

- **Question / Concern #13:**
  - **Can you clarify if there would be any disturbance to the neighbors when water lines are tapped?**
    - There will be no disruption of service with waterline connections.
- **Question / Concern #14:**
  - **Can you share information on how we solicit interest from retail tenants/users?**
    - Upon receiving rezoning approval, we plan to engage Triangle-based commercial leasing brokers who will help source and facilitate outreach to local, regional and national tenants.
- **Question / Concern #15:**
  - **Please provide an overview of undisturbed tree coverage on the site.**
    - Undisturbed areas will be evaluated with Town of Apex staff during the Site Plan and Construction Drawing review phase.
- **Question / Concern #16:**
  - **Are there any offices or office tenants with signed leases in the park?**
    - No, other than the Coca-Cola facility, there are not any other signed leases within the development.
- **Question / Concern #17:**
  - **With the future NCDOT interchange plans, how will the traffic with the school be handled?**
    - Beacon is using the same traffic engineer as The Math and Science Academy of Apex. The traffic engineers are currently working on getting all the data and traffic counts for this area. NCDOT is very focused on this interchange and ensuring it is safe and efficient for residents.
- **Question / Concern #18:**
  - **For Phase 1, if this gets delayed or extended for whatever reason, how does that affect Phase 2?**
    - Phase 1 has already commenced as of June 2023 and is actively underway in the mass grading process.
- **Question / Concern #19:**
  - **Which road will be the main point of access for the Southwest corner**
    - US-64 is controlled access, so no direct access from US-64 will be allowed. New Hill Road and New Hill Olive Chapel will provide the points of access.

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, Gray Harrell, do hereby declare as follows:
Print Name

1. I have conducted a Neighborhood Meeting for the proposed Rezoning, Major Site Plan, Minor Site Plan, Residential Master Subdivision Plan, or Special Use Permit in accordance with UDO Sec. 2.2.7.B *Neighborhood Meeting*.

2. The meeting invitations were mailed to the Apex Planning Department, 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 Virtual (Zoom Meeting) (location/address) on 10/11/2023 (date) from 5:00pm (start time) to 7:00pm (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.

5. I have prepared these materials in good faith and to the best of my ability.

10/26/23
Date

By: _____

STATE OF NORTH CAROLINA
COUNTY OF WAKE

Sworn and subscribed before me, Angela Ayala, a Notary Public for the above State and County, on this the 26th day of October, 2023.

SEAL

ANGELA AYALA
Notary Public, North Carolina
Wake County
My Commission Expires
March 19, 2028

Angela Ayala
Notary Public

Angela Ayala
Print Name

My Commission Expires: March 19, 2028

AGENT AUTHORIZATION FORM

Application #: _____ Submittal Date: _____

BIN - AG LLC 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
- ☐ Subdivision
- ☐ Variance
- ☐ Other: _____

The property address is: 314 NC HWY 751

The agent for this project is: Beacon Development Company

☐ I am the owner of the property and will be acting as my own agent

Agent Name: Walker Gorham

Address: 702 Oberlin Rd, Raleigh, NC 27605

Telephone Number: 984-200-3186

E-Mail Address: walker@beacondevelopment.com

Signature(s) of Owner(s)*

JON L. MORRIS — Type or print name — 12/19/2023 — 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.

AFFIDAVIT OF OWNERSHIP

Application #: _____ Submittal Date: _____

The undersigned, BIN - AG LLC (the "Affiant") first being duly sworn, hereby swears 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 314 NC Hwy 751 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 12/06/2023, and recorded in the Wake County Register of Deeds Office on 12/08/2023, in Book 2392 Page 681.

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 12/06/2023, 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 12/06/2023, 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 19th day of December, 2023.

_____ (seal)

Jon L. Morris

Type or print name

STATE OF NORTH CAROLINA,
COUNTY OF Mecklenburg

I, the undersigned, a Notary Public in and for the County of Mecklenburg hereby certify that Jon L. Morris, Affiant, personally known to me ~~or known to me by said Affiant's presentation of said Affiant's~~ ECR, personally appeared before me this day and acknowledged the due and voluntary execution of the foregoing Affidavit.

Elizabeth C Reap

Notary Public
State of North Carolina
My Commission Expires: January 31, 2026

ELIZABETH C REAP NOTARY PUBLIC MECKLENBURG COUNTY, NC [NOTARY SEAL]

AFFIDAVIT OF OWNERSHIP: EXHIBIT A – LEGAL DESCRIPTION

Application #: _____ Submittal Date: _____

Insert legal description below.

SITUATED AND LYING IN THE STATE OF NORTH CAROLINA, CHATHAM COUNTY, TOWNSHIP OF NEW HOPE, BEING ALL OF THAT LAND DEPICTED IN DEED BOOK 318 PAGE 352. 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:

COMMENCING AT A FOUND NGS HORIZONTAL CONTROL MONUMENT FOUND (HAVING NORTH CAROLINA STATE PLANE COORDINATES OF N: 724864.40' E: 2014802.13'), THENCE FROM SAID POINT COMMENCING SOUTH 77 DEGREES 40 MINUTES 11 SECONDS WEST A DISTANCE OF 33.66 FEET TO A CALCULATED POINT, SAID POINT HAVING NORTH CAROLINA STATE PLANE COORDINATES N: 724864.40' E: 2014802.13' AND BEING THE TRUE POINT OF BEGINNING.

THENCE SOUTH 55°47'03" WEST, A DISTANCE OF 30.91 FEET TO A CALCULATED POINT IN THE CENTERLINE OF NC 751; THENCE WITH THE CENTER OF SAID ROAD NORTH 34°05'41" WEST, A DISTANCE OF 79.53 FEET TO A CALCULATED POINT; THENCE NORTH 34°05'41" WEST, A DISTANCE OF 336.89 FEET TO A CALCULATED POINT; THENCE NORTH 33°44'47" WEST, A DISTANCE OF 176.66 FEET TO A CALCULATED POINT; THENCE LEAVING THE CENTERLINE OF NC 751 NORTH 56°08'40" EAST, A DISTANCE OF 30.04 FEET TO A 1/2" IRON PIPE FOUND; THENCE NORTH 55°54'54" EAST, A DISTANCE OF 1,122.10 FEET TO A 1/2" IRON PIPE FOUND; THENCE SOUTH 00°41'08" WEST, A DISTANCE OF 979.44 FEET TO A 1" IRON PIPE FOUND; THENCE SOUTH 81°58'20" WEST, A DISTANCE OF 315.77 FEET TO A SET 5/8 IRON REBAR WITH CAP; THENCE NORTH 34°07'21" WEST, A DISTANCE OF 73.59 FEET TO A 1/2" IRON PIPE FOUND; THENCE SOUTH 55°47'03" WEST, A DISTANCE OF 279.92 FEET TO THE TRUE POINT OF BEGINNING;

CONTAINING 617,420 SQ. FT. OR 14.17 ACRES OF LAND, MORE OR LESS.

BEING 17,790 SQ. FT. OR 0.41 ACRES WITHIN NC 751 RIGHT OF WAY.

AGENT AUTHORIZATION FORM

Application #: _____ Submittal Date: _____

BIN - AG2 LLC 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
- ☐ Subdivision
- ☐ Variance
- ☐ Other: _____

The property address is: US 64 E

The agent for this project is: Beacon Development Company

☐ I am the owner of the property and will be acting as my own agent

Agent Name: Walker Gorham

Address: 702 Oberlin Rd, Raleigh, NC 27605

Telephone Number: 984-200-3186

E-Mail Address: walker@beacondevelopment.com

Signature(s) of Owner(s)*

JON L. MORRIS — Type or print name

12/19/2023 — 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.

AFFIDAVIT OF OWNERSHIP

Application #: _____ Submittal Date: _____

The undersigned, BIN - AG2 LLC (the "Affiant") first being duly sworn, hereby swears 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 US 64 E 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 02/27/2023, and recorded in the ~~Wake~~ Chatham County Register of Deeds Office on 03/02/2023, in Book 2350 Page 471.

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 02/27/2023, 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 02/27/2023, 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 19th day of December, 2023

_____ (seal)

Jon L. Morris

Type or print name

STATE OF NORTH CAROLINA
COUNTY OF Mecklenburg

I, the undersigned, a Notary Public in and for the County of Mecklenburg hereby certify that Jon L. Morris, Affiant, personally known to me ~~or known to me by said Affiant's presentation of said Affiant's~~ ECR, personally appeared before me this day and acknowledged the due and voluntary execution of the foregoing Affidavit.

ELIZABETH C REAP NOTARY PUBLIC [NOTARY SEAL] MECKLENBURG COUNTY, NC

Elizabeth C Reap

Notary Public
State of North Carolina
My Commission Expires: January 31, 2026

AFFIDAVIT OF OWNERSHIP: EXHIBIT A – LEGAL DESCRIPTION

Application #: _____ Submittal Date: _____

Insert legal description below.

SITUATED AND LYING IN THE STATE OF NORTH CAROLINA, CHATHAM COUNTY, TOWNSHIP OF NEW HOPE, BEING ALL OF THAT TRACT 1 DEPICTED IN BOOK OF MAPS 2003 PAGE 0264 AND DESCRIBED AS TRACT 2B AND 3 , BEING BOUND IN THE NORTH BY CANT HOOK PROPERTIES, LLC (DB: 2112, PG 0383); BOUND ON THE EAST SIDE BY CANT HOOK PROPERTIES, LLC (DB: 2112, PG 0383); BOUND TO THE SOUTH BY CLARK ANDREW L. TRUSTEE & STALEY C. SMITH (DB: 1841 PG: 00) AND BY US 64 (200 FEET RIGHT OF WAY); AND BOUND TO THE WEST BY ARYLEX PROPERTIES LLC (BOOK OF MAPS 2069 PAGE 0168); 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:
COMMENCING AT A NCDOT RIGHT OF WAY DISC MONUMENT FOUND (HAVING NORTH CAROLINA STATE PLANE COORDINATES OF N: 724630.74' E: 2013771.63'), THENCE FROM SAID POINT COMMENCING NORTH 89 DEGREES 15 MINUTES 30 SECONDS WEST A DISTANCE OF 1003.73 FEET TO A REBAR FOUND WITH CAP, SAID FOUND REBAR WITH CAP HAVING NORTH CAROLINA STATE PLANE COORDINATES N: 724409.25' E: 2012654.78' AND BEING THE TRUE POINT OF BEGINNING.
THENCE FROM SAID POINT OF BEGINNING, IN A CLOCKWISE DIRECTION, ALONG THE PROPERTY LINE OF CLARK ANDREW L. TRUSTEE & STALEY C. SMITH (DB: 1841 PG: 0086) SOUTH 79 DEGREES 05 MINUTES 40 SECONDS WEST A DISTANCE OF 119.63 FEET TO A REBAR FOUND WITH CAP, ALONG THE PROPERTY LINE OF TRACT 2 OF CLARK ANDREW L. TRUSTEE & STALEY C. SMITH (DB: 1841 PG: 0086) THENCE NORTH 83 DEGREES 00 MINUTES 12 SECONDS WEST A DISTANCE OF 107.29 FEET TO A 1/2 INCH IRON PIPE FOUND WITH CAP, THENCE SOUTH 01 DEGREES 04 MINUTES 43 SECONDS EAST A DISTANCE OF 246.31 FEET TO A FOUND 1/2 INCH IRON PIPE WITH CAP, THENCE SOUTH ALONG HIGHWAY 64, SOUTH 78 DEGREES 39 MINUTES 40 SECONDS WEST A DISTANCE OF 86.62 FEET TO A FOUND 1/2 INCH IRON PIPE WITH CAP, THENCE SOUTH 78 DEGREES 39 MINUTES 54 SECONDS WEST A DISTANCE OF 141.75 FEET TO A FOUND 1/2 INCH IRON PIPE WITH CAP, THENCE NORTH ALONG ARYLEX PROPERTIES LLC (DB: 2069 PG: 0168); NORTH 15 DEGREES 18 MINUTES 52 SECONDS WEST A DISTANCE OF 487.93 FEET TO A FOUND 1/2 INCH IRON PIPE WITH CAP, THENCE SOUTH ALONG ARYLEX PROPERTIES LLC (DB: 2069 PG: 0168) SOUTH 89 DEGREES 09 MINUTES 04 SECONDS WEST A DISTANCE OF 197.08 FEET TO A FOUND 1/2 INCH IRON PIPE WITH CAP, THENCE NORTH ALONG KUNAL ENTERPRISES LLC (DB: 1124 PG: 0371) NORTH 29 DEGREES 21 MINUTES 59 SECONDS WEST A DISTANCE OF 68.12 FEET TO A AXLE FOUND, THENCE NORTH ALONG CANT HOOK PROPERTIES LLC TRACT 1 (DB: 2112 PG: 0383) NORTH 89 DEGREES 08 MINUTES 38 SECONDS EAST A DISTANCE OF 360.66 FEET TO A FOUND IRON PIPE WITH CAP, THENCE NORTH 89 DEGREES 08 MINUTES 49 SECONDS EAST A DISTANCE OF 437.30 FEET TO A FOUND AXLE, THENCE SOUTH ALONG CANT HOOK PROPERTIES LLC TRACT 2 (DB: 2112 PG: 0383) SOUTH 01 DEGREES 08 MINUTES 04 SECONDS EAST A DISTANCE OF 238.33 FEET TO THE POINT OF BEGINNING.
CONTAINING 219326 SQUARE FEET OR 5.03 ACRES, MORE OR LESS.

AGENT AUTHORIZATION FORM

Application #: _____ Submittal Date: _____

BIN - AG2 LLC 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
- ☐ Subdivision
- ☐ Variance
- ☐ Other: _____

The property address is: US 64 E

The agent for this project is: Beacon Development Company

☐ I am the owner of the property and will be acting as my own agent

Agent Name: Walker Gorham

Address: 702 Oberlin Rd, Raleigh, NC 27605

Telephone Number: 984-200-3186

E-Mail Address: walker@beacondevelopment.com

Signature(s) of Owner(s)*

JON L. MORRIS — Type or print name — 12/19/2023 — 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.

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AFFIDAVIT OF OWNERSHIP

Application #: _____ Submittal Date: _____

The undersigned, BIN - AG2 LLC (the "Affiant") first being duly sworn, hereby swears 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 US 64 E 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 02/27/2023, and recorded in the ~~Wake~~ Chatham County Register of Deeds Office on 03/02/2023, in Book 2350 Page 471.

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 02/27/2023, 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 02/27/2023, 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 19th day of December, 2023.

_____ (seal)

Jon L. Morris

Type or print name

STATE OF NORTH CAROLINA
COUNTY OF Mecklenburg

I, the undersigned, a Notary Public in and for the County of Mecklenburg, hereby certify that Jon L. Morris Affiant, personally known to me ~~or known to me by said Affiant's presentation of said Affiant's~~ ECR, personally appeared before me this day and acknowledged the due and voluntary execution of the foregoing Affidavit.

ELIZABETH C REAP NOTARY PUBLIC [NOTARY SEAL] MECKLENBURG COUNTY, NC

Elizabeth C Reap

Notary Public
State of North Carolina
My Commission Expires: January 31, 2026

AFFIDAVIT OF OWNERSHIP: EXHIBIT A – LEGAL DESCRIPTION

Application #: _____ Submittal Date: _____

Insert legal description below.

SITUATED AND LYING IN THE STATE OF NORTH CAROLINA, CHATHAM COUNTY, TOWNSHIP OF NEW HOPE, BEING ALL OF THAT TRACT 3A DEPICTED IN A BOOK OF MAPS 2003 PAGE 0264, BEING BOUND IN THE NORTH BY CLARK ANDREW L. TRUSTEE & STALEY C. SMITH (DB: 1841, PG 0086); BOUND ON THE EAST SIDE BY CANT CLARK ANDREW L. TRUSTEE & STALEY C. SMITH, TRACT 3 (DB: 1841, PG 0086); BOUND TO THE SOUTH BY HIGHWAY 64 AND BOUND TO THE WEST BY CANT CLARK ANDREW L. TRUSTEE & STALEY C. SMITH (DB: 1841, PG 0086); 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:

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THENCE FROM SAID POINT OF BEGINNING, IN A COUNTER CLOCKWISE DIRECTION, AND ALONG THE LINE OF CLARK ANDREW L. TRUSTEE & STALEY C. SMITH (DB: 1841 PG: 0086) NORTH 01 DEGREES 04 MINUTES 12 SECONDS WEST A DISTANCE OF 211.89 FEET TO A REBAR FOUND WITH CAP , THENCE ALONG THE PROPERTY LINE OF CLARK ANDREW L. TRUSTEE & STALEY C. SMITH (DB: 1841 PG: 0086), NORTH 83 DEGREES 00 MINUTES 12 SECONDS WEST A DISTANCE OF 107.29 FEET TO A 1/2 INCH IRON PIPE FOUND WITH CAP, THENCE SOUTH ALONG THE PROPERTY LINE OF CLARK ANDREW L. TRUSTEE & STALEY C. SMITH (DB: 1841 PG: 0086), SOUTH 01 DEGREES 04 MINUTES 43 SECONDS EAST A DISTANCE OF 246.31 FEET TO A 1/2 INCH IRON PIPE FOUND WITH CAP, THENCE NORTH ALONG NORTHERN RIGHT OF WAY LINE OF US HIGHWAY 64 (200' FOOT RIGHT OF WAY WIDTH), NORTH 78 DEGREES 35 MINUTES 55 SECONDS EAST A DISTANCE OF 107.94 FEET TO THE POINT OF BEGINNING.

CONTAINING 24333 SQUARE FEET OR 0.56 ACRES, MORE OR LESS.

AGENT AUTHORIZATION FORM

Application #: _____ Submittal Date: _____

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Signature(s) of Owner(s)*

JON L. MORRIS — Type or print name — 12/19/2023 — Date

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This the 19th day of December, 2023.

_____ (seal)
Jon L. Morris
Type or print name

STATE OF NORTH CAROLINA
COUNTY OF Mecklenburg

I, the undersigned, a Notary Public in and for the County of Mecklenburg, hereby certify that Jon L. Morris, Affiant, personally known to me ~~or known to me by said Affiant's presentation of said Affiant's~~ ECR, personally appeared before me this day and acknowledged the due and voluntary execution of the foregoing Affidavit.

Elizabeth C Read
Notary Public
State of North Carolina
My Commission Expires: January 31, 2026

ELIZABETH C READ NOTARY PUBLIC MECKLENBURG COUNTY, NC [NOTARY SEAL]

AFFIDAVIT OF OWNERSHIP: EXHIBIT A – LEGAL DESCRIPTION

Application #: _____ Submittal Date: _____

Insert legal description below.

SITUATED AND LYING IN THE STATE OF NORTH CAROLINA, CHATHAM COUNTY, TOWNSHIP OF NEW HOPE, BEING ALL OF TRACT 3A DEPICTED IN A BOOK OF MAPS 2003 PAGE 0264, BEING BOUND IN THE NORTH BY CLARK ANDREW L. TRUSTEE & STALEY C. SMITH (DB: 1841, PG 0086); BOUND ON THE EAST SIDE BY CANT HOOK PROPERTIES LLC, TRACT 3 (DB: 2112, PG 383); BOUND ON THE SOUTH BY HIGHWAY 64 AND BOUND TO THE WEST BY CANT CLARK ANDREW L. TRUSTEE & STALEY C. SMITH (DB: 1841, PG 0086); 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:

COMMENCING AT A NCDOT RIGHT OF WAY DISC MONUMENT FOUND (HAVING NORTH CAROLINA STATE PLANE COORDINATES OF N: 724630.74' E: 2013771.63'), THENCE FROM SAID POINT COMMENCING NORTH 89 DEGREES 15 MINUTES 30 SECONDS WEST A DISTANCE OF 1003.73 FEET TO A REBAR FOUND WITH CAP, SAID FOUND REBAR WITH CAP HAVING NORTH CAROLINA STATE PLANE COORDINATES N: 724643.74" E: 2012767.99' AND BEING THE TRUE POINT OF BEGINNING.

THENCE FROM SAID POINT OF BEGINNING, IN A CLOCKWISE DIRECTION, AND ALONG THE PROPERTY LINE OF CANT HOOK PROPERTIES LLC (DB 2112 PG 0383) SOUTH 01 DEGREES 01 MINUTES 47 SECONDS EAST A DISTANCE OF 210.74 FEET TO A 1 INCH IRON PIPE FOUND WITH CAP, THENCE WITH THE NORTHERN RIGHT OF WAY LINE OF US 64 (200 FOOT RIGHT OF WAY WIDTH), SOUTH 78 DEGREES 32 MINUTES 16 SECONDS WEST A DISTANCE 119.69 FEET TO A 3/4 INCH IRON PIPE FOUND WITH CAP, THENCE ALONG THE PROPERTY LINE OF CLARK ANDREW L. TRUSTEE & STALEY C. SMITH (DB: 1841 PG: 0086) NORTH 01 DEGREES 04 MINUTES 12 SECONDS WEST A DISTANCE OF 211.89 FEET TO A REBAR FOUND WITH CAP, THENCE WITH THE EASTERN PROPERTY LINE OF CLARK ANDREW L. TRUSTEE & STALEY C. SMITH (DB 1841 PG 0086), NORTH 01 DEGREE 4 MINUTES 12 SECONDS WEST A DISTANCE OF 211.89 FEET TO A REBAR FOUND WITH CAP, THENCE WITH ONE OF THE SOUTHERN PROPERTY LINES OF CLARK ANDREW L. TRUSTEE & STALEY C. SMITH (DB 1841 PG 0086), NORTH 79 DEGREES 05 MINUTES 40 SECONDS EAST A DISTANCE OF 119.63 FEET TO THE POINT OF BEGINNING.

CONTAINING 24891 SQUARE FEET OR 0.57 ACRES, MORE OR LESS.

AGENT AUTHORIZATION FORM

Application #: _____ Submittal Date: _____

Cant Hook Properties LLC 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
- ☐ Subdivision
- ☐ Variance
- ☐ Other: _____

The property address is: NC HWY 751

The agent for this project is: Beacon Development Company

☐ I am the owner of the property and will be acting as my own agent

Agent Name: Walker Gorham

Address: 702 Oberlin Rd, Raleigh, NC 27605

Telephone Number: 984-200-3186

E-Mail Address: walker@beacondevelopment.com

Signature(s) of Owner(s)*

Kathryn Booth Butler

KATHRYN Booth Butler 12/19/2023

Type or print name Date

Cant Hook Properties Wholly owned Subsidiary of J.E. Booth Farms, LLC

_____ _____

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.

AFFIDAVIT OF OWNERSHIP

Application #: _____ Submittal Date: _____

The undersigned, Cant Hook Properties LLC (the "Affiant") first being duly sworn, hereby swears 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 NC HWY 751 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 04/25/2020, and recorded in the Wake County Register of Deeds Office on 05/11/2020, in Book 2112 Page 0383.

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 04/25/2020, 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 04/25/2020, 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 19th day of December 20 23

Kathryn Booth Butler (seal)

KATHRYN Booth Butler

CANT Hook Properties Type or print name

Wholly owned Subsidiary of JE Booth Farms, LLC

STATE OF NORTH CAROLINA
COUNTY OF _____

I, the undersigned, a Notary Public in and for the County of _____, hereby certify that _____, Affiant, personally known to me or known to me by said Affiant's presentation of said Affiant's _____, personally appeared before me this day and acknowledged the due and voluntary execution of the foregoing Affidavit.

_____
Notary Public
State of North Carolina
My Commission Expires: _____

[NOTARY SEAL]

CALIFORNIA JURAT WITH AFFIANT STATEMENT **GOVERNMENT CODE § 8202**

☐ See Attached Document (Notary to cross out lines 1–6 below)
☐ See Statement Below (Lines 1–6 to be completed only by document signer[s], *not* Notary)

1 _____
2 _____
3 _____
4 _____
5 _____
6 _____

Signature of Document Signer No. 1 *Signature of Document Signer No. 2 (if any)*

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California
County of Los Angeles

Subscribed and sworn to (or affirmed) before me on this 19th day of Dec, 2023
Date *Month* *Year*
by (1) Kathryn Booth Butler
(and (2) _____),
Name(s) of Signer(s)

proved to me on the basis of satisfactory evidence to be the person(s) who appeared before me.

K. K. DALAL
COMM. # 2383214
NOTARY PUBLIC-CALIFORNIA
LOS ANGELES COUNTY
MY COMM. EXP. NOV. 15, 2025

Signature _____
Signature of Notary Public

Seal
Place Notary Seal Above

OPTIONAL

Though this section is optional, completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

Description of Attached Document
Title or Type of Document: Affidavit of Ownership **Document Date:** _____
Number of Pages: _____ **Signer(s) Other Than Named Above:** _____

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AFFIDAVIT OF OWNERSHIP: EXHIBIT A – LEGAL DESCRIPTION

Application #: _____ Submittal Date: _____

Insert legal description below.

CANTHOOK PARCEL TRACT 1 (TITLE COMMITMENT 22-06322CH)

SITUATED AND LYING IN THE STATE OF NORTH CAROLINA, CHATHAM COUNTY, TOWNSHIP OF NEW HOPE, BEING ALL OF THAT TRACT 1 CONVEYED IN A DEED BOOK 2015 PAGE 1112, AND BEING BOUND IN THE NORTH BY JAMES L. GIVENS (DB: 757, PG 592); BOUND ON THE EAST SIDE BY RIGHT OF WAY ALONG NC 751 (BM: 0095, PG 0128); BOUND TO THE SOUTH BY CANT HOOK PROPERTIES, LLC (DB: 2112 PG: 0383) AND CLARK ANDREW L. TRUSTEE & STALEY C. SMITH (DB: 1841 PG: 0086); AND BOUND TO THE WEST BY KUNAL ENTERPRISES LLC (DB: 1124 PG: 0371) AND BY POE INEZ M & JERRY C TRUSTEES DEWEY C POE (DB: 0775 PG: 0514); 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:

COMMENCING AT AN IRON PIPE FOUND (HAVING NORTH CAROLINA STATE PLANE COORDINATES OF N: 726429.26' E: 2013696.48'), THENCE FROM SAID POINT COMMENCING NORTH 35 DEGREES 53 MINUTES 06 SECONDS WEST A DISTANCE OF 635.98 FEET TO A FOUND IRON PIPE, SAID FOUND IRON PIPE HAVING NORTH CAROLINA STATE PLANE COORDINATES N: 726944.53' E: 2013323.69'AND BEING THE TRUE POINT OF BEGINNING.

THENCE FROM SAID POINT OF BEGINNING AND ALONG THE PROPERTY LINE OF JAMES L. GIVENS TRACT 2 (DB: 757, PG 592) SOUTH 60 DEGREES 28 MINUTES 54 SECONDS WEST A DISTANCE OF 29.18 FEET TO A FOUND IRON PIPE WITH CAP, THENCE SOUTH 60 DEGREES 29 MINUTES 08 SECONDS WEST A DISTANCE OF 1069.54 FEET TO A FOUND REBAR WITH CAP, THENCE SOUTH 87 DEGREES 55 MINUTES 10 SECONDS WEST A DISTANCE OF 409.94 FEET TO A FOUND IRON PIPE WITH CAP, THENCE SOUTH ALONG POE INEZ M & JERRY C TRUSTEES DEWEY C POE TRACT (DB: 0775 PG: 0514) SOUTH 00 DEGREES 06 MINUTES 26 SECONDS WEST A DISTANCE OF 1087.05 FEET TO A FOUND AXLE, THENCE SOUTH KUNAL ENTERPRISES LLC (DB: 1124 PG: 0371), SOUTH 02 DEGREES 02 MINUTES 09 SECONDS WEST A DISTANCE OF 445.87 FEET TO A FOUND AXLE, THENCE NORTH ALONG CLARK ANDREW L. TRUSTEE & STALEY C. SMITH (DB: 1841 PG: 0086), NORTH 89 DEGREES 08 MINUTES 38 SECONDS EAST A DISTANCE OF 360.66 FEET TO A CALCULATED POINT, THENCE NORTH 89 DEGREES 08 MINUTES 49 SECONDS EAST A DISTANCE OF 437.30 FEET TO A CALCULATED POINT, THENCE NORTH 87 DEGREES 45 MINUTES 59 SECONDS EAST A DISTANCE OF 60.17 FEET TO A FOUND IRON PIPE, THENCE NORTH 87 DEGREES 55 MINUTES 49 SECONDS EAST A DISTANCE OF 106.54 FEET TO A FOUND IRON PIPE, THENCE NORTH ALONG CANT HOOK PROPERTIES LLC TRACT 2 (DB: 2112 PG: 0383) NORTH 02 DEGREES 23 MINUTES 09 SECONDS EAST A DISTANCE OF 421.83 FEET TO A FOUND IRON PIPE WITH CAP, THENCE SOUTH 89 DEGREES 45 MINUTES 43 SECONDS EAST A DISTANCE OF 510.47 FEET TO A FOUND FOUND IRON PIPE WITH CAP, THENCE NORTH 01 DEGREES 37 MINUTES 19 SECONDS EAST A DISTANCE OF 682.37 FEET TO A FOUND REBAR, THENCE SOUTH 89 DEGREES 37 MINUTES 26 SECONDS EAST A DISTANCE OF 444.91 FEET TO A 5/8" REBAR WITH CAP SET, THENCE LEAVING THE WEST SIDE OF NC-751 RIGH OF WA, SOUTH 89 DEGREES 37 MINUTES 26 SECONDS EAST A DISTANCE OF 36.39 FEET TO A CALCULATED POINT IN THE CENTERLINE OF SAID ROAD, THENCE WITH THE CENTERLINE OF NC-751 THE FOLLOWING BEARINGS AND DISTANCES, NORTH 34 DEGREES 05 MINUTES 41 SECONDS WEST A DISTANCE OF 336.89 FEET TO A CALCULATED POINT, THENCE NORTH 33 DEGREES 49 MINUTES 46 SECONDS WEST A DISTANCE OF 101.71 FEET TO A CALCULATED POINT, THENCE NORTH ALONG A CURVE TO THE RIGHT HAVING A CHORD BEARING OF NORTH 32 DEGREES 13 MINUTES 18 SECONDS WEST AND A CHORD DISTANCE OF 412.66 FEET WITH A RADIUS OF 16853.72 FEET TO A CALCULATED POINT, THENCE NORTH ALONG A CURVE TO THE RIGHT HAVING A CHORD BEARING OF NORTH 29 DEGREES 57 MINUTES 09 SECONDS WEST AND A CHORD DISTANCE OF 148.62 FEET WITH A RADIUS OF 4000.00 FEET TO A CALCULATED POINT, THENCE NORTH ALONG A CURVE TO THE RIGHT HAVING A CHORD BEARING OF NORTH 28 DEGREES 00 MINUTES 23 SECONDS WEST AND A CHORD DISTANCE OF 148.46 FEET WITH A RADIUS OF 12000.00 FEET TO A FOUND IRON PIPE, BEING SAID POINT OF BEGINNING.

CONTAINING 2549843 SQUARE FEET OR 58.5 ACRES, MORE OR LESS.
AREA WITHIN NC 751 ROW, 34179 SQ. FT. OR 0.78 ACRES, MORE OR LESS.

CANTHOOK PARCEL TRACT 2 (TITLE COMMITMENT 22-06322CH)

SITUATED AND LYING IN THE STATE OF NORTH CAROLINA, CHATHAM COUNTY, TOWNSHIP OF NEW HOPE, AND BEING DEPICTED IN THAT SURVEY AND PLAT ENTITLED "PROPERTY OF MRS EDNA M HEDGEPETH PREPARED BY WILLIAM O YATES, RLS, DATED APRIL 7, 1975, BEING BOUND IN THE NORTH BY CANT HOOK PROPERTIES, LLC (DB: 2112 PG: 0383); BOUND ON THE EAST BY CANT HOOK PROPERTIES, LLC (DB: 2112 PG: 0383); BOUND TO THE SOUTH BY THE RIGHT OF WAY ALONG U.S. HIGHWAY 64 (BM: 0095 PG: 0128); AND BOUND TO THE WEST BY CLARK ANDREW L. TRUSTEE & STALEY C. SMITH (DB: 1841 PG: 0086); 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:

COMMENCING AT A NCDOT ROW DISK FOUND (HAVING NORTH CAROLINA STATE PLANE COORDINATES OF N: 724630.74' E: 2013771.63'), THENCE FROM SAID POINT COMMENCING SOUTH 78 DEGREES 48 MINUTES 52 SECONDS WEST A DISTANCE OF 1019.21 FEET TO A FOUND IRON PIPE, SAID FOUND IRON PIPE HAVING NORTH CAROLINA STATE PLANE COORDINATES N: 724433.031' E: 2012771.781'AND BEING THE TRUE POINT OF BEGINNING.

THENCE FROM SAID POINT OF BEGINNING WITH THE EASTERN PROPERTY LINE OF CLARK ANDREW L. TRUSTEE & STALEY C. SMITH, TRACT 3 (DB: 1841 PG: 0086) SOUTH 01 DEGREES 01 MINUTES 47 SECONDS EAST A DISTANCE OF 210.74 FEET TO A 1" IRON PIPE FOUND WITH CAP, THENCE ALONG THE RIGHT OF WAY ALONG U.S. HIGHWAY 64 (200 FEET RIGHT OF WAY WIDTH)) NORTH 79 DEGREES 30 MINUTES 47 SECONDS EAST A DISTANCE OF 60.31 FEET TO A CALCULATED POINT, THENCE WITH THE WESTERN PROPERTY LINE OF CANT HOOK PROPERTIES LLC PARCEL (DB 2112 PG 383) NORTH 1 DEGREE 1 MINUTE 2 SECONDS WEST A DISTANCE OF 10.13 FEET TO A CALCULATED POINT, THENCE CONTINUING WITH SAID PROPERTY LINE NORTH 00 DEGREES 59 MINUTES 57 SECONDS WEST A DISTANCE OF 430.29 FEET TO A 1 INCH IRON PIPE FOUND WITH CAP, THENCE WITH THE SOUTHERN LINE OF CANT HOOK PROPERTIES LLC PARCEL (DB 2112 PG 383) SOUTH 87 EGREES 45 MINUTES 59 SECONDS A DISTANCE OF 60.17 FEET TO AN AXLE FOUND, THENCE THE EASTERN PROPERTY LINE OF CLARK ANDREW L. TRUSTEE & STALEY C. SMITH, TRACT 3 (DB: 1841 PG: 0086) SOUTH 01 DEGREES 08 MINUTES 04 SECONDS EAST A DISTANCE OF 238.33 TO THE POINT OF BEGINNING.

CONTAINING 26559 SQUARE FEET OR 0.61 ACRES, MORE OR LESS.

CANTHOOK PARCEL TRACT 3 (TITLE COMMITMENT 22-06322CH)

SITUATED AND LYING IN THE STATE OF NORTH CAROLINA, CHATHAM COUNTY, TOWNSHIP OF NEW HOPE, BEING ALL OF THAT TRACT 2 DEPICTED IN A BOOK OF MAPS 0095 PAGE 128, BEING BOUND IN THE NORTH BY CANT HOOK PROPERTIES, LLC (DB: 2112 PG: 0383); BOUND TO THE EAST BY A PORTION OF THE RIGHT OF WAY ALONG NC HIGHWAY 751 (60 FEET RIGHT OF WAY WIDTH) AND BY BERKUT JACK CARROLL & NANCY BERKUT BECK (DB: 1977 PG: 0725); BOUND TO THE SOUTH BY THE RIGHT OF WAY ALONG U.S. HIGHWAY 64 (200 FEET RIGHT OF WAY WIDTH)) AND MAGNIN MARY ELIZABETH GEEK ETUX JOHN DAVID (DB: 1764 PG: 0003); AND BOUND IN THE WEST BY CANT HOOK PROPERTIES, LLC (DB: 2112 PG: 0383); 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:

COMMENCING AT AN IRON PIPE FOUND (HAVING NORTH CAROLINA STATE PLANE COORDINATES OF N: 726429.26' E: 2013696.48'), THENCE FROM SAID POINT COMMENCING SOUTH 27 DEGREES 51 MINUTES 13 SECONDS WEST A DISTANCE OF 560.41 FEET TO A FOUND IRON PIPE, SAID FOUND IRON PIPE HAVING NORTH CAROLINA STATE PLANE COORDINATES N: 725933.782' E: 2013958.309'AND BEING THE TRUE POINT OF BEGINNING.

THENCE FROM SAID POINT OF BEGINNING AND ALONG THE PROPERTY LINE OF BY BERKUT JACK CARROLL & NANCY BERKUT BECK (DB: 1977 PG: 0725) SOUTH 00 DEGREES 35 MINUTES 50 SECONDS WEST A DISTANCE OF 1092.79 FEET TO A SET REBAR, THENCE SOUTH ALONG MAGNIN MARY ELIZABETH GEEK ETUX JOHN DAVID (DB: 1764 PG: 0003) SOUTH 69 DEGREES 06 MINUTES 08 SECONDS WEST A DISTANCE OF 480.88 FEET TO A FOUND IRON PIPE, THENCE SOUTH 04 DEGREES 09 MINUTES 52 SECONDS EAST A DISTANCE OF 90.02 FEET TO A FOUND AXLE, THENCE SOUTH BY THE RIGHT OF WAY ALONG U.S. HIGHWAY 64 (BM: 0095 PG: 0128) SOUTH 78 DEGREES 36 MINUTES 24 SECONDS WEST A DISTANCE OF 360.29 FEET TO A CALCULATED POINT, THENCE SOUTH 78 DEGREES 36 MINUTES 47 SECONDS WEST A DISTANCE OF 60.00 FEET TO A CALCULATED POINT, THENCE SOUTH 78 DEGREES 35 MINUTES 10 SECONDS WEST A DISTANCE OF 266.38 FEET TO A CALCULATED POINT, THENCE NORTH ALONG CANT HOOK PROPERTIES, LLC TRACT 1 AND 3 (DB: 2112 PG: 0383); NORTH 01 DEGREES 01 MINUTES 2 SECONDS WEST A DISTANCE OF 10.13 FEET TO A CALCULATED POINT, THENCE NORTH 00 DEGREES 59 MINUTES 57 SECONDS WEST A DISTANCE OF 430.29 FEET TO A FOUND IRON PIPE, THENCE NORTH 87 DEGREES 55 MINUTES 49 SECONDS EAST A DISTANCE OF 106.54 FEET TO A FOUND IRON PIPE, THENCE NORTH 02 DEGREES 23 MINUTES 09 SECONDS EAST A DISTANCE OF 421.83 FEET TO A FOUND IRON PIPE WITH CAP, THENCE SOUTH 89 DEGREES 45 MINUTES 43 SECONDS EAST A DISTANCE OF 510.47 FEET TO A FOUND IRON PIPE WITH CAP, THENCE NORTH 01 DEGREES 37 MINUTES 19 SECONDS EAST A DISTANCE OF 682.37 FEET TO A FOUND REBAR, THENCE SOUTH 89 DEGREES 37 MINUTES 26 SECONDS EAST A DISTANCE OF 444.91 FEET TO A SET REBAR, THENCE SOUTH ALONG CANT HOOK PROPERTIES LLC TRACT 1 (DB: 2112 PG: 0383) INTO THE RIGHT OF WAY ON NC HIGHWAY 751 (BM: 0095 PG: 0128) SOUTH 89 DEGREES 37 MINUTES 26 SECONDS EAST A DISTANCE OF 36.75 FEET TO A CALCULATED POINT, THENCE SOUTH ALONG THE RIGHT OF WAY ON NC HIGHWAY 751 (BM: 0095 PG: 0128) SOUTH 00 DEGREES 35 MINUTES 50 SECONDS WEST A DISTANCE OF 52.71 FEET TO A FOUND IRON PIPE, BEING SAID POINT OF BEGINNING.

CONTAINING 1069262 SQUARE FEET OR 24.54 ACRES, MORE OR LESS.

AREA WITHIN NC 751 ROW, 978 SQ. FT., MORE OR LESS.

CLARK PARCEL TRACT 1 (TITLE COMMITMENT 22-09308CH)

SITUATED AND LYING IN THE STATE OF NORTH CAROLINA, CHATHAM COUNTY, TOWNSHIP OF NEW HOPE, BEING ALL OF THAT TRACT 1 DEPICTED IN BOOK OF MAPS 2003 PAGE 0264 AND DESCRIBED AS TRACT 2B AND 3 , BEING BOUND IN THE NORTH BY CANT HOOK PROPERTIES, LLC (DB: 2112, PG 0383); BOUND ON THE EAST SIDE BY CANT HOOK PROPERTIES, LLC (DB: 2112, PG 0383); BOUND TO THE SOUTH BY CLARK ANDREW L. TRUSTEE & STALEY C. SMITH (DB: 1841 PG: 00) AND BY US 64 (200 FEET RIGHT OF WAY); AND BOUND TO THE WEST BY ARYLEX PROPERTIES LLC (BOOK

OF MAPS 2069 PAGE 0168); 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:

COMMENCING AT A NCDOT RIGHT OF WAY DISC MONUMENT FOUND (HAVING NORTH CAROLINA STATE PLANE COORDINATES OF N: 724630.74' E: 2013771.63'), THENCE FROM SAID POINT COMMENCING NORTH 89 DEGREES 15 MINUTES 30 SECONDS WEST A DISTANCE OF 1003.73 FEET TO A REBAR FOUND WITH CAP, SAID FOUND REBAR WITH CAP HAVING NORTH CAROLINA STATE PLANE COORDINATES N: 724409.25' E: 2012654.78' AND BEING THE TRUE POINT OF BEGINNING.

THENCE FROM SAID POINT OF BEGINNING, IN A CLOCKWISE DIRECTION, ALONG THE PROPERTY LINE OF CLARK ANDREW L. TRUSTEE & STALEY C. SMITH (DB: 1841 PG: 0086) SOUTH 79 DEGREES 05 MINUTES 40 SECONDS WEST A DISTANCE OF 119.63 FEET TO A REBAR FOUND WITH CAP, ALONG THE PROPERTY LINE OF TRACT 2 OF CLARK ANDREW L. TRUSTEE & STALEY C. SMITH (DB: 1841 PG: 0086) THENCE NORTH 83 DEGREES 00 MINUTES 12 SECONDS WEST A DISTANCE OF 107.29 FEET TO A 1/2 INCH IRON PIPE FOUND WITH CAP, THENCE SOUTH 01 DEGREES 04 MINUTES 43 SECONDS EAST A DISTANCE OF 246.31 FEET TO A FOUND 1/2 INCH IRON PIPE WITH CAP, THENCE SOUTH ALONG HIGHWAY 64, SOUTH 78 DEGREES 39 MINUTES 40 SECONDS WEST A DISTANCE OF 86.62 FEET TO A FOUND 1/2 INCH IRON PIPE WITH CAP, THENCE SOUTH 78 DEGREES 39 MINUTES 54 SECONDS WEST A DISTANCE OF 141.75 FEET TO A FOUND 1/2 INCH IRON PIPE WITH CAP, THENCE NORTH ALONG ARYLEX PROPERTIES LLC (DB: 2069 PG: 0168); NORTH 15 DEGREES 18 MINUTES 52 SECONDS WEST A DISTANCE OF 487.93 FEET TO A FOUND 1/2 INCH IRON PIPE WITH CAP, THENCE SOUTH ALONG ARYLEX PROPERTIES LLC (DB: 2069 PG: 0168) SOUTH 89 DEGREES 09 MINUTES 04 SECONDS WEST A DISTANCE OF 197.08 FEET TO A FOUND 1/2 INCH IRON PIPE WITH CAP, THENCE NORTH ALONG KUNAL ENTERPRISES LLC (DB: 1124 PG: 0371) NORTH 29 DEGREES 21 MINUTES 59 SECONDS WEST A DISTANCE OF 68.12 FEET TO A AXLE FOUND, THENCE NORTH ALONG CANT HOOK PROPERTIES LLC TRACT 1 (DB: 2112 PG: 0383) NORTH 89 DEGREES 08 MINUTES 38 SECONDS EAST A DISTANCE OF 360.66 FEET TO A FOUND IRON PIPE WITH CAP, THENCE NORTH 89 DEGREES 08 MINUTES 49 SECONDS EAST A DISTANCE OF 437.30 FEET TO A FOUND AXLE, THENCE SOUTH ALONG CANT HOOK PROPERTIES LLC TRACT 2 (DB: 2112 PG: 0383) SOUTH 01 DEGREES 08 MINUTES 04 SECONDS EAST A DISTANCE OF 238.33 FEET TO THE POINT OF BEGINNING.

CONTAINING 219326 SQUARE FEET OR 5.03 ACRES, MORE OR LESS.

CLARK PARCEL TRACT 2 (TITLE COMMITMENT 22-09308CH)

SITUATED AND LYING IN THE STATE OF NORTH CAROLINA, CHATHAM COUNTY, TOWNSHIP OF NEW HOPE, BEING ALL OF THAT TRACT 3A DEPICTED IN A BOOK OF MAPS 2003 PAGE 0264, BEING BOUND IN THE NORTH BY CLARK ANDREW L. TRUSTEE & STALEY C. SMITH (DB: 1841, PG 0086); BOUND ON THE EAST SIDE BY CANT CLARK ANDREW L. TRUSTEE & STALEY C. SMITH, TRACT 3 (DB: 1841, PG 0086); BOUND TO THE SOUTH BY HIGHWAY 64 AND BOUND TO THE WEST BY CANT CLARK ANDREW L. TRUSTEE & STALEY C. SMITH (DB: 1841, PG 0086); 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:

COMMENCING AT A NCDOT RIGHT OF WAY DISC MONUMENT FOUND (HAVING NORTH CAROLINA STATE PLANE COORDINATES OF N: 724630.74' E: 2013771.63'), THENCE FROM SAID POINT COMMENCING SOUTH 78 DEGREES 47 MINUTES 07 SECONDS WEST A DISTANCE OF 1138.90 FEET TO A REBAR FOUND WITH CAP, SAID FOUND REBAR WITH CAP HAVING NORTH CAROLINA STATE PLANE COORDINATES N: 724409.25' E: 2012654.78' AND BEING THE TRUE POINT OF BEGINNING.

THENCE FROM SAID POINT OF BEGINNING, IN A COUNTER CLOCKWISE DIRECTION, AND ALONG THE LINE OF CLARK ANDREW L. TRUSTEE & STALEY C. SMITH (DB: 1841 PG: 0086) NORTH 01 DEGREES 04 MINUTES 12 SECONDS WEST A DISTANCE OF 211.89 FEET TO A REBAR FOUND WITH CAP , THENCE ALONG THE PROPERTY LINE OF CLARK ANDREW L. TRUSTEE & STALEY C. SMITH

(DB: 1841 PG: 0086), NORTH 83 DEGREES 00 MINUTES 12 SECONDS WEST A DISTANCE OF 107.29 FEET TO A 1/2 INCH IRON PIPE FOUND WITH CAP, THENCE SOUTH ALONG THE PROPERTY LINE OF CLARK ANDREW L. TRUSTEE & STALEY C. SMITH (DB: 1841 PG: 0086), SOUTH 01 DEGREES 04 MINUTES 43 SECONDS EAST A DISTANCE OF 246.31 FEET TO A 1/2 INCH IRON PIPE FOUND WITH CAP, THENCE NORTH ALONG NORTHERN RIGHT OF WAY LINE OF US HIGHWAY 64 (200' FOOT RIGHT OF WAY WIDTH), NORTH 78 DEGREES 35 MINUTES 55 SECONDS EAST A DISTANCE OF 107.94 FEET TO THE POINT OF BEGINNING.

CONTAINING 24333 SQUARE FEET OR 0.56 ACRES, MORE OR LESS.

CLARK PARCEL TRACT 3 (TITLE COMMITMENT 22-09308CH)

SITUATED AND LYING IN THE STATE OF NORTH CAROLINA, CHATHAM COUNTY, TOWNSHIP OF NEW HOPE, BEING ALL OF TRACT 3A DEPICTED IN A BOOK OF MAPS 2003 PAGE 0264, BEING BOUND IN THE NORTH BY CLARK ANDREW L. TRUSTEE & STALEY C. SMITH (DB: 1841, PG 0086); BOUND ON THE EAST SIDE BY CANT HOOK PROPERTIES LLC, TRACT 3 (DB: 2112, PG 383); BOUND ON THE SOUTH BY HIGHWAY 64 AND BOUND TO THE WEST BY CANT CLARK ANDREW L. TRUSTEE & STALEY C. SMITH (DB: 1841, PG 0086); 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:

COMMENCING AT A NCDOT RIGHT OF WAY DISC MONUMENT FOUND (HAVING NORTH CAROLINA STATE PLANE COORDINATES OF N: 724630.74' E: 2013771.63'), THENCE FROM SAID POINT COMMENCING NORTH 89 DEGREES 15 MINUTES 30 SECONDS WEST A DISTANCE OF 1003.73 FEET TO A REBAR FOUND WITH CAP, SAID FOUND REBAR WITH CAP HAVING NORTH CAROLINA STATE PLANE COORDINATES N: 724643.74" E: 2012767.99' AND BEING THE TRUE POINT OF BEGINNING.

THENCE FROM SAID POINT OF BEGINNING, IN A CLOCKWISE DIRECTION, AND ALONG THE PROPERTY LINE OF CANT HOOK PROPERTIES LLC (DB 2112 PG 0383) SOUTH 01 DEGREES 01 MINUTES 47 SECONDS EAST A DISTANCE OF 210.74 FEET TO A 1 INCH IRON PIPE FOUND WITH CAP, THENCE WITH THE NORTHERN RIGHT OF WAY LINE OF US 64 (200 FOOT RIGHT OF WAY WIDTH), SOUTH 78 DEGREES 32 MINUTES 16 SECONDS WEST A DISTANCE 119.69 FEET TO A 3/4 INCH IRON PIPE FOUND WITH CAP, THENCE ALONG THE PROPERTY LINE OF CLARK ANDREW L. TRUSTEE & STALEY C. SMITH (DB: 1841 PG: 0086) NORTH 01 DEGREES 04 MINUTES 12 SECONDS WEST A DISTANCE OF 211.89 FEET TO A REBAR FOUND WITH CAP, THENCE WITH THE EASTERN PROPERTY LINE OF CLARK ANDREW L. TRUSTEE & STALEY C. SMITH (DB 1841 PG 0086), NORTH 01 DEGREE 4 MINUTES 12 SECONDS WEST A DISTANCE OF 211.89 FEET TO A REBAR FOUND WITH CAP, THENCE WITH ONE OF THE SOUTHERN PROPERTY LINES OF CLARK ANDREW L. TRUSTEE & STALEY C. SMITH (DB 1841 PG 0086), NORTH 79 DEGREES 05 MINUTES 40 SECONDS EAST A DISTANCE OF 119.63 FEET TO THE POINT OF BEGINNING.

CONTAINING 24891 SQUARE FEET OR 0.57 ACRES, MORE OR LESS.

AGENT AUTHORIZATION FORM

Application #: _____ Submittal Date: _____

BIN - AG LLC 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
- ☐ Subdivision
- ☐ Variance
- ☐ Other: _____

The property address is: 450 NC HWY 751

The agent for this project is: Beacon Development Company

☒ I am the owner of the property and will be acting as my own agent

Agent Name: Walker Gorham

Address: 702 Oberlin Rd, Raleigh, NC 27605

Telephone Number: 984-200-3186

E-Mail Address: walker@beacondevelopment.com

Signature(s) of Owner(s)*

Jon L. Morris — Type or print name — 10/3/2023 — 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.

AFFIDAVIT OF OWNERSHIP

Application #: _____ Submittal Date: _____

The undersigned, BIN - AG LLC (the "Affiant") first being duly sworn, hereby swears 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 450 NC Hwy 751 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 5/3/2022, and recorded in the Wake County Register of Deeds Office on 5/4/2022, in Book 2301 Page 0443.

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 5/3/2022, 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 5/3/2022, 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 3rd day of October, 2023.

_____ (seal)

Jon L. Morris

Type or print name

STATE OF NORTH CAROLINA
COUNTY OF ~~NORTH CAROLINA~~ MECKLENBURG

I, the undersigned, a Notary Public in and for the County of Mecklenburg hereby certify that Jon L Morris, Affiant, personally known to me or known to me by said Affiant's presentation of said Affiant's _____, personally appeared before me this day and acknowledged the due and voluntary execution of the foregoing Affidavit.

_____
Notary Public
State of North Carolina
My Commission Expires: SEPTEMBER 23, 2028

[NOTARY SEAL]

MEREDITH E SWANZY
Notary Public
Mecklenburg
County
NORTH CAROLINA

AFFIDAVIT OF OWNERSHIP: EXHIBIT A – LEGAL DESCRIPTION

Application #: _____ Submittal Date: _____

Insert legal description below.

SITUATED AND LYING IN THE STATE OF NORTH CAROLINA, CHATHAM COUNTY, TOWNSHIP OF
NEW HOPE, AND BEING ALL THE LAND CONVEYED TO WILLIAM J. AULICINO, JR AND WIFE, BARBARA J. AULICINO BY DEED RECORDED IN BOOK 797 PAGE 728, AND DESCRIBED IN PLAT BOOK 11 PG 9 (TITLED "SUBDIVISION OF MARION C. PENNY LAND") AS TRACT B-1, BEING BOUNDED ON THE NORTH BY LOT 1 AND LOT 2 (PB 2014 PG 0320), ON THE SOUTH BY THE LONG TRACT (PB 92 PG 43), ON WEST BY NC 751 (60 FOOT RIGHT OF WAY) AND ON THE EAST BY TRACT 1 (DB 2294 PG 400), (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 NORTH 31 DEGREES 23 MINUTES 00 SECONDS WEST A DISTANCE OF 1,500.86 FEET FROM AN EXISTING NGS MONUMENT STAMPED "FIN" (1984), THE POINT OF COMMENCING (HAVING NORTH CAROLINA STATE PLANE COORDINATES OF NORTHING: 725147.82' EASTING: 2014478.05'), SAID 1/2 IRON PIPE BEING THE TRUE POINT OF BEGINNING (HAVING NORTH CAROLINA STATE PLANE COORDINATES OF NORTHING: 726429.10 EASTING: 2013696.46).

THENCE RUNNING IN A CLOCKWISE DIRECTION SOUTH 55 DEGREES 54 MINUTES 54 SECONDS WEST A DISTANCE OF 30.04 FEET TO A CALCULATED POINT IN THE CENTER OF NC-751 (60 FOOT RIGHT OF WAY); THENCE WITH THE CENTERLINE OF NC-751 ROAD, A CURVE TO THE RIGHT HAVING A RADIUS OF 6,853.72 FEET A CHORD BEARING OF NORTH 32 DEGREES 13 MINUTES 17 SECONDS WEST AND A CHORD LENGTH OF 263.11 FEET TO A CALCULATED POINT; THENCE LEAVING THE CENTERLINE OF NC 751, NORTH 55 DEGREES 57 MINUTES 16 SECONDS EAST A DISTANCE OF 30.04 FEET TO A 5/8" REBAR WITH CAP SET ON THE NORTHEAST SIDE OF NC 751 60 FOOT RIGHT OF WAY; THENCE WITH THE SOUTH PROPERTY LINE OF BRENT DROEGE MICHAEL PARCEL, (DESCRIBED AS LOT 1 AND LOT 2 IN PB 2014 PG 320) NORTH 55 DEGREES 57 MINUTES 16 SECONDS EAST A DISTANCE OF 515.75 FEET TO AN EXISTING 1/2 INCH IRON PIPE; THENCE WITH THE SOUTH LINE OF LOT 2 NORTH 55 DEGREES 59 MINUTES 27 SECONDS EAST A DISTANCE OF 239.18 FEET TO AN EXISTING 1/2" IRON PIPE; THENCE WITH THE SOUTH PROPERTY LINE OF LOT 1 NORTH 55 DEGREES 58 MINUTES 49 SECONDS EAST A DISTANCE OF 540.56 FEET TO AN EXISTING 1/2" IRON PIPE WITH YELLOW CAP AND TACK; THENCE LEAVING THE SOUTH PROPERTY LINE OF LOT 1 AND WITH THE EAST PROPERTY LINE OF TRACT 1 (DB 2294 PG 400) SOUTH 0 DEGREES 43 MINUTES 35 SECONDS WEST A DISTANCE OF 318.70 TO AN EXISTING 1/2 IRON PIPE; THENCE LEAVING TRACT 1 AND WITH THE NORTH PROPERTY LINE OF LONG TRACT (PB 92 PG 43) SOUTH 55 DEGREES 54 MINUTES 54 SECONDS WEST A DISTANCE OF 1,122.10 FEET TO THE POINT OF BEGINNING.

CONTAINING 317,453 SQUARE FEET OR 7.47 ACRES, MORE OR LESS.

AGENT AUTHORIZATION FORM

Application #: _____ Submittal Date: _____

BIN - AG2 LLC 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
- ☐ Subdivision
- ☐ Variance
- ☐ Other: _____

The property address is: 527 NC HWY 751

The agent for this project is: Beacon Development Company

☐ I am the owner of the property and will be acting as my own agent

Agent Name: Walker Gorham

Address: 702 Oberlin Rd, Raleigh, NC 27605

Telephone Number: 984-200-3186

E-Mail Address: walker@beacondevelopment.com

Signature(s) of Owner(s)*

JON L. MORRIS — Type or print name

12/20/2023 — 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.

AFFIDAVIT OF OWNERSHIP

Application #: _____ Submittal Date: _____

The undersigned, BIN - AG2 LLC (the "Affiant") first being duly sworn, hereby swears 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 527 NC HWY 751 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 10/03/2023, and recorded in the Wake County Register of Deeds Office on 10/05/2023, in Book 2384 Page 238.

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 10/03/2023, 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 10/03/2023, 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 20th day of December, 2023.

_____ (seal)

Jon L. Morris

Type or print name

STATE OF NORTH CAROLINA
COUNTY OF Mecklenburg

I, the undersigned, a Notary Public in and for the County of Mecklenburg, hereby certify that Jon L. Morris, Affiant, personally known to me ~~or known to me by said Affiant's presentation of said Affiant's~~ _____ EDR, personally appeared before me this day and acknowledged the due and voluntary execution of the foregoing Affidavit.

ELIZABETH C REAP NOTARY [NOTARY SEAL] PUBLIC MECKLENBURG COUNTY, NC

Elizabeth C Reap

Notary Public
State of North Carolina
My Commission Expires: January 31, 2026

AFFIDAVIT OF OWNERSHIP: EXHIBIT A – LEGAL DESCRIPTION

Application #: _____ Submittal Date: _____

Insert legal description below.

See attached sheetts.

GIVENS PARCEL
TRACT 1 (TITLE COMMITMENT 22-09308CH)
AS SURVEYED LEGAL DESCRIPTION

SITUATED AND LYING IN THE STATE OF NORTH CAROLINA, CHATHAM COUNTY, TOWNSHIP OF NEW HOPE, AND BEING THE LAND CONVEYED TO JAMES L. GIVENS BY DEED RECORDED IN BOOK OF DEEDS 757 PAGE 592, DESCRIBED AS TRACK 1 IN PB A PG 270 (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:

COMMENCING AT A 1/2" IRON PIPE FOUND (HAVING NORTH CAROLINA STATE PLANE COORDINATES OF NORTHING: 726429.26 E: 2013696.48), THENCE FROM THE POINT OF COMMENCING N33°21'41"W A DISTANCE OF 893.49' TO THE POINT OF BEGINNING, SAID POINT OF BEGINNING BEING A 1" IRON PIPE FOUND (HAVING NORTH CAROLINA STATE PLANE COORDINATES OF NORTHING: 727175.52 EASTING: 2013205.13).

THENCE FROM THE POINT OF BEGINNING AND RUNNING IN A CLOCKWISE DIRECTION N60°35'55"E A DISTANCE OF 29.81' TO A CALCULATED POINT IN THE CENTER OF NC-751 (60 FOOT RIGHT OF WAY); THENCE WITH THE CENTERLINE OF NC-751 ROAD, ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 12000.27 FEET, A CHORD BEARING OF S26°53'18"E AND A CHORD LENGTH OF 199.32 FEET TO A CALCULATED POINT; THENCE LEAVING THE CENTERLINE OF NC-751, S60°28'06"W A DISTANCE OF 28.99 FEET TO AN IRON PIPE FOUND; THENCE S60°28'06"W A DISTANCE OF 619.45 FEET TO AN IRON PIPE FOUND; THENCE N29°25'20"W A DISTANCE OF 200.65 FEET TO AN IRON PIPE FOUND; THENCE N60°36'10"E 573.18 FEET TO AN IRON PIPE FOUND; THENCE N60°35'55"E A DISTANCE OF 54.27 FEET TO THE POINT OF BEGINNING.

CONTAINING 130,244 SQUARE FEET OR 2.99 ACRES, MORE OR LESS.

AREA WITHIN NC-751 RIGHT OF ROW, 5980 SQUARE FEET OR 0.14 ACRES, MORE OR LESS.

GIVENS PARCEL
TRACT 2 (TITLE COMMITMENT 22-09308CH)
AS SURVEYED LEGAL DESCRIPTION

SITUATED AND LYING IN THE STATE OF NORTH CAROLINA, CHATHAM COUNTY, TOWNSHIP OF NEW HOPE, AND BEING THE SAME LAND CONVEYED TO JAMES L. GIVENS BY DEED RECORDED IN BOOK OF DEEDS 757 PAGE 592, DESCRIBED AS TRACK 2 IN PB A PG 270 (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:

COMMENCING AT A 1/2" IRON PIPE FOUND (HAVING NORTH CAROLINA STATE PLANE COORDINATES OF NORTHING: 726429.26 E: 2013696.48), THENCE FROM THE POINT OF COMMENCING N35°53'06"W A DISTANCE OF 635.98' TO THE POINT OF BEGINNING, SAID POINT OF BEGINNING BEING A 1/2" IRON PIPE FOUND WITH CAP (BENT) (HAVING NORTH CAROLINA STATE PLANE COORDINATES OF NORTHING: 726944.53 EASTING: 2013323.69).

THENCE FROM THE POINT OF BEGINNING AND RUNNING IN A CLOCKWISE DIRECTION S60°29'09"W A DISTANCE OF 1069.36 FEET TO A REBAR FOUND; THENCE S87°54'28"W A DISTANCE OF 410.09' TO AN IRON PIPE FOUND; THENCE N00°23'00"E A DISTANCE OF 420.69 FEET TO A CONCRETE MONUMENT FOUND; THENCE N87°55'54"E A DISTANCE OF 635.18 FEET TO A CONCRETE MONUMENT FOUND; THENCE N60°37'52"E A DISTANCE OF 43.17 FEET TO AN IRON PIPE FOUND; THENCE S29°25'20"E A DISTANCE OF 200.65 FEET TO AN IRON PIPE FOUND; THENCE N60°28'06"E A DISTANCE OF 619.45 FEET TO AN IRON PIPE FOUND; THENCE N60°28'06"E A DISTANCE OF 28.99 FEET TO A CALCULATED POINT IN THE CENTER OF NC-751 (60 FOOT RIGHT OF WAY); THENCE WITH THE CENTERLINE OF NC-751 ROAD, ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 12000.00 FEET, A CHORD BEARING OF S27°30'29"E AND A CHORD LENGTH OF 60.28 FEET TO A CALCULATED POINT; THENCE LEAVING THE CENTERLINE OF NC-751 ROAD, S60°28'54"W A DISTANCE OF 29.18 FEET TO THE POINT OF BEGINNING.

CONTAINING 453,459 SQUARE FEET OR 10.41 ACRES, MORE OR LESS.

AREA WITHIN NC-751 RIGHT OF ROW, 1808 SQUARE FEET OR 0.04 ACRES, MORE OR LESS.

AGENT AUTHORIZATION FORM

Application #: _____ Submittal Date: _____

BIN - AG2 LLC 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
- ☐ Subdivision
- ☐ Variance
- ☐ Other: _____

The property address is: 13406 US 64 E

The agent for this project is: Beacon Development Company

☐ I am the owner of the property and will be acting as my own agent

Agent Name: Walker Gorham

Address: 702 Oberlin Road, Raleigh, NC 27605

Telephone Number: 984-200-3186

E-Mail Address: walker@beacondevelopment.com

Signature(s) of Owner(s)*

_____

JON L. MORRIS — 10/3/2023

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.

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.

AFFIDAVIT OF OWNERSHIP

Application #: _____ Submittal Date: _____

The undersigned, BIN - AG2 LLC (the "Affiant") first being duly sworn, hereby swears 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 13406 US 64 E 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 10/14/2022, and recorded in the Wake County Register of Deeds Office on 10/17/2022, in Book 2330 Page 0938.

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 10/14/2022, 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 10/14/2022, 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 3rd day of October, 2023.

_____ (seal)

JON L. MORRIS

Type or print name

STATE OF NORTH CAROLINA
COUNTY OF MECKLENBURG

I, the undersigned, a Notary Public in and for the County of Mecklenburg, hereby certify that JON L MORRIS, Affiant, personally known to me or known to me by said Affiant's presentation of said Affiant's _____, personally appeared before me this day and acknowledged the due and voluntary execution of the foregoing Affidavit.

_____
Notary Public
State of North Carolina
My Commission Expires: SEPTEMBER 23, 2028

[NOTARY SEAL]

MEREDITH E SWANZY
Notary Public
Mecklenburg
County
NORTH CAROLINA

AFFIDAVIT OF OWNERSHIP: EXHIBIT A – LEGAL DESCRIPTION

Application #: _____ Submittal Date: _____

Insert legal description below.

SEE ATTACHED.

Exhibit A

LOT 1

SITUATED AND LYING IN THE STATE OF NORTH CAROLINA, CHATHAM COUNTY, TOWNSHIP OF NEW HOPE, BEING ALL OF THAT LOT 1 DEPICTED IN DEED BOOK 1977 PAGE 0725. 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:

COMMENCING AT A FOUND 5/8 INCH REBAR MONUMENT FOUND (HAVING NORTH CAROLINA STATE PLANE COORDINATES OF N: 724864.40' E: 2014802.13'), THENCE FROM SAID POINT COMMENCING SOUTH 77 DEGREES 40 MINUTES 11 SECONDS WEST A DISTANCE OF 67.33 FEET TO A RIGHT OF WAY DISK, SAID POINT HAVING NORTH CAROLINA STATE PLANE COORDINATES N: 724850.02' E: 2014736.35' AND BEING THE TRUE POINT OF BEGINNING.
THENCE SOUTH 29 DEGREES 01 MINUTES 41 SECONDS WEST, A DISTANCE OF 79.03 FEET TO A 5/8" REBAR WITH CAP SET;
THENCE SOUTHWESTWARDLY, WITH THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 11,840.67 FEET, A CENTRAL ANGLE OF 03 DEGREES 41 MINUTES 13 SECONDS AND A CHORD THAT BEARS SOUTH 81 DEGREES 22 MINUTES 04 SECONDS WEST, A CHORD DISTANCE OF 761.55 FEET TO A CALCULATED POINT;
THENCE NORTH 00 DEGREES 36 MINUTES 17 SECONDS EAST, A DISTANCE OF 174.44 FEET TO A FOUND 5/8 INCH REBAR;
THENCE NORTH 00 DEGREES 35 MINUTES 50 SECONDS EAST, A DISTANCE OF 1,092.79 FEET TO A FOUND 1/2 INCH IRON PIPE WITH CAP;
THENCE NORTH 00 DEGREES 12 MINUTES 32 SECONDS EAST, A DISTANCE OF 52.71 FEET TO A CALCULATED POINT IN NC HIGHWAY 751;
THENCE ALONG THE CENTER OF NC HIGHWAY 751 THE FOLLOWING BEARINGS AND DISTANCES;
SOUTH 34 DEGREES 10 MINUTES 03 SECONDS EAST, A DISTANCE OF 687.19 FEET TO A CALCULATED POINT;
SOUTH 34 DEGREES 32 MINUTES 27 SECONDS EAST, A DISTANCE OF 202.20 FEET TO A CALCULATED POINT;
SOUTH 36 DEGREES 43 MINUTES 39 SECONDS EAST, A DISTANCE OF 169.90 FEET TO A CALCULATED POINT;
SOUTH 38 DEGREES 57 MINUTES 16 SECONDS EAST, A DISTANCE OF 331.72 FEET TO A CALCULATED POINT;
THENCE LEAVING NC HIGHWAY 751 SOUTH 77 DEGREES 40 MINUTES 11 SECONDS WEST, A DISTANCE OF 33.66 FEET TO THE TRUE POINT OF BEGINNING;
CONTAINING 546,013 SQ. FT. OF LAND OR 12.53 ACRES, MORE OR LESS

3771959v1.ARC.26822.T30132
CHAR2\2723328v2

AGENT AUTHORIZATION FORM

Application #: _____ Submittal Date: _____

Mills Chatham Investment Properties, LLC 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
- ☐ Subdivision
- ☐ Variance
- ☐ Other: _____

The property address is: 44 New Hill Road

The agent for this project is: Beacon Development Company

☐ I am the owner of the property and will be acting as my own agent

Agent Name: Walker Gorham

Address: 702 Oberlin Rd, Raleigh, NC 27605

Telephone Number: 984-200-3186

E-Mail Address: walker@beacondevelopment.com

Signature(s) of Owner(s)*

M. HABER RAND — Type or print name — 10/3/2023 — 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.

AFFIDAVIT OF OWNERSHIP

Application #: _____ Submittal Date: _____

The undersigned, Mills Chatham Investment Properties, LLC (the "Affiant") first being duly sworn, hereby swears 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 New Hill Road 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 10/14/2022, and recorded in the Wake County Register of Deeds Office on 10/14/2022, in Book 2330 Page 0746.

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 10/14/2022, 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 10/14/2022, 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 _____, 20_____.

_____ (seal)

_____
Type or print name

STATE OF NORTH CAROLINA
COUNTY OF Vance

I, the undersigned, a Notary Public in and for the County of Vance, hereby certify that M Hager Rand, Affiant, personally known to me or known to me by said Affiant's presentation of said Affiant's M Hager Rand, personally appeared before me this day and acknowledged the due and voluntary execution of the foregoing Affidavit.

[NOTARY SEAL] TAMMY A. SANFORD NOTARY PUBLIC VANCE COUNTY, NC

Tammy A. Sanford
Notary Public
State of North Carolina
My Commission Expires: 4-18-28

AFFIDAVIT OF OWNERSHIP: EXHIBIT A – LEGAL DESCRIPTION

Application #: _____ Submittal Date: _____

Insert legal description below.

See attached sheet.

EXHIBIT A

LOT 1

SITUATED AND LYING IN THE STATE OF NORTH CAROLINA, CHATHAM COUNTY, TOWNSHIP OF NEW HOPE, BEING ALL OF THAT LOT 1 DEPICTED IN DEED BOOK 1977 PAGE 0725. 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:

COMMENCING AT A FOUND 5/8 INCH REBAR MONUMENT FOUND (HAVING NORTH CAROLINA STATE PLANE COORDINATES OF N: 724864.40' E: 2014802.13'), THENCE FROM SAID POINT COMMENCING SOUTH 77 DEGREES 40 MINUTES 11 SECONDS WEST A DISTANCE OF 67.33 FEET TO A RIGHT OF WAY DISK, SAID POINT HAVING NORTH CAROLINA STATE PLANE COORDINATES N: 724850.02' E: 2014736.35' AND BEING THE TRUE POINT OF BEGINNING.

THENCE SOUTH 29 DEGREES 01 MINUTES 41 SECONDS WEST, A DISTANCE OF 79.03 FEET TO A 5/8" REBAR WITH CAP SET;

THENCE SOUTHWESTWARDLY, WITH THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 11,840.67 FEET, A CENTRAL ANGLE OF 03 DEGREES 41 MINUTES 13 SECONDS AND A CHORD THAT BEARS SOUTH 81 DEGREES 22 MINUTES 04 SECONDS WEST, A CHORD DISTANCE OF 761.55 FEET TO A CALCULATED POINT;

THENCE NORTH 00 DEGREES 36 MINUTES 17 SECONDS EAST, A DISTANCE OF 174.44 FEET TO A FOUND 5/8 INCH REBAR;

THENCE NORTH 00 DEGREES 35 MINUTES 50 SECONDS EAST, A DISTANCE OF 1,092.79 FEET TO A FOUND 1/2 INCH IRON PIPE WITH CAP;

THENCE NORTH 00 DEGREES 12 MINUTES 32 SECONDS EAST, A DISTANCE OF 52.71 FEET TO A CALCULATED POINT IN NC HIGHWAY 751;

THENCE ALONG THE CENTER OF NC HIGHWAY 751 THE FOLLOWING BEARINGS AND DISTANCES;

SOUTH 34 DEGREES 10 MINUTES 03 SECONDS EAST, A DISTANCE OF 687.19 FEET TO A CALCULATED POINT;

SOUTH 34 DEGREES 32 MINUTES 27 SECONDS EAST, A DISTANCE OF 202.20 FEET TO A CALCULATED POINT;

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THENCE LEAVING NC HIGHWAY 751 SOUTH 77 DEGREES 40 MINUTES 11 SECONDS WEST, A DISTANCE OF 33.66 FEET TO THE TRUE POINT OF BEGINNING;

CONTAINING 546,013 SQ. FT. OF LAND OR 12.53 ACRES, MORE OR LESS.

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THENCE WITH THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 1,140.03 FEET, A CENTRAL ANGLE OF 00 DEGREES 43 MINUTES 25 SECONDS AND A CHORD THAT BEARS SOUTH 02 DEGREES 54 MINUTES 44 SECONDS EAST, A CHORD DISTANCE OF 14.40 FEET TO A CALCULATED POINT IN NEW HILL ROAD AND NEW HILL OLIVE CHAPEL ROAD;

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THENCE LEAVING THE COUNTY LINE AND WITH THE WESTERN RIGHT OF WAY SIDE OF NEW HILL OLIVE CHAPEL ROAD NORTH 6 DEGREES 02 MINUTES 53 SECONDS EAST A DISTANCE OF 128.40 FEET TO A 5/8 INCH REBAR WITH CAP SET,

THENCE LEAVING THE WESTERN SIDE OF NEW HILL CHAPEL ROAD RIGHT OF WAY SOUTH 15 DEGREES 55 MINUTES 22 SECONDS WEST, A DISTANCE OF 878.54 FEET TO A 2 INCH IRON PIPE FOUND;

THENCE NORTH 84 DEGREES 48 MINUTES 37 SECONDS WEST, A DISTANCE OF 1,121.89 FEET TO A 3/4 INCH IRON PIPE FOUND;

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THENCE NORTH 82 DEGREES 54 MINUTES 12 SECONDS EAST, A DISTANCE OF 214.33 FEET TO THE TRUE POINT OF BEGINNING;

CONTAINING 2,599,783 SQ. FT. OF LAND OR 59.68 ACRES, MORE OR LESS.

LOT 3

SITUATED AND LYING IN THE STATE OF NORTH CAROLINA, CHATHAM COUNTY, TOWNSHIP OF NEW HOPE, BEING ALL OF THAT LOT 1 DEPICTED IN DEED BOOK 1977 PAGE 0725. 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:

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THENCE NORTH 82 DEGREES 53 MINUTES 07 SECONDS EAST, A DISTANCE OF 625.77 FEET TO FOUND 5/8 INCH REBAR;

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THENCE NORTHWESTWARDLY, WITH THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 1,140.03 FEET, A CENTRAL ANGLE OF 12 DEGREES 57 MINUTES 26 SECONDS AND A CHORD THAT BEARS NORTH 09 DEGREES 45 MINUTES 10 SECONDS WEST, A CHORD DISTANCE OF 257.26 FEET TO A CALCULATED POINT;

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THENCE ALONG NEW HILL ROAD NORTH 16 DEGREES 27 MINUTES 27 SECONDS WEST, A DISTANCE OF 721.12 FEET TO A CALCULATED POINT;

THENCE NORTH 89 DEGREES 11 MINUTES 53 SECONDS EAST, A DISTANCE OF 33.08 FEET TO THE POINT OF BEGINNING

CONTAINING 525,846 SQ. FT. OF LAND OR 12.07 ACRES, MORE OR LESS.

TOTAL ACREAGE OF LOT 1, LOT 2, AND LOT 3 TOTALING 84.28 ACRES OF LAND MORE OR LESS.

.41 ACRES BETWEEN LOT 2 (DB: 1977, PG: 725), VICKIE RIGGSBEE GOODWIN (DB 14684, PG: 704), AND SUSAN W. YATES (DB:18856, PG: 2143)

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BEGINNING AT A 5/8" REBAR SET ON THE WESTERN SIDE OF NEW HILL OLIVE CHAPEL ROAD RIGHT OF WAY; THENCE WITH THE WESTERN SIDE OF SAID RIGHT OF WAY A CURVE TO THE LEFT THAT BEARS SOUTH 06 DEGREES 02 MINUTES 53 SECONDS WEST HAVING A CHORD DISTANCE OF 128.40 FEET AND A RADIUS OF 1,494.58 FEET; THENCE LEAVING SAID RIGHT OF WAY AND WITH THE CHATHAM-WAKE COUNTY LINE (LINE F ON BM 1961 PG 68) SOUTH 15 DEGREES 53 MINUTES 07 SECONDS WEST A DISTANCE OF 747.78 FEET TO A CALCULATED POINT; THENCE LEAVING SAID COUNTY LINE NORTH 84 DEGREES 48 MINUTES 37 SECONDS WEST A DISTANCE OF 22.91 FEET TO A 2" IRON PIPE FOUND; THENCE NORTH 15 DEGREES 55 MINUTES 22 SECONDS EAST A DISTANCE OF 878.54 FEET TO THE POINT OF BEGINNING.

CONTAINING 17,792 SQ. FT. OR 0.41 ACRES MORE OR LESS

AGENT AUTHORIZATION FORM

Application #: _____ Submittal Date: _____

Mills Chatham Investment Properties, LLC 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
- ☐ Subdivision
- ☐ Variance
- ☐ Other: _____

The property address is: 44 New Hill Road

The agent for this project is: Beacon Development Company

☐ I am the owner of the property and will be acting as my own agent

Agent Name: Walker Gorham

Address: 702 Oberlin Rd, Raleigh, NC 27605

Telephone Number: 984-200-3186

E-Mail Address: walker@beacondevelopment.com

Signature(s) of Owner(s)*

M. Hager Rand

M. HAGER RAND — Type or print name

10/3/2023 — 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.

AFFIDAVIT OF OWNERSHIP

Application #: _____ Submittal Date: _____

The undersigned, Mills Chatham Investment Properties, LLC (the "Affiant") first being duly sworn, hereby swears 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 44 New Hill Road 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 10/14/2022, and recorded in the Wake County Register of Deeds Office on 10/14/2022, in Book 2330 Page 0745.

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 10/14/2022, 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 10/14/2022, 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 _____, 20_____.

_____ (seal)

_____
Type or print name

STATE OF NORTH CAROLINA
COUNTY OF Vance

I, the undersigned, a Notary Public in and for the County of Vance, hereby certify that M Hager Rand, Affiant, personally known to me or known to me by said Affiant's presentation of said Affiant's M Hager Rand, personally appeared before me this day and acknowledged the due and voluntary execution of the foregoing Affidavit.

[NOTARY SEAL] TAMMY A. SANFORD NOTARY PUBLIC VANCE COUNTY, NC

Tammy A. Sanford
Notary Public
State of North Carolina
My Commission Expires: 4-18-28

AFFIDAVIT OF OWNERSHIP: EXHIBIT A – LEGAL DESCRIPTION

Application #: _____ Submittal Date: _____

Insert legal description below.

See attached sheet.

EXHIBIT A

LOT 1

SITUATED AND LYING IN THE STATE OF NORTH CAROLINA, CHATHAM COUNTY, TOWNSHIP OF NEW HOPE, BEING ALL OF THAT LOT 1 DEPICTED IN DEED BOOK 1977 PAGE 0725. 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:

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AGENT AUTHORIZATION FORM

Application #: _____ Submittal Date: _____

Droege Investments LLC is the owner* of the property for which the attached application is being submitted:

- ☑ 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: 546 NC HWY 751

The agent for this project is: Beacon Development Company

☐ I am the owner of the property and will be acting as my own agent

Agent Name: Walker Gorham

Address: 702 Oberlin Rd, Raleigh, NC 27605

Telephone Number: 984-200-3186

E-Mail Address: walker@beacondevelopment.com

Signature(s) of Owner(s)*

Brant Droege — Type or print name

6/28/23 — 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.

AFFIDAVIT OF OWNERSHIP

Application #: _____ Submittal Date: _____

The undersigned, Droege Investments LLC (the "Affiant") first being duly sworn, hereby swears 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 546 NC HWY 751 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 09/29/2017, and recorded in the ~~Wake~~ Chatham County Register of Deeds Office on 09/29/2017, in Book 1949 Page 612.

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 09/29/2017, 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 09/29/2017, 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 29th day of June, 2023.

Brent Droege (seal)

Brent Droege
Type or print name

STATE OF NORTH CAROLINA
COUNTY OF Wake

I, the undersigned, a Notary Public in and for the County of Wake, hereby certify that Brent Michael Droege Affiant, personally known to me or known to me by said Affiant's presentation of said Affiant's NC DL # 000024888397 personally appeared before me this day and acknowledged the due and voluntary execution of the foregoing Affidavit.

Nyla R. Saghir
Notary Public
Wake County, NC
My Commission Expires: 10/02/2023

[NOTARY SEAL]

Nyla R. Saghir
Notary Public
State of North Carolina
My Commission Expires: 10/02/2023

AFFIDAVIT OF OWNERSHIP: EXHIBIT A – LEGAL DESCRIPTION

Application #: _____ Submittal Date: _____

Insert legal description below.

Tract 1
SITUATED AND LYING IN THE STATE OF NORTH CAROLINA, CHATHAM COUNTY, TOWNSHIP OF NEW HOPE, BEING ALL OF THAT LOT 1 DEPICTED IN BOOK OF MAPS 2014 PAGE 0320 AND DESCRIBED AS LOT 1 , BEING BOUND IN THE NORTH BY DRODGE INVESTMENTS, LLC (DB: 1949, PG 0612); BOUND ON THE EAST SIDE BY REGINALD MILLS JR WILLIAM S MILLS (DB: LQ, PG 0235); BOUND TO THE SOUTH BY ALUCINO WILLIAM J ALUCINO BARBARA J (DB: 797 PG: 728); BOUND TO THE WEST BY NC 751 (BOOK OF MAPS 2014 PAGE 0320); 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:
COMMENCING AT A 1/2" IRON PIPE MONUMENT FOUND (HAVING NORTH CAROLINA STATE PLANE COORDINATES OF N: 727970.55' E: 2014637.34', THENCE FROM SAID POINT COMMENCING SOUTH 00 DEGREES 44 MINUTES 16 SECONDS WEST A DISTANCE OF 313.33 FEET TO AN IRON PIPE FOUND WITH WHITE CAP AND TACK, SAID FOUND IRON PIPE WITH CAP HAVING NORTH CAROLINA STATE PLANE COORDINATES N: 727657.24' E: 2014633.31' AND BEING THE TRUE POINT OF BEGINNING.
THENCE FROM SAID POINT OF BEGINNING, IN A CLOCKWISE DIRECTION, ALONG THE PROPERTY LINE OF REGINALD MILLS JR WILLIAM S MILLS (DB: LQ, PG 0235) SOUTH 00 DEGREES 42 MINUTES 32 SECONDS WEST A DISTANCE OF 280.64 FEET TO A 1/2" IRON PIPE FOUND, THENCE ALONG THE PROPERTY LINE OF ALUCINO WILLIAM J ALUCINO BARBARA J (DB: 797 PG: 728) SOUTH 55 DEGREES 58 MINUTES 49 SECONDS WEST A DISTANCE OF 540.56 FEET TO A 1/2 INCH IRON PIPE FOUND, THENCE SOUTH 55 DEGREES 59 MINUTES 27 SECONDS WEST A DISTANCE OF 239.18 FEET TO A FOUND 1/2 INCH IRON PIPE, THENCE SOUTH 55 DEGREES 57 MINUTES 16 SECONDS WEST A DISTANCE OF 515.74 FEET TO A FOUND 5/8 INCH IRON REBAR ON THE EASTERN SIDE OF NC 751 60 FOOT RIGHT OF WAY, THENCE NORTH ALONG NC 751 EASTERN 60 FOOT RIGHT OF WAY, NORTHWESTWARDLY, WITH THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 6,378.08 FEET, A CENTRAL ANGLE OF 00°39'22" AND A CHORD THAT BEARS NORTH 30 DEGREES 48 MINUTES 44 SECONDS WEST A DISTANCE OF 73.04 FEET TO A CALCULATED POINT, THENCE NORTHWESTWARDLY, WITH THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 3,970.00 FEET, A CENTRAL ANGLE OF 02°07'44" AND A CHORD THAT BEARS NORTH 29 DEGREES 57 MINUTES 16 SECONDS WEST A DISTANCE OF 147.50 FEET TO A CALCULATED POINT, THENCE NORTHWESTWARDLY, WITH THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 10,752.26 FEET, A CENTRAL ANGLE OF 00°44'42" AND A CHORD THAT BEARS NORTH 28 DEGREES 00 MINUTES 24 SECONDS WEST A DISTANCE OF 139.81 FEET TO A FOUND 1 INCH IRON PIPE, THENCE LEAVING THE EASTERN SIDE OF NC 751 60 FOOT RIGHT OF WAY WITH DRODGE INVESTMENTS, LLC (DB: 1949, PG 0612) NORTH 70 DEGREES 55 MINUTES 12 SECONDS EAST A DISTANCE OF 503.27 FEET TO A FOUND 1/2 INCH IRON PIPE, THENCE NORTH 55 DEGREES 53 MINUTES 25 SECONDS WEST A DISTANCE OF 939.91 FEET TO THE POINT OF BEGINNING.

AGENT AUTHORIZATION FORM

Application #: _____ Submittal Date: _____

Brent Michael Droege is the owner* of the property for which the attached application is being submitted:

- ☑ 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: 472 NC HWY 751

The agent for this project is: Beacon Development Company

☐ I am the owner of the property and will be acting as my own agent

Agent Name: Walker Gorham

Address: 702 Oberlin Rd, Raleigh, NC 27605

Telephone Number: 984-200-3186

E-Mail Address: walker@beacondevelopment.com

Signature(s) of Owner(s)*

Brent Droege

Brent Droege — 6/29/2023

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.

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.

AFFIDAVIT OF OWNERSHIP

Application #: _____ Submittal Date: _____

The undersigned, Brent Michael Droege (the "Affiant") first being duly sworn, hereby swears 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 472 NC HWY 751 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 09/21/2020, and recorded in the ~~Wake~~ Chatham County Register of Deeds Office on 09/28/2020, in Book 2148 Page 1047.

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 09/21/2020, 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 09/21/2020, 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 29th day of June, 2023.

Brent Droeg (seal)

Brent Droege

Type or print name

STATE OF NORTH CAROLINA
COUNTY OF Wake

I, the undersigned, a Notary Public in and for the County of Wake, hereby certify that Brent Michael Droege, Affiant, personally known to me or known to me by said Affiant's presentation of said Affiant's NC DL #000024888397 personally appeared before me this day and acknowledged the due and voluntary execution of the foregoing Affidavit.

Nyla R. Saghir
Notary Public
Wake County, NC
My Commission Expires: 10/02/2023

[NOTARY SEAL]

Nyla R. Saghir
Notary Public
State of North Carolina
My Commission Expires: 10/02/2023

AFFIDAVIT OF OWNERSHIP: EXHIBIT A – LEGAL DESCRIPTION

Application #: _____ Submittal Date: _____

Insert legal description below.

Tract 2
SITUATED AND LYING IN THE STATE OF NORTH CAROLINA, CHATHAM COUNTY, TOWNSHIP OF NEW HOPE, BEING ALL OF THAT LOT 1 DEPICTED IN BOOK OF MAPS 2014 PAGE 0320 AND DESCRIBED AS LOT 1 , BEING BOUND IN THE NORTH EAST AND WEST BY BRENT MICHAEL DROEGE (DB: 2148, PG 1047); BOUND ON THE SOUTH SIDE BY BIN – AG LLC (DB: 2301 PG: 443); 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:

COMMENCING AT A 1/2" IRON PIPE MONUMENT FOUND (HAVING NORTH CAROLINA STATE PLANE COORDINATES OF N: 727970.55' E: 2014637.34', THENCE FROM SAID POINT COMMENCING SOUTH 00 DEGREES 45 MINUTES 27 SECONDS EAST A DISTANCE OF 44.94 FEET TO A 1 INCH IRON PIPE FOUND, THENCE SOUTH 0 DEGREES 52 MINUTES 26 SECONDS WEST A DISTANCE OF 96.50 FEET TO A 1/2" IRON PIPE FOUND, THENCE SOUTH 1 DEGREE 03 MINUTES 08 SECONDS WEST 171.91 FEET TO A 1/2" IRON PIPE FOUND WITH WHITE CAP AND TACK, THENCE SOUTH 52 DEGREES 00 MINUTES 09 SECONDS WEST A DISTANCE OF 702.23 FEET TO A 1/2 INCH IRON PIPE FOUND, SAID FOUND IRON PIPE HAVING NORTH CAROLINA STATE PLANE COORDINATES N: 727224.93' E: 2014079.92' AND BEING THE TRUE POINT OF BEGINNING:

THENCE FROM SAID POINT OF BEGINNING, IN A CLOCKWISE DIRECTION, ALONG THE PROPERTY LINE OF BRENT MICHAEL DROEGE (DB: 2148, PG 1047) SOUTH 34 DEGREES 03 MINUTES 08 SECONDS EAST A DISTANCE OF 181.93 FEET TO A 1/2" IRON PIPE FOUND, THENCE SOUTH 55 DEGREES 59 MINUTES 27 SECONDS WEST A DISTANCE OF 239.18 FEET TO A 1/2" IRON PIPE FOUND, THENCE NORTH 34 DEGREES 06 MINUTES 37 SECONDS WEST A DISTANCE OF 181.48 FEET TO A 1/2" IRON PIPE FOUND, THENCE NORTH 55 DEGREES 53 MINUTES 00 SECONDS EAST A DISTANCE OF 239.36 FEET TO THE POINT OF BEGINNING.
CONTAINING 43,477 SQUARE FEET OR 1.00 ACRES, MORE OR LESS.

AGENT AUTHORIZATION FORM

Application #: _____ Submittal Date: _____

Brent Michael Droege is the owner* of the property for which the attached application is being submitted:

- ☑ 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: 482 NC HWY 751

The agent for this project is: Beacon Development Company

☐ I am the owner of the property and will be acting as my own agent

Agent Name: Walker Gorham

Address: 702 Oberlin Rd, Raleigh, NC 27605

Telephone Number: 984-200-3186

E-Mail Address: walker@beacondevelopment.com

Signature(s) of Owner(s)*

Brent Droege — Type or print name — 6/29/23 — 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.

AFFIDAVIT OF OWNERSHIP

Application #: _____ Submittal Date: _____

The undersigned, Brent Michael Droege (the "Affiant") first being duly sworn, hereby swears 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 482 NC HWY 751 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 09/21/2020, and recorded in the ~~Wake~~ Chatham County Register of Deeds Office on 09/28/2020, in Book 2148 Page 1047.

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 09/21/2020, 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 09/21/2020, 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 29th day of June, 2023.

Brent Droege (seal)

Brent Droege
Type or print name

STATE OF NORTH CAROLINA
COUNTY OF Wake

I, the undersigned, a Notary Public in and for the County of Wake, hereby certify that Brent Michael Droege Affiant, personally known to me or known to me by said Affiant's presentation of said Affiant's NC DL #000024888397, personally appeared before me this day and acknowledged the due and voluntary execution of the foregoing Affidavit.

Nyla R. Saghir
Notary Public
Wake County, NC
My Commission Expires: 10/02/2023

[NOTARY SEAL]

Nyla R. Saghir
Notary Public
State of North Carolina
My Commission Expires: 10/02/2023

AFFIDAVIT OF OWNERSHIP: EXHIBIT A – LEGAL DESCRIPTION

Application #: _____ Submittal Date: _____

Insert legal description below.

Tract 3
SITUATED AND LYING IN THE STATE OF NORTH CAROLINA, CHATHAM COUNTY, TOWNSHIP OF NEW HOPE, BEING ALL OF THAT TRACT C DESCRIBED IN DEED BOOK 1949 PAGE 612 AND DESCRIBED AS TRACT C, BEING BOUND IN THE NORTH BY DRODGE INVESTMENTS, LLC (DB: 2207, PG 426); BOUND ON THE EAST SIDE BY MILLS CHATHAM INVESTMENT PROPERTIES, LLC (DB: 2294, PG 400) AND US GOVERNMENT (DB: NA PG: NA); BOUND TO THE SOUTH BY BRENT MICHAEL DROEGE (DB: 2148 PG: 1047); BOUND TO THE WEST BY THE CENTERLINE OF NC 751 (BOOK OF MAPS 2014 PAGE 0320); 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:

COMMENCING AT A 1/2" IRON PIPE MONUMENT FOUND (HAVING NORTH CAROLINA STATE PLANE COORDINATES OF N: 727970.55' E: 2014637.34', THENCE FROM SAID POINT COMMENCING SOUTH 00 DEGREES 45 MINUTES 27 SECONDS EAST A DISTANCE OF 44.94 FEET TO A 1 INCH IRON PIPE FOUND, THENCE SOUTH 0 DEGREES 52 MINUTES 26 SECONDS WEST A DISTANCE OF 96.50 FEET TO A 1/2" IRON PIPE FOUND, THENCE SOUTH 1 DEGREE 03 MINUTES 08 SECONDS WEST 171.91 FEET TO A 1/2" IRON PIPE FOUND WITH WHITE CAP AND TACK, SAID FOUND IRON PIPE WITH CAP HAVING NORTH CAROLINA STATE PLANE COORDINATES N: 727657.24' E: 2014633.31' AND BEING THE TRUE POINT OF BEGINNING.

THENCE FROM SAID POINT OF BEGINNING, IN A CLOCKWISE DIRECTION, ALONG THE PROPERTY LINE OF BRENT MICHAEL DROEGE (DB: 2148, PG 1047) SOUTH 55 DEGREES 53 MINUTES 25 SECONDS WEST A DISTANCE OF 939.91 FEET TO A 1/2 INCH IRON PIPE FOUND, THENCE SOUTH 70 DEGREES 55 MINUTES 12 SECONDS WEST A DISTANCE OF 503.27 FEET TO A 1 INCH IRON PIPE FOUND, THENCE SOUTH 70 DEGREES 24 MINUTES 53 SECONDS WEST A DISTANCE OF 30.35 FEET INTO THE 60 FOOT RIGHT OF WAY TO A CALCULATED POINT, THENCE ALONG THE CENTERLINE OF NC 751 NORTHWESTWARDLY, WITH THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 12,000.00 FEET, A CENTRAL ANGLE OF 01°31'52" AND A CHORD THAT BEARS NORTH 26 DEGREES 54 MINUTES 17 SECONDS WEST A DISTANCE OF 320.69 FEET TO A CALCULATED POINT, THENCE NORTHWESTWARDLY, WITH THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 10,366.27 FEET, A CENTRAL ANGLE OF 00°17'57" AND A CHORD THAT BEARS NORTH 26 DEGREES 50 MINUTES 57 SECONDS WEST, A CHORD DISTANCE OF 54.15 FEET TO A CALCULATED POINT, THENCE LEAVING THE NC 751 RIGHT OF WAY ALONG THE PROPERTY LINE OF DRODGE INVESTMENTS LLC (DB: 2207 PG: 426) NORTH 65 DEGREES 53 MINUTES 09 SECONDS EAST A DISTANCE OF 29.51 FEET TO A FOUND 1/4 INCH REBAR, THENCE NORTH 66 DEGREES 25 MINUTES 40 SECONDS EAST A

AGENT AUTHORIZATION FORM

Application #: _____ Submittal Date: _____

Brent Michael Droege 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
- ☐ Subdivision
- ☐ Variance
- ☐ Other: _____

The property address is: 696 NC HWY 751

The agent for this project is: Beacon Development Company

☐ I am the owner of the property and will be acting as my own agent

Agent Name: Walker Gorham

Address: 702 Oberlin Rd, Raleigh, NC 27605

Telephone Number: 984-200-3186

E-Mail Address: walker@beacondevelopment.com

Signature(s) of Owner(s)*

Brent Droege — Type or print name — 10/7/23 — 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.

AFFIDAVIT OF OWNERSHIP

Application #: _____ Submittal Date: _____

The undersigned, Brent Michael Droege (the "Affiant") first being duly sworn, hereby swears 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 696 NC HWY 751 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 03/2008, and recorded in the Wake County Register of Deeds Office on 04/04/2008, in Book 1395 Page 0247.

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 03/2008, 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 03/2008, 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 7th day of October, 2023.

Brent Droege (seal)

Brent Droege
Type or print name

STATE OF NORTH CAROLINA
COUNTY OF Wake

I, the undersigned, a Notary Public in and for the County of Harnett, hereby certify that Brent Droege, Affiant, personally known to me or known to me by said Affiant's presentation of said Affiant's NC Driver License, personally appeared before me this day and acknowledged the due and voluntary execution of the foregoing Affidavit.

JAYDON TUCKER NOTARY PUBLIC HARNETT COUNTY, NC [NOTARY SEAL]

Jaydon Tucker
Notary Public
State of North Carolina
My Commission Expires: June 13th, 2028

AGENT AUTHORIZATION FORM

Application #: _____ Submittal Date: _____

Droege Investments LLC 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
- ☐ Subdivision
- ☐ Variance
- ☐ Other: _____

The property address is: 610 NC HWY 751

The agent for this project is: Beacon Development Company

☐ I am the owner of the property and will be acting as my own agent

Agent Name: Walker Gorham

Address: 702 Oberlin Rd, Raleigh, NC 27605

Telephone Number: 984-200-3186

E-Mail Address: walker@beacondevelopment.com

Signature(s) of Owner(s)*

Brent Droege — Type or print name — 10/7/23 — 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.

AFFIDAVIT OF OWNERSHIP

Application #: _____ Submittal Date: _____

The undersigned, Droege Investments LLC (the "Affiant") first being duly sworn, hereby swears 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 610 NC HWY 751 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 04/16/2021, and recorded in the Wake County Register of Deeds Office on 04/20/2021, in Book 2207 Page 0426.

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 04/16/2021, 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 04/16/2021, 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 7th day of October, 2023.

Brent Droege (seal)

Brent Droege, Droege Investments LLC
Type or print name

STATE OF NORTH CAROLINA
COUNTY OF Wake

I, the undersigned, a Notary Public in and for the County of Harnett, hereby certify that Brent Droege, Affiant, personally known to me or known to me by said Affiant's presentation of said Affiant's NC Driver License, personally appeared before me this day and acknowledged the due and voluntary execution of the foregoing Affidavit.

Jaydon Tucker

Notary Public
State of North Carolina
My Commission Expires: June 13th, 2028

JAYDON TUCKER NOTARY PUBLIC HARNETT COUNTY, NC
[NOTARY SEAL]

AFFIDAVIT OF OWNERSHIP: EXHIBIT A – LEGAL DESCRIPTION

Application #: _____ Submittal Date: _____

Insert legal description below.

SITUATED AND LYING IN THE STATE OF NORTH CAROLINA, CHATHAM COUNTY, TOWNSHIP OF NEW HOPE, BEING ALL OF THAT TRACT DESCRIBED IN DEED BOOK 1395 PAGE 247, BEING BOUND IN THE NORTH BY SEAGROVES TIMOTHY S (DB: 1629, PG 0303) AND SEAGROVES TIMOTHY S (DB: 0711, PG 0749); BOUND ON THE EAST SIDE BY US GOVERNMENT (DB: NA PG: NA); BOUND TO THE SOUTH BY TRACT D DRODGE INVESTMENTS LLC (DB: 2207 PG: 426); BOUND TO THE WEST SIDE BY US GOVERNMENT (DB: NA PG: NA); 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:

COMMENCING AT A FOUND 1/2 INCH IRON PIPE MONUMENT FOUND (HAVING NORTH CAROLINA STATE PLANE COORDINATES OF N: 727,829.13' E: 2,014,636.47'), THENCE FROM SAID POINT COMMENCING NORTH 00 DEGREES 52 MINUTES 26 SECONDS EAST A DISTANCE OF 96.50 FEET TO A 1 INCH IRON PIPE FOUND, THENCE NORTH 00 DEGREES 45 MINUTES 27 SECONDS WEST A DISTANCE OF 30 FEET TO A REBAR SET WITH CAP, SAID REBAR WITH CAP SET HAVING A NORTH CAROLINA STATE PLANE COORDINATES OF N: 727,955.61' E: 2,014,637.54' AND BEING THE TRUE POINT OF BEGINNING.

THENCE FROM SAID POINT OF BEGINNING, IN A CLOCKWISE DIRECTION, SOUTH 77 DEGREES 51 MINUTES 31 SECONDS WEST A DISTANCE OF 1630.04 FEET TO A FOUND 1/4 INCH REBAR, THENCE SOUTH 77 DEGREES 02 MINUTES 02 SECONDS WEST A DISTANCE OF 60.81 FEET TO A FOUND 1/2 INCH IRON PIPE, THENCE SOUTH 77 DEGREES 37 MINUTES 11 SECONDS WEST A DISTANCE OF 73.36 FEET TO A 1/4" IRON REBAR FOUND, THENCE ALONG THE PROPERTY LINE OF US GOVERNMENT (DB: NA PG: NA) NORTH 25 DEGREES 54 MINUTES 27 SECONDS WEST A DISTANCE OF 442.50 FEET TO A 1 INCH AXLE FOUND, THENCE ALONG THE PROPERTY LINE OF SEAGROVES TIMOTHY S (DB: 1629, PG 0303) AND SEAGROVES TIMOTHY S (DB: 0711, PG 0749) SOUTH 89 DEGREES 48 MINUTES 19 SECONDS EAST A DISTANCE OF 1080.27 FEET TO A FOUND 1.25 INCH GUN BARREL, THENCE SOUTH 89 DEGREES 06 MINUTES 54 SECONDS EAST A DISTANCE OF 485.11 FEET TO A FOUND 1 1/4 INCH IRON PIPE, THENCE NORTH 89 DEGREES 57 MINUTES 13 SECONDS EAST A DISTANCE OF 352.30 FEET TO A FOUND 1/2 INCH IRON PIPE, THENCE SOUTH ALONG THE US GOVERNMENT (DB: NA PG: NA) SOUTH 00 DEGREES 45 MINUTES 27 SECONDS EAST A DISTANCE OF 14.94 FEET TO A SET 5/8" REBAR WITH CAP BEING THE TRUE POINT OF BEGINNING.

CONTAINING 393,523 SQUARE FEET OR 9.03 ACRES, MORE OR LESS.

AFFIDAVIT OF OWNERSHIP: EXHIBIT A – LEGAL DESCRIPTION

Application #: _____ Submittal Date: _____

Insert legal description below.

SITUATED AND LYING IN THE STATE OF NORTH CAROLINA, CHATHAM COUNTY, TOWNSHIP OF NEW HOPE, BEING ALL OF THAT TRACT C DESCRIBED IN DEED BOOK 2207 PAGE 426 AND DESCRIBED AS TRACT D, BEING BOUND IN THE NORTH BY MCLAIN PHILIP MICHAEL (DB: 1395, PG 247); BOUND ON THE EAST SIDE BY US GOVERNMENT (DB: NA PG: NA); BOUND TO THE SOUTH BY TRACT C OF DRODGE INVESTMENTS LLC (DB: 1949 PG: 612); BOUND TO THE WEST SIDE BY US GOVERNMENT (DB: NA PG: NA) AND PIERPONT WILLIAM R ETUX BARBARA E PIERPONT (DB: 1915 PG: 1170); 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:

COMMENCING AT A FOUND 1/2 INCH IRON PIPE MONUMENT FOUND (HAVING NORTH CAROLINA STATE PLANE COORDINATES OF N: 727,829.13' E: 2,014,636.47'), THENCE FROM SAID POINT COMMENCING NORTH 00 DEGREES 52 MINUTES 26 SECONDS EAST A DISTANCE OF 96.50 FEET TO A 1 INCH IRON PIPE FOUND, SAID FOUND IRON PIPE HAVING NORTH CAROLINA STATE PLANE COORDINATES N: 727,925.62 ' E: 2,014,637.94' AND BEING THE TRUE POINT OF BEGINNING.

THENCE FROM SAID POINT OF BEGINNING, IN A CLOCKWISE DIRECTION, ALONG THE PROPERTY LINE OF MCLAIN PHILIP MICHAEL (DB: 1395, PG 247), SOUTH 66 DEGREES 25 MINUTES 40 SECONDS WEST A DISTANCE OF 1559.85 FEET TO A 1/4 IRON REBAR FOUND, THENCE SOUTH 66 DEGREES 25 MINUTES 40 SECONDS WEST A DISTANCE OF 29.52 FEET TO A CALCULATED POINT, THENCE NORTHWESTWARDLY, WITH THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 10,366.27 FEET, A CENTRAL ANGLE OF 01°06'23" AND A CHORD THAT BEARS NORTH 27 DEGREES 33 MINUTES 13 SECONDS WEST A DISTANCE OF 200.19 FEET TO A CALCULATED POINT, THENCE NORTHWESTWARDLY, WITH THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 18,752.40 FEET, A CENTRAL ANGLE OF 00°28'48" AND A CHORD THAT BEARS NORTH 28 DEGREES 14 MINUTES 53 SECONDS WEST A DISTANCE OF 157.13 FEET TO A CALCULATED POINT, THENCE NORTH 77 DEGREES 02 MINUTES 02 SECONDS EAST A DISTANCE OF 30.53 FEET TO A 1/4" IRON REBAR FOUND, THENCE NORTH 77 DEGREES 51 MINUTES 31 SECONDS EAST A DISTANCE OF 1630.04 FEET TO A SET 5/8" REBAR WITH CAP, THENCE SOUTH 00 DEGREES 45 MINUTES 27 SECONDS EAST A DISTANCE OF 30.00 FEET TO A 1" IRON PIPE FOUND BEING THE TRUE POINT OF BEGINNING.

CONTAINING 307,698 SQUARE FEET OR 7.06 ACRES, MORE OR LESS.

TOWN OF APEX
POST OFFICE BOX 250
APEX, NORTH CAROLINA 27502
PHONE 919-249-3426

PUBLIC NOTIFICATION OF PUBLIC HEARINGS

CONDITIONAL ZONING #23CZ15
Apex Gateway Phase 2 Amendment

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 and Town Council of the Town of Apex. The purpose of these hearings is to consider the following:

Applicant: Gray Harrell, Beacon Development
Authorized Agent: Walker Gorham, Beacon Development
Property Addresses: 314, 450, 482, 472, 546, 610, 696, 527, & 0 NC Hwy 751; 0, 0, 0, 0 US 64 Hwy East; 0 & 44 New Hill Road
Acreage: ±243.48 acres
Property Identification Numbers (PINs): 071200461386, 071200460876, 071200367945, 071200470121, 071200378303, 071200376549, 071200372751, 071200261673, 071200350755, 071200245813, 071200245419, 071200246438, 071200435356, 071200452105, 071200543241
2045 Land Use Map Designation: Commercial Services/Industrial Employment and Industrial Employment
Existing Zoning of Properties: Light Industrial-Conditional Zoning (LI-CZ #22CZ26)
Proposed Zoning of Properties: Light Industrial-Conditional Zoning (LI-CZ) & Planned Commercial-Conditional Zoning (PC-CZ)

Public Hearing Location: Apex Town Hall
Council Chamber, 2nd Floor
73 Hunter Street, Apex, North Carolina

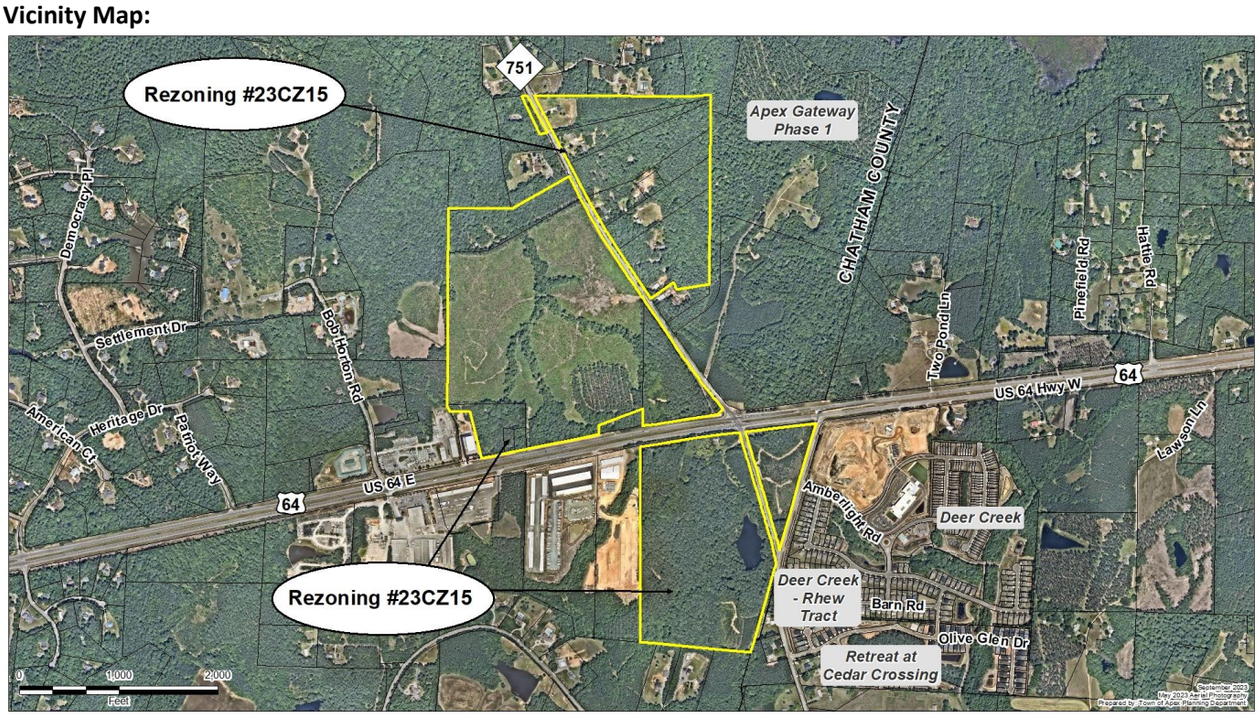
Planning Board Public Hearing Date and Time: January 8, 2024 4:30 PM

You may attend the meeting in person or view the meeting through the Town's YouTube livestream at: https://www.youtube.com/c/townofapexgov.

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.

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.apexnc.org/DocumentCenter/View/478. You may call 919-249-3426, Planning Department, with questions or for further information. To view the petition and related documents on-line: https://www.apexnc.org/DocumentCenter/View/44153.

Dianne F. Khin, AICP
Planning Director

Published Dates: December 21, 2023 -January 8, 2024

TOWN OF APEX
POST OFFICE BOX 250
APEX, NORTH CAROLINA 27502
PHONE 919-249-3426

PUBLIC NOTIFICATION OF PUBLIC HEARINGS
CONDITIONAL ZONING #23CZ15
Apex Gateway Phase 2 Amendment

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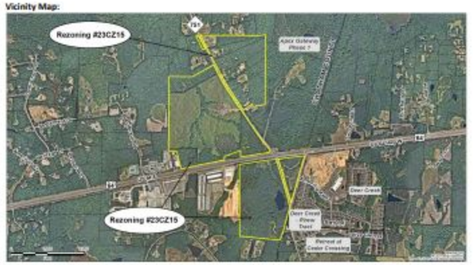

Property owners, tenants, and neighborhood associations within 300 feet of the proposed conditional zoning have been sent this notice via first class mail. All interested parties may submit comments with respect to the application by the means specified above. In addition to the above map, the location 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, Planning Department, with questions or for further information. To view the petition and related documents on-line: https://www.apexnc.org/DocumentCenter/View/44153.

Dianne F. Khin, AICP
Planning Director

Published Dates: December 21, 2023 -January 8, 2024

TOWN OF APEX
POST OFFICE BOX 250
APEX, NORTH CAROLINA 27502
TELÉFONO 919-249-3426

NOTIFICACIÓN PÚBLICA DE AUDIENCIAS PÚBLICAS
ORDENAMIENTO TERRITORIAL CONDICIONAL #23CZ15
Apex Gateway Phase 2 Amendment

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 y el Consejo Municipal del Ayuntamiento de Apex. El propósito de estas audiencias es considerar lo siguiente:

Solicitante: Gray Harrell, Beacon Development
Agente autorizado: Walker Gorham, Beacon Development
Dirección de las propiedades: 314, 450, 482, 472, 546, 610, 696, 527, & 0 NC Hwy 751; 0, 0, 0, 0 US 64 Hwy East; 0 & 44 New Hill Road
Superficie: ±243.48 acres
Números de identificación de las propiedades: 071200461386, 071200460876, 071200367945, 071200470121, 0712 00378303, 071200376549, 071200372751, 071200261673, 071200350755, 071200245813, 071200245419, 071200246438, 071200435356, 071200452105
Designación actual en el Mapa de Uso Territo Services/Industrial Employment and Industrial Employment

TOWN OF APEX
POST OFFICE BOX 250
APEX, NORTH CAROLINA 27502
TELÉFONO 919-249-3426

NOTIFICACIÓN PÚBLICA DE AUDIENCIAS PÚBLICAS

ORDENAMIENTO TERRITORIAL CONDICIONAL #23CZ15
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Designación actual en el Mapa de Uso Territorial para 2045: Commercial Services/Industrial Employment and Industrial Employment
Ordenamiento territorial existente de las propiedades: Light Industrial-Conditional Zoning (LI-CZ #22CZ26)
Ordenamiento territorial propuesto para las propiedades: Light Industrial-Conditional Zoning (LI-CZ) & Planned Commercial-Conditional Zoning (PC-CZ)

Lugar de la audiencia pública: Ayuntamiento de Apex
Cámara del Consejo, 2º piso
73 Hunter Street, Apex, Carolina del Norte

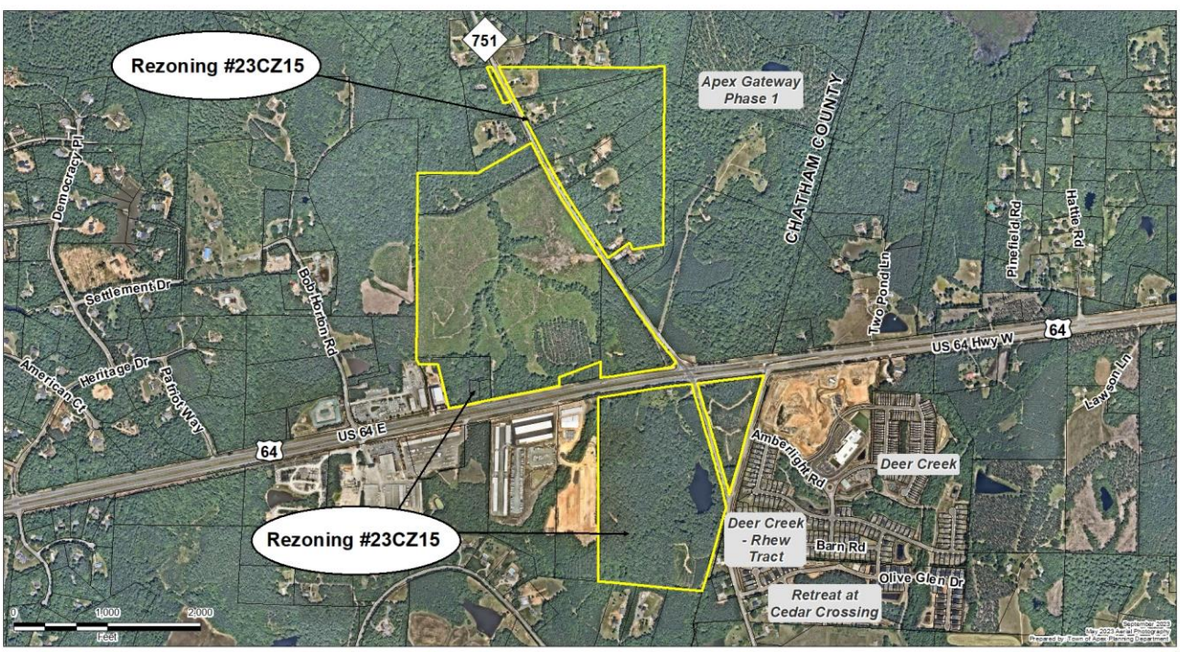
Fecha y hora de la audiencia pública de la Junta de Planificación: 8 de enero de 2024 4:30 P.M.

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.

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.

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 al 919-249-3426. Puede ver la solicitud y otros documentos relacionados aquí: https://www.apexnc.org/DocumentCenter/View/44153/23CZ15.

Dianne F. Khin, AICP
Directora de Planificación

Fechas de publicación: 21 de diciembre de 2023 – 8 de enero [illegible]



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/428. You may call 919-249-3426, Planning Department, with questions or for further information. To view the petition and related documents on-line: https://www.apexnc.org/DocumentCenter/View/44153.

Dianne F. Khin, AICP
Planning Director

Published Dates: December 21, 2023 -January 8, 2024

TOWN OF APEX
POST OFFICE BOX 250
APEX, NORTH CAROLINA 27502
TELÉFONO 919-249-3426

NOTIFICACIÓN PÚBLICA DE AUDIENCIAS PÚBLICAS
ORDENAMIENTO TERRITORIAL CONDICIONAL #23CZ15
Apex Gateway Phase 2 Amendment

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 y el Consejo Municipal del Ayuntamiento de Apex. El propósito de estas audiencias es considerar lo siguiente:

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Agente autorizado: Walker Gorham, Beacon Development
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Ordenamiento territorial existente de las propiedades: Light Industrial-Conditional Zoning (LI-CZ #22CZ26)
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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: 8 de enero de 2024 4:30 P.M.
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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/428. Si tiene preguntas o desea obtener más información, puede comunicarse con el Departamento de Planificación al 919-249-3426. Puede ver la solicitud y otros documentos relacionados aquí: https://www.apexnc.org/DocumentCenter/View/44153/23CZ15.

Dianne F. Khin, AICP
Directora de Planificación

Fechas de publicación: 21 de diciembre de 2023 – 8 de e

TOWN OF APEX
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

Project Name:	Conditional Zoning #23CZ15 Apex Gateway Phase 2 Amendment
Project Location:	314, 450, 482, 472, 546, 610, 696, 527, & 0 NC Hwy 751; 0, 0, 0, & 0 US 64 E; 0 & 44 New Hill Road
Applicant or Authorized Agent:	Gray Harrell
Firm:	Beacon Development
Planning Board Public Hearing Date:	January 8, 2024
Project Planner:	Amanda Bunce/Lauren Staudenmaier

This is to certify that I, as Planning Director, mailed or caused to have mailed by first class postage for the above mentioned project on December 21, 2023, 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 information from the Wake County Tax Assessor 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.

12/21/2023
Date

Planning Director

STATE OF NORTH CAROLINA
COUNTY OF WAKE

Sworn and subscribed before me, Jesus A. Ibanez-Ibarra, a Notary Public for the above State and County, this the 21st day of December, 2023.

JESUS A IBANEZ-IBARRA
My Commission Expires
NOTARY PUBLIC
April 10, 2028
WAKE COUNTY, NC

Notary Public

My Commission Expires: 4/10/2028

TOWN OF APEX
POST OFFICE BOX 250
APEX, NORTH CAROLINA 27502
PHONE 919-249-3426

PUBLIC NOTIFICATION OF PUBLIC HEARINGS

CONDITIONAL ZONING #23CZ15
Apex Gateway Phase 2 Amendment

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Authorized Agent: Walker Gorham, Beacon Development
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Proposed Zoning of Properties: Light Industrial-Conditional Zoning (LI-CZ) & Planned Commercial-Conditional Zoning (PC-CZ)

Public Hearing Location: Apex Town Hall
Council Chamber, 2nd Floor
73 Hunter Street, Apex, North Carolina

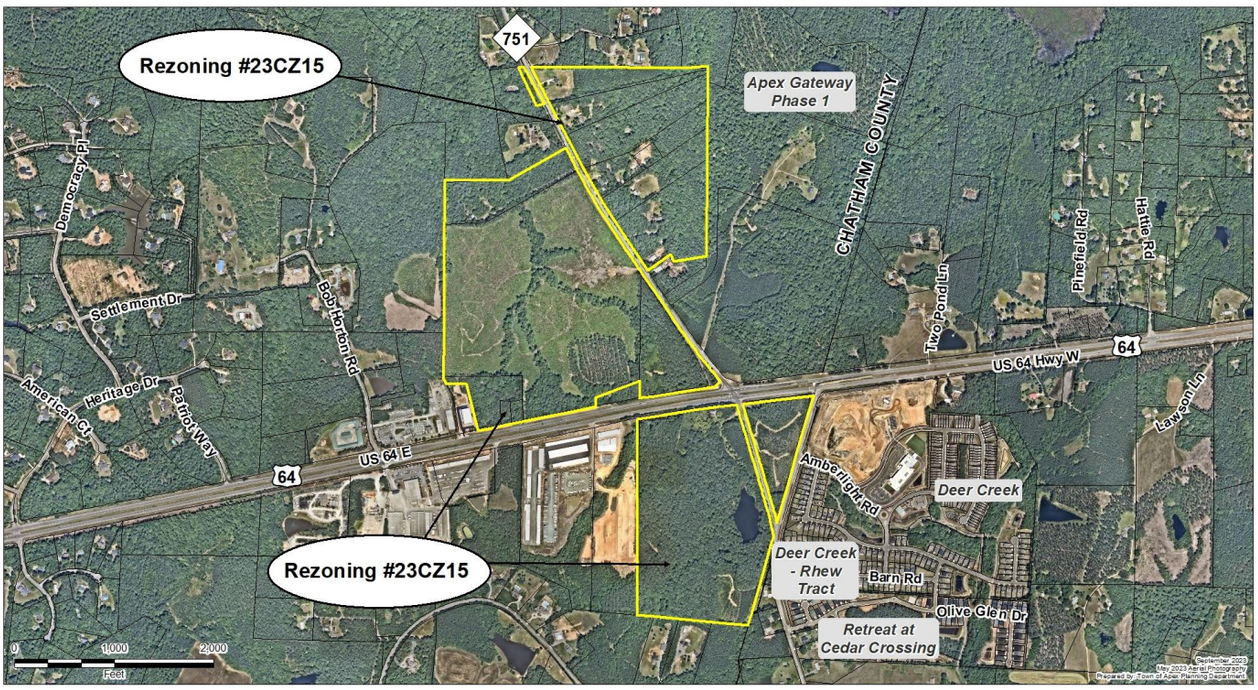
Comments received prior to the Planning Board public hearing will not be provided to the Town Council. Separate comments for the Town Council public hearing must be provided by the deadline specified below.

Town Council Public Hearing Date and Time: January 23, 2024 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.

If you are unable to attend, you may provide a written statement by email to public.hearing@apexnc.org, or submit it to the Office of the Town Clerk (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 prior to their vote. Please include the Public Hearing name in the subject line.

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.apexnc.org/DocumentCenter/View/478. You may call 919-249-3426, Planning Department, with questions or for further information. To view the petition and related documents on-line: https://www.apexnc.org/DocumentCenter/View/44153/23CZ15.

Dianne F. Khin, AICP
Planning Director

Published Dates: January 2-23, 2024

TOWN OF APEX
POST OFFICE BOX 250
APEX, NORTH CAROLINA 27502
PHONE 919-249-3426

PUBLIC NOTIFICATION OF PUBLIC HEARINGS
CONDITIONAL ZONING #23CZ15
Apex Gateway Phase 2 Amendment

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 and Town Council of the Town of Apex. The purpose of these hearings is to consider the following:

Applicant: Gray Harrell, Beacon Development
Authorized Agent: Walker Gorham, Beacon Development
Property Addresses: 314, 450, 482, 472, 546, 610, 696, 527, 0, & 0 NC Hwy 751; 0, 0, & 0 Hwy 64 East; 0 & 44 New Hill Road
Acreage: ±243.48 acres
Property Identification Numbers (PINs): 071200461386, 071200460876, 071200367945, 071200470121, 071200378303, 071200376549, 071200372751, 071200261673, 071200350755, 071200245813, 071200245419, 071200246438, 071200435356, 071200452105, 071200543241
2045 Land Use Map Designation: Commercial Services/Industrial Employment & Industrial Employment
Existing Zoning of Properties: Light Industrial-Conditional Zoning (LI-CZ #22CZ26)
Proposed Zoning of Properties: Light Industrial-Conditional Zoning (LI-CZ) & Planned Commercial-Conditional Zoning (PC-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: January 23, 2024 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.

If you are unable to attend, you may provide a written statement by email to public.hearing@apexnc.org, or submit it to the Office of the Town Clerk (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 prior to their vote. Please include the Public Hearing name in the subject line.

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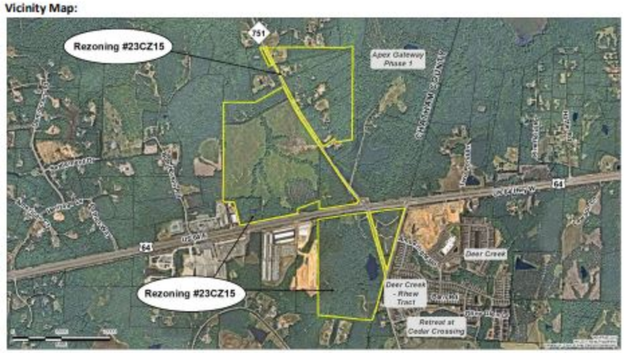

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Dianne F. Khin, AICP
Planning Director

TOWN OF APEX
POST OFFICE BOX 250
APEX, NORTH CAROLINA 27502
TELÉFONO 919-249-3426

NOTIFICACIÓN PÚBLICA DE AUDIENCIAS PÚBLICAS

ORDENAMIENTO TERRITORIAL CONDICIONAL #23CZ15
Apex Gateway Phase 2 Amendment

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 y el Consejo Municipal del Ayuntamiento de Apex. El propósito de estas audiencias es considerar lo siguiente:

Solicitante: Gray Harrell, Beacon Development
Agente autorizado: Walker Gorham, Beacon Development
Dirección de las propiedades: 314, 450, 482, 472, 546, 610, 696, 527, 0, & 0 NC Hwy 751; 0, 0, & 0 Hwy 64 East; 0 & 44 New Hill Road
Superficie: ±243.48 acres
Números de identificación de las propiedades: 071200461386, 071200460876, 071200367945, 071200470121, 0712 00378303, 071200376549, 071200372751, 071200261673, 071200350755, 071200245813, 071200245419, 071200246438, 071200435356, 071200452105, 071200543241
Designación actual en el Mapa de Uso Territorial para 2045: Commercial Services/Industrial Employment and Industrial Employment
Ordenamiento territorial existente de las propiedades: Light Industrial-Conditional Zoning (LI-CZ #22CZ26)
Ordenamiento territorial propuesto para las propiedades: Light Industrial-Conditional Zoning (LI-CZ) & Planned Commercial-Conditional Zoning (PC-CZ)

Lugar de la audiencia pública: Ayuntamiento de Apex
Cámara del Consejo, 2º piso
73 Hunter Street, Apex, Carolina del Norte

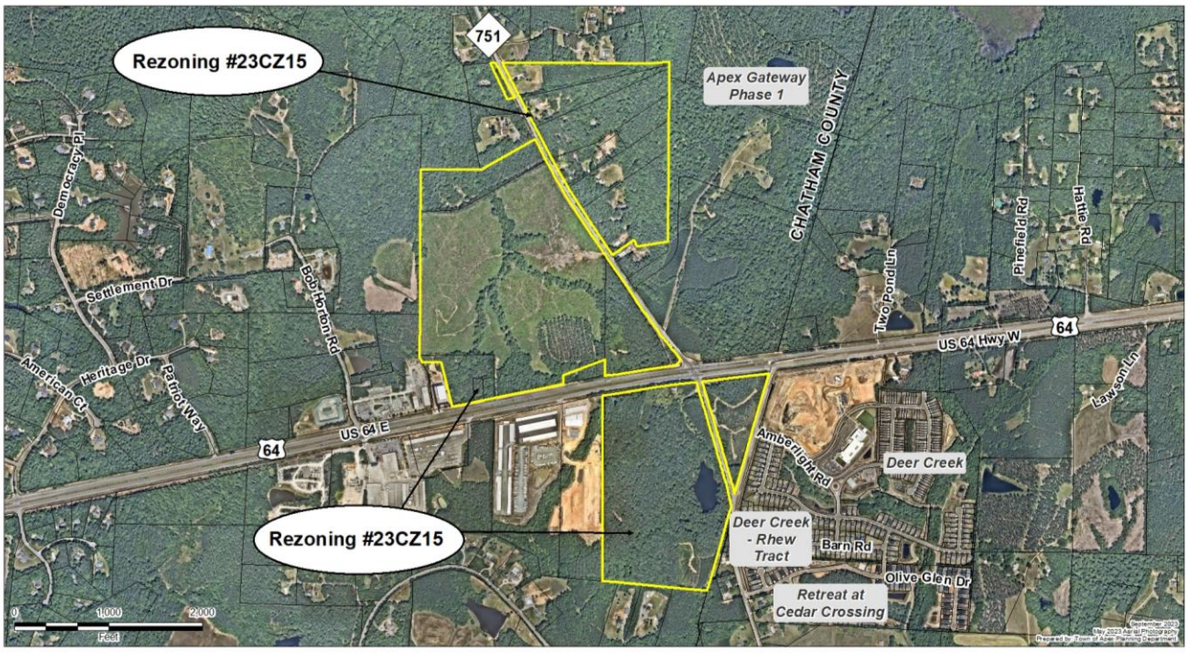
Los comentarios recibidos antes de la audiencia pública de la Junta de Planificación no se proporcionarán al Consejo Municipal. Los comentarios para la audiencia pública del Consejo Municipal deben presentarse por separado en el plazo especificado a continuación.

Fecha y hora de la audiencia pública del Consejo Municipal: 23 de enero de 2024 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.

Si no puede asistir, puede enviar una declaración escrita por correo electrónico a public.hearing@apexnc.org, o presentarla a la oficina del Secretario Municipal (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.

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 al 919-249-3426. Puede ver la solicitud y otros documentos relacionados aquí: https://www.apexnc.org/DocumentCenter/View/44153/23CZ15.

Dianne F. Khin, AICP
Directora de Planificación

Fechas de publicación: 2-23 de enero de 2024

POST OFFICE BOX 250
APEX, NORTH CAROLINA 27502
TELÉFONO 919-249-3426

ORDENAMIENTO TERRITORIAL CONDICIONAL #23CZ15
Apex Gateway Phase 2 Amendment

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Lugar de la audiencia pública: Ayuntamiento de Apex
Cámara del Consejo, 2º piso
73 Hunter Street, Apex, Carolina del Norte

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Fecha y hora de la audiencia pública del Consejo Municipal: 23 de enero de 2024 6:00 P.M.
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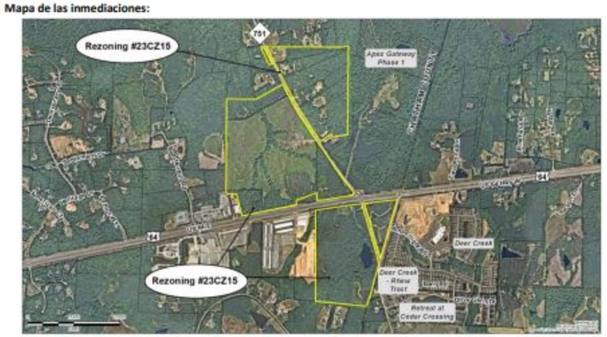

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Dianne F. Khin, AICP
Directora de Planificación

Fechas de publicación: 2-23 de enero de 2024

Breaking news
10:42 AM
1/2/2024

TOWN OF APEX
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

Project Name:	Conditional Zoning #23CZ15 Apex Gateway Phase 2 Amendment
Project Location:	314, 450, 482, 472, 546, 610, 696, 527, 0, & 0 NC Hwy 751; 0, 0, & 0 Hwy 64 East; 0 & 44 New Hill Road
Applicant or Authorized Agent:	Gray Harrell
Firm:	Beacon Development
Town Council Public Hearing Date:	January 23, 2024
Project Planner:	Amanda Bunce/Lauren Staudenmaier

This is to certify that I, as Planning Director, mailed or caused to have mailed by first class postage for the above mentioned project on January 2, 2024, 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 information from the Wake County Tax Assessor 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.

1/2/2024
Date

Planning Director

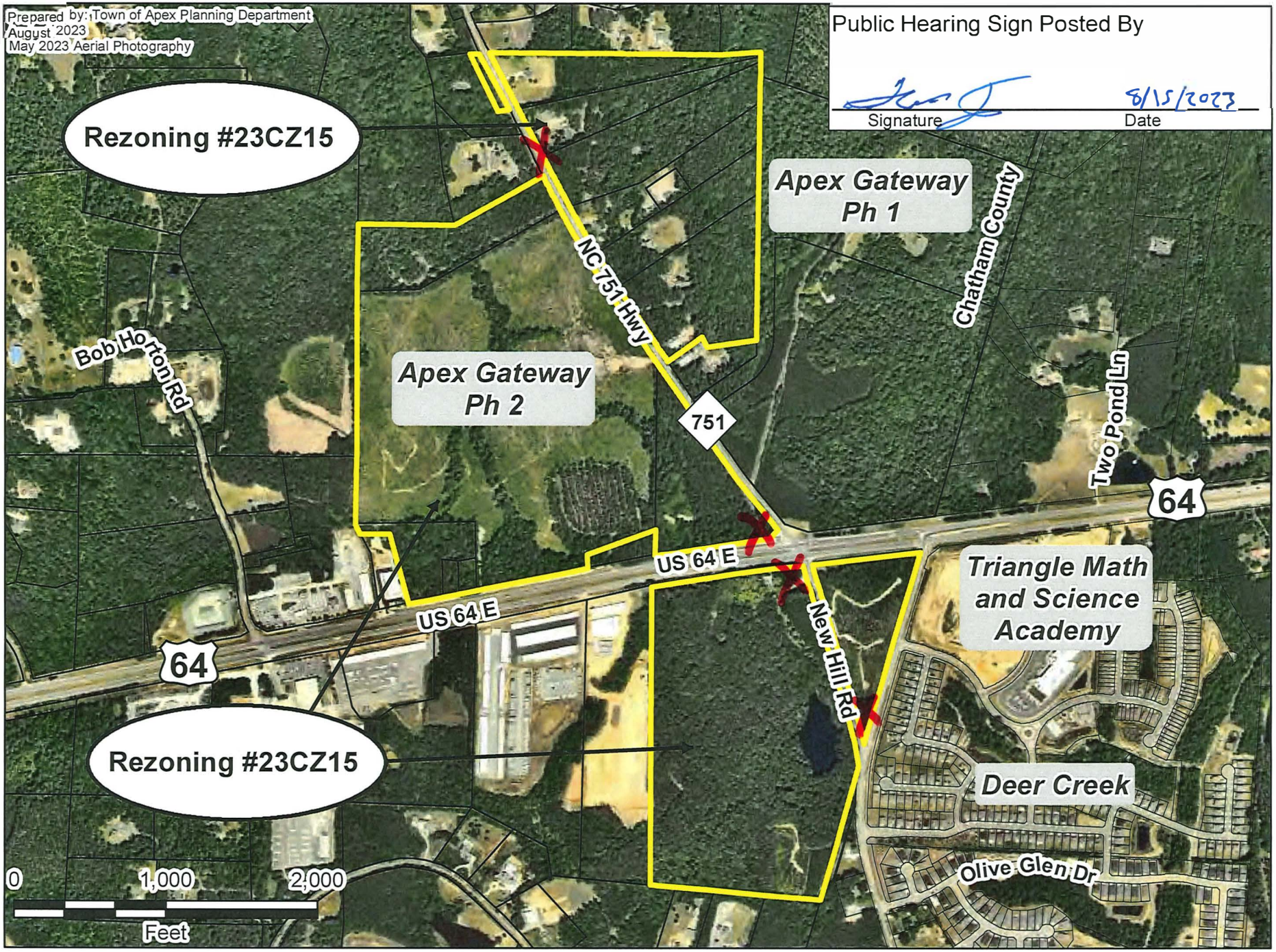
STATE OF NORTH CAROLINA
COUNTY OF WAKE

Sworn and subscribed before me, LAUREN J SISSON, a Notary Public for the above State and County, this the 2nd day of JANUARY, 2024.

LAUREN J SISSON
Notary Public - North Carolina
Wake County
My Commission Expires Oct 3, 2027

Notary Public

My Commission Expires: 10/3/2027


Prepared by: Town of Apex Planning Department
August 2023
May 2023 Aerial Photography
Public Hearing Sign Posted By
Signature
8/15/2023
Date
Rezoning #23CZ15
Apex Gateway Ph 1
Apex Gateway Ph 2
NC 751 Hwy
Chatham County
Bob Horton Rd
751
Two Pond Ln
64
US 64 E
US 64 E
64
New Hill Rd
Triangle Math and Science Academy
Rezoning #23CZ15
Deer Creek
Olive Glen Dr
0
1,000
2,000
Feet

| Agenda Item | cover sheet

for consideration by the Apex Town Council

Item Type: PUBLIC HEARING

Meeting Date: January 23, 2024

Item Details

Presenter(s): Amanda Bunce, Current Planning Manager

Department(s): Planning

Requested Motion

Public Hearing and possible motion to approve Rezoning Application No. 23CZ20 Sweetwater PUD Amendment. The applicant, David Schmidt, ExperienceOne Homes, LLC, seeks to rezone approximately 41.33 acres from Planned Unit Development-Conditional Zoning (PUD-CZ #22CZ03 & #23CZ12) to Planned Unit Development-Conditional Zoning (PUD-CZ). The proposed rezoning is located at 1451 Richardson Rd; 1051 & 1075 Newland Ave; 2800, 2810 Teachey Pl, & 2820 Teachey Pl; 0 Core Banks St and 0 Little Gem Lane.

Approval Recommended?

The Planning Department recommends approval.

The Planning Board held a public hearing on January 8, 2024 and unanimously recommended approval with the conditions offered by the applicant.

Item Details

The properties to be rezoned are identified as PINs 0722550034, 0722544876, 0722544404, 0722457646, 0722454406, 0722443942, 0722441499, and 0722441386.

Attachments

- PH5-A1: Staff Report - Rezoning Case No. 23CZ20 - Sweetwater PUD Amendment
- PH5-A2: Vicinity Map - Rezoning Case No. 23CZ20 - Sweetwater PUD Amendment
- PH5-A3: Planning Board Report to Town Council - Rezoning Case No. 23CZ20 - Sweetwater PUD Amendment

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

BACKGROUND INFORMATION:

Location: 1451 Richardson Rd; 1051 & 1075 Newland Ave; 2800, 2810 Teachey Pl, & 2820 Teachey Pl; 0 Core Banks St and 0 Little Gem Lane
Applicant: David Schmidt, ExperienceOne Homes, LLC
Owners: KEPE1 STC, LLC; Sweetwater Lightbridge, LLC; Harris Teeter Properties, LLC; KEPE1 STC West, LLC; KEPE1 Holdings, LLC

PROJECT DESCRIPTION:

Acreage: ±41.33
PINs: 0722550034, 0722544876, 0722544404, 0722457646, 0722454406, 0722443942, 0722441499, and 0722441386
Current Zoning: Planned Unit Development-Conditional Zoning (PUD-CZ #22CZ03 & #23CZ12)
Proposed Zoning: Planned Unit Development-Conditional Zoning (PUD-CZ)
2045 Land Use Map: Mixed Use: High Density Residential/Office Employment/Commercial Services
Town Limits: Inside Town Limits

Adjacent Zoning & Land Uses:

	Zoning	Land Use
North:	Planned Unit Development-Conditional Zoning (PUD-CZ #18CZ31); Neighborhood Business (B1); Rural Residential (RR); Tech/Flex-Conditional Zoning (TF-CZ #22CZ21)	US 64 Hwy W; Westford PUD; Convenience Store; Large Lot Residential
South:	Planned Unit Development-Conditional Zoning (PUD-CZ #17CZ21)	Core Banks Street; Sweetwater Residential section: Single Family, Townhomes, & Amenity Center
East:	Tech/Flex (TF); Light Industrial (LI); Rural Residential (RR)	64 Business Park and Self-Storage; Vacant
West:	Planned Unit Development-Conditional Zoning (PUD-CZ #23CZ11); Planned Commercial (PC)	Smith Farm PUD (future mixed-use section); Landscape Business

EXISTING CONDITIONS:
The properties to be rezoned were originally rezoned to Planned Unit Development-Conditional Zoning on April 21, 2015. The subject properties on the east side of Richardson Road contain a day care, mixed-use buildings and parking decks that are under construction, and two additional areas for future development. The parcels on the west side of Richardson Road, north of Core Banks Street, contain a grocery store that is under construction and additional areas for future retail outparcels.

NEIGHBORHOOD MEETING:
The applicant conducted the first neighborhood meeting on September 26, 2023 and the second neighborhood meeting on December 18, 2023. The neighborhood meeting reports are attached.

2045 LAND USE MAP:
The 2045 Land Use Map classifies the properties subject to this rezoning as Mixed Use: High Density Residential/Office Employment/Commercial Services. The proposed amendments to the PUD-CZ zoning are consistent with that classification.

WCPSS COORDINATION:
No increase in density is proposed as part of this rezoning and so an impact letter from WCPSS was not requested.

BACKGROUND:
The properties to be rezoned were originally rezoned to Planned Unit Development-Conditional Zoning on April 21, 2015 with the most recent revisions being approved on July 25, 2022 and August 8, 2023.

PLANNED UNIT DEVELOPMENT PLAN:
The applicant is proposing to increase the height allowed in the nonresidential/mixed-use areas north of Core Banks Street in order to accommodate a potential hotel use. The applicant is also proposing to reduce the minimum area of office uses required to 20,000 square feet. **Proposed changes are shown in strikethrough/bold below.**

Changes to Section 6: Design Controls

NONRESIDENTIAL/MIXED-USE AREAS:

Office: A minimum of ~~55,000~~ **20,000** square feet of office will be provided in this section.

Building Height:

Maximum Height: ~~62 Feet (5 Story)~~**77 feet (6 stories)**
39 Feet (2 Story) – PINs 0722-44-1499 & 0722-44-1386

ENVIRONMENTAL ADVISORY BOARD RECOMMENDATIONS:
This rezoning was exempt from meeting with the Apex Environmental Advisory Board (EAB) per Unified Development Ordinance (UDO) Section 2.1.9.A.2.a. The rezoning amends zoning conditions which have no environmental impact on a site including but not limited to revisions to architectural standards, building height, setbacks, and uses.

PLANNING STAFF RECOMMENDATION:
Planning staff recommends approval of Rezoning #23CZ20 Sweetwater PUD Amendment as proposed by the applicant.

PLANNING BOARD RECOMMENDATION:
The Planning Board heard this rezoning at their January 8, 2024 meeting and unanimously recommended approval as proposed 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 proposed amendments to the current PUD-CZ zoning are consistent with the 2045 Land Use Map which classifies the area to be rezoned as Mixed Use: High Density Residential/Office Employment/Commercial Services.

The proposed rezoning is reasonable and in the public interest in that it will allow increased building height north of Core Banks Street which is needed for a potential hotel use and will allow for more of the development to be commercial uses rather than office. The proposed rezoning will increase the tax base and provide services to the nearby community.

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 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 2045 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 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 10% provided that the PD Plan for PUD-CZ includes one or more of the following:

(i) A non-residential component;

(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 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 2045 Land Use.

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


Rezoning #23CZ20
Creekbird Rd
Jenks Rd
Acton St
Townes at Westford
Goodwin Rd
64
US 64 Hwy W
64 West Business Park
Teachey Pl
Rennert Pl
Security Self Storage
Communication Tower
Harrells Dr
Stokesdale Ln
Lawnview Ln
Newland Ave
Richardson Rd
Core Banks St
Sweetwater
Lightbridge Academy
Rezoning #23CZ20
Deck Air Park
Air Park Dr
Smith Farm PUD
Sweetwater Amenity Center
Timken Forest Dr
Bryant Pond Ln
Stratford at Abbington
Lana Ln
Little Gem Ln
Poultney Aly
Russet Ln
Whale Bone Aly
Gloriosa St
Ruff Aly
0
500
1,000
Feet
December 2023
October 2023 Aerial Photography
Prepared by: Town of Apex Planning Department

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.

Application #: 23CZ20 Submittal Date: 10-2-23

Fee Paid $ Check #

PETITION TO AMEND THE OFFICIAL ZONING DISTRICT MAP

Project Name: Sweetwater PUD

Address(es): 1451 Richardson Rd, 1051 Newland Ave, 1075 Newland Ave, 2800 Teachey Pl, 2810 Teachey Pl, 2820 Teachey Pl, 0 Core Banks St, 0 Little Gem lane

PIN(s) 0722550034, 0722544876, 0722544404, 0722457646, 0722454406, 0722443942, 0722441499, 0722441386

0148944, 0120755, 072204, 0444531, 0436584, 0436595, 0444460, 0444532 Acreage: 41.33

Current Zoning: PUD-CZ Proposed Zoning: PUD-CZ

Current 2045 LUM Designation: Community Mixed Use (CMU)

Is the proposed rezoning consistent with the 2045 LUM Classification(s)? Yes ☐ 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: 41.33

Area proposed as non-residential development: Acreage: 41.33

Percent of mixed use area proposed as non-residential: Percent: 100%

Applicant Information

Name: ExperienceOne Homes, LLC

Address: PO Box 5509

City: Cary State: NC Zip: 27512

Phone: (919) 991-1428 E-mail: Dschmidt@E1Homes.com

Owner Information

Name: See Attached

Address:

City: State: Zip:

Phone: E-mail:

Agent Information

Name: CE Group, Inc - Mitch Craig, PE

Address: 301 Glenwood Avenue, Suite 220

City: Raleigh State: NC Zip: 27603

Phone: (919) 367-8790 E-mail: Mitch@CEGroupInc.com

Other contacts:

Application #: 23CZ20 Submittal Date:

PLANNED UNIT DEVELOPMENT DISTRICT 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 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. The PD text and plan should demonstrate how the standards of Sec. 2.3.4.F are met be the proposed rezoning.

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 non-residential uses are consistent with the uses as defined by the Community Mixed Use category in the 2045 Land Use Map. CMU encourages the integration of residential and non-residential mixed-use uses.

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 land areas surrounding the Sweetwater PUD are a mixture of retail, residential (single family, townhome, apartments) and commercial. This PUD combines most of the surrounding uses into one project.

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

The Sweetwater PUD complies with the regulations in section 4.4 of the Town of Apex UDO as applicable for townhomes, multi-family or apartment, day care, and commercial uses, to the extent these regulations do not conflict with the PUD regulations.

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.

The architectural for the Sweetwater PUD will reflect the residential and non-residential scale and character of traditional Apex building Styles. Service bays of non-residential uses will be located in the rear of structures. Variation in colors and materials will be considered to create visually engaging designs. Roof lines and materials will be varied to create visual interest and avoid repetition. Trash, parking and loading and odors will be screened from adjacent uses as required by the UDO and as set forth in the PUD regulations.

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 Sweetwater PUD will use the exterior of the property to the extent practicable for RCA. This PUD will comply with all built upon area, structural SCMs and riparian stream buffer requirements of UDO Section 6.1.7.

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.

Public water and sewer facilities have been extended to the project and will be installed interior to the project by the Developer. The proposed PUD will meet all Public Facilities requirements in UDO Section 2.3.4(F)(1)(f).

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.

The proposed PUD will improve the public health by providing all uses in a compact area, including residential, office, retail, commercial, medical and restaurants. A resident theoretically would not have to leave the development in order to eat, sleep, shop, work and go to the doctor.

8) *Detrimental to adjacent properties.* Whether the proposed Conditional Zoning (CZ) District use is substantially detrimental to adjacent properties.

The Sweetwater PUD has had a positive impact on the adjacent properties. The uses proposed in the PUD will/have enhanced the character of the adjacent properties and offer uses that compliment the adjacent properties.

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.

The proposed PUD will not constitute a hazard due to traffic or noise as the traffic impacts will be mitigated by the road improvements shown in the PUD, TIA, etc. Other potential negative impacts are mitigated to the maximum extent practical by the design guidelines in the PUD documents.

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.

The Sweetwater PUD will comply with all other relevant portions of the Ordinance (UDO).

Sweetwater PUD Amendment

Proposed Rezoning Changes

December 11,2023

The PUD will retain all of the conditions from rezoning #17CZ21, #18CZ01, #22CZ03 and #23CZ12 except:

I. <u>Revisions to Section 6:</u>

Section 6: Design Controls

NONRESIDENTIAL/MIXED-USE AREAS:

Office: A minimum of ~~55,000~~ **20,000** square feet of office will be provided in this section.

Building Height:

Maximum Height: ~~62 Feet (5 Story)~~ **77 Feet (6 Stories)**
39 Feet (2 Story) – PINs 0722-44-1499 & 0722-44-1386

23CZ20

PIN	Real Estate ID	Site Address	City	Owner	Mail Address 1	Mail Address 2	Deed Book	Deed Page	Deed Acres
0722-55-0034	148944	1451 RICHARDSON ROAD	APEX	KEPE1 STC, LLC	7001 BRUSH HOLLOW RD STE 200	WESTBURY NY 11590-1743	18792	51-55	18.33
0722-54-4876	120755	1051 NEWLAND AVE	APEX	KEPE1 STC, LLC	7001 BRUSH HOLLOW RD STE 200	WESTBURY NY 11590-1743	18792	51-55	4.87
0722-54-4404	476653	1075 NEWLAND AVE	APEX	SWEETWATER LIGHTBRIDGE LLC	PO BOX 5509	CARY NC 27512-5509	17764	1056	1.38
0722-45-7646	444531	2800 TEACHEY PL	APEX	HARRIS TEETER PROPERTIES, LLC	701 CRESTDALE RD	MATTHEWS, NC 28105-1700	19411	1576-1579	2.06
0722-45-4406	436584	2810 TEACHEY PL	APEX	HARRIS TEETER PROPERTIES, LLC	701 CRESTDALE RD	MATTHEWS, NC 28105-1700	19411	1576-1579	7.56
0722-44-3942	436595	2820 TEACHEY PL	APEX	KEPE1 STC WEST, LLC	7001 BRUSH HOLLOW RD STE 200	WESTBURY NY 11590-1743	19340	873-876	6.18
0722-44-1499	444460	0 CORE BANKS ST	APEX	KEPE1 HOLDINGS, LLC	7001 BRUSH HOLLOW RD STE 200	WESTBURY NY 11590-1743	18792	2056-2060	0.94
0722-44-1386	444532	0 LITTLE GEM LANE	APEX	KEPE1 HOLDINGS, LLC	7001 BRUSH HOLLOW RD STE 200	WESTBURY NY 11590-1743	19331	399-400	0.01

AGENT AUTHORIZATION FORM

Application #: **23CZ20** Submittal Date: _____

KEPE1 STC, LLC is the owner* of the property for which the attached application is being submitted:

- ☑ 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: 1451 Richardson Road

The agent for this project is: Joseph M. Craig, CE Group, Inc.

☐ I am the owner of the property and will be acting as my own agent

Agent Name: Joseph M. Craig

Address: 301 Glenwood Avenue, Suite 220, Raleigh, NC 27603

Telephone Number: (919) 367-8790

E-Mail Address: Mitch@CEGroupInc.com

Signature(s) of Owner(s)*

Edward Kalikow — Type or print name — 9/26/2023 — Date

David Schmidt, MGR — Type or print name — 9/26/2023 — 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.

AFFIDAVIT OF OWNERSHIP

Application #: 23CZ20 Submittal Date: _____

The undersigned, David Schmidt (KEPE1 STC, LLC) (the "Affiant") first being duly sworn, hereby swears 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 1451 Richardson Road 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 11/10/2021, and recorded in the Wake County Register of Deeds Office on 11/10/2021, in Book 18792 Page 51-55.

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 11/10/2021, 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 11/10/2021, 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 29TH day of SEPTEMBER, 2023.

_____ (seal)
DAVID SCHMIDT, MANAGER
Type or print name

STATE OF NORTH CAROLINA
COUNTY OF Wake

I, the undersigned, a Notary Public in and for the County of Harnett, hereby certify that David Schmidt, Affiant, personally known to me or known to me by said Affiant's presentation of said Affiant's _____, personally appeared before me this day and acknowledged the due and voluntary execution of the foregoing Affidavit.

_____
Notary Public
State of North Carolina
My Commission Expires: 09-28-2027

JANE W. JARMON
NOTARY PUBLIC
Harnett County
North Carolina
[NOTARY SEAL]
My Commission Expires September 28, 2027

AFFIDAVIT OF OWNERSHIP

Application #: **23CZ20** Submittal Date: _____

The undersigned, Edward Kalikow (KEPE1 STC, LLC) (the "Affiant") first being duly sworn, hereby swears 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 1451 Richardson Road 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 11/10/2021, and recorded in the Wake County Register of Deeds Office on 11/10/2021, in Book 18792 Page 51-55.

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This the 26th day of September, 2023.

_____ (seal)

Edward Kalikow

Type or print name

STATE OF ~~NORTH CAROLINA~~ New York
COUNTY OF Nassau

I, the undersigned, a Notary Public in and for the County of Nassau, hereby certify that Edward Kalikow, Affiant, personally known to me or known to me by said Affiant's presentation of said Affiant's _____, personally appeared before me this day and acknowledged the due and voluntary execution of the foregoing Affidavit.

JENNIFER J. GRIM
Notary Public State Of New York
No. 01GR6323464
Qualified In Nassau County
Commission Expires April 20, 2027

_____
Notary Public
State of ~~North Carolina~~ New York
My Commission Expires: 4/20/2027

[NOTARY SEAL]

AGENT AUTHORIZATION FORM

Application #: **23CZ20** Submittal Date: _____

KEPE1 Holdings, LLC is the owner* of the property for which the attached application is being submitted:

- ☑ 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: 0 Core Banks Street

The agent for this project is: Joseph M. Craig, CE Group, Inc.

☐ I am the owner of the property and will be acting as my own agent

Agent Name: Joseph M. Craig

Address: 301 Glenwood Avenue, Suite 220, Raleigh, NC 27603

Telephone Number: (919) 367-8790

E-Mail Address: Mitch@CEGroupInc.com

Signature(s) of Owner(s)*

Edward Kalikow — 9/26/2023
Type or print name — Date

David Schmidt, MGR — 9/26/2023
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.

AFFIDAVIT OF OWNERSHIP

Application #: **23CZ20** Submittal Date: _____

The undersigned, David Schmidt (KEPE1 Holdings, LLC) (the "Affiant") first being duly sworn, hereby swears 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 0 Core Banks Street 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 11/10/2021, and recorded in the Wake County Register of Deeds Office on 11/12/2021, in Book 18792 Page 2056-2060.

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).

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This the 29TH day of SEPTEMBER, 2023.

David Schmidt, MBR (seal)

DAVID SCHMIDT, MANAGER

Type or print name

STATE OF NORTH CAROLINA
COUNTY OF Wake

I, the undersigned, a Notary Public in and for the County of Harnett, hereby certify that David Schmidt, Affiant, personally known to me or known to me by said Affiant's presentation of said Affiant's _____, personally appeared before me this day and acknowledged the due and voluntary execution of the foregoing Affidavit.

JANE W. JARMON
NOTARY PUBLIC
Harnett County
North Carolina
My Commission Expires September 28, 2027

Jane W. Jarmon
Notary Public
State of North Carolina
My Commission Expires: 09-28-2027

AFFIDAVIT OF OWNERSHIP

Application #: **23CZ20** Submittal Date: _____

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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 0 Core Banks Street and legally described in **Exhibit "A"** attached hereto and incorporated herein (the "Property").

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This the 26th day of September, 2023.

_____ (seal)

Edward Kalikow

Type or print name

STATE OF ~~NORTH CAROLINA~~ New York
COUNTY OF Nassau

I, the undersigned, a Notary Public in and for the County of Nassau, hereby certify that Edward Kalikow, Affiant, personally known to me or known to me by said Affiant's presentation of said Affiant's _____, personally appeared before me this day and acknowledged the due and voluntary execution of the foregoing Affidavit.

JENNIFER J. GRIM
Notary Public State Of New York
No. 01GR6323464
Qualified In Nassau County
Commission Expires April 20, 2027

_____
Notary Public
State of ~~North Carolina~~ New York
My Commission Expires: 4/20/2027

[NOTARY SEAL]

AGENT AUTHORIZATION FORM

Application #: **23CZ20** Submittal Date: _____

KEPE1 STC, LLC is the owner* of the property for which the attached application is being submitted:

- ☑ 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: 1051 Newland Avenue

The agent for this project is: Joseph M. Craig, CE Group, Inc.

☐ I am the owner of the property and will be acting as my own agent

Agent Name: Joseph M. Craig

Address: 301 Glenwood Avenue, Suite 220, Raleigh, NC 27603

Telephone Number: (919) 367-8790

E-Mail Address: Mitch@CEGroupInc.com

Signature(s) of Owner(s)*

Edward Kalikow — Type or print name — 9/26/2023 — Date

MGR.

David Schmidt — Type or print name — 9/26/2023 — Date

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*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.

AFFIDAVIT OF OWNERSHIP

Application #: **23CZ20** Submittal Date: _____

The undersigned, David Schmidt (KEPE1 STC, LLC) (the "Affiant") first being duly sworn, hereby swears 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 1051 Newland Avenue 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 11/10/2021, and recorded in the Wake County Register of Deeds Office on 11/10/2021, in Book 18792 Page 51-55.

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 11/10/2021, 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 11/10/2021, 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 29TH day of SEPTEMBER 20 23.

_____ MGR (seal)

DAVID SCHMIDT, MANAGER

Type or print name

STATE OF NORTH CAROLINA
COUNTY OF Wake

I, the undersigned, a Notary Public in and for the County of Harnett, hereby certify that David Schmidt, Affiant, personally known to me or known to me by said Affiant's presentation of said Affiant's _____, personally appeared before me this day and acknowledged the due and voluntary execution of the foregoing Affidavit.

JANE W. JARMON
NOTARY PUBLIC
Harnett County
North Carolina
My Commission Expires September 28, 2027
[NOTARY SEAL]

_____
Notary Public
State of North Carolina
My Commission Expires: 09-28-2027

JANE W. JARMON
NOTARY PUBLIC
Harnett County
North Carolina
My Commission Expires September 28, 2027

AFFIDAVIT OF OWNERSHIP

Application #: **23CZ20** Submittal Date: _____

The undersigned, Edward Kalikow (KEPE1 STC, LLC) (the "Affiant") first being duly sworn, hereby swears 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 1051 Newland Avenue 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 11/10/2021, and recorded in the Wake County Register of Deeds Office on 11/10/2021, in Book 18792 Page 51-55.

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 11/10/2021, 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 11/10/2021, 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 26th day of September, 2023.

_____ (seal)

Edward Kalikow

Type or print name

STATE OF ~~NORTH CAROLINA~~ New York
COUNTY OF Nassau

I, the undersigned, a Notary Public in and for the County of Nassau, hereby certify that Edward Kalikow, Affiant, personally known to me or known to me by said Affiant's presentation of said Affiant's _____, personally appeared before me this day and acknowledged the due and voluntary execution of the foregoing Affidavit.

JENNIFER J. GRIM
Notary Public State Of New York
No. 01GR6323464
Qualified In Nassau County
Commission Expires April 20, 2027

_____
Notary Public
State of ~~North Carolina~~ New York
My Commission Expires: 4/20/2027

[NOTARY SEAL]

AGENT AUTHORIZATION FORM

Application #: **23CZ20** Submittal Date: _____

KEPE1 STC West, LLC is the owner* of the property for which the attached application is being submitted:

- ☑ 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: 2820 Teachey Place

The agent for this project is: Joseph M. Craig, CE Group, Inc.

☐ I am the owner of the property and will be acting as my own agent

Agent Name: Joseph M. Craig

Address: 301 Glenwood Avenue, Suite 220, Raleigh, NC 27603

Telephone Number: (919) 367-8790

E-Mail Address: Mitch@CEGroupInc.com

Signature(s) of Owner(s)*

Edward Kalikow — 9/26/2023
Type or print name — Date

David Schmidt, MGR — 9/26/2023
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.

AFFIDAVIT OF OWNERSHIP

Application #: **23CZ20** Submittal Date: _____

The undersigned, David Schmidt (KEPE1 STC West, LLC) (the "Affiant") first being duly sworn, hereby swears 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 2820 Teachey Place 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 5/22/2023, and recorded in the Wake County Register of Deeds Office on 5/22/2023, in Book 19340 Page 873-876.

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 5/22/2023, 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 5/22/2023, 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 29TH day of SEPTEMBER 2023.

_____ (seal)
DAVID SCHMIDT, MANAGER
Type or print name

STATE OF NORTH CAROLINA
COUNTY OF Wake

I, the undersigned, a Notary Public in and for the County of Harnett, hereby certify that David Schmidt, Affiant, personally known to me or known to me by said Affiant's presentation of said Affiant's _____, personally appeared before me this day and acknowledged the due and voluntary execution of the foregoing Affidavit.

JANE W. JARMON
NOTARY PUBLIC
Harnett County
North Carolina
My Commission Expires September 28, 2027

_____
Notary Public
State of North Carolina
My Commission Expires: 09-28-2027

AFFIDAVIT OF OWNERSHIP

Application #: **23CZ20** Submittal Date: _____

The undersigned, Ed Kalikow (KEPE1 STC West, LLC) (the "Affiant") first being duly sworn, hereby swears 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 2820 Teachey Place 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 5/22/2023, and recorded in the Wake County Register of Deeds Office on 5/22/2023, in Book 19340 Page 873-876.

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 5/22/2023, 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 5/22/2023, 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 26th day of September, 20____.

_____ (seal)

Edward Kalikow

Type or print name

STATE OF NORTH ~~CAROLINA~~ New York
COUNTY OF Nassau

I, the undersigned, a Notary Public in and for the County of Nassau, hereby certify that Edward Kalikow, Affiant, personally known to me or known to me by said Affiant's presentation of said Affiant's _____, personally appeared before me this day and acknowledged the due and voluntary execution of the foregoing Affidavit.

JENNIFER J. GRIM
Notary Public State Of New York
No. 01GR6323464
Qualified In Nassau County
Commission Expires April 20, 2027

_____
Notary Public
State of ~~North Carolina~~ New York
My Commission Expires: 4/20/2027

[NOTARY SEAL]

AGENT AUTHORIZATION FORM

Application #: **23CZ20** Submittal Date: _____

KEPE1 Holdings, LLC is the owner* of the property for which the attached application is being submitted:

- ☑ 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: 0 Little Gem Lane

The agent for this project is: Joseph M. Craig, CE Group, Inc.

☐ I am the owner of the property and will be acting as my own agent

Agent Name: Joseph M. Craig

Address: 301 Glenwood Avenue, Suite 220, Raleigh, NC 27603

Telephone Number: (919) 367-8790

E-Mail Address: Mitch@CEGroupInc.com

Signature(s) of Owner(s)*

Edward Kalikow — Type or print name — 12/11/23 — Date

MGR

David Schmidt — Type or print name — 12-11-2023 — 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.

AFFIDAVIT OF OWNERSHIP

Application #: **23CZ20** Submittal Date: _____

The undersigned, Edward Kalikow (KEPE1 Holdings, LLC) (the "Affiant") first being duly sworn, hereby swears 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 0 Little Gem Lane 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 5/10/2023, and recorded in the Wake County Register of Deeds Office on 5/10/2023, in Book 19331 Page 399-400.

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 5/10/2023, 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 5/10/2023, 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 11th day of December, 2023.

_____ (seal)
EDWARD KALIKOW
Type or print name

New York
STATE OF NORTH CAROLINA
COUNTY OF Nassau

I, the undersigned, a Notary Public in and for the County of Nassau, hereby certify that Edward Kalikow Affiant, personally known to me or known to me by said Affiant's presentation of said Affiant's _____, personally appeared before me this day and acknowledged the due and voluntary execution of the foregoing Affidavit.

JENNIFER J. GRIM
Notary Public State Of New York
No. 01GR6323464
Qualified In Nassau County
Commission Expires April 20, 2027

[NOTARY SEAL]

_____
Notary Public
State of North Carolina New York
My Commission Expires: 4/20/2027

AFFIDAVIT OF OWNERSHIP

Application #: **23CZ20** Submittal Date: _____

The undersigned, David Schmidt (KEPE1 Holdings, LLC) (the "Affiant") first being duly sworn, hereby swears 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 0 Little Gem Lane 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 5/10/2023, and recorded in the Wake County Register of Deeds Office on 5/10/2023, in Book 19331 Page 399-400.

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 5/10/2023, 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 5/10/2023, 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 11TH day of DECEMBER 2023

MGR.
(seal)

DAVID SCHMIDT, MANAGER
Type or print name

STATE OF NORTH CAROLINA
COUNTY OF Wake

I, the undersigned, a Notary Public in and for the County of Wake, hereby certify that David Schmidt, Affiant, personally known to me or known to me by said Affiant's presentation of said Affiant's _____, personally appeared before me this day and acknowledged the due and voluntary execution of the foregoing Affidavit.

TINA M. ROBERTSON
My Commission Expires
NOTARY PUBLIC
February 14, 2027
WAKE COUNTY, NC
NOTARY SEAL

Notary Public
State of North Carolina
My Commission Expires: Febrag 14, 2027

AGENT AUTHORIZATION FORM

Application #: **23CZ20** Submittal Date: _____

Sweetwater Lightbridge, LLC is the owner* of the property for which the attached application is being submitted:

- ☑ 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: 1075 Newland Avenue

The agent for this project is: Joseph M. Craig, CE Group, Inc.

☐ I am the owner of the property and will be acting as my own agent

Agent Name: Joseph M. Craig

Address: 301 Glenwood Avenue, Suite 220, Raleigh, NC 27603

Telephone Number: (919) 367-8790

E-Mail Address: Mitch@CEGroupInc.com

Signature(s) of Owner(s)*

MGR.

David Schmidt — 10-2-2023

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.

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.

AFFIDAVIT OF OWNERSHIP

Application #: **23CZ20** Submittal Date: _____

The undersigned, David Schmidt (Sweetwater Lightbridge, LLC) (the "Affiant") first being duly sworn, hereby swears 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 1075 Newland Avenue 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 2/26/2020, and recorded in the Wake County Register of Deeds Office on 2/27/2020, in Book 17764 Page 1056-1059.

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 2/27/2020, 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 2/27/2020, 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 29TH day of SEPTEMBER, 2023.

MGR (seal)

DAVID SCHMIDT MANAGER

Type or print name

STATE OF NORTH CAROLINA
COUNTY OF Wake

I, the undersigned, a Notary Public in and for the County of Harnett, hereby certify that David Schmidt, Affiant, personally known to me or known to me by said Affiant's presentation of said Affiant's _____, personally appeared before me this day and acknowledged the due and voluntary execution of the foregoing Affidavit.

JANE W. JARMON
NOTARY PUBLIC
Harnett County
North Carolina
My Commission Expires September 28, 2027

[NOTARY SEAL]

Jane W. Jarmon
Notary Public
State of North Carolina
My Commission Expires: 09-28-2027

AGENT AUTHORIZATION FORM

Application #: **23CZ20** Submittal Date: _____

Harris Teeter Properties, LLC is the owner* of the property for which the attached application is being submitted:

☑ 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: 2810 Teachey Place

The agent for this project is: Joseph M. Craig, CE Group, Inc.

☐ I am the owner of the property and will be acting as my own agent

Agent Name: Joseph M. Craig

Address: 301 Glenwood Avenue, Suite 220, Raleigh, NC 27603

Telephone Number: (919) 367-8790

E-Mail Address: Mitch@CEGroupInc.com

Signature(s) of Owner(s)*

Jacob Phares President 10/2/23

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.

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.

AFFIDAVIT OF OWNERSHIP

Application #: **23CZ20** Submittal Date: _____

The undersigned, Jacob Phares (Harris Tee te Properties, LLC) (the "Affiant") first being duly sworn, hereby swears 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 2810 Teachey Place 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 8/17/2023, and recorded in the Wake County Register of Deeds Office on 8/17/2023, in Book 19411 Page 1576-1579.

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 8/17/2023, 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 8/17/2023, 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 2nd day of October, 2023.

_____ (seal)

Jacob Phares

Type or print name

STATE OF NORTH CAROLINA
COUNTY OF Mecklenburg

I, the undersigned, a Notary Public in and for the County of Mecklenburg, hereby certify that Jacob Phares, Affiant, personally known to me or known to me by said Affiant's presentation of said Affiant's Jacob Phares, personally appeared before me this day and acknowledged the due and voluntary execution of the foregoing Affidavit.

Missy Davis
Notary Public
State of North Carolina
My Commission Expires 07/11/2026
[NOTARY SEAL]

_____
Notary Public
State of North Carolina
My Commission Expires: 7/11/2026

AGENT AUTHORIZATION FORM

Application #: **23CZ20** Submittal Date: _____

Harris Teeter Properties, LLC is the owner* of the property for which the attached application is being submitted:

- ☑ 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: 2800 Teachey Place

The agent for this project is: Joseph M. Craig, CE Group, Inc.

☐ I am the owner of the property and will be acting as my own agent

Agent Name: Joseph M. Craig

Address: 301 Glenwood Avenue, Suite 220, Raleigh, NC 27603

Telephone Number: (919) 367-8790

E-Mail Address: Mitch@CEGroupInc.com

Signature(s) of Owner(s)*

Jacob Phares — President — 10/2/23

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.

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.

AFFIDAVIT OF OWNERSHIP

Application #: **23CZ20** Submittal Date: _____

The undersigned, Jacob Phares (Harris Teeter Properties, LLC) (the "Affiant") first being duly sworn, hereby swears 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 2800 Teachey Place 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 8/17/2023, and recorded in the Wake County Register of Deeds Office on 8/17/2023, in Book 19411 Page 1576-1579.

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 8/17/2023, 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 8/17/2023, 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 2nd day of October, 2023.

_____ (seal)

Jacob Phares

Type or print name

STATE OF NORTH CAROLINA
COUNTY OF Mecklenburg

I, the undersigned, a Notary Public in and for the County of Mecklenburg, hereby certify that Jacob Phares, Affiant, personally known to me or known to me by said Affiant's presentation of said Affiant's Jacob Phares, personally appeared before me this day and acknowledged the due and voluntary execution of the foregoing Affidavit.

Missy Davis
Notary Public
State of North Carolina
My Commission Expires 07/11/2026
[NOTARY SEAL]

_____
Notary Public
State of North Carolina
My Commission Expires: 7/11/2026

WAKE COUNTY, NC
TAMMY L. BRUNNER
REGISTER OF DEEDS
PRESENTED & RECORDED ON
11-10-2021 AT 16:42:26

BOOK: 018792 PAGE: 00051 - 00055

NORTH CAROLINA SPECIAL WARRANTY DEED

Excise Tax: $N/A

Real Estate Identification Nos.: 0120755 and 0148944

Return to: Grantee

This instrument was prepared by: Weatherspoon & Voltz LLP

Brief description for the Index: Lots 8 and 9A, Sweetwater Subdivision, Apex, NC

THIS DEED is made this 10th day of November, 2021, by and between:

GRANTOR	GRANTEE
KEPE1 GLOBAL, LLC, a North Carolina limited liability company c/o The Kalikow Group 7001 Brush Hollow Road, Suite 200 Westbury, NY 11590	KEPE1 STC, LLC, a North Carolina limited liability company c/o The Kalikow Group 7001 Brush Hollow Road, Suite 200 Westbury, NY 11590

The designation Grantor and Grantee as used herein shall include said parties, their heirs, successors, and assigns, and shall include singular, plural, masculine, feminine or neuter as required by context.

WITNESSETH, that the Grantor, for a valuable consideration paid by the Grantee, the receipt of which is hereby acknowledged, has and by these presents does grant, bargain, sell and convey unto the Grantee in fee simple those certain lots or parcels of land situated in White Oak Township, Wake County, North Carolina and being described as follows:

Set forth on **Exhibit A** attached hereto and incorporated herein by reference.

The property hereinabove described was acquired by Grantor by instrument recorded in Book 18791, Page 2386, Wake County Registry.

Submitted electronically by "Weatherspoon & Voltz LLP"
in compliance with North Carolina statutes governing recordable documents
and the terms of the submitter agreement with Wake County Register of Deeds.

A map showing the above described property is recorded in Book of Maps 2021, Pages 676 and 677, Wake County Registry.

TO HAVE AND TO HOLD the aforesaid lot or parcel of land and all privileges and appurtenances thereto belonging to the Grantee in fee simple.

And the Grantor hereby warrants that Grantor has done nothing to impair such title as Grantor received, and Grantor will forever warrant and defend the title against the lawful claims of all persons claiming by, under or through Grantor, other than the following:

1. Ad valorem taxes for 2021 and subsequent years.
2. Easements, restrictions and rights-of-way of record.

All or a portion of the property herein conveyed ☐ includes or ☒ does not include the primary residence of Grantor.

IN WITNESS WHEREOF, the Grantor has caused this instrument to be duly executed as of the day and year first above written.

KEPE1 GLOBAL, LLC,
a North Carolina limited liability company

By: _____
Edward M. Kalikow, Manager

~~By:~~ _____
David Schmidt, Manager

STATE OF NEW YORK
COUNTY OF Nassau

I certify that the following person(s) personally appeared before me this day, acknowledging to me that he or she signed the foregoing document for the purpose stated therein and in the capacity indicated: Edward M. Kalikow.

Date: October 29th, 2021

_____
Notary Public

Jennifer J. Grim
Printed Name

My commission expires: 4/20/2023

[Official seal]

JENNIFER J. GRIM
Notary Public State Of New York
No. 01GR6323464
Qualified In Nassau County
Commission Expires April 20, 2023

A map showing the above described property is recorded in Book of Maps 2021, Pages 676 and 677, Wake County Registry.

TO HAVE AND TO HOLD the aforesaid lot or parcel of land and all privileges and appurtenances thereto belonging to the Grantee in fee simple.

And the Grantor hereby warrants that Grantor has done nothing to impair such title as Grantor received, and Grantor will forever warrant and defend the title against the lawful claims of all persons claiming by, under or through Grantor, other than the following:

1. Ad valorem taxes for 2021 and subsequent years.
2. Easements, restrictions and rights-of-way of record.

All or a portion of the property herein conveyed ☐ includes or ☒ does not include the primary residence of Grantor.

IN WITNESS WHEREOF, the Grantor has caused this instrument to be duly executed as of the day and year first above written.

KEPE1 GLOBAL, LLC,
a North Carolina limited liability company

By: _____
Edward M. Kalikow, Manager

By: _____ MGR.
David Schmidt, Manager

STATE OF NEW YORK
COUNTY OF _____

I certify that the following person(s) personally appeared before me this day, acknowledging to me that he or she signed the foregoing document for the purpose stated therein and in the capacity indicated: Edward M. Kalikow.

Date: October ____, 2021

_____
Notary Public

_____
Printed Name

My commission expires: _____

[Official seal]

STATE OF NORTH CAROLINA
COUNTY OF Wake

I certify that the following person(s) personally appeared before me this day, acknowledging to me that he or she signed the foregoing document for the purpose stated therein and in the capacity indicated: David Schmidt.

Date: ~~October~~ November 5th, 2021

Notary Public

Carrie H. Stephenson
Printed Name

My commission expires: 12/15/21

[Official seal]

CARRIE H STEPHENSON
Notary Public, North Carolina
Harnett County
My Commission Expires
December 15, 2021

Exhibit A

BEING ALL of Lot 8 and Lot 9A, as shown and described on survey entitled "Master Subdivision Final Plat of Sweetwater Phase 9, Lots 8, 9 and 9A", prepared by CE Group, a plat of which is recorded in Book of Maps 2021, Pages 676 and 677, Wake County Registry, reference to such plat being hereby made for a more particular description of the metes, bounds, courses and distances of such parcels.

WAKE COUNTY, NC
TAMMY L. BRUNNER
REGISTER OF DEEDS
PRESENTED & RECORDED ON
11-10-2021 AT 16:42:26

BOOK: 018792 PAGE: 00051 - 00055

NORTH CAROLINA SPECIAL WARRANTY DEED

Excise Tax: $N/A

Real Estate Identification Nos.: 0120755 and 0148944

Return to: Grantee

This instrument was prepared by: Weatherspoon & Voltz LLP

Brief description for the Index: Lots 8 and 9A, Sweetwater Subdivision, Apex, NC

THIS DEED is made this 10th day of November, 2021, by and between:

GRANTOR	GRANTEE
KEPE1 GLOBAL, LLC, a North Carolina limited liability company c/o The Kalikow Group 7001 Brush Hollow Road, Suite 200 Westbury, NY 11590	KEPE1 STC, LLC, a North Carolina limited liability company c/o The Kalikow Group 7001 Brush Hollow Road, Suite 200 Westbury, NY 11590

The designation Grantor and Grantee as used herein shall include said parties, their heirs, successors, and assigns, and shall include singular, plural, masculine, feminine or neuter as required by context.

WITNESSETH, that the Grantor, for a valuable consideration paid by the Grantee, the receipt of which is hereby acknowledged, has and by these presents does grant, bargain, sell and convey unto the Grantee in fee simple those certain lots or parcels of land situated in White Oak Township, Wake County, North Carolina and being described as follows:

Set forth on **Exhibit A** attached hereto and incorporated herein by reference.

The property hereinabove described was acquired by Grantor by instrument recorded in Book 18791, Page 2386, Wake County Registry.

Submitted electronically by "Weatherspoon & Voltz LLP"
in compliance with North Carolina statutes governing recordable documents
and the terms of the submitter agreement with the Wake County Register of Deeds.

A map showing the above described property is recorded in Book of Maps 2021, Pages 676 and 677, Wake County Registry.

TO HAVE AND TO HOLD the aforesaid lot or parcel of land and all privileges and appurtenances thereto belonging to the Grantee in fee simple.

And the Grantor hereby warrants that Grantor has done nothing to impair such title as Grantor received, and Grantor will forever warrant and defend the title against the lawful claims of all persons claiming by, under or through Grantor, other than the following:

1. Ad valorem taxes for 2021 and subsequent years.
2. Easements, restrictions and rights-of-way of record.

All or a portion of the property herein conveyed ☐ includes or ☒ does not include the primary residence of Grantor.

IN WITNESS WHEREOF, the Grantor has caused this instrument to be duly executed as of the day and year first above written.

KEPE1 GLOBAL, LLC,
a North Carolina limited liability company

By: _____
Edward M. Kalikow, Manager

~~By:~~ _____
David Schmidt, Manager

STATE OF NEW YORK
COUNTY OF Nassau

I certify that the following person(s) personally appeared before me this day, acknowledging to me that he or she signed the foregoing document for the purpose stated therein and in the capacity indicated: Edward M. Kalikow.

Date: October 29th, 2021

_____
Notary Public

Jennifer J. Grim
Printed Name

My commission expires: 4/20/2023

[Official seal]

JENNIFER J. GRIM
Notary Public State Of New York
No. 01GR6323464
Qualified In Nassau County
Commission Expires April 20, 2023

A map showing the above described property is recorded in Book of Maps 2021, Pages 676 and 677, Wake County Registry.

TO HAVE AND TO HOLD the aforesaid lot or parcel of land and all privileges and appurtenances thereto belonging to the Grantee in fee simple.

And the Grantor hereby warrants that Grantor has done nothing to impair such title as Grantor received, and Grantor will forever warrant and defend the title against the lawful claims of all persons claiming by, under or through Grantor, other than the following:

1. Ad valorem taxes for 2021 and subsequent years.
2. Easements, restrictions and rights-of-way of record.

All or a portion of the property herein conveyed ☐ includes or ☒ does not include the primary residence of Grantor.

IN WITNESS WHEREOF, the Grantor has caused this instrument to be duly executed as of the day and year first above written.

KEPE1 GLOBAL, LLC,
a North Carolina limited liability company

By: _____
Edward M. Kalikow, Manager

By: _____ MGR.
David Schmidt, Manager

STATE OF NEW YORK
COUNTY OF _____

I certify that the following person(s) personally appeared before me this day, acknowledging to me that he or she signed the foregoing document for the purpose stated therein and in the capacity indicated: Edward M. Kalikow.

Date: October ____, 2021

_____
Notary Public

_____
Printed Name

My commission expires: _____

[Official seal]

STATE OF NORTH CAROLINA
COUNTY OF Wake

I certify that the following person(s) personally appeared before me this day, acknowledging to me that he or she signed the foregoing document for the purpose stated therein and in the capacity indicated: David Schmidt.

Date: ~~October~~ November 5th, 2021

Notary Public

Carrie H. Stephenson
Printed Name

My commission expires: 12/15/21

[Official seal]

CARRIE H STEPHENSON
Notary Public, North Carolina
Harnett County
My Commission Expires
December 15, 2021

Exhibit A

BEING ALL of Lot 8 and Lot 9A, as shown and described on survey entitled "Master Subdivision Final Plat of Sweetwater Phase 9, Lots 8, 9 and 9A", prepared by CE Group, a plat of which is recorded in Book of Maps 2021, Pages 676 and 677, Wake County Registry, reference to such plat being hereby made for a more particular description of the metes, bounds, courses and distances of such parcels.

WAKE COUNTY, NC
TAMMY L. BRUNNER
REGISTER OF DEEDS
PRESENTED & RECORDED ON
08-17-2023 AT 13:58:01
STATE OF NC REAL ESTATE
EXCISE TAX: $5,000.00
BOOK: 019411 PAGE: 01576 - 01579

Excise Tax $5,000.00	Recording Time, Book and Page

Tax Lot No.: _____ Parcel Identifier No.: 0722454406 and 0722457646

Mail after recording to Grantee
This instrument was prepared by: Parker Poe Adams & Bernstein LLP, 620 S. Tryon Street, Suite 800, Charlotte, NC 28202 (TPL)
Brief Description For The Index: Lot 1 and Lot 2, Book of Maps 2022, Page 2181

NORTH CAROLINA SPECIAL WARRANTY DEED

THIS DEED made this 17th day of August, 2023, by and between:

GRANTOR	GRANTEE
KEPE1 HOLDINGS, LLC, a North Carolina limited liability company 7001 Brush Hollow Road, Suite 200 Westbury, NY 11590	**HARRIS TEETER PROPERTIES, LLC,** a North Carolina limited liability company 701 Crestdale Road Matthews, NC 28105

Enter in appropriate block for each party: name, address, and, if appropriate, character of entity, e.g. corporation or partnership.

The designation Grantor and Grantee as used herein shall include said parties, their heirs, successors and assigns, and shall include singular, plural, masculine, feminine or neuter as required by context.

PPAP 8409723v1
Submitted electronically by "Investor rance Company"
in compliance with North Carolina sta ing recordable documents
and the terms of the submitter agreement with the Wake County Register of Deeds.

WITNESSETH, that Grantor, for a valuable consideration paid by Grantee, the receipt of which is hereby acknowledged, has and by these presents does grant, bargain, sell and convey unto Grantee in fee simple, all that certain lot or parcel of land described in **Exhibit A** attached hereto ("**Property**").

The Property was acquired by Grantor by instrument recorded in Book 018792, at Page 02056, Wake County Register of Deeds.

The Property does not include the primary residence of Grantor.

TO HAVE AND TO HOLD the Property and all privileges and appurtenances thereto belonging to Grantee in fee simple.

And Grantor covenants with Grantee, that Grantor has done nothing to impair such title as Grantor received, and Grantor will warrant and defend the title against the lawful claims of all persons claiming by, under or through Grantor, except for the exceptions hereinafter stated.

Title to the Property is subject to the following exceptions:

(1) Ad valorem taxes and assessments for the year 2023 and subsequent years not yet due and payable.

(2) Matters affecting title to the Property which would be shown on a current and accurate survey of the Property.

(3) Easements, covenants, restrictions and conditions of record.

(4) All statutes, codes, laws, ordinances, orders, rules and regulations of any governmental authority applicable to the Property, including those relating to zoning, subdivision, construction and land use.

[SIGNATURE PAGE FOLLOWS]

IN WITNESS WHEREOF, Grantor has hereunto set its hand and seal, the day and year first above written.

KEPE1 HOLDINGS, LLC,
a North Carolina limited liability company

By: KEPE1 Global, LLC,
a North Carolina limited liability company,
its sole Member

By: _____
Edward Kalikow
Manager

STATE OF NORTH CAROLINA
COUNTY OF WAKE

I, William H. Weatherspoon, Jr., a Notary Public for Wake County, State of North Carolina, do hereby certify that **Edward Kalikow** ("**Signatory**"), personally appeared before me this day and acknowledged that he is the Manager of **KEPE1 Global LLC**, a North Carolina limited liability company, said limited liability company being the sole Member of **KEPE1 Holdings, LLC**, a North Carolina limited liability company, and that he, in such capacity and being authorized to do so, executed the foregoing instrument on behalf of the limited liability company.

I certify that the Signatory personally appeared before me this day, and
(check one of the following)
✓ (I have personal knowledge of the identity of the Signatory); or
_____(I have seen satisfactory evidence of the Signatory's identity, by a current state or federal identification with the Signatory's photograph in the form of:
(check one of the following)
___ a driver's license *or*
___ in the form of _____); or
_____(a credible witness has sworn to the identity of the Signatory).

The Signatory acknowledged to me that he voluntarily signed the foregoing document for the purpose stated therein and in the capacity indicated.

Witness my hand and official stamp or seal this 16th day of August, 2023.

WILLIAM H. WEATHERSPOON, JR. NOTARY PUBLIC WAKE COUNTY, NC

_____
Notary Public
My Commission Expires: 3-27-2026

[NOTARIAL STAMP-SEAL]

[Signature Page to Special Warranty Deed]

Exhibit A

Legal Description

Lying and being in White Oak Township, Wake County, North Carolina, and more particularly described as follows:

Tract One:

Being all of Lot 1, containing 7.563 acres, more or less, as shown on the plat recorded in Book of Maps 2022, Page 2181, Wake County Register of Deeds.

Tract Two:

Being all of Lot 2, containing 2.065 acres, more or less, as shown on the plat recorded in Book of Maps 2022, Page 2181, Wake County Register of Deeds.

WAKE COUNTY, NC
TAMMY L. BRUNNER
REGISTER OF DEEDS
PRESENTED & RECORDED ON
05-22-2023 AT 16:06:12

BOOK: 019340 PAGE: 00873 - 00876

NORTH CAROLINA SPECIAL WARRANTY DEED

Excise Tax: $N/A

Real Estate Identification No.: 0436595

Return to: Grantee

This instrument was prepared by: Weatherspoon & Voltz LLP

Brief description for the Index: Lot 3, Phase 10, Sweetwater Commercial, Apex, NC

THIS DEED is made this _____ day of _____, 2023, by and between:

GRANTOR	GRANTEE
KEPE1 HOLDINGS, LLC, a North Carolina limited liability company c/o The Kalikow Group 7001 Brush Hollow Road, Suite 200 Westbury, NY 11590	KEPE1 STC WEST, LLC, a North Carolina limited liability company c/o The Kalikow Group 7001 Brush Hollow Road, Suite 200 Westbury, NY 11590

The designation Grantor and Grantee as used herein shall include said parties, their heirs, successors, and assigns, and shall include singular, plural, masculine, feminine or neuter as required by context.

WITNESSETH, that the Grantor, for a valuable consideration paid by the Grantee, the receipt of which is hereby acknowledged, has and by these presents does grant, bargain, sell and convey unto the Grantee in fee simple that certain lot or parcel of land situated in White Oak Township, Wake County, North Carolina and being described as follows:

Set forth on **Exhibit A** attached hereto and incorporated herein by reference.

The property hereinabove described was acquired by Grantor by instrument recorded in Book 18792, Page 2056, Wake County Registry.

A map showing the above-described property is recorded in Book of Maps 2022, Page 2181, Wake County Registry.

Submitted electronically by "Robert A orney at Law"
in compliance with North Carolina sta ing recordable documents
and the terms of the submitter agreement with the Wake County Register of Deeds.

TO HAVE AND TO HOLD the aforesaid lot or parcel of land and all privileges and appurtenances thereto belonging to the Grantee in fee simple.

And the Grantor hereby warrants that Grantor has done nothing to impair such title as Grantor received, and Grantor will forever warrant and defend the title against the lawful claims of all persons claiming by, under or through Grantor, other than the following:

1. Ad valorem taxes for 2023 and subsequent years.
2. Easements, restrictions and rights-of-way of record.

All or a portion of the property herein conveyed ☐ includes or ☒ does not include the primary residence of Grantor.

IN WITNESS WHEREOF, the Grantor has caused this instrument to be duly executed as of the day and year first above written.

KEPE1 HOLDINGS, LLC,
a North Carolina limited liability company

By: KEPE1 Global, LLC,
a North Carolina limited liability company, its Manager

By: _____
Edward M. Kalikow, Manager

STATE OF NEW YORK
COUNTY OF Nassau

I certify that the following person(s) personally appeared before me this day, acknowledging to me that he or she signed the foregoing document for the purpose stated therein and in the capacity indicated: Edward M. Kalikow.

Date: April 18th, 2023

_____
Notary Public

Jennifer J. Grim
Printed Name

My commission expires: 4/20/27

[Official seal]

JENNIFER J. GRIM
Notary Public State Of New York
No. 01GR6323464
Qualified In Nassau County
Commission Expires April 20, 20 27

[Signatures continued on following page]

KEPE1 HOLDINGS, LLC,
a North Carolina limited liability company

By: KEPE1 Global, LLC,
a North Carolina limited liability company, its Manager

By: _____ MGR.
David Schmidt, Manager

STATE OF NORTH CAROLINA
COUNTY OF Harnett

I certify that the following person(s) personally appeared before me this day, acknowledging to me that he or she signed the foregoing document for the purpose stated therein and in the capacity indicated: David Schmidt.

Date: ~~April~~ May 22, 2023

_____
Notary Public

Carrie H. Stephenson
Printed Name

My commission expires: 12/15/26

[Official seal]

Carrie H. Stephenson
Notary Public, North Carolina
Harnett County
My Commission Expires
December 15, 2026

Exhibit A

BEING ALL of Lot 3, containing 6.181 acres, as shown and described on survey entitled "Recombination Plat Phase 10 Sweetwater Commercial", prepared by CE Group, a plat of which is recorded in Book of Maps 2022, Page 2181, Wake County Registry, reference to such plat being hereby made for a more particular description of the metes, bounds, courses and distances of such parcel.

WAKE COUNTY, NC
TAMMY L. BRUNNER
REGISTER OF DEEDS
PRESENTED & RECORDED ON
11-12-2021 AT 10:04:12

BOOK: 018792 PAGE: 02056 - 02060

NORTH CAROLINA SPECIAL WARRANTY DEED

Excise Tax: $N/A

Parcel Identification Nos.: 0722-45-8740; 0722-45-6374; 0722-45-3275 and 0722-44-1499

Return to: Grantee

This instrument was prepared by: Weatherspoon & Voltz LLP

Brief description for the Index: Sweetwater Commercial Land, U.S. Highway 64 West, Apex, NC

THIS DEED is made this 10th day of November, 2021, by and between:

GRANTOR	GRANTEE
KEPE1 GLOBAL, LLC, a North Carolina limited liability company c/o The Kalikow Group 7001 Brush Hollow Road, Suite 200 Westbury, NY 11590	KEPE1 HOLDINGS, LLC, a North Carolina limited liability company c/o The Kalikow Group 7001 Brush Hollow Road, Suite 200 Westbury, NY 11590

The designation Grantor and Grantee as used herein shall include said parties, their heirs, successors, and assigns, and shall include singular, plural, masculine, feminine or neuter as required by context.

WITNESSETH, that the Grantor, for a valuable consideration paid by the Grantee, the receipt of which is hereby acknowledged, has and by these presents does grant, bargain, sell and convey unto the Grantee in fee simple those certain lots or parcels of land situated in White Oak Township, Wake County, North Carolina and being described as follows:

Set forth on **Exhibit A** attached hereto and incorporated herein by reference.

The property hereinabove described was acquired by Grantor by instrument recorded in Book 18791, Page 2671, Wake County Registry.

Submitted electronically by "Weatherspoon & Voltz LLP"
in compliance with North Carolina statu g recordable documents
and the terms of the submitter agreemen ake County Register of Deeds.

A map showing the above described property is recorded in Book of Maps 2017, Pages 424 - 426, Wake County Registry.

TO HAVE AND TO HOLD the aforesaid lot or parcel of land and all privileges and appurtenances thereto belonging to the Grantee in fee simple.

And the Grantor hereby warrants that Grantor has done nothing to impair such title as Grantor received, and Grantor will forever warrant and defend the title against the lawful claims of all persons claiming by, under or through Grantor, other than the following:

1. Ad valorem taxes for 2021 and subsequent years.
2. Easements, restrictions and rights-of-way of record.
3. Deed of Trust in favor of Truist Bank recorded in Book 18672, Page 1490, Wake County Registry.

All or a portion of the property herein conveyed ☐ includes or ☒ does not include the primary residence of Grantor.

IN WITNESS WHEREOF, the Grantor has caused this instrument to be duly executed as of the day and year first above written.

KEPE1 GLOBAL, LLC,
a North Carolina limited liability company

By: _____
Edward M. Kalikow, Manager

By: _____
~~David Schmidt, Manager~~

STATE OF NEW YORK
COUNTY OF Nassau

I certify that the following person(s) personally appeared before me this day, acknowledging to me that he or she signed the foregoing document for the purpose stated therein and in the capacity indicated: Edward M. Kalikow.

Date: October 29th, 2021

_____
Notary Public

Jennifer J. Grim
Printed Name

My commission expires: 4/20/2023

[Official seal]

JENNIFER J. GRIM
Notary Public State Of New York
No. 01GR6323464
Qualified In Nassau County
Commission Expires April 20, 2023

A map showing the above described property is recorded in Book of Maps 2017, Pages 424 - 426, Wake County Registry.

TO HAVE AND TO HOLD the aforesaid lot or parcel of land and all privileges and appurtenances thereto belonging to the Grantee in fee simple.

And the Grantor hereby warrants that Grantor has done nothing to impair such title as Grantor received, and Grantor will forever warrant and defend the title against the lawful claims of all persons claiming by, under or through Grantor, other than the following:

1. Ad valorem taxes for 2021 and subsequent years.
2. Easements, restrictions and rights-of-way of record.
3. Deed of Trust in favor of Truist Bank recorded in Book 18672, Page 1490, Wake County Registry.

All or a portion of the property herein conveyed ☐ includes or ☒ does not include the primary residence of Grantor.

IN WITNESS WHEREOF, the Grantor has caused this instrument to be duly executed as of the day and year first above written.

KEPE1 GLOBAL, LLC,
a North Carolina limited liability company

By: _____
Edward M. Kalikow, Manager

By: _____ MGR.
David Schmidt, Manager

STATE OF NEW YORK
COUNTY OF _____

I certify that the following person(s) personally appeared before me this day, acknowledging to me that he or she signed the foregoing document for the purpose stated therein and in the capacity indicated: Edward M. Kalikow.

Date: October ____, 2021

_____
Notary Public

_____
Printed Name

My commission expires: _____

[Official seal]

STATE OF NORTH CAROLINA
COUNTY OF Wake

I certify that the following person(s) personally appeared before me this day, acknowledging to me that he or she signed the foregoing document for the purpose stated therein and in the capacity indicated: David Schmidt.

Date: ~~October~~ November 5th, 2021

Notary Public

Carrie H. Stephenson
Printed Name

My commission expires: 12/15/21

[Official seal]

CARRIE H STEPHENSON
Notary Public, North Carolina
Harnett County
My Commission Expires
December 15, 2021

Exhibit A

Tract 1:

BEING all of that tract or parcel containing 13.432 acres as shown on maps of Sweetwater Phase 1 & 8 (LOTS 335-397), recorded in Book of Maps 2017, Pages 424-425, Wake County Registry.

Tract 2:

BEING all of that tract or parcel containing 1.785 acres as shown on maps of Sweetwater Phase 1 & 8 (LOTS 335-397), recorded in Book of Maps 2017, Pages 424-425, Wake County Registry.

Tract 3:

BEING all of that tract or parcel containing 0.590 acre as shown on maps of Sweetwater Phase 1 & 8 (LOTS 335-397), recorded in Book of Maps 2017, Pages 424-425, Wake County Registry.

Tract 4:

BEING all of that tract or parcel containing 0.935 acre as shown on maps of Sweetwater Phase 1 & 8 (LOTS 335-397), recorded in Book of Maps 2017, Pages 425-426, Wake County Registry.

WAKE COUNTY, NC
TAMMY L. BRUNNER
REGISTER OF DEEDS
PRESENTED & RECORDED ON
08-17-2023 AT 13:58:01
STATE OF NC REAL ESTATE
EXCISE TAX: $5,000.00
BOOK: 019411 PAGE: 01576 - 01579

Excise Tax $5,000.00	Recording Time, Book and Page

Tax Lot No.: _____ Parcel Identifier No.: 0722454406 and 0722457646

Mail after recording to Grantee
This instrument was prepared by: Parker Poe Adams & Bernstein LLP, 620 S. Tryon Street, Suite 800, Charlotte, NC 28202 (TPL)
Brief Description For The Index: Lot 1 and Lot 2, Book of Maps 2022, Page 2181

NORTH CAROLINA SPECIAL WARRANTY DEED

THIS DEED made this 17th day of August, 2023, by and between:

GRANTOR	GRANTEE
KEPE1 HOLDINGS, LLC, a North Carolina limited liability company 7001 Brush Hollow Road, Suite 200 Westbury, NY 11590	**HARRIS TEETER PROPERTIES, LLC,** a North Carolina limited liability company 701 Crestdale Road Matthews, NC 28105

Enter in appropriate block for each party: name, address, and, if appropriate, character of entity, e.g. corporation or partnership.

The designation Grantor and Grantee as used herein shall include said parties, their heirs, successors and assigns, and shall include singular, plural, masculine, feminine or neuter as required by context.

PPAP 8409723v1
Submitted electronically by "Investor rance Company"
in compliance with North Carolina sta ing recordable documents
and the terms of the submitter agreement with the Wake County Register of Deeds.

WITNESSETH, that Grantor, for a valuable consideration paid by Grantee, the receipt of which is hereby acknowledged, has and by these presents does grant, bargain, sell and convey unto Grantee in fee simple, all that certain lot or parcel of land described in **Exhibit A** attached hereto ("**Property**").

The Property was acquired by Grantor by instrument recorded in Book 018792, at Page 02056, Wake County Register of Deeds.

The Property does not include the primary residence of Grantor.

TO HAVE AND TO HOLD the Property and all privileges and appurtenances thereto belonging to Grantee in fee simple.

And Grantor covenants with Grantee, that Grantor has done nothing to impair such title as Grantor received, and Grantor will warrant and defend the title against the lawful claims of all persons claiming by, under or through Grantor, except for the exceptions hereinafter stated.

Title to the Property is subject to the following exceptions:

(1) Ad valorem taxes and assessments for the year 2023 and subsequent years not yet due and payable.

(2) Matters affecting title to the Property which would be shown on a current and accurate survey of the Property.

(3) Easements, covenants, restrictions and conditions of record.

(4) All statutes, codes, laws, ordinances, orders, rules and regulations of any governmental authority applicable to the Property, including those relating to zoning, subdivision, construction and land use.

[SIGNATURE PAGE FOLLOWS]

IN WITNESS WHEREOF, Grantor has hereunto set its hand and seal, the day and year first above written.

KEPE1 HOLDINGS, LLC,
a North Carolina limited liability company

By: KEPE1 Global, LLC,
a North Carolina limited liability company,
its sole Member

By: _____
Edward Kalikow
Manager

STATE OF NORTH CAROLINA
COUNTY OF WAKE

I, William H. Weatherspoon, Jr., a Notary Public for Wake County, State of North Carolina, do hereby certify that **Edward Kalikow** ("**Signatory**"), personally appeared before me this day and acknowledged that he is the Manager of **KEPE1 Global LLC**, a North Carolina limited liability company, said limited liability company being the sole Member of **KEPE1 Holdings, LLC**, a North Carolina limited liability company, and that he, in such capacity and being authorized to do so, executed the foregoing instrument on behalf of the limited liability company.

I certify that the Signatory personally appeared before me this day, and
(check one of the following)
✓ (I have personal knowledge of the identity of the Signatory); or
_____(I have seen satisfactory evidence of the Signatory's identity, by a current state or federal identification with the Signatory's photograph in the form of:
(check one of the following)
___ a driver's license *or*
___ in the form of _____); or
_____(a credible witness has sworn to the identity of the Signatory).

The Signatory acknowledged to me that he voluntarily signed the foregoing document for the purpose stated therein and in the capacity indicated.

Witness my hand and official stamp or seal this 16th day of August, 2023.

WILLIAM H. WEATHERSPOON, JR. NOTARY PUBLIC WAKE COUNTY, NC

_____
Notary Public
My Commission Expires: 3-27-2026

[NOTARIAL STAMP-SEAL]

[Signature Page to Special Warranty Deed]

Exhibit A

Legal Description

Lying and being in White Oak Township, Wake County, North Carolina, and more particularly described as follows:

Tract One:

Being all of Lot 1, containing 7.563 acres, more or less, as shown on the plat recorded in Book of Maps 2022, Page 2181, Wake County Register of Deeds.

Tract Two:

Being all of Lot 2, containing 2.065 acres, more or less, as shown on the plat recorded in Book of Maps 2022, Page 2181, Wake County Register of Deeds.

WAKE COUNTY, NC
CHARLES P. GILLIAM
REGISTER OF DEEDS
PRESENTED & RECORDED ON
02-27-2020 AT 16:32:36

BOOK: 017764 PAGE: 01056 - 01059

NORTH CAROLINA GENERAL WARRANTY DEED

Excise Tax: $0 PIN: Out of 0120755

Mail To: Grantee

This instrument was prepared by: **Robert A. Brady Attorney at Law, 160 Iowa Lane, Suite 104, Cary, North Carolina 27511**

Brief description for the Index: Lot 9, Sweetwater Lightbridge Academy

THIS DEED, made this 26th day of February, 2020, by and between

GRANTOR	**GRANTEE**
KEP Apex, LLC	Sweetwater Lightbridge, LLC
7001 Brush Hollow Road, Suite 200 Westbury, NY 11590	P.O. Box 5509 Cary, NC 27512

The designation Grantor and Grantee as used herein shall include said parties, their heirs, successors, and assigns, and shall include singular, plural, masculine, feminine or neuter as required by context.

WITNESSETH, that the Grantor, for a valuable consideration paid by the Grantee, the receipt of which is hereby acknowledged, has and by these presents does grant, bargain, sell and convey unto the Grantee in fee simple, all that certain lot or parcel of land more particularly described as follows:

Submitted electronically by "Robert A. Brady, Attorney at Law"
in compliance with North Carolina statutes governing recordable documents
and the terms of the submitter agreement with the Wake County Register of Deeds.

Lying and being in the Wake County, North Carolina, and being more particularly described as follows:

See Attached Exhibit "A"

TO HAVE AND TO HOLD the aforesaid lot or parcel of land and all privileges and appurtenances thereto belonging to the Grantee in fee simple

And the Grantor covenants with the Grantee, that Grantor is seized of the premises in fee simple, has the right to convey the same in fee simple, that title is marketable and free and clear of all encumbrances, and that Grantor will warrant and defend the title against the lawful claims of all persons whomsoever, other than the following exceptions:

1. Easements, set-backs, restrictions and other matters shown on plats of survey Wake County Registry.
2. Utility Easements of Record.
3. Ad Valorem Taxes for 2020 and subsequent years.

IN WITNESS WHEREOF, the Grantor has duly executed the foregoing as of the day and year first above written.

KEP Apex, LLC

_____ (SEAL)
By: Edward Kalikow, Managing Member

State of New York
County of Nassau

I, Jennifer J Grim, a Notary Public of Nassau County, New York, certify that Edward Kalikow, Managing Member of KEP Apex, LLC, personally appeared before me this day and acknowledged to me that he is the Managing Member of KEP Apex, LLC, a North Carolina LLC, and that by authority duly given and as the act of such entity, he voluntarily signed the foregoing instrument in its name on its behalf as its act and deed.

Witness my hand and Notarial stamp or seal this 26th day of February, 2020.

My commission expires: 04/20/2023

_____
Notary Public

JENNIFER J. GRIM
Notary Public State Of New York
No. 01GR6323464
Qualified In Nassau County
Commission Expires April 20, 2023

EXHIBIT A

LAND DESCRIPTION FOR LOT 9
SWEETWATER LIGHTBRIDGE ACADEMY PARCEL

BEING ALL OF THAT TRACT OR PARCEL OF REAL PROPERTY LYING LOCATED IN WHITE OAK TOWNSHIP, WAKE COUNTY, NORTH CAROLINA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT, SAID POINT BEING PUBLISHED IN THE NATIONAL GEODETIC SURVEY AS "JORDAN LAKE CORS ARP" (PID: DL3891) AND HAVING NC GRID COORDINATES OF NORTHING: 739,273.05' & EASTING: 1,989,789.69'; THENCE S 67°10'24" E A GRID DISTANCE OF 38,481.64 FEET TO A CALCULATED POINT; SAID POINT LYING ON THE NORTHERN MARGIN OF CORE BANKS ROAD AND BEING A COMMON CORNER WITH THE EASTERN MARGIN OF NEWLAND AVENUE; HAVING NC GRID COORDINATES OF NORTHING: 723,344.34' AND EASTING: 2,025,257.55'; HEREBY KNOWN AS THE **POINT OF BEGINNING.**

THENCE ALONG THE EASTERN MARGIN OF NEWLAND AVENUE WITH A CURVE TO THE RIGHT HAVING A RADIUS OF 22.00 FEET AND A CHORD BEARING OF N 18°43'28" W FOR A CHORD DISTANCE OF 20.85 FEET TO A POINT; THENCE WITH A CURVE TO THE RIGHT HAVING A RADIUS OF 201.32 FEET AND A CHORD BEARING OF N 16°06'11" E FOR A CHORD DISTANCE OF 35.54 FEET TO A POINT; THENCE WITH A CURVE TO THE RIGHT HAVING A RADIUS OF 174.00 FEET AND A CHORD BEARING OF N 19°33'59" E FOR A CHORD DISTANCE OF 15.97 FEET TO A POINT; THENCE N 22°11'49" E A DISTANCE OF 62.10 FEET TO A POINT; THENCE WITH A CURVE TO THE LEFT HAVING A RADIUS OF 174.50 FEET AND A CHORD BEARING OF N 14°17'00" E FOR A CHORD DISTANCE OF 48.05 FEET TO A POINT; THENCE N 00°39'14" E A DISTANCE OF 30.94 FEET TO A POINT; THENCE N 06°39'05" W A DISTANCE OF 55.35 FEET TO A POINT; THENCE LEAVING SAID MARGIN S 67°48'11" E A DISTANCE OF 88.99 FEET TO A POINT; THENCE N 22°11'49" E A DISTANCE OF 36.50 FEET TO A POINT; THENCE S 67°48'11" E A DISTANCE OF 38.00 FEET TO A POINT; THENCE WITH A CURVE TO THE RIGHT HAVING A RADIUS OF 64.00 FEET AND A CHORD BEARING OF S 37°38'16" E FOR A CHORD DISTANCE OF 64.32 FEET TO A POINT; THENCE S 11°31'48" W A DISTANCE OF 4.92 FEET TO A POINT; THENCE S 12°05'41" E A DISTANCE OF 39.20 FEET TO A POINT; THENCE S 67°09'17" E A DISTANCE OF 110.97 FEET TO A POINT; THENCE S 19°26'18" W A DISTANCE OF 88.92 FEET TO A POINT; THENCE S 40°40'32" W A DISTANCE OF 17.71 FEET TO A POINT; THENCE S 66°17'51" W A DISTANCE OF 68.41 FEET TO A POINT; THENCE S 84°48'32" W A DISTANCE OF 28.06 FEET TO A POINT; THENCE S 51°45'08" W A DISTANCE OF 17.32 FEET TO A POINT, SAID POINT LYING ON THE NORTHERN MARGIN OF CORE BANKS ROAD; THENCE WITH SAID MARGIN N 76°47'20" W A DISTANCE OF 33.34 FEET TO A POINT; THENCE WITH A CURVE TO THE LEFT HAVING A RADIUS OF 1030.00 FEET AND A CHORD BEARING OF N 80°40'51" W FOR A CHORD DISTANCE OF 139.82 FEET TO A POINT; THENCE N 84°34'21" W A DISTANCE OF 2.17 FEET TO A POINT. SAID POINT BEING THE ***POINT AND PLACE OF BEGINNING***, HAVING AN AREA OF 60,001 SQUARE FEET OR 1.377 ACRES MORE OR LESS.

BEING A PORTION OF THE PROPERTY ACQUIRED BY KEP APEX, LLC IN DEED RECORDED IN BOOK 16739, PAGE 1802 AND BOOK 16823, PAGE 2446, AND SHOWN ON MAP RECORDED IN BOOK OF MAPS 2016, PAGE 588, ALL OF THE WAKE COUNTY REGISTRY.

TOGETHER WITH: (A) A NON-EXCLUSIVE EASEMENT AND RIGHT OF WAY FOR INGRESS, EGRESS, AND REGRESS TO AND FROM CORE BANKS STREET OVER NEWLAND AVENUE AS THE SAME IS DEPICTED ON VARIOUS UNRECORDED MAPS DEPICTING THE ABOVE PROPERTY, INCLUDING THE MAP ENTITLED "LIGHTBRIDGE ACADEMY AT SWEETWATER CONSTRUCTION DRAWINGS LAYOUT PLAN" ATTACHED TO THE FIRST AMENDMENT TO LEASE BETWEEN KEP

APEX, LLC AND JOULE, INC. DATED OCTOBER 23, 2019, WHICH MAP IS INCORPORATED HEREIN BY REFERENCE; AND, (B) A NON-EXCLUSIVE EASEMENT TO DISCHARGE STORMWATER ORIGINATING ON THE ABOVE PROPERTY INTO THE "PROPOSED WET DETENTION POND" LOCATED NORTH OF THE ABOVE PROPERTY AS DEPICTED ON THOSE "INFRASTRUCTURE CONSTRUCTION DRAWINGS FOR SWEETWATER – PHASE 9A" DATED THROUGH MAY 23, 2019, WHICH SAID DRAWINGS ARE INCORPORATED HEREIN BY REFERENCE.

THE PROPERTY IS ALSO CONVEYED TOGETHER WITH AND SUBJECT TO THE RIGHT TO USE THE JOINT DRIVE TO BE LOCATED OFF OF NEWLAND AVENUE AS THE SAME IS DEPICTED ON THE MAP ATTACHED TO THE AFORESAID FIRST AMENDMENT TO LEASE. MAINTENANCE OBLIGATIONS AND OTHER MATTERS AFFECTING THE FOREGOING MAY BE SET FORTH IN A MASTER DECLARATION, CROSS-ACCESS AGREEMENT, OR SIMILAR DOCUMENT(S) EXECUTED BY THE PARTIES AND RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS OF WAKE COUNTY.

DEVELOPMENT NAME APPROVAL APPLICATION

Application #: **23CZ20** Submittal Date:

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.*

*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

DEVELOPMENT NAME APPROVAL APPLICATION

Application #: **23CZ20** Submittal Date: _____

Proposed Subdivision/Development Information

Description of location: US 64 and Richardson Road

Nearest intersecting roads: US 64 and Richardson Road

Wake County PIN(s): 0722550034, 0722544876, 0722544404, 0722457646, 0722454406, 0722443942, 0722441

Township: White Oak

Contact Information (as appropriate)

Contact person: Mitch Craig

Phone number: (919) 367-8790 Fax number: N/A

Address: 301 Glenwood Avenue, Suite 220 Raleigh, NC 27603

E-mail address: Mitch@CEGroupInc.com

Owner: See attached

Phone number: _____ Fax number: _____

Address: _____

E-mail address: _____

Proposed Subdivision/Development Name

1st Choice: Sweetwater

2nd Choice *(Optional)*: _____

Town of Apex Staff Approval:

_____ _____

Town of Apex Planning Department Staff Date

STREET NAME APPROVAL APPLICATION

Application #: **23CZ20** Submittal Date: _____

Wake County Approval Date: _____

Guidelines:

- No names duplicating or sounding similar to existing road names
- Avoid difficult to pronounce names
- No individuals' names
- Avoid proper names of a business, e.g. Hannaford Drive
- Limit names to 14 characters in length
- No directionals, e.g. North, South, East, West
- No punctuation marks, e.g. periods, hyphens, apostrophes, etc.
- Avoid using double suffixes, e.g. Deer Path Lane
- All names must have an acceptable suffix, e.g. Street, Court, Lane, Path, etc.
- Use only suffixes which are Town of Apex approved
- Town of Apex has the right to deny any street name that is determined to be inappropriate

Information:

Description of location: South of US 64 on the east and west sides of Richardson Road

Nearest intersecting roads: US 64 Highway and Richardson Road

Wake County PIN(s): 0722550034, 0722544876, 0722544404, 0722457646, 0722454406, 0722443942, 0722441

Township: White Oak

Contact information (as appropriate)

Contact person: Mitch Craig

Phone number: (919) 367-8790 Fax number: N/A

Address: 301 Glenwood Avenue, Suite 220 Raleigh, NC 27603

E-mail address: Mitch@CEGroupInc.com

Owner: See Attached List

Phone number: _____ Fax number: _____

Address: _____

E-mail address: _____

STREET NAME APPROVAL APPLICATION

Application #: **23CZ20** Submittal Date: _____

# of roads to be named: 8

Please submit twice as many road names as needed, with preferred names listed first. Proposed road names should be written exactly as one would want them to appear. Town of Apex Planning Department staff will send all approved street names to the Wake County GIS Department for county approval. Please allow several weeks for approval. Upon approval Wake County GIS – Street Addressing will inform you of the approved street names.

Example: Road Name Suffix

Hunter Street

1	All Roads were previously approved as noted below:	11	
2	Newland Avenue	12	
3	Harrells Drive	13	
4	Lawnview Lane	14	
5	Rennert Place	15	
6	Stokesdale Lane	16	
7	Teachey Place	17	
8	Moncure Place	18	
9	Ingold Drive	19	
10		20	

TOWN OF APEX STAFF APPROVAL

Town of Apex Staff Approval Date

WAKE COUNTY STAFF APPROVAL:

GIS certifies that _____ names indicated by checkmark ☑ are approved.
Please disregard all other names.

Comments:

Wake County GIS Staff Approval Date

TOWN OF APEX UTILITIES OFFER AND AGREEMENT

Application #: **23CZ20** Submittal Date: _____

Town of Apex
73 Hunter Street
P.O. Box 250 Apex, NC 27502
919-249-3400

WAKE COUNTY, NORTH CAROLINA CUSTOMER SELECTION AGREEMENT

Sweetwater Commercial PUD Amendment

(the "Premises")

The Town of Apex offers to provide you with electric utilities on the terms described in this Offer & Agreement. If you accept the Town's offer, please fill in the blanks on this form and sign and we will have an Agreement once signed by the Town.

KEP E1 Holdi ngs, LLC, the undersigned customer ("Customer") hereby irrevocably chooses and selects the Town of Apex (the "Town") as the permanent electric supplier for the Premises. Permanent service to the Premises will be preceded by temporary service if needed.

The sale, delivery, and use of electric power by Customer at the Premises shall be subject to, and in accordance with, all the terms and conditions of the Town's service regulations, policies, procedures and the Code of Ordinances of the Town.

Customer understands that the Town, based upon this Agreement, will take action and expend funds to provide the requested service. By signing this Agreement the undersigned signifies that he or she has the authority to select the electric service provider, for both permanent and temporary power, for the Premises identified above.

Any additional terms and conditions to this Agreement are attached as Appendix 1. If no appendix is attached this Agreement constitutes the entire agreement of the parties.

Acceptance of this Agreement by the Town constitutes a binding contract to purchase and sell electric power.

Please note that under North Carolina General Statute §160A-332, you may be entitled to choose another electric supplier for the Premises.

Upon acceptance of this Agreement, the Town of Apex Electric Utilities Division will be pleased to provide electric service to the Premises and looks forward to working with you and the owner(s).

ACCEPTED:

CUSTOMER: David Schmidt	TOWN OF APEX
BY: _____ Authorized Agent	BY: _____ Authorized Agent
DATE: 9/29/2023	DATE: _____

TOWN OF APEX UTILITIES OFFER AND AGREEMENT

Application #: **23CZ20** Submittal Date: _____

Town of Apex
73 Hunter Street
P.O. Box 250 Apex, NC 27502
919-249-3400

WAKE COUNTY, NORTH CAROLINA CUSTOMER SELECTION AGREEMENT

Sweetwater Commercial PUD Amendment

_____

(the "Premises")

The Town of Apex offers to provide you with electric utilities on the terms described in this Offer & Agreement. If you accept the Town's offer, please fill in the blanks on this form and sign and we will have an Agreement once signed by the Town.

KEPE1 Holdings, LLC, the undersigned customer ("Customer") hereby irrevocably chooses and selects the Town of Apex (the "Town") as the permanent electric supplier for the Premises. Permanent service to the Premises will be preceded by temporary service if needed.

The sale, delivery, and use of electric power by Customer at the Premises shall be subject to, and in accordance with, all the terms and conditions of the Town's service regulations, policies, procedures and the Code of Ordinances of the Town.

Customer understands that the Town, based upon this Agreement, will take action and expend funds to provide the requested service. By signing this Agreement the undersigned signifies that he or she has the authority to select the electric service provider, for both permanent and temporary power, for the Premises identified above.

Any additional terms and conditions to this Agreement are attached as Appendix 1. If no appendix is attached this Agreement constitutes the entire agreement of the parties.

Acceptance of this Agreement by the Town constitutes a binding contract to purchase and sell electric power.

Please note that under North Carolina General Statute §160A-332, you may be entitled to choose another electric supplier for the Premises.

Upon acceptance of this Agreement, the Town of Apex Electric Utilities Division will be pleased to provide electric service to the Premises and looks forward to working with you and the owner(s).

ACCEPTED:

CUSTOMER: Edward Kalikow	TOWN OF APEX
BY: _____ Authorized Agent	BY: _____ Authorized Agent
DATE: 9/26/2023	DATE: _____

TOWN OF APEX UTILITIES OFFER AND AGREEMENT

Application #: 23CZ20 Submittal Date: _____

Town of Apex
73 Hunter Street
P.O. Box 250 Apex, NC 27502
919-249-3400

WAKE COUNTY, NORTH CAROLINA CUSTOMER SELECTION AGREEMENT

Sweetwater Commercial PUD Amendment

_____

(the "Premises")

The Town of Apex offers to provide you with electric utilities on the terms described in this Offer & Agreement. If you accept the Town's offer, please fill in the blanks on this form and sign and we will have an Agreement once signed by the Town.

Harris Teeter Properties, LLC, the undersigned customer ("Customer") hereby irrevocably chooses and selects the Town of Apex (the "Town") as the permanent electric supplier for the Premises. Permanent service to the Premises will be preceded by temporary service if needed.

The sale, delivery, and use of electric power by Customer at the Premises shall be subject to, and in accordance with, all the terms and conditions of the Town's service regulations, policies, procedures and the Code of Ordinances of the Town.

Customer understands that the Town, based upon this Agreement, will take action and expend funds to provide the requested service. By signing this Agreement the undersigned signifies that he or she has the authority to select the electric service provider, for both permanent and temporary power, for the Premises identified above.

Any additional terms and conditions to this Agreement are attached as Appendix 1. If no appendix is attached this Agreement constitutes the entire agreement of the parties.

Acceptance of this Agreement by the Town constitutes a binding contract to purchase and sell electric power.

Please note that under North Carolina General Statute §160A-332, you may be entitled to choose another electric supplier for the Premises.

Upon acceptance of this Agreement, the Town of Apex Electric Utilities Division will be pleased to provide electric service to the Premises and looks forward to working with you and the owner(s).

ACCEPTED:

CUSTOMER: Jacob Phares	TOWN OF APEX
BY: _____ Authorized Agent	BY: _____ Authorized Agent
DATE: 10-2-23	DATE: _____

TOWN OF APEX UTILITIES OFFER AND AGREEMENT

Application #: **23CZ20** Submittal Date: _____

Town of Apex
73 Hunter Street
P.O. Box 250 Apex, NC 27502
919-249-3400

WAKE COUNTY, NORTH CAROLINA CUSTOMER SELECTION AGREEMENT

Sweetwater Commercial PUD Amendment

(the "Premises")

The Town of Apex offers to provide you with electric utilities on the terms described in this Offer & Agreement. If you accept the Town's offer, please fill in the blanks on this form and sign and we will have an Agreement once signed by the Town.

Sweetwater Lightbridge, LLC, the undersigned customer ("Customer") hereby irrevocably chooses and selects the Town of Apex (the "Town") as the permanent electric supplier for the Premises. Permanent service to the Premises will be preceded by temporary service if needed.

The sale, delivery, and use of electric power by Customer at the Premises shall be subject to, and in accordance with, all the terms and conditions of the Town's service regulations, policies, procedures and the Code of Ordinances of the Town.

Customer understands that the Town, based upon this Agreement, will take action and expend funds to provide the requested service. By signing this Agreement the undersigned signifies that he or she has the authority to select the electric service provider, for both permanent and temporary power, for the Premises identified above.

Any additional terms and conditions to this Agreement are attached as Appendix 1. If no appendix is attached this Agreement constitutes the entire agreement of the parties.

Acceptance of this Agreement by the Town constitutes a binding contract to purchase and sell electric power.

Please note that under North Carolina General Statute §160A-332, you may be entitled to choose another electric supplier for the Premises.

Upon acceptance of this Agreement, the Town of Apex Electric Utilities Division will be pleased to provide electric service to the Premises and looks forward to working with you and the owner(s).

ACCEPTED:

CUSTOMER: David Schmidt

BY: _____
Authorized Agent

DATE: 9/26/2023

TOWN OF APEX

BY: _____
Authorized Agent

DATE: _____

TOWN OF APEX UTILITIES OFFER AND AGREEMENT

Application #: **23CZ20** Submittal Date: _____

Town of Apex
73 Hunter Street
P.O. Box 250 Apex, NC 27502
919-249-3400

WAKE COUNTY, NORTH CAROLINA CUSTOMER SELECTION AGREEMENT

Sweetwater Commercial PUD Amendment

_____

(the "Premises")

The Town of Apex offers to provide you with electric utilities on the terms described in this Offer & Agreement. If you accept the Town's offer, please fill in the blanks on this form and sign and we will have an Agreement once signed by the Town.

KEPE1 STC West, LLC, the undersigned customer ("Customer") hereby irrevocably chooses and selects the Town of Apex (the "Town") as the permanent electric supplier for the Premises. Permanent service to the Premises will be preceded by temporary service if needed.

The sale, delivery, and use of electric power by Customer at the Premises shall be subject to, and in accordance with, all the terms and conditions of the Town's service regulations, policies, procedures and the Code of Ordinances of the Town.

Customer understands that the Town, based upon this Agreement, will take action and expend funds to provide the requested service. By signing this Agreement the undersigned signifies that he or she has the authority to select the electric service provider, for both permanent and temporary power, for the Premises identified above.

Any additional terms and conditions to this Agreement are attached as Appendix 1. If no appendix is attached this Agreement constitutes the entire agreement of the parties.

Acceptance of this Agreement by the Town constitutes a binding contract to purchase and sell electric power.

Please note that under North Carolina General Statute §160A-332, you may be entitled to choose another electric supplier for the Premises.

Upon acceptance of this Agreement, the Town of Apex Electric Utilities Division will be pleased to provide electric service to the Premises and looks forward to working with you and the owner(s).

ACCEPTED:

CUSTOMER: David Schmidt	TOWN OF APEX
BY: _____ Authorized Agent	BY: _____ Authorized Agent
DATE: 9/26/2023	DATE: _____

TOWN OF APEX UTILITIES OFFER AND AGREEMENT

Application #: **23CZ20** Submittal Date: _____

Town of Apex
73 Hunter Street
P.O. Box 250 Apex, NC 27502
919-249-3400

WAKE COUNTY, NORTH CAROLINA CUSTOMER SELECTION AGREEMENT

Sweetwater Commercial PUD Amendment

_____

(the "Premises")

The Town of Apex offers to provide you with electric utilities on the terms described in this Offer & Agreement. If you accept the Town's offer, please fill in the blanks on this form and sign and we will have an Agreement once signed by the Town.

KEPE1 STC West, LLC, the undersigned customer ("Customer") hereby irrevocably chooses and selects the Town of Apex (the "Town") as the permanent electric supplier for the Premises. Permanent service to the Premises will be preceded by temporary service if needed.

The sale, delivery, and use of electric power by Customer at the Premises shall be subject to, and in accordance with, all the terms and conditions of the Town's service regulations, policies, procedures and the Code of Ordinances of the Town.

Customer understands that the Town, based upon this Agreement, will take action and expend funds to provide the requested service. By signing this Agreement the undersigned signifies that he or she has the authority to select the electric service provider, for both permanent and temporary power, for the Premises identified above.

Any additional terms and conditions to this Agreement are attached as Appendix 1. If no appendix is attached this Agreement constitutes the entire agreement of the parties.

Acceptance of this Agreement by the Town constitutes a binding contract to purchase and sell electric power.

Please note that under North Carolina General Statute §160A-332, you may be entitled to choose another electric supplier for the Premises.

Upon acceptance of this Agreement, the Town of Apex Electric Utilities Division will be pleased to provide electric service to the Premises and looks forward to working with you and the owner(s).

ACCEPTED:

CUSTOMER: Edward Kalikow	TOWN OF APEX
BY: _____ Authorized Agent	BY: _____ Authorized Agent
DATE: 9/26/2023	DATE: _____

TOWN OF APEX UTILITIES OFFER AND AGREEMENT

Application #: **23CZ20** Submittal Date: _____

Town of Apex
73 Hunter Street
P.O. Box 250 Apex, NC 27502
919-249-3400

WAKE COUNTY, NORTH CAROLINA CUSTOMER SELECTION AGREEMENT

Sweetwater Commercial PUD Amendment

(the "Premises")

The Town of Apex offers to provide you with electric utilities on the terms described in this Offer & Agreement. If you accept the Town's offer, please fill in the blanks on this form and sign and we will have an Agreement once signed by the Town.

KEPE1 STC, LLC, the undersigned customer ("Customer") hereby irrevocably chooses and selects the Town of Apex (the "Town") as the permanent electric supplier for the Premises. Permanent service to the Premises will be preceded by temporary service if needed.

The sale, delivery, and use of electric power by Customer at the Premises shall be subject to, and in accordance with, all the terms and conditions of the Town's service regulations, policies, procedures and the Code of Ordinances of the Town.

Customer understands that the Town, based upon this Agreement, will take action and expend funds to provide the requested service. By signing this Agreement the undersigned signifies that he or she has the authority to select the electric service provider, for both permanent and temporary power, for the Premises identified above.

Any additional terms and conditions to this Agreement are attached as Appendix 1. If no appendix is attached this Agreement constitutes the entire agreement of the parties.

Acceptance of this Agreement by the Town constitutes a binding contract to purchase and sell electric power.

Please note that under North Carolina General Statute §160A-332, you may be entitled to choose another electric supplier for the Premises.

Upon acceptance of this Agreement, the Town of Apex Electric Utilities Division will be pleased to provide electric service to the Premises and looks forward to working with you and the owner(s).

ACCEPTED:

CUSTOMER: David Schmidt

BY: _____ MGR.
Authorized Agent

DATE: 9/26/2023

TOWN OF APEX

BY: _____
Authorized Agent

DATE: _____

TOWN OF APEX UTILITIES OFFER AND AGREEMENT

Application #: 23CZ20 Submittal Date: _____

Town of Apex
73 Hunter Street
P.O. Box 250 Apex, NC 27502
919-249-3400

WAKE COUNTY, NORTH CAROLINA CUSTOMER SELECTION AGREEMENT

Sweetwater Commercial PUD Amendment

_____

(the "Premises")

The Town of Apex offers to provide you with electric utilities on the terms described in this Offer & Agreement. If you accept the Town's offer, please fill in the blanks on this form and sign and we will have an Agreement once signed by the Town.

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Upon acceptance of this Agreement, the Town of Apex Electric Utilities Division will be pleased to provide electric service to the Premises and looks forward to working with you and the owner(s).

ACCEPTED:

CUSTOMER: Edward Kalikow	TOWN OF APEX
BY: _____ Authorized Agent	BY: _____ Authorized Agent
DATE: 9/20/2023	DATE: _____

NOTICE OF 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.

9/8/2023
Date

Dear Neighbor:

You are invited to a neighborhood meeting to review and discuss the development proposal at

1451 Richardson Rd, 1051 Newland Ave, 1075 Newland Ave
2800 Teachey Pl, 2810 Teachey Pl, 2820 Teachey Pl, 0 Core Banks St
Address(es)

0722550034, 0722544876, 0722544404, 0722457646, 0722454406, 0722443942, 0722441499
0148944, 0120755, 072204, 0444531, 0436584, 0436595, 0444460
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. If you are unable to attend, please refer to the Project Contact Information page for ways to contact the applicant. Notified neighbors may request that the applicant provide updates and send plans via email or mail. 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 http://www.apexnc.org/180.

A Neighborhood Meeting is required because this project includes (check all that apply):

	Application Type	Approving Authority
☑	Rezoning (including Planned Unit Development)	Town Council
☐	Major Site Plan	Technical Review Committee (staff)
☐	Minor Site Plan for the uses "Day care facility", "Government service", "School, public or private", "Restaurant, drive-through", or "Convenience store with gas sales"	Technical Review Committee (staff)
☐	Special Use Permit	Board of Adjustment (QJPH*)
☐	Residential Master Subdivision Plan (excludes exempt subdivisions)	Technical Review Committee (staff)

*Quasi-Judicial Public Hearing: The Board of Adjustment 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)):

This proposal is to revise two of the conditions of the previous rezonings. 1) Revise the Office square footage required to 20,000 sf and 2) Change the allowable height to six (6) stories and 90 feet.

Estimated submittal date: 10/02/2023

MEETING INFORMATION:

Property Owner(s) name(s): See Attached List

Applicant(s): Owners

Contact information (email/phone): See Attached List

Meeting Address: Virtual (via attached Zoom Meeting Letter)

Date/Time of meeting**: September 26, 2023 5:30 pm - 7:30 pm

Welcome: 5:30-5:45 pm Project Presentation: 5:45-6:15 pm Question & Answer: 6:15-7:30 pm

**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.

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: Sweetwater Commercial PUD Amendment Zoning: PUD-CZ

Location: 1451 Richardson Rd, 1051 Newland Ave, 1075 Newland Ave, 2800 Teachey Pl, 2810 Teachey Pl, 2820 Teachey Pl, 0 Core Banks St

Property PIN(s): See Attached List Acreage/Square Feet: 41.32 acres

Property Owner: See Attached List

Address:

City: State: Zip:

Phone: Email:

Developer: ExperienceOne Homes, LLC. - David Schmidt

Address: PO Box 5509

City: Cary State: NC Zip: 27512

Phone: (919) 991-1428 Fax: N/A Email: DSchmidt@E1Homes.com

Engineer: CE Group, Inc - Mitch Craig, PE

Address: 301 Glenwood Avenue, Suite 220

City: Raleigh State: NC Zip: 27603

Phone: (919) 367-8790 Fax: N/A Email: Mitch@CEGroupInc.com

Builder (if known): N/A

Address:

City: 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 Planning Project Manager	(919) 372-7468
Public Works - Transportation Russell Dalton, Traffic Engineering Manager	(919) 249-3358
Water Resources Department Jessica Bolin, Environmental Engineering Manager (Stormwater, Sedimentation & Erosion Control) Matt Echols, Utility Engineering Manager (Water & Sewer)	(919) 249-3537 (919) 372-7505
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=fa9ba2017b784030b15ef4da27d9e795

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**	**919-362-8661**

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**	**919-372-7470**

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**	**919-362-8661**

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**	**919-372-7470**

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**	**919-372-7470**
	Danny Smith	**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.

Dust:	**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.

Trash:	**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.

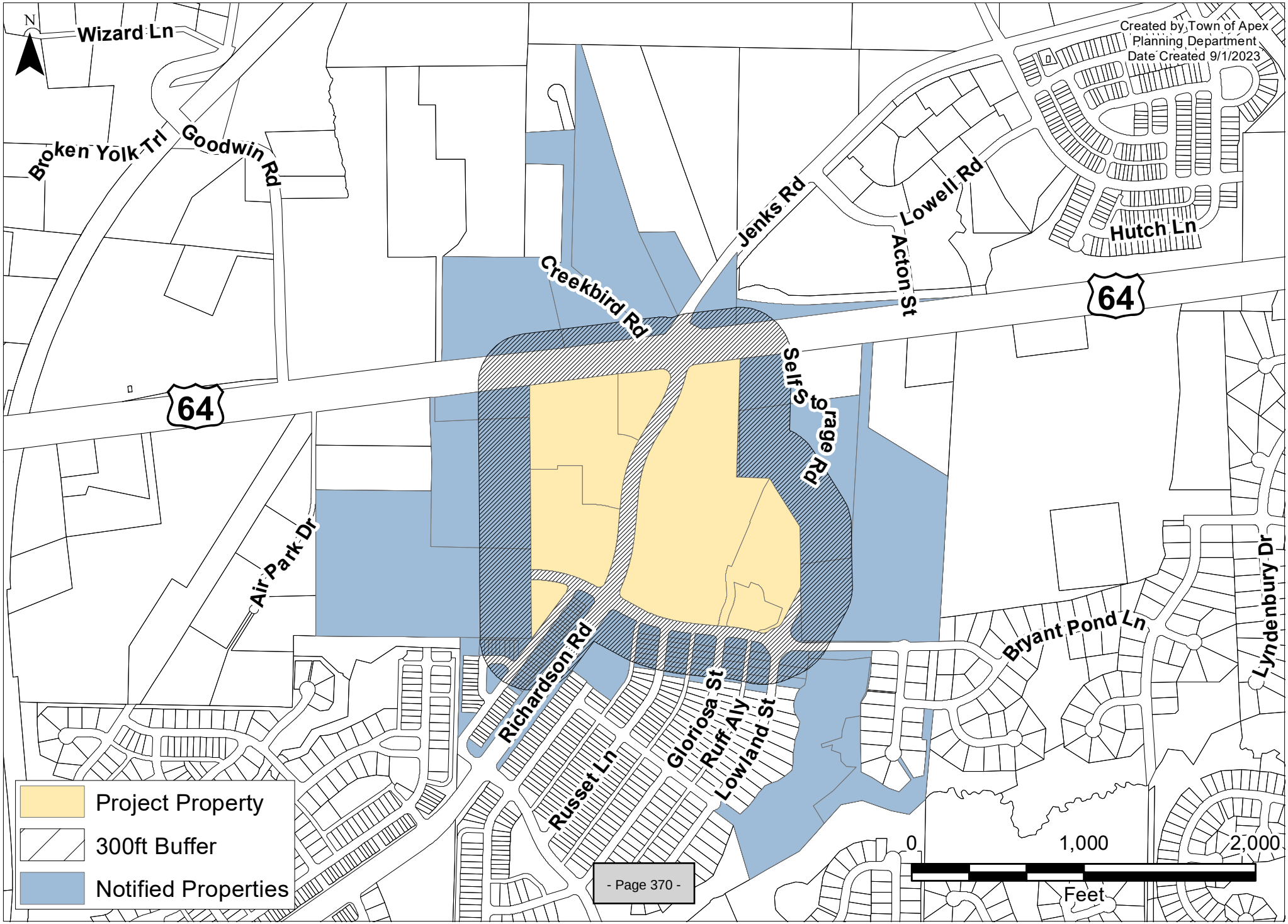
Stormwater Control Measures:	**Jessica Bolin**	**919-249-3537**

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.

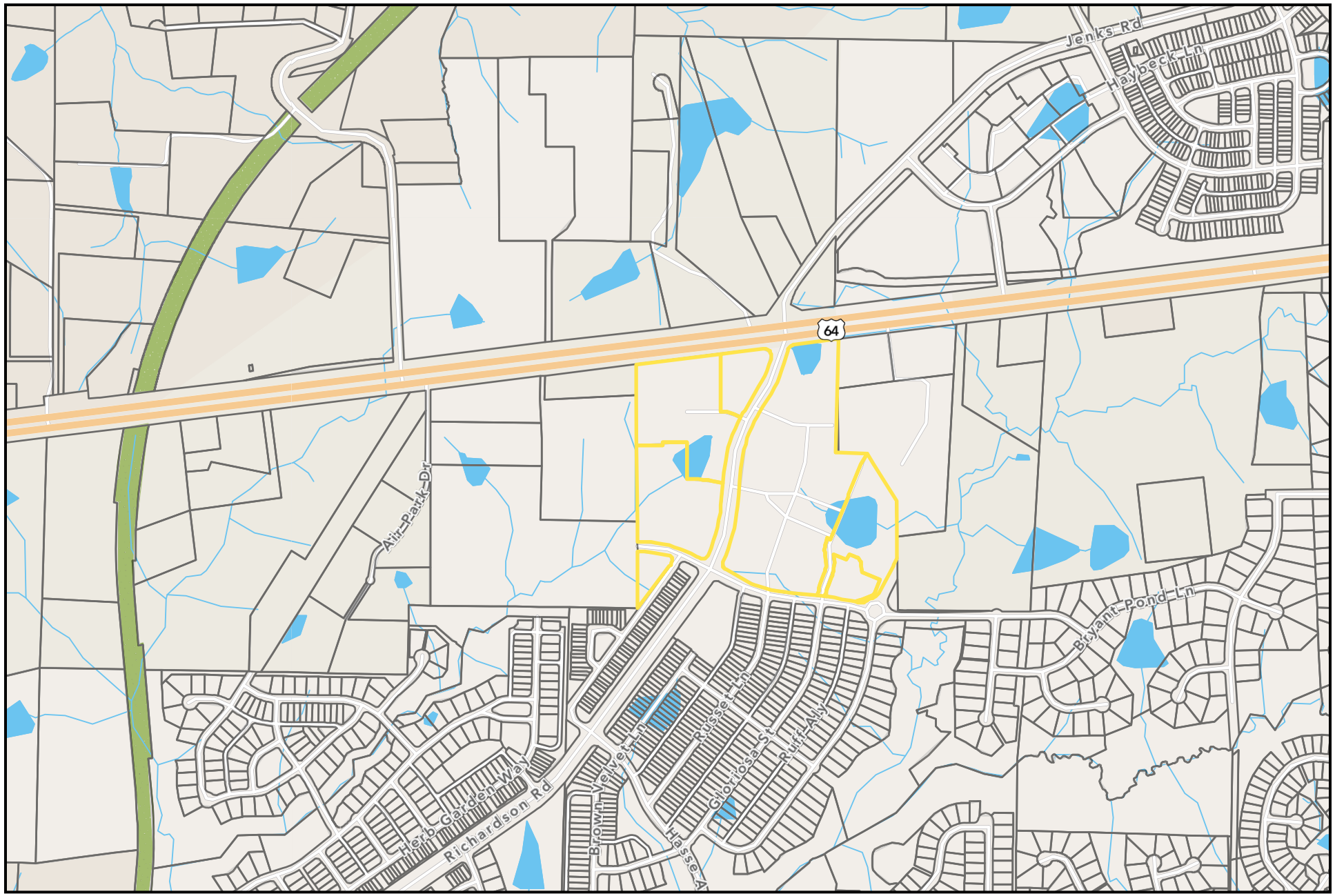
Electric Utility Installation:	**Rodney Smith**	**919-249-3342**

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

Notified Properties Within 300ft of the Project Properties



PIN	Real Estate ID	Site Address	City	Owner	Mail Address 1	Mail Address 2	Deed Book	Deed Page	Deed Acres
0722-55-0034	148944	1451 RICHARDSON ROAD	APEX	KEPE1 STC, LLC	7001 BRUSH HOLLOW RD STE 200	WESTBURY NY 11590-1743	18792	51-55	18.33
0722-54-4876	120755	1051 NEWLAND AVE	APEX	KEPE1 STC, LLC	7001 BRUSH HOLLOW RD STE 200	WESTBURY NY 11590-1743	18792	51-55	4.87
0722-54-4404	476653	1075 NEWLAND AVE	APEX	SWEETWATER LIGHTBRIDGE LLC	PO BOX 5509	CARY NC 27512-5509	17764	1056	1.38
0722-45-7646	444531	2800 TEACHEY PL	APEX	HARRIS TEETER PROPERTIES, LLC	701 CRESTDALE RD	MATTHEWS, NC 28105-1700	19411	1576-1579	2.06
0722-45-4406	436584	2810 TEACHEY PL	APEX	HARRIS TEETER PROPERTIES, LLC	701 CRESTDALE RD	MATTHEWS, NC 28105-1700	19411	1576-1579	7.56
0722-44-3942	436595	2820 TEACHEY PL	APEX	KEPE1 STC WEST, LLC	7001 BRUSH HOLLOW RD STE 200	WESTBURY NY 11590-1743	19340	873-876	6.18
0722-44-1499	444460	0 CORE BANKS ST	APEX	KEPE1 HOLDINGS, LLC	7001 BRUSH HOLLOW RD STE 200	WESTBURY NY 11590-1743	18792	2056-2060	0.94



Vicinity Map

N

0 400 800 1600 ft

1 inch equals 800 feet

Disclaimer
*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.*

CE GROUP

Directions for Joining the Zoom Meeting for:

Sweetwater Commercial PUD Amendment

Mitch Craig is inviting you to a scheduled Zoom meeting.

Join Zoom Meeting
https://us02web.zoom.us/j/88990861598?pwd=WUxQcDdhK3JUM1dlZjFqSzRwTW5vQT09

Meeting ID: 889 9086 1598
Passcode: 868911

One tap mobile
+16465588656,,88990861598#,,,,*868911# US (New York)
+16469313860,,88990861598#,,,,*868911# US

Dial by your location
- +1 646 558 8656 US (New York)
- +1 646 931 3860 US
- +1 301 715 8592 US (Washington DC)
- +1 305 224 1968 US
- +1 309 205 3325 US
- +1 312 626 6799 US (Chicago)
- +1 719 359 4580 US
- +1 253 205 0468 US
- +1 253 215 8782 US (Tacoma)
- +1 346 248 7799 US (Houston)
- +1 360 209 5623 US
- +1 386 347 5053 US
- +1 507 473 4847 US
- +1 564 217 2000 US
- +1 669 444 9171 US
- +1 669 900 9128 US (San Jose)
- +1 689 278 1000 US

Meeting ID: 889 9086 1598
Passcode: 868911

Find your local number: https://us02web.zoom.us/u/kbcp231GPV

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: Vitrtual

Date of meeting: 9/26/2023 Time of meeting: 5:30 - 7:30 pm

Property Owner(s) name(s): KEPE1 Holdings, LLC/ExperienceOne Homes, LLC

Applicant(s): ExperienceOne Homes, LLC

Please print 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.	Paul Stephenson (COC Real Estate)	110 Mackenan Drive Cary, NC 27511	(919) 308-5844	[redacted]	
2.	Laura Buell	1100 Gloriosa Street Apex, NC	(724) 422-3001		
3.					
4.					
5.					
6.					
7.					
8.					
9.					
10.					
11.					
12.					
13.					
14.					

Use additional sheets, if necessary.

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): KEPE1 Holdings, LLC/ExperienceOne Homes, LLC

Applicant(s): ExperienceOne Homes, LLC

Contact information (email/phone): EK@Kaled.com/516-876-4800, DSchmidt@E1Homes.com/919-991-1428

Meeting Address: Virtual

Date of meeting: 09/26/2023 Time of meeting: 5:30 - 7:30 pm

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:

Where is the building going to will require six (6) stories?

Applicant's Response:

On lot #8. We also showed them on a map where it was going.

Question/Concern #2:

Are there going to be any other rezonings in the near future.

Applicant's Response:

We are not anticipating any at this time.

Question/Concern #3:

What is going on Lots #1 & #2?

Applicant's Response:

A family entertainment venue.

Question/Concern #4:

Are there any plans on planting on Core Banks between the commercial and the residential.

Applicant's Response:

Yes

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, Jacob C. Hudson, do hereby declare as follows:
Print Name

1. I have conducted a Neighborhood Meeting for the proposed Rezoning, Major Site Plan, Minor Site Plan, Residential Master Subdivision Plan, or Special Use Permit in accordance with UDO Sec. 2.2.7.B *Neighborhood Meeting*.

2. The meeting invitations were mailed to the Apex Planning Department, 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 Virtual (Via Zoom) (location/address) on 09/26/2023 (date) from 5:30 pm (start time) to 7:30 pm (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.

5. I have prepared these materials in good faith and to the best of my ability.

12/11/2023
Date

By: Jacob C. Hudson

STATE OF NORTH CAROLINA
COUNTY OF ~~WAKE~~ Johnston

Sworn and subscribed before me, John DuBois, a Notary Public for the above State and County, on this the 11th day of DECEMBER, 2023.

SEAL

John DuBois NOTARY PUBLIC Johnston County, N.C.

John DuBois
Notary Public

John DuBois
Print Name

My Commission Expires: 10/17/2028

NOTICE OF 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.

11/28/2023
Date

Dear Neighbor:
You are invited to a neighborhood meeting to review and discuss the development proposal at

1451 Richardson Rd, 1051 Newland Ave, 1075 Newland Ave, 2800 Teachey Pl
2810 Teachey Pl, 2820 Teachey Pl, 0 Core Banks St, 0 Little Gem Lane
Address(es)

0722550034, 0722544876, 0722544404, 0722457646, 0722454406, 0722443942, 0722441499, 0722441386
0148944, 0120755, 072204, 0444531, 0436584, 0436595, 0444460, 0444532
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. If you are unable to attend, please refer to the Project Contact Information page for ways to contact the applicant. Notified neighbors may request that the applicant provide updates and send plans via email or mail. 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 http://www.apexnc.org/180.

A Neighborhood Meeting is required because this project includes (check all that apply):

	Application Type	Approving Authority
☑	Rezoning (including Planned Unit Development)	Town Council
☐	Major Site Plan	Technical Review Committee (staff)
☐	Minor Site Plan for the uses "Day care facility", "Government service", "School, public or private", "Restaurant, drive-through", or "Convenience store with gas sales"	Technical Review Committee (staff)
☐	Special Use Permit	Board of Adjustment (QJPH*)
☐	Residential Master Subdivision Plan (excludes exempt subdivisions)	Technical Review Committee (staff)

*Quasi-Judicial Public Hearing: The Board of Adjustment 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)):

This is for the 2nd required neighborhood meeting. This proposal is to revise two of the conditions of the previous rezonings.

1) Revise the Office square footage required to 20,000 sf and 2) Change the allowable height to six (6) stories and 90 feet.

Estimated submittal date: Submitted on 10/02/2023

MEETING INFORMATION:

Property Owner(s) name(s): See Attached List

Applicant(s): Owners

Contact information (email/phone): See Attached List

Meeting Address: Virtual (via attached Zoom Meeting Letter)

Date/Time of meeting**: December 14, 2023 5:30 pm - 7:30 pm

Welcome: 5:30-5:45 pm Project Presentation: 5:45-6:15 pm Question & Answer: 6:15-7:30 pm

**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.

PROJECT CONTACT INFORMATION

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Development Contacts:

Project Name: Sweetwater Commercial PUD Amendment Zoning: PUD-CZ

Location: 1451 Richardson Rd, 1051 Newland Ave, 1075 Newland Ave, 2800 Teachey Pl, 2810 Teachey Pl, 2820 Teachey Pl, 0 Core Banks St

Property PIN(s): See Attached List Acreage/Square Feet: 41.32 acres

Property Owner: See Attached List

Address:

City: State: Zip:

Phone: Email:

Developer: ExperienceOne Homes, LLC. - David Schmidt

Address: PO Box 5509

City: Cary State: NC Zip: 27512

Phone: (919) 991-1428 Fax: N/A Email: DSchmidt@E1Homes.com

Engineer: CE Group, Inc - Mitch Craig, PE

Address: 301 Glenwood Avenue, Suite 220

City: Raleigh State: NC Zip: 27603

Phone: (919) 367-8790 Fax: N/A Email: Mitch@CEGroupInc.com

Builder (if known): N/A

Address:

City: 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 Planning Project Manager	(919) 372-7468
Public Works - Transportation Russell Dalton, Traffic Engineering Manager	(919) 249-3358
Water Resources Department Jessica Bolin, Environmental Engineering Manager (Stormwater, Sedimentation & Erosion Control) Matt Echols, Utility Engineering Manager (Water & Sewer)	(919) 249-3537 (919) 372-7505
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=fa9ba2017b784030b15ef4da27d9e795

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** **919-362-8661**

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** **919-372-7470**

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** **919-362-8661**

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** **919-372-7470**

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** **919-372-7470**
Danny Smith **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.

Dust: **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.

Trash: **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.

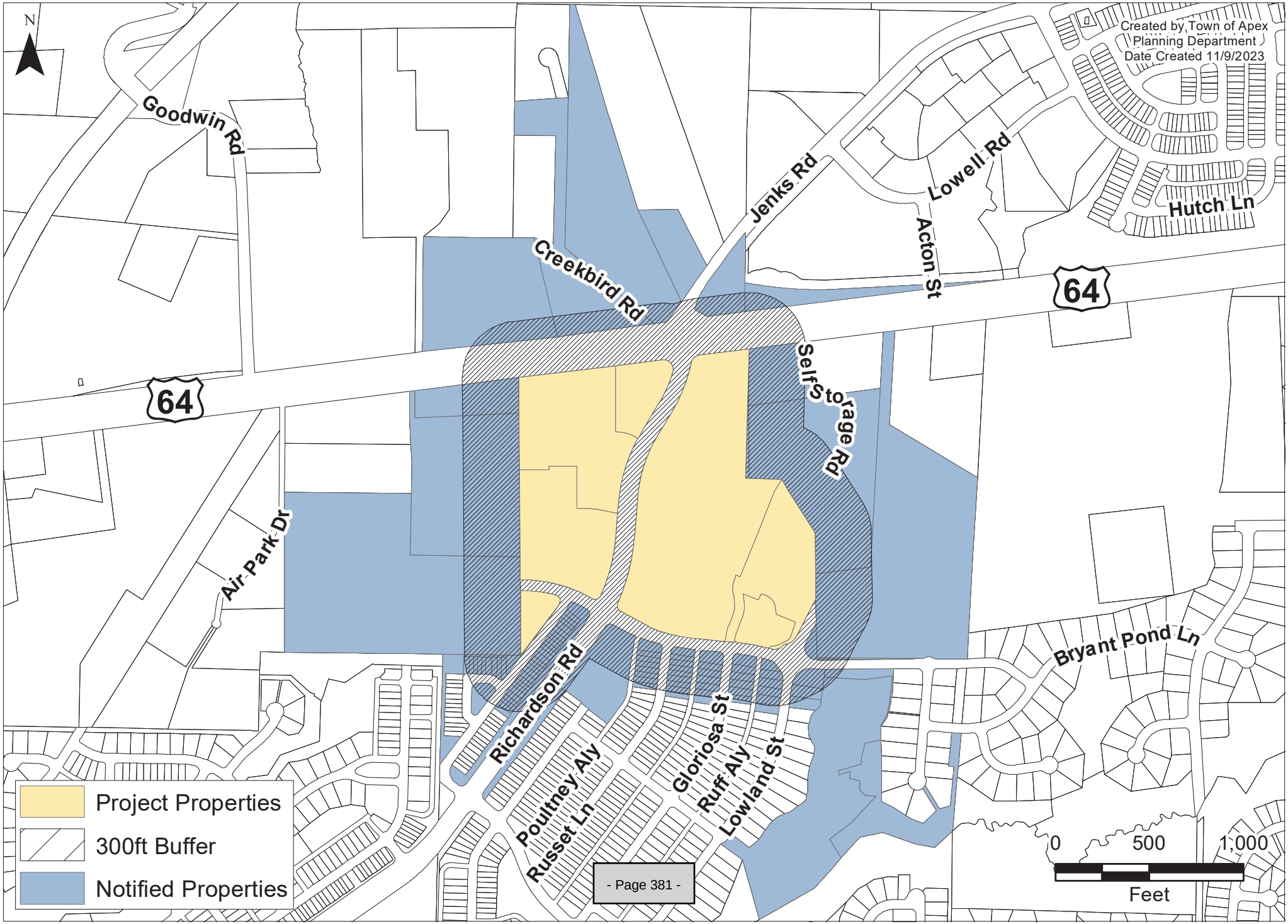
Stormwater Control Measures: **Jessica Bolin** **919-249-3537**

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.

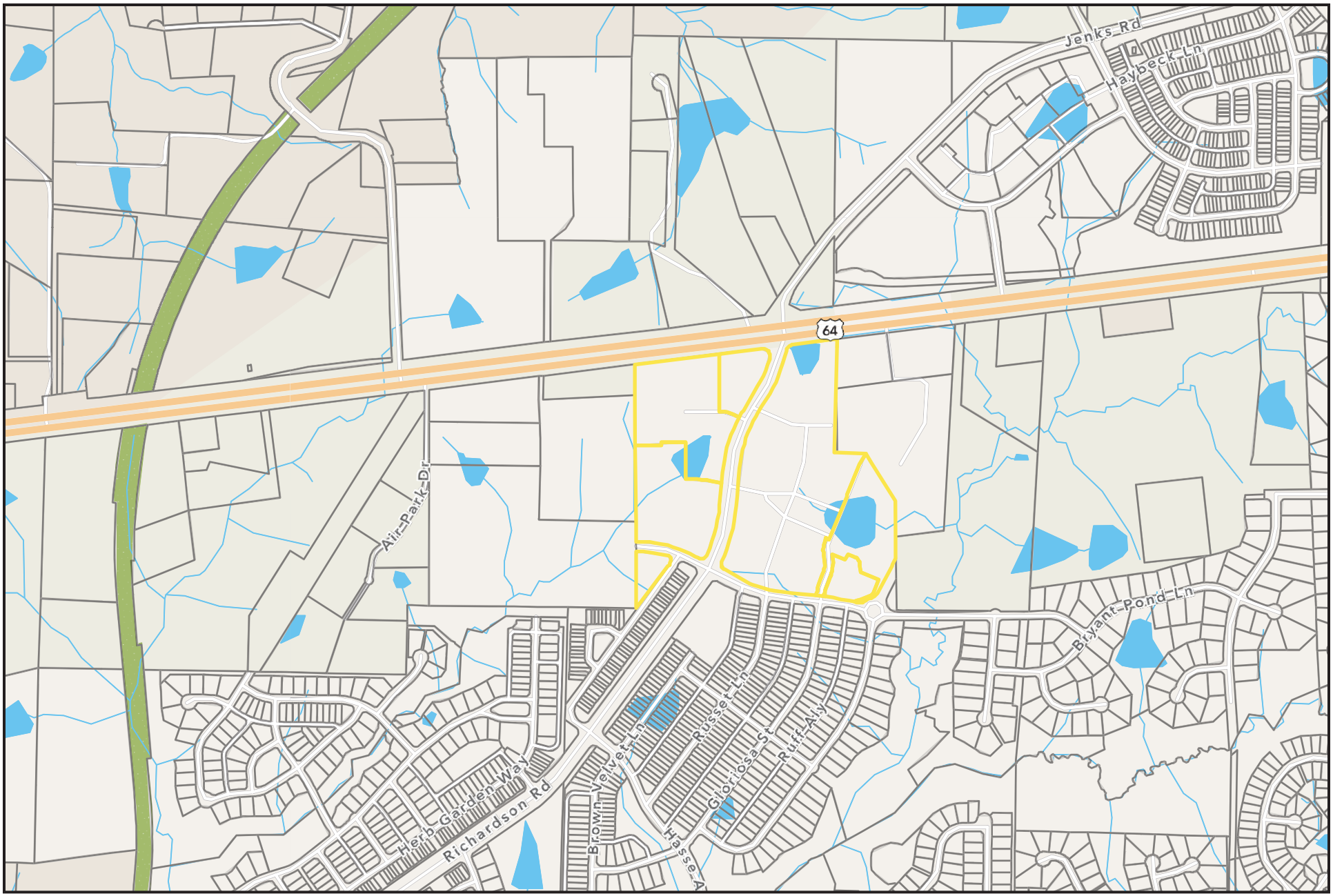
Electric Utility Installation: **Rodney Smith** **919-249-3342**

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

Notified Properties Within 300ft of the Project Properties



PIN	Real Estate ID	Site Address	City	Owner	Mail Address 1	Mail Address 2	Deed Book	Deed Page	Deed Acres
0722-55-0034	148944	1451 RICHARDSON ROAD	APEX	KEPE1 STC, LLC	7001 BRUSH HOLLOW RD STE 200	WESTBURY NY 11590-1743	18792	51-55	18.33
0722-54-4876	120755	1051 NEWLAND AVE	APEX	KEPE1 STC, LLC	7001 BRUSH HOLLOW RD STE 200	WESTBURY NY 11590-1743	18792	51-55	4.87
0722-54-4404	476653	1075 NEWLAND AVE	APEX	SWEETWATER LIGHTBRIDGE LLC	PO BOX 5509	CARY NC 27512-5509	17764	1056	1.38
0722-45-7646	444531	2800 TEACHEY PL	APEX	HARRIS TEETER PROPERTIES, LLC	701 CRESTDALE RD	MATTHEWS, NC 28105-1700	19411	1576-1579	2.06
0722-45-4406	436584	2810 TEACHEY PL	APEX	HARRIS TEETER PROPERTIES, LLC	701 CRESTDALE RD	MATTHEWS, NC 28105-1700	19411	1576-1579	7.56
0722-44-3942	436595	2820 TEACHEY PL	APEX	KEPE1 STC WEST, LLC	7001 BRUSH HOLLOW RD STE 200	WESTBURY NY 11590-1743	19340	873-876	6.18
0722-44-1499	444460	0 CORE BANKS ST	APEX	KEPE1 HOLDINGS, LLC	7001 BRUSH HOLLOW RD STE 200	WESTBURY NY 11590-1743	18792	2056-2060	0.94
0722-44-1386	444532	0 LITTLE GEM LANE	APEX	KEPE1 HOLDINGS, LLC	7001 BRUSH HOLLOW RD STE 200	WESTBURY NY 11590-1743	19331	399-400	0.01



Vicinity Map

N

0 400 800 1600 ft

1 inch equals 800 feet

Disclaimer
*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.*

CE GROUP

Directions for Joining the Zoom Meeting for:

Sweetwater Commercial PUD Amendment

Mitch Craig is inviting you to a scheduled Zoom meeting.

Join Zoom Meeting
https://us02web.zoom.us/j/83187613071?pwd=OUpPblFONGFmRE9SY1g3LzZkV1ZEQT09

Meeting ID: 831 8761 3071
Passcode: 421006

One tap mobile
+13126266799,,83187613071#,,,,*421006# US (Chicago)
+16465588656,,83187613071#,,,,*421006# US (New York)

Dial by your location
• +1 312 626 6799 US (Chicago)
• +1 646 558 8656 US (New York)
• +1 646 931 3860 US
• +1 301 715 8592 US (Washington DC)
• +1 305 224 1968 US
• +1 309 205 3325 US
• +1 689 278 1000 US
• +1 719 359 4580 US
• +1 253 205 0468 US
• +1 253 215 8782 US (Tacoma)
• +1 346 248 7799 US (Houston)
• +1 360 209 5623 US
• +1 386 347 5053 US
• +1 507 473 4847 US
• +1 564 217 2000 US
• +1 669 444 9171 US
• +1 669 900 9128 US (San Jose)

Meeting ID: 831 8761 3071
Passcode: 421006

Find your local number: https://us02web.zoom.us/u/kb2lmKNfPC

SITE ADDRESS	PIN NUMBER	OWNER	MAILING ADDRESS			DEED_DATE
0 US 64 HWY W	0722641245	ANS TRUST THE	KATHIE L RUSSELL TRUSTEE	727 W HARGETT ST STE 109	RALEIGH NC 27603-1669	2013-10-03
1133 LITTLE GEM LN	0722441292	ARANGO, SAMUEL ROYO, JULIO	1133 LITTLE GEM LN	APEX NC 27523-7802		2018-04-27
1155 LITTLE GEM LN	0722440063	ATHOTA, SUDHEER ATHOTA, JAYASREE	2701 ELK KNOB TRL	APEX NC 27502-8568		2019-04-22
1135 LITTLE GEM LN	0722441280	BALDWIN, EBONY	1135 LITTLE GEM LN	APEX NC 27523-7802		2020-09-01
1102 RUSSET LN	0722447392	BARSHAY, CARON JOHNSON, HARRY L.	1102 RUSSET LN	APEX NC 27523-8517		2021-12-17
1143 LITTLE GEM LN	0722441133	BARUCH, STEVEN BARUCH, VICTORIA	1143 LITTLE GEM LN	APEX NC 27523-7802		2023-03-20
1112 GLORIOSA ST	0722541114	BOAKYE, AKUA S BOAKYE, KWASI A	1112 GLORIOSA ST	APEX NC 27523-4108		2020-03-30
2808 LANASA LN	0722349242	BOBBITT, HANNAH C	2808 LANASA LN	APEX NC 27523-4106		2020-02-19
1109 LITTLE GEM LN	0722443442	BONDAREV, IVAN BONDAREVA, EKATERINA	1109 LITTLE GEM LN	APEX NC 27523-7802		2019-04-16
1108 GLORIOSA ST	0722541118	BOWEN, KIMBERLY C	1108 GLORIOSA ST	APEX NC 27523-4108		2019-12-23
1100 GLORIOSA ST	0722541226	BUELL, NATHANIEL ARTHUR BUELL, LAURA BENCE	1100 GLORIOSA ST	APEX NC 27523-4108		2021-05-14
1101 GLORIOSA ST	0722543204	BUMGARNER, TIM DONALD TRUSTEE BAIRD, JOY ANNETTE TRUSTEE	1101 GLORIOSA ST	APEX NC 27523-4108		2022-03-28
1133 RUSSET LN	0722449046	BUSH, JENNIFER E	1133 RUSSET LN	APEX NC 27523-8517		2020-05-22
1120 GLORIOSA ST	0722541007	CARPENTER, CHRISTOPHER E CARPENTER, JUSTINE L	1120 GLORIOSA ST	APEX NC 27523-4108		2019-11-25
3223 US 64 HWY W	0722358117	CLARK, ANDREW L /TR SMITH, STALEY C	PO BOX 791	APEX NC 27502-0791		2016-02-08
2814 LANASA LN	0722348272	CLAWSON, DIANE	2814 LANASA LN	APEX NC 27523-4106		2017-12-29
8321 JENKS RD	0722562228	COC REAL ESTATE CO LLC	110 MACKENAN DR STE 300	CARY NC 27511-7901		2020-01-02
1116 LOWLAND ST	0722544033	CRIPE, JAMES BARFIELD, AMANDA	1116 LOWLAND ST	APEX NC 27523-4109		2021-10-20
1105 GLORIOSA ST	0722542290	DAVIS, JONATHAN E DAVIS, CAYCE M	1105 GLORIOSA ST	APEX NC 27523-4108		2020-10-09
1114 RUSSET LN	0722447292	DECHCASA, TESFAYE DISASA ABEBE, ADANECH M	1114 RUSSET LN	APEX NC 27523-8517		2019-08-30
2812 LANASA LN	0722348292	DESAI, SAMEER FENG, YAN XUE	2812 LANASA LN	APEX NC 27523-4106		2017-12-29
1117 LITTLE GEM LN	0722442395	DODDER, ROBERT DODDER, SUSANNE	1117 LITTLE GEM LN	APEX NC 27523-7802		2017-11-01
1157 LITTLE GEM LN	0722440042	EGBERT, DEBRA ILENE TRUSTEE EGBERT FAMILY IRREVOCABLE TRUST	1157 LITTLE GEM LN	APEX NC 27523-7802		2018-11-09
1104 LOWLAND ST	0722544147	FINN, ANDREW PAUL FINN, MEG ELIZABETH	1104 LOWLAND ST	APEX NC 27523-4109		2019-10-22
1129 LITTLE GEM LN	0722442226	GARCIA, RHIAMD AMTDOREICH BENDAYAN GENTILCORE, CRISTIAN GABRIEL LEVY	1129 LITTLE GEM LN	APEX NC 27523-7802		2017-12-11
1106 RUSSET LN	0722447298	GUENETTE, JOSEPH E II JESPERSEN-GUENETTE, AMY M	1106 RUSSET LN	APEX NC 27523-8517		2020-02-28
1141 LITTLE GEM LN	0722441155	GURUNG, SANTOSH GURUNG, SUJEETA	1141 LITTLE GEM LN	APEX NC 27523-7802		2018-04-27
2810 TEACHEY PL	0722454406	HARRIS TEETER PROPERTIES LLC	701 CRESTDALE RD	MATTHEWS NC 28105-1700		2023-08-17
1109 GLORIOSA ST	0722542196	HATALA, PETER J HATALA, LINDA C	111 LOCHWOOD EAST DR	CARY NC 27518-8993		2021-03-15
1101 RUSSET LN	0722449279	HINTON, JILL NUNN	1101 RUSSET LN	APEX NC 27523-8517		2020-12-30
1115 LOWLAND ST	0722546022	HOGAN, PATRICK D HOGAN, ALLISON M	1115 LOWLAND ST	APEX NC 27523-4109		2022-08-09
7300 SELF STORAGE RD	0722555708	HWY 64 HOLDINGS LLC	3628 TRYON RD STE A	RALEIGH NC 27606-4202		2000-06-15
7325 SELF STORAGE RD	0722557264	HWY 64 HOLDINGS, LLC	3628 TRYON RD STE A	RALEIGH NC 27606-4202		2015-08-31
1159 LITTLE GEM LN	0722440030	INJETI, RAJINI	1159 LITTLE GEM LN	APEX NC 27523-7802		2018-08-08
1124 GLORIOSA ST	0722540093	IWANIW, MICHAEL ANTHONY	1124 GLORIOSA ST	APEX NC 27523-4108		2021-10-27
8324 JENKS RD	0722465567	JENKS, PHEOBE JEANNE TYNDALL, RHONDA ANNETTE STROTHER	2286 GUM SPRINGS CHURCH RD	PITTSBORO NC 27312-6643		2020-09-28
1121 RUSSET LN	0722449155	JOHNSON, KENT D. ROBERTS, JENA LYNN	1121 RUSSET LN	APEX NC 27523-8517		2019-10-31
1125 RUSSET LN	0722449152	KALRA, RAJAT KALRA, ANU	1125 RUSSET LN	APEX NC 27523-8517		2022-03-31
0 CORE BANKS ST	0722441499	KEPE1 HOLDINGS LLC	THE KALIKOW GROUP	7001 BRUSH HOLLOW RD STE 200	WESTBURY NY 11590-1743	2021-11-12
0 LITTLE GEM LN	0722441386	KEPE1 HOLDINGS LLC	7001 BRUSH HOLLOW RD STE 200	WESTBURY NY 11590-1743		2023-05-10
1451 RICHARDSON RD	0722550034	KEPE1 STC LLC	THE KALIKOW GROUP	7001 BRUSH HOLLOW RD STE 200	WESTBURY NY 11590-1743	2021-11-10
2820 TEACHEY PL	0722443942	KEPE1 STC WEST LLC	THE KALIKOW GROUP	7001 BRUSH HOLLOW RD STE 200	WESTBURY NY 11590-1743	2023-05-22
1110 RUSSET LN	0722447295	KESSLER, DELORES GENNELL	1110 RUSSET LN	APEX NC 27523-8517		2020-01-24
1108 LOWLAND ST	0722544142	KINES, JOHN KINES, CHRISTINE	1108 LOWLAND ST	APEX NC 27523-4109		2020-11-13
1115 LITTLE GEM LN	0722443317	KING, ALEESHA	1115 LITTLE GEM LN	APEX NC 27523-7802		2020-08-11
2818 LANASA LN	0722348222	LI, JING	9105 SANCTUARY CT	RALEIGH NC 27617-7475		2018-01-23
2810 LANASA LN	0722349222	LIU, JULIE	3129 MISTY RISE DR	CARY NC 27519-8912		2017-12-29
1145 LITTLE GEM LN	0722441122	LIU, JUNFENG	1145 LITTLE GEM LN	APEX NC 27523-7802		2018-05-16
1105 RUSSET LN	0722449276	LIU, WEN-CHIUNN	1105 RUSSET LN	APEX NC 27523-8517		2020-12-30
1105 LITTLE GEM LN	0722443476	LLL INVESTMENT LLC	2933 KENNA CREEK BND	APEX NC 27502-6619		2019-04-05
1103 LITTLE GEM LN	0722443488	LUO, WOON SHANG LUO, JUN JIE	1103 LITTLE GEM LN	APEX NC 27523-7802		2022-06-02
1113 GLORIOSA ST	0722542182	MEI, ALEXIS I-HSUN AHN, SANG	1113 GLORIOSA ST	APEX NC 27523-4108		2020-04-14
1118 RUSSET LN	0722447189	MISCIAGNO, STEPHANIE BLAKE	1118 RUSSET LN	APEX NC 27523-8517		2021-07-26
1126 RUSSET LN	0722447174	MORONEY, EDMOND M JR MORONEY, SARAH E	1126 RUSSET LN	APEX NC 27523-8517		2019-04-11
1109 RUSSET LN	0722449263	MUIR, JUSTIN MUIR, ANNE	1109 RUSSET LN	APEX NC 27523-8517		2021-02-05
1117 GLORIOSA ST	0722542088	NAMBURAJAN, SASIKANTHAN BALSAMY, ANUSUYA	1117 GLORIOSA ST	APEX NC 27523-4108		2021-01-27
1121 LITTLE GEM LN	0722442372	OKERFELT, CARLY CLAPSADDLE, SCOTT	1913 PARK STREAM CT	APEX NC 27502-6612		2021-04-01
1117 RUSSET LN	0722449167	PASSER, TODD R PASSER, SUSAN M	1117 RUSSET LN	APEX NC 27523-8517		2019-03-26
1130 RUSSET LN	0722447171	PATEL, RONAK SURESH PATEL, MITAL YOGESH	1130 RUSSET LN	APEX NC 27523-8517		2020-03-31
1107 LITTLE GEM LN	0722443464	PAVLIK, TERRY FANG, PING	20975 VALLEY GREEN DR APT 289	CUPERTINO CA 95014-1872		2019-04-15
1112 LOWLAND ST	0722544038	PETERSON, RAY E PETERSON, MARCIA G	1112 LOWLAND ST	APEX NC 27523-4109		2020-11-13
1153 LITTLE GEM LN	0722440075	PRAKASAM, SRIDHAR MADHAVAN, MYTHILI	41927 MISSION CREEK DR	FREMONT CA 94539-4720		2022-06-29
1161 LITTLE GEM LN	0722430918	RAJA, RAGUL SENTHILVELAN, MATHUMATHI	1161 LITTLE GEM LN	APEX NC 27523-7802		2022-05-09
1122 RUSSET LN	0722447187	RAPOSO, WENDY	1122 RUSSET LN	APEX NC 27523-8517		2020-03-25
1113 RUSSET LN	0722449260	RUSSO, CHRISTOPHER S RUSSO, JO ANNE	1113 RUSSET LN	APEX NC 27523-8517		2020-11-05
2802 LANASA LN	0722440200	RYAN, ERIC RYAN, CAITLIN	2802 LANASA LN UNIT 296	APEX NC 27523-4106		2020-09-18
1131 LITTLE GEM LN	0722442214	SAINI, ANKUR JAIN, CHHAMA	1131 LITTLE GEM LN	APEX NC 27523-7802		2017-12-13

SITE ADDRESS	PIN NUMBER	OWNER	MAILING ADDRESS			DEED_DATE
1149 LITTLE GEM LN	0722440098	SCORE 1 LLC	DAVID R POWELL	861 BETHLEHEM CHURCH RD	YOUNGSVILLE NC 27596-8183	2018-05-07
1120 LOWLAND ST	0722534929	SEAMAN, SCOTT D WATKINS, STEPHANIE E	1120 LOWLAND ST	APEX NC 27523-4109		2021-12-21
1113 LITTLE GEM LN	0722443329	SIGUENZA, ELIZABETH	1113 LITTLE GEM LN	APEX NC 27523-7802		2019-01-25
1116 GLORIOSA ST	0722541100	SIMMONS, BENJAMIN WILL SIMMONS, SARAH LYNN	1116 GLORIOSA ST	APEX NC 27523-4108		2019-12-12
3221 US 64 HWY W	0722359614	SKJD HOLDINGS LLC	4516 WOODMILL RUN	APEX NC 27539-9391		2019-01-07
0 AIR PARK DR	0722344615	SMITH, STALEY C SMITH, AARON E JR	PO BOX 457	APEX NC 27502-0457		2007-12-14
1121 GLORIOSA ST	0722542074	ST LOUIS, MARK ST LOUIS, DAWN	1121 GLORIOSA ST	APEX NC 27523-4108		2020-04-09
1105 LOWLAND ST	0722546155	STARK, ANTHONY TRUSTEE STARK, JANET CHRISTINE TRUSTEE	1105 LOWLAND ST	APEX NC 27523-4109		2022-05-23
1104 GLORIOSA ST	0722541221	STINGL, WILLIAM R ROSS-STINGL, JENNIFER M	1104 GLORIOSA ST	APEX NC 27523-4108		2019-09-24
1125 LITTLE GEM LN	0722442248	SUPHAVADEPRASIT, MANIT KOKKADAN, DINKAR JOHN	812 CITY WALLS ST	CARY NC 27513-1695		2020-11-16
1075 NEWLAND AVE	0722544404	SWEETWATER LIGHTBRIDGE LLC	PO BOX 5509	CARY NC 27512-5509		2020-02-27
2775 CORE BANKS ST	0722445158	SWEETWATER PROPERTY OWNERS ASSOCIATION INC	116 TURQUOISE CREEK DR	CARY NC 27513-5616		2023-10-26
1140 LITTLE GEM LN	0722349207	SWEETWATER PROPERTY OWNERS ASSOCIATION, INC	116 TURQUOISE CREEK DR	CARY NC 27513-5616		2017-03-28
1129 RUSSET LN	0722449059	TALBERT, NATALIE A	1129 RUSSET LN	APEX NC 27523-8517		2019-11-26
1109 LOWLAND ST	0722546038	THOMAS, ALEXANDER JOSEPH THOMAS, KRISTINA PEYSER	1109 LOWLAND ST	APEX NC 27523-4109		2020-12-30
2804 LANASA LN	0722349271	TORITSYN, ANTON TORITSYNA, SVETLANA	2804 LANASA LN	APEX NC 27523-4106		2020-07-21
1123 LITTLE GEM LN	0722442360	VIVEKANANDAN, YUVARAJ	1123 LITTLE GEM LN	APEX NC 27523-7802		2021-06-09
1147 LITTLE GEM LN	0722441110	WAI, FLORENCE FUNGMING MARTIN, KACE	1147 LITTLE GEM LN	APEX NC 27523-7802		2020-08-31
1119 LITTLE GEM LN	0722442384	WASYL, KAREN L	1119 LITTLE GEM LN	APEX NC 27523-7802		2017-12-22
0 ACTON ST	0722566199	WESTFORD COMMERCIAL WEH LP	2900 LINDEN LN STE 300	SILVER SPRING MD 20910-1265		2018-07-23
3208 US 64 HWY W	0722368361	WILKINS, JON BRIAN TRUSTEE WILKINS, DENA LIGGETT TRUSTEE	3208 US 64 HWY W	APEX NC 27523-8441		2021-12-14
8320 JENKS RD	0722468591	WILSON, TABATHA J	8320 JENKS RD	APEX NC 27523-7828		1992-11-30
2800 LANASA LN	0722440220	ZHANG, AO YING	315 S SALEM ST STE 324	APEX NC 27502-1863		2018-11-30
1137 LITTLE GEM LN	0722441178	ZHANG, JIMMY ZHANG, YI Q	8628 SAVANNAH RD	HARRISBURG NC 28075-7652		2018-02-26
		APEX TOWN OF	PO BOX 250	APEX NC 27523		
		Current Tenant	3223 Us 64 HWY W	APEX NC 27523		
		Current Tenant	1109 Gloriosa ST	APEX NC 27523		
		Current Tenant	1105 Little Gem LN	APEX NC 27523		
		Current Tenant	1107 Little Gem LN	APEX NC 27523		
		Current Tenant	1121 Little Gem LN	APEX NC 27523		
		Current Tenant	1125 Little Gem LN	APEX NC 27523		
		Current Tenant	1137 Little Gem LN	APEX NC 27523		
		Current Tenant	1149 Little Gem LN	APEX NC 27523		
		Current Tenant	1153 Little Gem LN	APEX NC 27523		
		Current Tenant	1155 Little Gem LN	APEX NC 27523		
		Current Tenant	2818 Lanasa LN	APEX NC 27523		
		Current Tenant	2816 Lanasa LN	APEX NC 27523		
		Current Tenant	2810 Lanasa LN	APEX NC 27523		
		Current Tenant	2802 Lanasa LN	APEX NC 27523		
		Current Tenant	2800 Lanasa LN	APEX NC 27523		
		Current Tenant	8321 Jenks RD	APEX NC 27523		
		Current Tenant	7325 Self Storage RD	APEX NC 27523		
		Current Tenant	3001 Us 64 HWY W	APEX NC 27523		
		Current Tenant	3221 Us 64 HWY W	APEX NC 27523		
		Current Tenant	7300 Self Storage RD	APEX NC 27523		
		Current Tenant	7314 Self Storage RD	APEX NC 27523		
		Current Tenant	7310 Self Storage RD	APEX NC 27523		
		Current Tenant	7308 Self Storage RD	APEX NC 27523		
		Current Tenant	7306 Self Storage RD	APEX NC 27523		
		Current Tenant	7302 Self Storage RD	APEX NC 27523		
		Current Tenant	7304 Self Storage RD	APEX NC 27523		
		Current Tenant	7312 Self Storage RD	APEX NC 27523		
		Current Tenant	1075 Newland AVE	APEX NC 27523		

Created by Town of Apex Planning Department
Date Created: 11/9/2023

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: Virtual (Via Zoom)

Date of meeting: 12/14/2023 Time of meeting: 5:30-7:30 pm

Property Owner(s) name(s): KEPE1 STC, LLC; Sweetwater Lightbridge, LLC; Harris Teeter Properties, LLC; KEPE1 STC West, LLC; KEPE1 Holdings, LLC

Applicant(s): ExperienceOne Homes, LLC

Please print 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.	N/A				☐
2.					☐
3.					☐
4.					☐
5.					☐
6.					☐
7.					☐
8.					☐
9.					☐
10.					☐
11.					☐
12.					☐
13.					☐
14.					☐

Use additional sheets, if necessary.

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): KEPE1 STC, LLC; Sweetwater Lightbridge, LLC; Harris Teeter Properties, LLC; KEPE1 STC West, LLC; KEPE1 Holdings, LLC

Applicant(s): ExperienceOne Homes, LLC

Contact information (email/phone): EK@Kaled.com/516-876-4800, DSchmidt@E1Homes.com/919-991-1428

Meeting Address: Virtual (Via Zoom)

Date of meeting: 12/14/2023 Time of meeting: 5:30-7:30 pm

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:
N/A

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, Joseph M. Craig, do hereby declare as follows:
Print Name

1. I have conducted a Neighborhood Meeting for the proposed Rezoning, Major Site Plan, Minor Site Plan, Residential Master Subdivision Plan, or Special Use Permit in accordance with UDO Sec. 2.2.7.B *Neighborhood Meeting*.

2. The meeting invitations were mailed to the Apex Planning Department, 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 Virtual (Via Zoom) (location/address) on 12/14/2023 (date) from 5:30 pm (start time) to 7:30 pm (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.

5. I have prepared these materials in good faith and to the best of my ability.

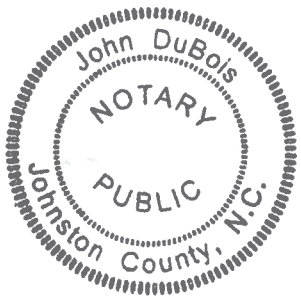
12/18/23
Date

By: 

STATE OF NORTH CAROLINA
COUNTY OF WAKE

Sworn and subscribed before me, John DuBois, a Notary Public for the above State and County, on this the 18th day of DECEMBER, 2023.

SEAL




Notary Public

John DuBois
Print Name

My Commission Expires: 10/17/2028

Sweetwater PUD Amendment

Proposed Rezoning Changes

December 11,2023

The PUD will retain all of the conditions from rezoning #17CZ21, #18CZ01, #22CZ03 and #23CZ12 except:

I. Revisions to Section 6:

Section 6: Design Controls

NONRESIDENTIAL/MIXED-USE AREAS:

Office: A minimum of ~~55,000~~ **20,000** square feet of office will be provided in this section.

Building Height:

Maximum Height: ~~62 Feet (5 Story)~~ **77 Feet (6 Stories)**
39 Feet (2 Story) – PINs 0722-44-1499 & 0722-44-1386

TOWN OF APEX
POST OFFICE BOX 250
APEX, NORTH CAROLINA 27502
PHONE 919-249-3426

PUBLIC NOTIFICATION OF PUBLIC HEARINGS

CONDITIONAL ZONING #23CZ20
Sweetwater PUD Amendment

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: ExperienceOne Homes, LLC
Authorized Agent: Mitch Craig, CE Group, Inc
Property Addresses: 1451 Richardson Rd; 1051 & 1075 Newland Ave; 2800, 2810, & 2820 Teachey Pl; 0 Core Banks St; & 0 Little Gem Ln
Acreage: ±41.33 acres
Property Identification Numbers (PINs): 0722550034, 0722544876, 0722544404, 0722457646, 0722454406, 0722443942, 0722441499, 0722441386
2045 Land Use Map Designation: Mixed Use: High Density Residential/Office Employment/Commercial Services
Existing Zoning of Properties: Planned Unit Development-Conditional Zoning (PUD-CZ #22CZ03 & 23CZ12)
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: January 8, 2024 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.

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.

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.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/44834.

Dianne F. Khin, AICP
Planning Director

Published Dates: December 21, 2023 – January 8, 2024

TOWN OF APEX
PO BOX 250
APEX, NORTH CAROLINA 27502
TELÉFONO 919-249-3426

NOTIFICACIÓN PÚBLICA DE AUDIENCIAS PÚBLICAS

ORDENAMIENTO TERRITORIAL CONDICIONAL #23CZ20
Sweetwater PUD Amendment

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: ExperienceOne Homes, LLC
Agente autorizado: Mitch Craig, CE Group, Inc
Dirección de las propiedades: 1451 Richardson Rd; 1051 & 1075 Newland Ave; 2800, 2810, & 2820 Teachey Pl; 0 Core Banks St; & 0 Little Gem Ln
Superficie: ±41.33 acres
Número de identificación de las propiedades: 0722550034, 0722544876, 0722544404, 0722457646, 0722454406, 0722443942, 0722441499, 0722441386
Designación actual en el Mapa de Uso Territorial para 2045: Mixed Use: High Density Residential/Office Employment/Commercial Services
Ordenamiento territorial existente de las propiedades: Planned Unit Development-Conditional Zoning (PUD-CZ #22CZ03 & #23CZ12)
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: 8 de enero de 2024 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.

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.

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/44834.

Dianne F. Khin, AICP
Directora de Planificación

Fechas de publicación: 21 de diciembre de 2023- 8 de

23CZ20 S...ombin... Share Sign in

TOWN OF APEX
POST OFFICE BOX 250
APEX, NORTH CAROLINA 27502
PHONE 919-249-3426

PUBLIC NOTIFICATION
OF PUBLIC HEARINGS
CONDITIONAL ZONING #23CZ20
Sweetwater PUD Amendment

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: ExperienceOne Homes, LLC
Authorized Agent: Mitch Craig, CE Group, Inc
Property Addresses: 1451 Richardson Rd; 1051 & 1075 Newland Ave; 2800, 2810, & 2820 Teachey Pl; 0 Core Banks St; & 0 Little Gem Ln
Acreage: ±41.33 acres
Property Identification Numbers (PINs): 0722550034, 0722544876, 0722544404, 0722457646, 0722454406, 0722443942, 0722441499, 0722441386
2045 Land Use Map Designation: Mixed Use: High Density Residential/Office Employment/Commercial Services
Existing Zoning of Properties: Planned Unit Development-Conditional Zoning (PUD-CZ #22CZ03 & 23CZ12)
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: January 8, 2024 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.

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.

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.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/44834.

Dianne F. Khin, AICP
Planning Director

Published Dates: December 21, 2023 – January 8, 2024

9:32 AM
12/21/2023

23CZ20 S...ombin... Share Sign in

TOWN OF APEX
PO BOX 250
APEX, NORTH CAROLINA 27502
TELÉFONO 919-249-3426

NOTIFICACIÓN PÚBLICA DE AUDIENCIAS PÚBLICAS

ORDENAMIENTO TERRITORIAL CONDICIONAL #23CZ20
Sweetwater PUD Amendment

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: ExperienceOne Homes, LLC
Agente autorizado: Mitch Craig, CE Group, Inc
Dirección de las propiedades: 1451 Richardson Rd; 1051 & 1075 Newland Ave; 2800, 2810, & 2820 Teachey Pl; 0 Core Banks St; & 0 Little Gem Ln
Superficie: ±41.33 acres
Número de identificación de las propiedades: 0722550034, 0722544876, 0722544404, 0722457646, 0722454406, 0722443942, 0722441499, 0722441386
Designación actual en el Mapa de Uso Territorial para 2045: Mixed Use: High Density Residential/Office Employment/Commercial Services
Ordenamiento territorial existente de las propiedades: Planned Unit Development-Conditional Zoning (PUD-CZ #22CZ03 & #23CZ12)
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: 8 de enero de 2024 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.

Si no puede asistir, puede enviar una declaración escrita por correo electrónico a public.hearing@apexnc.org, o presentarla a la secretaria 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.

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/44834.

Dianne F. Khin, AICP
Directora de Planificación

Fechas de publicación: 21 de diciembre de 2023- 8 de enero de 2024

2
2
9:34 AM
12/21/2023

TOWN OF APEX
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

Project Name:	Conditional Zoning #23CZ20
Project Location:	1451 Richardson Rd; 1051 & 1075 Newland Ave; 2800, 2810, & 2820 Teachey Pl; 0 Core Banks St; & 0 Little Gem Ln
Applicant or Authorized Agent:	Mitch Craig
Firm:	CE Group, Inc
Planning Board Public Hearing Date:	January 8, 2024
Project Planner:	Amanda Bunce/Joshua Killian

This is to certify that I, as Planning Director, mailed or caused to have mailed by first class postage for the above mentioned project on December 21, 2023, 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 information from the Wake County Tax Assessor 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.

12/21/2023
Date

Planning Director

STATE OF NORTH CAROLINA
COUNTY OF WAKE

Sworn and subscribed before me, Jesus A. Ibanez-Ibarra, a Notary Public for the above State and County, this the 21st day of December, 2023.

JESUS A IBANEZ-IBARRA
My Commission Expires
NOTARY PUBLIC
April 10, 2028
WAKE COUNTY, NC

Notary Public

My Commission Expires: 4/10/2028

TOWN OF APEX
POST OFFICE BOX 250
APEX, NORTH CAROLINA 27502
PHONE 919-249-3426

PUBLIC NOTIFICATION OF PUBLIC HEARINGS

CONDITIONAL ZONING #23CZ20
Sweetwater PUD Amendment

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 and Town Council of the Town of Apex. The purpose of these hearings is to consider the following:

Applicant: ExperienceOne Homes, LLC
Authorized Agent: Mitch Craig, CE Group, Inc
Property Addresses: 1451 Richardson Rd; 1051 & 1075 Newland Ave; 2800, 2810, & 2820 Teachey Pl; 0 Core Banks St; & 0 Little Gem Ln
Acreage: ±41.33 acres
Property Identification Numbers (PINs): 0722550034, 0722544876, 0722544404, 0722457646, 0722454406, 0722443942, 0722441499, 0722441386
2045 Land Use Map Designation: Mixed Use: High Density Residential/Office Employment/Commercial Services
Existing Zoning of Properties: Planned Unit Development-Conditional Zoning (PUD-CZ #22CZ03 & 23CZ12)
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: January 23, 2024 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.

If you are unable to attend, you may provide a written statement by email to public.hearing@apexnc.org, or submit it to the Office of the Town Clerk (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 prior to their vote. Please include the Public Hearing name in the subject line.

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.apexnc.org/DocumentCenter/View/478. You may call 919-249-3426, Planning Department, with questions or for further information. To view the petition and related documents on-line: https://www.apexnc.org/DocumentCenter/View/44834.

Dianne F. Khin, AICP
Planning Director

Published Dates: ~~December 21, 2023 –~~ January 2-23, 20__

TOWN OF APEX
POST OFFICE BOX 250
APEX, NORTH CAROLINA 27502
TELÉFONO 919-249-3426

NOTIFICACIÓN PÚBLICA DE AUDIENCIAS PÚBLICAS

ORDENAMIENTO TERRITORIAL CONDICIONAL #23CZ20
Sweetwater PUD Amendment

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 y el Consejo Municipal del Ayuntamiento de Apex. El propósito de estas audiencias es considerar lo siguiente:

Solicitante: ExperienceOne Homes, LLC
Agente autorizado: Mitch Craig, CE Group, Inc
Dirección de las propiedades: 1451 Richardson Rd; 1051 & 1075 Newland Ave; 2800, 2810, & 2820 Teachey Pl; 0 Core Banks St; & 0 Little Gem Ln
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Designación actual en el Mapa de Uso Territorial para 2045: Mixed Use: High Density Residential/Office Employment/Commercial Services
Ordenamiento territorial existente de las propiedades: Planned Unit Development-Conditional Zoning (PUD-CZ #22CZ03 & #23CZ12)
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 enero de 2024 4:30 P.M.**~~
23 de enero de 2024 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.

Si no puede asistir, puede enviar una declaración escrita por correo electrónico a public.hearing@apexnc.org, o presentarla a la oficina del Secretario Municipal (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.

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 al 919-249-3426. Puede ver la solicitud y otros documentos relacionados aquí: https://www.apexnc.org/DocumentCenter/View/44834.

Dianne F. Khin, AICP
Directora de Planificación

Fechas de publicación: ~~21 de diciembre de 2023~~ ~~8~~ 2 de [illegible] – 23 de enero de 2024

https://www.apexnc.org/Doc...
WebEdits Municode PlanViewer3 iMAPS GeoCiv ExecuTime Other favorites
1 of 2

TOWN OF APEX
POST OFFICE BOX 250
APEX, NORTH CAROLINA 27502
PHONE 919-249-3426

PUBLIC NOTIFICATION
OF PUBLIC HEARINGS
CONDITIONAL ZONING #23CZ20
Sweetwater PUD Amendment

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 and Town Council of the Town of Apex. The purpose of these hearings is to consider the following:

Applicant: ExperienceOne Homes, LLC
Authorized Agent: Mitch Craig, CE Group, Inc
Property Addresses: 1451 Richardson Rd; 1051 & 1075 Newland Ave; 2800, 2810, & 2820 Teachey Pl; 0 Core Banks St; & 0 Little Gem Ln
Acreage: ±41.33 acres
Property Identification Numbers (PINs): 0722550034, 0722544876, 0722544404, 0722457646, 0722454406, 0722443942, 0722441499, 0722441386
2045 Land Use Map Designation: Mixed Use: High Density Residential/Office Employment/Commercial Services
Existing Zoning of Properties: Planned Unit Development-Conditional Zoning (PUD-CZ #22CZ03 & 23CZ12)
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: January 23, 2024 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.

If you are unable to attend, you may provide a written statement by email to public.hearing@apexnc.org, or submit it to the Office of the Town Clerk (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 prior to their vote. Please include the Public Hearing name in the subject line.

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.apexnc.org/DocumentCenter/View/478. You may call 919-249-3426, Planning Department, with questions or for further information. To view the petition and related documents on-line: https://www.apexnc.org/DocumentCenter/View/44834.

e F. Khin, AICP
ng Director

10:39 AM
1/3/2024

https://www.apexnc.org/Doc...
WebEdits | Municode | PlanViewer3 | iMAPS | GeoCiv | ExecuTime | Other favorites
2 of 2

TOWN OF APEX
POST OFFICE BOX 250
APEX, NORTH CAROLINA 27502
TELÉFONO 919-249-3426

NOTIFICACIÓN PÚBLICA DE AUDIENCIAS PÚBLICAS
ORDENAMIENTO TERRITORIAL CONDICIONAL #23CZ20
Sweetwater PUD Amendment

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 y el Consejo Municipal del Ayuntamiento de Apex. El propósito de estas audiencias es considerar lo siguiente:

Solicitante: ExperienceOne Homes, LLC
Agente autorizado: Mitch Craig, CE Group, Inc
Dirección de las propiedades: 1451 Richardson Rd; 1051 & 1075 Newland Ave; 2800, 2810, & 2820 Teachey Pl; 0 Core Banks St; & 0 Little Gem Ln
Superficie: ±41.33 acres
Número de identificación de las propiedades: 0722550034, 0722544876, 0722544404, 0722457646, 0722454406, 0722443942, 0722441499, 0722441386
Designación actual en el Mapa de Uso Territorial para 2045: Mixed Use: High Density Residential/Office Employment/Commercial Services
Ordenamiento territorial existente de las propiedades: Planned Unit Development-Conditional Zoning (PUD-CZ #22CZ03 & #23CZ12)
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 enero de 2024 4:30 P.M.**~~
23 de enero de 2024 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.

Si no puede asistir, puede enviar una declaración escrita por correo electrónico a public.hearing@apexnc.org, o presentarla a la oficina del Secretario Municipal (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.

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 al 919-249-3426. Puede ver la solicitud y otros documentos relacionados aquí: https://www.apexnc.org/DocumentCenter/View/44834.

Dianne F. Khin, AICP
Director de Planificación

Fechas de publicación: ~~31 de diciembre de 2023~~ 8 2 de enero de 202

10:40 AM
1/3/2024

TOWN OF APEX
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

Project Name:	Conditional Zoning #23CZ20
Project Location:	1451 Richardson Rd; 1051 & 1075 Newland Ave; 2800, 2810, & 2820 Teachey Pl; 0 Core Banks St; & 0 Little Gem Ln
Applicant or Authorized Agent:	Mitch Craig
Firm:	CE Group, Inc
Town Council Public Hearing Date:	January 23, 2024
Project Planner:	Amanda Bunce/Joshua Killian

This is to certify that I, as Planning Director, mailed or caused to have mailed by first class postage for the above mentioned project on January 3, 2024, 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 information from the Wake County Tax Assessor 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.

1/4/2024
Date

Planning Director

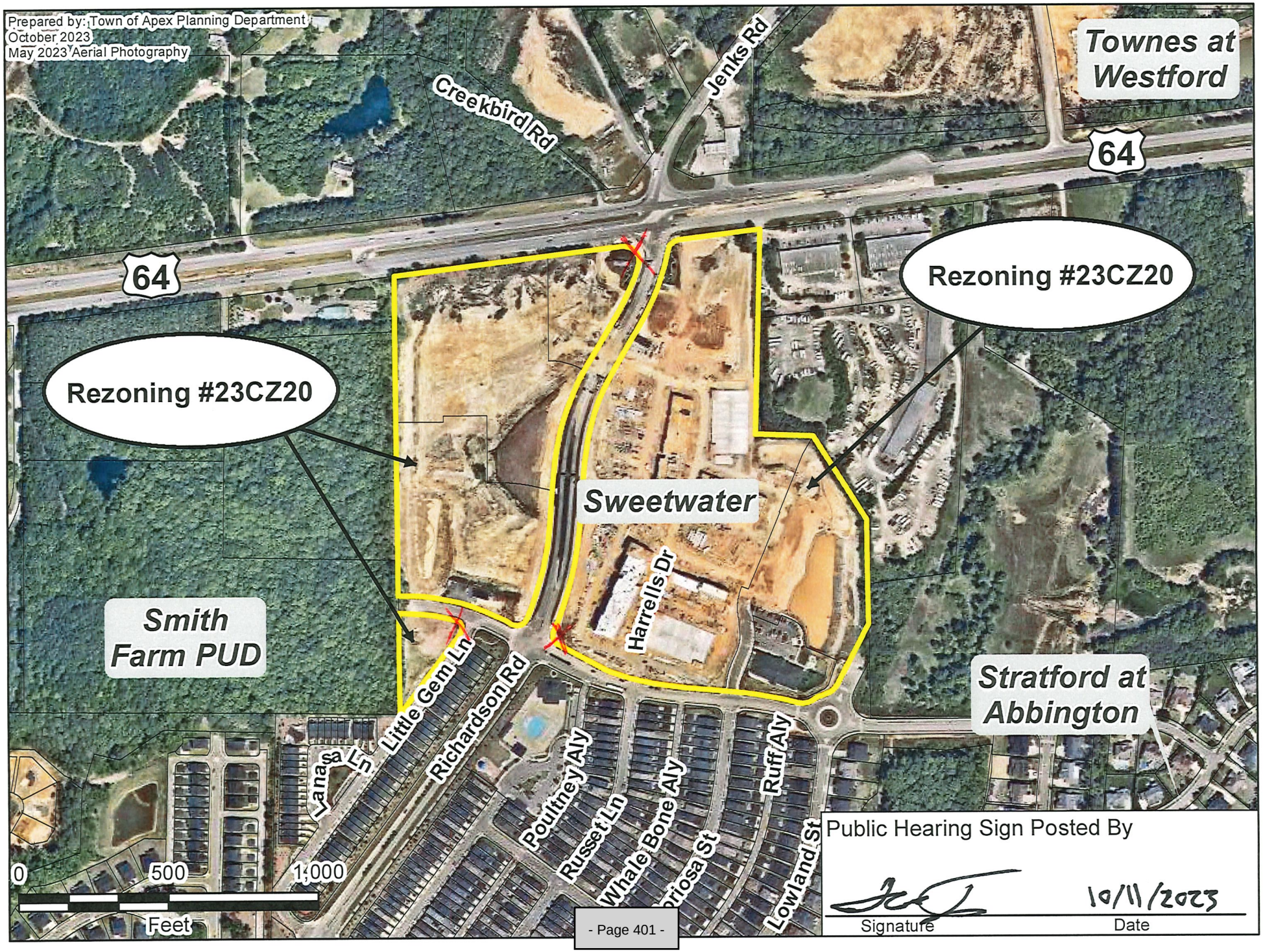
STATE OF NORTH CAROLINA
COUNTY OF WAKE

Sworn and subscribed before me, Jesus A. Ibanez-Ibarra, a Notary Public for the above State and County, this the 4 day of January, 2024.

JESUS A IBANEZ-IBARRA
My Commission Expires
NOTARY PUBLIC
April 10, 2028
WAKE COUNTY, NC

Notary Public

My Commission Expires: 4/10/2028


Prepared by: Town of Apex Planning Department
October 2023
May 2023 Aerial Photography
Creekbird Rd
Jenks Rd
Townes at Westford
64
64
Rezoning #23CZ20
Rezoning #23CZ20
Sweetwater
Harrells Dr
Smith Farm PUD
Little Gem Ln
Richardson Rd
Lanasa Ln
Poultney Aly
Russet Ln
Whale Bone Aly
Ruff Aly
Lowland St
Stratford at Abbington
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Public Hearing Sign Posted By
Signature
10/11/2023
Date


Rezoning #23CZ20
Creekbird Rd
Jenks Rd
Acton St
Townes at Westford
64
US 64 Hwy W
Goodwin Rd
64 West Business Park
Teachey Pl
Rennert Pl
Security Self Storage
Communication Tower
Harrells Dr
Stokesdale Ln
Lawnview Ln
Newland Ave
Richardson Rd
Deck Air Park
Air Park Dr
Smith Farm PUD
Rezoning #23CZ20
Core Banks St
Sweetwater
Lightbridge Academy
Sweetwater Amenity Center
Timken Forest Dr
Bryant Pond Ln
Lana sa Ln
Little Gem Ln
Poultney Aly
Russet Ln
Whale Bone Aly
Gloriosa St
Ruff Aly
Stratford at Abbington
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Feet
December 2023
October 2023 Aerial Photography
Prepared by: Town of Apex Planning Department

PLANNING BOARD REPORT TO TOWN COUNCIL

Rezoning Case: 23CZ20 Sweetwater PUD Amendment

Planning Board Meeting Date: January 8, 2024

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:	±41.33
PIN(s):	0722550034, 0722544876, 0722544404, 0722457646, 0722454406, 0722443942, 0722441499, and 0722441386
Current Zoning:	Planned Unit Development-Conditional Zoning (PUD-CZ #22CZ03 & #23CZ12)
Proposed Zoning:	Planned Unit Development-Conditional Zoning (PUD-CZ)
2045 Land Use Map:	Mixed Use: High Density Residential/Office Employment/Commercial Services
Town Limits:	Inside

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 ☐ Inconsistent Reason: _____

☑ Parks, Recreation, Open Space, and Greenways Plan
☑ Consistent ☐ Inconsistent Reason: _____

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 ☐ Inconsistent Reason: _____

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: _____

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.
☑ Consistent ☐ Inconsistent Reason: _____

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 ☐ Inconsistent 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: _____

Planning Board Recommendation:

Motion: To recommend approval as presented.

Introduced by Planning Board member: Sarah Soh

Seconded by Planning Board member: Tina Sherman

☐ *Approval*: the project is consistent with all applicable officially adopted plans and the applicable legislative considerations listed above.

☑ *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:

Conditions as presented.

☐ *Denial*: the project is not consistent with all applicable officially adopted plans and/or the applicable legislative considerations as noted above.

With 9 Planning Board Member(s) voting "aye"

With 0 Planning Board Member(s) voting "no"

Reasons for dissenting votes:

This report reflects the recommendation of the Planning Board, this the 8th day of January 2024.

Attest:

Reginald Skinner, Planning Board Chair

Dianne F. Khin Digitally signed by Dianne F. Khin Date: 2024.01.08 21:08:22 -05'00'

Dianne Khin, Planning Director

| Agenda Item | cover sheet

for consideration by the Apex Town Council

Item Type: PUBLIC HEARING

Meeting Date: January 23, 2024

Item Details

Presenter(s): Liz Loftin, Senior Planner

Department(s): Planning

Requested Motion

Public Hearing and possible motion to approve Rezoning Application No. 23CZ14 Salem Street Townhomes PUD. The applicant, P&R Properties Group, LLC, seeks to rezone approximately 1.04 acres from Medium Density (MD) to Planned Unit Development-Conditional Zoning (PUD-CZ). The proposed rezoning is located at 0, 0 & 720 South Salem Street.

Approval Recommended?

The Planning Department recommends approval.

The Planning Board held a Public Hearing on January 8, 2024 and unanimously voted to recommend approval of the rezoning with the conditions offered by the applicant.

Item Details

The properties to be rezoned are identified as PINs 0741178829, 0741179910, & 0741179971.

Attachments

- PH6-A1: Staff Report - Rezoning Case No. 23CZ14 - Salem Street Townhomes PUD
- PH6-A2: Vicinity Map - Rezoning Case No. 23CZ14 - Salem Street Townhomes PUD
- PH6-A3: Planning Board Report to Town Council - Rezoning Case No. 23CZ14 - Salem Street Townhomes PUD

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

BACKGROUND INFORMATION:

Location: 720 South Salem Street, 0 & 0 South Salem Street
Applicant: P&R Properties Group, LLC
Authorized Agent: Kevin Poythress, P&R Properties Group, LLC
Owners: Salem Street Townes LLC & P&R Properties Group LLC

PROJECT DESCRIPTION:

Acreage: +/- 1.04 acres
PINs: 0741178829, 0741179910, & 0741179971
Current Zoning: Medium Density Residential (MD); Small Town Character Overlay District
Proposed Zoning: Planned Unit Development-Conditional Zoning (PUD-CZ); Small Town Character Overlay District
2045 Land Use Map: Medium/High Density Residential/Office Employment
Town Limits: Town Limits

Adjacent Zoning & Land Uses:

	Zoning	Land Use
North:	Planned Unit Development-Conditional Zoning (PUD-CZ #14CZ22)	Townhomes; Topaz Lane stub
South:	High Density Single-Family Residential (HDSF #01TRZ08)	S. Salem Street; CSX Railroad; Single-Family Residential
East:	Planned Unit Development-Conditional Zoning (PUD-CZ #14CZ22)	Townhomes; Regents Lane stub
West:	Office & Institutional-Conditional Zoning (O&I-CZ #16CZ20)	Single-Family Residential

Existing Conditions:
The rezoning contains three properties located on the north side of South Salem Street. Two of the properties are vacant and one currently has a single-family home.

Neighborhood Meetings:
The applicant conducted the initial neighborhood meeting on May 30, 2023 and the second on October 18, 2023. The neighborhood meeting reports are attached.

2045 Land Use Map:
The 2045 Land Use Map designates the properties as Medium/High Density Residential/Office Employment. The proposed rezoning to PUD-CZ is consistent with the Land Use Map designation.

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 sufficient capacity for future students.

Planned Unit Development Plan:
Permitted 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 Uses:
Townhouse
Accessory Apartment

Recreation Uses:
Recreation Facility, private
Greenway
Park, active
Park, passive
Utility, minor

Proposed Design Controls:
Maximum Number of Units: 8 units
Maximum Building Height: 37’ from FFE (1.5 to 2.5 stories)
Maximum Built-Upon Area**:** 65%
Proposed Built-Upon Area: 42.3%

Setbacks:

Minimum Setbacks	
Front	15’
Rear	15’
Side	0’

Note: Porches, patios, decks and other accessory structures may encroach into building setbacks as allowed by the Town of Apex UDO.

Proposed RCA & Buffers:
The proposed rezoning is in the Small Town Character Overlay District and no Resource Conservation Area (RCA) or buffers are required per UDO Section 6.3.1.D.6. Even though the project is not required to provide buffers the applicant has provided a variable streetscape Type A buffer along South Salem Street and an 8’ planting area along the western property line.

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:

1. Proposed materials- James Hardie or equal lap siding, James Hardie or equal decorative shake siding, James Hardie or equal soffits, decorative cultured stone or brick veneer, Miratec or equal corner boards, facia boards, frieze boards, column and window wraps. CertainTeed landmark or equal architectural shingles, vinyl single-hung windows, vinyl shutters, decorative wood main entry doors.
2. Proposed Structural Materials-covered main entrances via porches or stoops, main roof overhangs 12".
3. Vinyl siding is not permitted; however, vinyl windows, decorative elements, and trim are permitted.
4. The roofline cannot be a single mass; it must be broken up horizontally and vertically between every unit.
5. Garage doors must have windows, decorative details or carriage-style adornments on them.
6. House entrances for units with front-facing single-car garages shall have a prominent covered porch-stoop area leading to the front door.
7. The garage cannot protrude more than 1 foot out from the front façade or front porch.
8. 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 windows, recessed window, decorative window, trim around the window, 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
9. Building facades shall have horizontal relief achieved by the use of recesses and projections.
10. A varied color palette shall be utilized on homes throughout the subdivision to include a minimum of three-color families for siding and shall include varied trim, shutter, and accent colors complementing the siding color.
11. The rear and side elevations of the units that can be seen from the right-of-way shall have trim around the windows.

APEX TRANSPORTATION PLAN/ACCESS AND CIRCULATION:
The PUD proposes a street stub to the west and connections to both Topaz Land and Regents Lane. The Developer is not proposing direct access or roadway frontage improvements along South Salem Street. The existing 5-foot sidewalk shall remain in place. The developer shall be required to dedicate public right-of-way along South Salem Street extending 60 feet northward from the south side edge of asphalt (60 feet north of CSX right of way) along the entirety of the project limits along South Salem Street.

PARKS, RECREATION, AND CULTURAL RESEROURCES ADVISORY COMMISSION:
This project was exempt from being reviewed by the PRCR Advisory Commission per UDO Section 14.1.2 Exemptions and a fee-in-lieu shall be required. The fee-in-lieu rate is updated with the previous year's CPI in January of each year and is assigned based on Town Council action/approval of the rezoning.

ENVIRONMENTAL ADVISORY BOARD:
This rezoning was exempt from meeting with the Apex Environmental Advisory Board (EAB) per Unified Development Ordinance (UDO) Section 2.1.9.A.2.a. The proposed rezoning is in the Small Town Character Overlay District.

PLANNING STAFF RECOMMENDATION:
Planning staff recommends approval of Rezoning #23CZ14 with the conditions as offered by the applicant.

PLANNING BOARD RECOMMENDATION:
The Planning Board held a public hearing on January 8, 2024 and unanimously recommended approval with the conditions as proposed 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 classifies the subject properties as Medium/High Density Residential/Office Employment. The proposed rezoning to Planned Unit Development-Conditional Zoning (PUD-CZ) is consistent with that land use classification.

The proposed rezoning is reasonable and in the public interest because it will construct extensions of Topaz Lane and Regents Lane, provide a future stub street to the western property line, and will maintain compatibility with adjacent townhome development.

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 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 Planning Board 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 2045 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 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 10% provided that the PD Plan for PUD-CZ includes one or more of the following:

(i) A non-residential component;

(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 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 2045 Land Use.

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

CONDITIONAL ZONING STANDARDS:

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

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 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.

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.

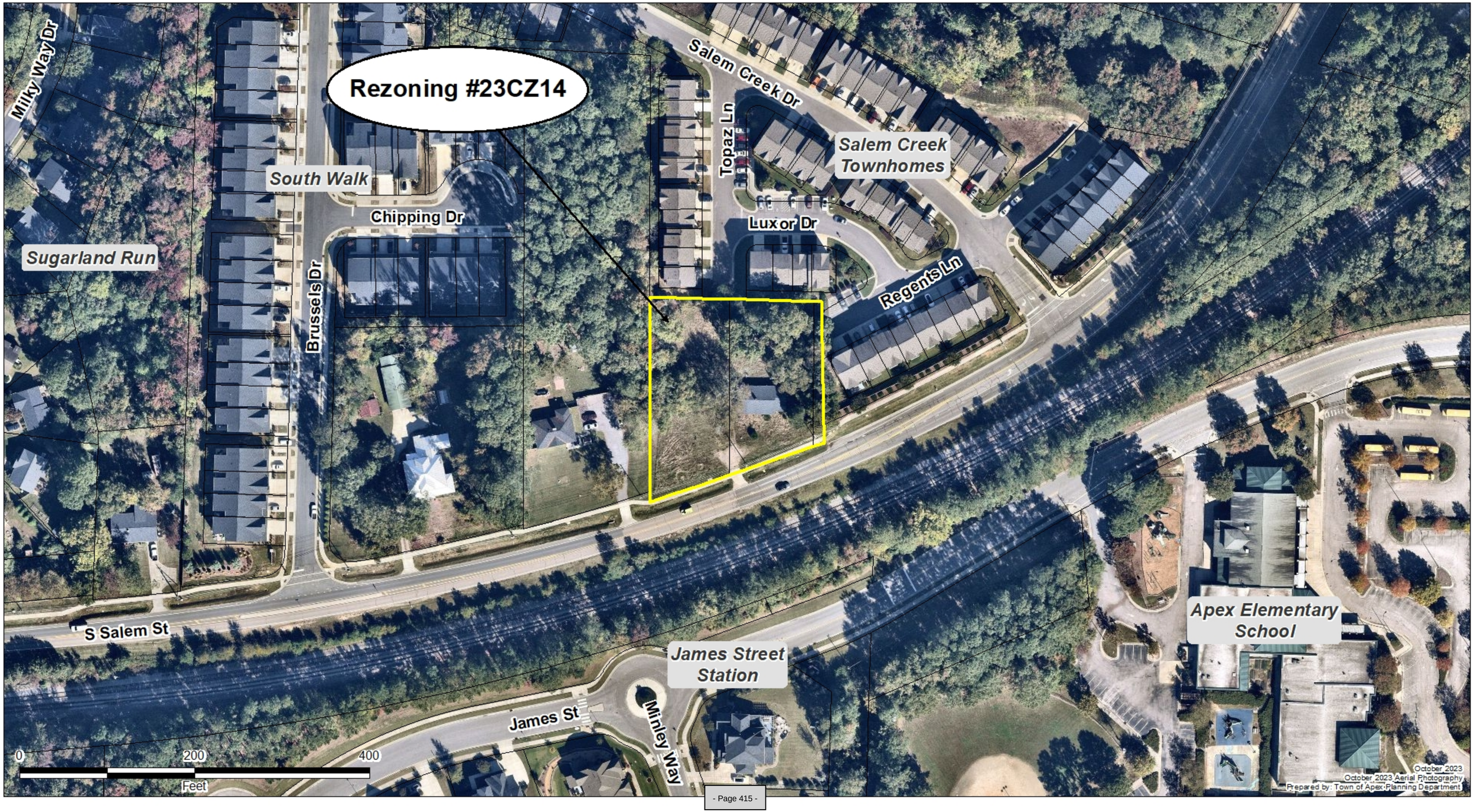
6) *Impact on public facilities.* The proposed Conditional Zoning (CZ) District use's avoidance of having adverse impacts on public facilities and services, including roads, potable water and wastewater facilities, parks, schools, police, fire and EMS facilities.

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


Rezoning #23CZ14
Milky Way Dr
Salem Creek Dr
Topaz Ln
Salem Creek Townhomes
South Walk
Chipping Dr
Luxor Dr
Sugarland Run
Brussels Dr
Regents Ln
S Salem St
James Street Station
Apex Elementary School
James St
Minley Way
0
200
400
Feet
October 2023
October 2023 Aerial Photography
Prepared by: Town of Apex Planning Department

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.

Application #: 23CZ14 Submittal Date: 7-3-2023

Fee Paid $ 1610.00 Check # CC

PETITION TO AMEND THE OFFICIAL ZONING DISTRICT MAP

Project Name:

Address(es): 720 S. Salem Street

PIN(s) 0741-17-8829, 0741-17-9910, 0741-17-9971

Acreage: 1.04

Current Zoning: MD Proposed Zoning: PUD-CZ

Current 2045 LUM Designation: Medium Density/High Density Residential, Office Employment

Is the proposed rezoning consistent with the 2045 LUM Classification(s)? Yes ☐ 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: Bateman Civil Survey Company

Address:

City: Apex State: NC Zip: 27539

Phone: 919-577-1080 E-mail: engineering@batemancivilsurvey.com

Owner Information

Name: P&R Properties Group, LLC. (Kevin Poythress)

Address: 1011 Classic Road

City: Apex State: NC Zip: 27539

Phone: 919-463-5403 E-mail: kevin@pccbuilder.com

Agent Information

Name: P&R Properties Group, LLC. (Kevin Poythress)

Address: 1011 Classic Road

City: Apex State: NC Zip: 27539

Phone: 919-463-5403 E-mail: kevin@pccbuilder.com

Other contacts: Scott Moore (The Coley Group)
4350 Lassiter At North Hills Ave., Suite 256 Raleigh, NC 27609
919-526-0401, scott@thecoleygroup.com

PLANNED UNIT DEVELOPMENT APPLICATION

Application #: 23CZ14 Submittal Date: 7-3-2023

PLANNED UNIT DEVELOPMENT DISTRICT 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 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. The PD text and plan should demonstrate how the standards of Sec. 2.3.4.F are met be the proposed rezoning.

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 2045 Apex Land Use Plan shows a future land classification as Medium/High Density Residential which supports townhome use within the Town Center with a recommended density of 7 – 14 units per acre. The PD plan for the PUD-CZ shows 8 units total on .89 acre.

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 is compatible with the surrounding land uses. The adjoining parcels to the north and east are townhome developments.

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

Townhome use shall require a Special Use Permit due to be within the Small Town Character Overlay District.

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.

A variable buffer is located on the southern boundary of the property facing South Salem Street. Buffer reductions on eastern and northern property lines are being requested. The proposed development interconnects Regents Lane and Topaz Lane.

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 disturbed area will be less than 1.0 Ac. Erosion Control measures will be used to ensure minimal environmental impacts during construction.

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 plan demonstrates a safe and adequate on-site transportation circulation system by connecting two existing stub streets and providing for a future stub to the west. The water and wastewater lines will provide a loop system with the existing community. There are adequate off-site facilities to serve the proposal including water supply, solid waste disposal, electrical supply and fire protection.

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.

This proposed development does not have any adverse affects 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.

There is no detriment to the 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.

The proposed development consist of 8 residential units. Therefore, traffic impact or noise will be minimal.

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.

The streetscape buffer has been reduced is some areas due to the depth of buildings. No permiter buffer is provided to the north or east due to the proposed development buffer the existing development with same townhome uses.

SALEM CREEK OUTER BOUNDARY LEGAL DESCRIPTION

BEING THE OUTER BOUNDARY OF THOSE THREE PARCELS OF LAND NOW OR FORMERLY OF SALEM STREET TOWNES, LLC (PINS: 0741178829, 0741179910, & 0741179971) AS DESCRIBED IN DEED BOOK 19262 AT PAGE 540 AND IN BOOK OF MAPS 2023 AT PAGE 226 OF THE WAKE COUNTY REGISTER OF DEEDS. LYING IN THE TOWN OF APEX, WHITE OAK TOWNSHIP, WAKE COUNTY, NORTH CAROLINA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A 3/4" IRON PIPE FOUND ON THE NORTHWESTERN CORNER OF THE PARCEL NOW OR FORMERLY OF SALEM STREET TOWNES, LLC (PIN: 0741178829) AS DESCRIBED IN DEED BOOK 19262 AT PAGE 540 AND IN BOOK OF MAPS 2023 AT PAGE 226 OF THE WAKE COUNTY REGISTER OF DEEDS, SAID IRON HAVING NORTH CAROLINA STATE PLAIN COORDINATES OF N: 718,001.19' AND E: 2,041,782.02'; THENCE, FROM THE POINT OF BEGINNING, S88°25'51"E A DISTANCE OF 59.83 FEET TO A 3/4" IRON PIPE FOUND; THENCE, S88°25'51"E A DISTANCE OF 31.13 FEET TO A 3/4" IRON PIPE SET; THENCE, S88°25'51"E A DISTANCE OF 18.79 FEET TO A 3/4" IRON PIPE FOUND; THENCE, S88°25'51"E A DISTANCE OF 77.21 FEET TO A 3/4" IRON PIPE FOUND; THENCE, S88°25'51"E A DISTANCE OF 9.21 FEET TO A 1" IRON PIPE FOUND; THENCE, S01°05'47"E A DISTANCE OF 140.68 FEET TO A 1/2" IRON PIPE FOUND; THENCE S01°05'57"E A DISTANCE OF 140.68 FEET TO A 1/2" IRON PIPE FOUND; THENCE, S01°05'47"E A DISTANCE OF 21.43 FEET TO A 1" IRON PIPE FOUND; THENCE, S77°55'54"W A DISTANCE OF 12.82 FEET TO A 3/4" IRON PIPE SET; THENCE, S00°04'39"W A DISTANCE OF 105.00 FEET TO A COMPUTED POINT; THENCE, N88°25'51"W A DISTANCE OF 96.00 FEET TO A COMPUTED POINT; THENCE, N00°04'39"E A DISTANCE OF 37.47 FEET TO A COMPUTED POINT ON THE CENTERLINE OF SOUTH SALEM STREET; THENCE, CONTINUING WITH SAID CENTERLINE, ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 2,897.00 FEET AND A CHORD OF 96.00 FEET BEARING S71°22'12"W AND AN ARC LENGTH OF 96.00 FEET TO A COMPUTED POINT; THENCE, LEAVING SAID CENTERLINE, N00°04'39"E A DISTANCE OF 30.93 FEET TO A COMPUTED POINT; THENCE, N00°04'39"E A DISTANCE OF 234.77 FEET TO THE POINT OF BEGINNING.

SAID OUTER BOUNDARY CONTAINING 50,369 SQUARE FEET OR 1.16 ACRES, MORE OR LESS.

LESS AND EXCEPT THOSE PORTIONS OF THE PROPERTIES LYING WITHIN THE RIGHT OF WAY OF SOUTH SALEM STREET AND THE RIGHT OF WAY OF CSX TRANSPORTATION, INC.

DEVELOPMENT NAME APPROVAL APPLICATION

Application #: _____ Submittal Date: _____

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.*

*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

DEVELOPMENT NAME APPROVAL APPLICATION

Application #: _____ Submittal Date: _____

Proposed Subdivision/Development Information

Description of location: 720 S Salem Street

Nearest intersecting roads: South Salem Street @ Salem Creek Drive

Wake County PIN(s): 0741-17-8829, 0741-17-9910, 0741-17-9971

Township: Apex

Contact Information (as appropriate)

Contact person: Scott Moore

Phone number: 919-526-0401 Fax number: _____

Address: 4350 Lassiter at North Hills Ave., Suite 256 Raleigh, NC 27609

E-mail address: scott@thecoleygroup.com

Owner: P&R Properties Group, LLC

Phone number: 919-463-5403 Fax number: _____

Address: 1011 Classic Road, Apex, NC 27539

E-mail address: kevin@pccbuilder.com

Proposed Subdivision/Development Name

1st Choice: Salem Creek Townhomes

2nd Choice *(Optional)*: _____

Town of Apex Staff Approval:

_____ _____

Town of Apex Planning Department Staff Date

STREET NAME APPROVAL APPLICATION

Application #: _____ Submittal Date: _____

Wake County Approval Date: _____

Guidelines:

- No names duplicating or sounding similar to existing road names
- Avoid difficult to pronounce names
- No individuals' names
- Avoid proper names of a business, e.g. Hannaford Drive
- Limit names to 14 characters in length
- No directionals, e.g. North, South, East, West
- No punctuation marks, e.g. periods, hyphens, apostrophes, etc.
- Avoid using double suffixes, e.g. Deer Path Lane
- All names must have an acceptable suffix, e.g. Street, Court, Lane, Path, etc.
- Use only suffixes which are Town of Apex approved
- Town of Apex has the right to deny any street name that is determined to be inappropriate

Information:

Description of location: 720 S Salem Street

Nearest intersecting roads: South Salem Street @ Salem Creek Drive

Wake County PIN(s): 0741-17-8829, 0741-17-9910, 0741-17-9971

Township: Apex

Contact information (as appropriate)

Contact person: Scott Moore

Phone number: 919-526-0401 Fax number: _____

Address: 4350 Lassiter at North Hills Ave., Suite 256 Raleigh, NC 27609

E-mail address: scott@thecoleygroup.com

Owner: P&R Properties Group, LLC

Phone number: 919-463-5403 Fax number: _____

Address: 1011 Classic Road, Apex, NC 27539

E-mail address: kevin@pccbuilder.com

STREET NAME APPROVAL APPLICATION

Application #: _____ Submittal Date: _____

# of roads to be named: 2

Please submit twice as many road names as needed, with preferred names listed first. Proposed road names should be written exactly as one would want them to appear. Town of Apex Planning Department staff will send all approved street names to the Wake County GIS Department for county approval. Please allow several weeks for approval. Upon approval Wake County GIS – Street Addressing will inform you of the approved street names.

Example:	Road Name	Suffix
	Hunter	Street

1	Regents Lane	11	
2	Topaz Lane	12	
3		13	
4		14	
5		15	
6		16	
7		17	
8		18	
9		19	
10		20	

TOWN OF APEX STAFF APPROVAL

Town of Apex Staff Approval Date

WAKE COUNTY STAFF APPROVAL:

GIS certifies that _____ names indicated by checkmark ☑ are approved.
Please disregard all other names.

Comments:

Wake County GIS Staff Approval Date

TOWN OF APEX UTILITIES OFFER AND AGREEMENT

Application #: _____ Submittal Date: _____

Town of Apex
73 Hunter Street
P.O. Box 250 Apex, NC 27502
919-249-3400

WAKE COUNTY, NORTH CAROLINA CUSTOMER SELECTION AGREEMENT

720 So SALEM STREET

(the "Premises")

The Town of Apex offers to provide you with electric utilities on the terms described in this Offer & Agreement. If you accept the Town's offer, please fill in the blanks on this form and sign and we will have an Agreement once signed by the Town. P'A PROPERTIES GROUP, LLC KEVIN POYTHRESS, the undersigned customer ("Customer") hereby irrevocably chooses and selects the Town of Apex (the "Town") as the permanent electric supplier for the Premises. Permanent service to the Premises will be preceded by temporary service if needed.

The sale, delivery, and use of electric power by Customer at the Premises shall be subject to, and in accordance with, all the terms and conditions of the Town's service regulations, policies, procedures and the Code of Ordinances of the Town.

Customer understands that the Town, based upon this Agreement, will take action and expend funds to provide the requested service. By signing this Agreement the undersigned signifies that he or she has the authority to select the electric service provider, for both permanent and temporary power, for the Premises identified above.

Any additional terms and conditions to this Agreement are attached as Appendix 1. If no appendix is attached this Agreement constitutes the entire agreement of the parties.

Acceptance of this Agreement by the Town constitutes a binding contract to purchase and sell electric power.

Please note that under North Carolina General Statute §160A-332, you may be entitled to choose another electric supplier for the Premises.

Upon acceptance of this Agreement, the Town of Apex Electric Utilities Division will be pleased to provide electric service to the Premises and looks forward to working with you and the owner(s).

ACCEPTED:

CUSTOMER: P'A PROPERTIES GROUP LLC

BY: _____
Authorized Agent

DATE: 06/28/23

TOWN OF APEX

BY: _____
Authorized Agent

DATE: _____

Last Updated: June 13, 2016

WAKE COUNTY PUBLIC SCHOOL SYSTEM

Wake County Residential Development Notification

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-gis-group@wcpss.net

Developer Company *Information*	
Company *Name*	P&R Properties Group, LLC
Company Phone *Number*	919-463-5403
Developer Representative *Name*	Kevin Poythress
Developer Representative *Phone Number*	919-463-5403
Developer Representative *Email*	kevin@pccbuilder.com

New Residential Subdivision *Information*	
Date of Application for Subdivision	7/03/2023
City, Town or Wake County Jurisdiction	Apex
Name of Subdivision	Salem Street Townhomes
Address of Subdivision (if unknown enter nearest cross streets)	720 S Salem Street
REID(s)	0503968, 0070345, 0503969
PIN(s)	0741-17-8829, 0741-17-9910, 0741-17-9971

Projected Dates *Information*	
Subdivision *Completion Date*	Summer 2025
Subdivision *Projected First Occupancy Date*	Fall 2025

Lot by Lot Development *Information*

Unit Type	Total # of Units	**Senior Living**	**Studio**	**1 Bedroom**	**2 Bedroom**	**3 Bedroom**	**4 Bedroom**	Square Foot Range		Price Range		Anticipated Completion Units & Dates					
								Min	Max	Low	High	Year	# Units	Year	# Units	Year	# Units
Single Family																	
Townhomes	8					6	2	1618	3779	450k	550k	2025	8				
Condos																	
Apartments																	
Other																	

Revised 08/10/2018

AGENT AUTHORIZATION FORM

Application #: _____ Submittal Date: _____

P&R Properties Group, LLC is the owner* of the property for which the attached application is being submitted:

☒ 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: 720 S. SALEM STREET

The agent for this project is: KEVIN POYTHRESS P&R PROPERTIES GROUP, LLC

☒ I am the owner of the property and will be acting as my own agent

Agent Name: KEVIN POYTHRESS

Address: 1011 CLASSIC ROAD

Telephone Number: 919-403-5403

E-Mail Address: KEVIN@PCLBUILDER.COM

Signature(s) of Owner(s)*

KEVIN POYTHRESS — 06/28/23
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.

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.

AFFIDAVIT OF OWNERSHIP

Application #: _____ Submittal Date: _____

The undersigned, KEVIN POYTHRESS (the "Affiant") first being duly sworn, hereby swears 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 720 S SALEM STREET 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 JAN 17 2023 and recorded in the Wake County Register of Deeds Office on JAN 17, 2023 in Book 19259 Page 1927.

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 JAN 17, 2023, 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 JAN 17, 2023, 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 28th day of JUNE, 2023.

_____ (seal)

KEVIN POYTHRESS

Type or print name

STATE OF NORTH CAROLINA
COUNTY OF Wake

I, the undersigned, a Notary Public in and for the County of Wake, hereby certify that Kevin Poythress, Affiant, personally known to me or known to me by said Affiant's presentation of said Affiant's N.C. Drivers License, personally appeared before me this day and acknowledged the due and voluntary execution of the foregoing Affidavit.

[NOTARY SEAL] J DEETTE DAMON NOTARY PUBLIC WAKE COUNTY, NC

_____
Notary Public
State of North Carolina
My Commission Expires: April 08, 2024

WAKE COUNTY, NC
TAMMY L. BRUNNER
REGISTER OF DEEDS
PRESENTED & RECORDED ON
02-10-2023 AT 16:28:07
STATE OF NC REAL ESTATE
EXCISE TAX: $965.00
BOOK: 019259 PAGE: 01927 - 01931

Excise Tax: $965.00

Prepared by (without the benefit
of title examination) and return to:

Robert J. Ramseur, Jr.
Ragsdale Liggett PLLC
2840 Plaza Place, Suite 401
Raleigh, North Carolina 27612
REID: 0070345

STATE OF NORTH CAROLINA

COUNTY OF WAKE

COMMISSIONER'S DEED

Please cross-index the names listed in Exhibit A attached hereto and incorporated by reference.

THIS COMMISSIONER'S DEED is made effective as of the 17th day of January, 2023, by **ROBERT J. RAMSEUR, JR.**, having an address of 2840 Plaza Place, Suite 401, Raleigh, North Carolina 27612 (the "Grantor"), as Commissioner appointed in that certain Partition Action titled "Walter Alexander Thompson and Luther Thompson, Jr., Petitioners v. Mary Jo Thompson *et al*, Respondents" in File Number 22-SP-638 on record with the Wake County, North Carolina Clerk of Superior Court, Special Proceedings Division, and **P&R PROPERTIES GROUP, LLC,** a North Carolina limited liability company (the "Grantee"), having a mailing address of 1101 Classic Road, Apex, North Carolina 27539.

The Property (as defined below) is not the principal residence of the Grantor.

WITNESSETH:

WHEREAS on September 20, 2022, the Assistant Clerk of Superior Court of Wake County, North Carolina issued a certain Order of Private Sale by Commissioner and Determination of Credits (the "Order") authorizing the appointment of Robert J. Ramseur, Jr. as Commissioner ("Commissioner" or "Grantor") in that certain partition proceeding (Special Proceeding No. 22-SP-638) captioned "Walter Alexander Thompson and Luther Thompson, Jr., Petitioners v. Mary Jo Thompson *et al*, Respondents" (the "Partition Proceeding"); and

Submitted electronically by Bowen Law Firm PC in compliance with North Carolina statutes governing recordable documents and the terms of the submitter agreement with the Wake County Register of Deeds.

Excise Tax: $965.00

Prepared by (without the benefit
of title examination) and return to:

Robert J. Ramseur, Jr.
Ragsdale Liggett PLLC
2840 Plaza Place, Suite 401
Raleigh, North Carolina 27612
REID: 0070345

STATE OF NORTH CAROLINA

COUNTY OF WAKE

COMMISSIONER'S DEED

Please cross-index the names listed in Exhibit A attached hereto and incorporated by reference.

THIS COMMISSIONER'S DEED is made effective as of the 17th day of January, 2023, by **ROBERT J. RAMSEUR, JR.**, having an address of 2840 Plaza Place, Suite 401, Raleigh, North Carolina 27612 (the "Grantor"), as Commissioner appointed in that certain Partition Action titled "Walter Alexander Thompson and Luther Thompson, Jr., Petitioners v. Mary Jo Thompson *et al*, Respondents" in File Number 22-SP-638 on record with the Wake County, North Carolina Clerk of Superior Court, Special Proceedings Division, and **P&R PROPERTIES GROUP, LLC,** a North Carolina limited liability company (the "Grantee"), having a mailing address of 1101 Classic Road, Apex, North Carolina 27539.

The Property (as defined below) is not the principal residence of the Grantor.

W I T N E S S E T H:

WHEREAS on September 20, 2022, the Assistant Clerk of Superior Court of Wake County, North Carolina issued a certain Order of Private Sale by Commissioner and Determination of Credits (the "Order") authorizing the appointment of Robert J. Ramseur, Jr. as Commissioner ("Commissioner" or "Grantor") in that certain partition proceeding (Special Proceeding No. 22-SP-638) captioned "Walter Alexander Thompson and Luther Thompson, Jr., Petitioners v. Mary Jo Thompson *et al*, Respondents" (the "Partition Proceeding"); and

WHEREAS the Order decreed that the Commissioner conduct a private sale of the real property described in Exhibit B ("Property") attached hereto and incorporated herein by reference pursuant to NCGS §46A-76(a) and §1-339.33 *et seq.*; and

WHEREAS the Property was sold by private sale, the Commissioner filed a Report of Private Sale of Real Property on November 22, 2022 and posted it at the Wake County Courthouse to solicit Upset Bids; and

WHEREAS the sale price of $482.500.00 offered by the Grantee was the last and highest bid after the expiration of the Upset Bid Period; and

WHEREAS the Assistant Clerk of Superior Court of Wake County, North Carolina confirmed, in an Confirmation of Private Sale of Real Property, the sale of the Property to the Grantee on December 5, 2022; and

.

NOW THEREFORE, for and in consideration of the premises, the sum of Ten Dollars ($10.00) and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, and pursuant to and in compliance with the Order and the laws of the State of North Carolina, the Grantor hereby bargains, sells, grants and conveys unto the Grantee and the Grantee's successors and assigns, all that certain lot or parcel of land, lying and being in Wake County, North Carolina (the "Property"), as more particularly described in Exhibit B attached hereto and incorporated herein by reference.

TO HAVE AND TO HOLD the Property, together with all privileges and appurtenances thereto belonging, unto the Grantee and the Grantee's successors and assigns, forever, in as full and ample manner as the Grantor in the Grantor's capacity as Commissioner is authorized and empowered to convey the same.

The Property is conveyed subject to all ad valorem taxes and special assessments, and all prior liens, restrictions, rights-of-way, easements and all other matters of record.

The Grantor herein makes no warranties, either express or implied, as to the title of the Property.

[Signature appears on the following page.]

IN WITNESS WHEREOF, the Grantor, as Commissioner, has executed and delivered this Commissioner's Deed as of the day and year first above written.

GRANTOR

Robert J. Ramseur, Jr., Commissioner

STATE OF NORTH CAROLINA

COUNTY OF WAKE

I, a Notary Public of the County and State aforesaid, certify that the following person(s) personally appeared before me this day, each acknowledging that he or she voluntarily signed the foregoing document for the purpose stated therein and in the capacity indicated: Robert J. Ramseur, Jr., Commissioner

Date: January 17, 2023

Print Name: Laura Capps
Notary Public
My Commission expires: September 24, 2027

(Official Seal)

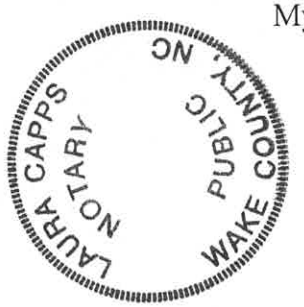


Exhibit A

The following names should be cross-indexed in the Grantor Index:

WALTER ALEXANDER THOMPSON
LUTHER THOMPSON, JR.
MARY JO THOMPSON
LISA M. HOLLOWAY
GREGORY THOMPSON
RODNEY THOMPSON
SHIRLEY QUINCE
LOIS JEAN GASTON
JAMES VINCENT GASTON
LYNN RHEA GABRIEL
ADAM J. GABRIEL
MARCUS D. GABRIEL
FLOYA COTTEN-BROWN
IDA LEE COTTEN
WILLISTINE COTTEN VICKERS
TANDRA COTTEN STRICKLAND
MICHAEL L. CARRINGTON, SR.
SUE COTTEN
MICHAEL COTTEN
MYRL C. COTTEN SMALL
MALCOLM ANTHONY COTTEN
LEWIS ALBERT COTTEN, JR.
SANDRA COTTEN HARRISON
ROSALYN EAGLETON
MARGARET JOSETTE PRICE
CYNTHIA NEWKIRK
ANITA ODETTE LANE
DENISHA SIMMS
BRITTNEY SIMMS HARRIS
TREASURE LOVETTE WILLIAMS
VETTE SIMMS
RITA MICHELLE TABRON
REGINA CANDICE TABRON
REBECCA L'VERENE TABRON
LARRY RICHARD THOMAS
DEMETRIUS DONNELL THOMAS
ALEASE MCLEAN
and the UNKNOWN HEIRS OF
GEORGE WILLIAM THOMPSON
ELLA LEE WYATT
LADDIE SMITH
CORA LEE SMITH COOPER

EXHIBIT B

LEGAL DESCRIPTION

PIN 0741178889; REID 0070345

Lying and being in Town of Apex, White Oak Township, Wake County, North Carolina and described more fully as follows to wit:

BEGINNING at an iron pipe set on the south side of the centerline of the main track being approximately 162.4' southwest of Railroad Milepost 172 S having a NAD 83 (2011) coordinate value of North 717,726.21 U.S. Survey feet, East 2,041,968.40 U.S. Survey feet; thence crossing the main track and the siding track North 88° 26' 03" West, 96.00 feet to an iron pipe set in the CSX Transportation, Inc. railroad right of way; thence North 00° 04' 27" East, 37.47 feet to a point (not set) in the current centerline of NCSR 1011 (South Salem Street) also known as Old U.S. 1 Highway and formerly known as Highway #50; thence along and with the centerline a curve to the right South 71° 21' 49" West, 96.00 feet (chord), 2,897 feet (radius) to a point in the centerline (not set); thence North 00° 04' 27" East, 265.70 feet to a disturbed existing iron pipe (reset) a corner of Salem Creek Townhomes Residential Owners Association, Inc. (D.B. 17350, Pg. 856); thence with Salem Creek Townhomes Residential Owners Association, Inc. South 88° 26' 03" East, 186.96 feet to an iron pipe set being the northeast corner of George William Thompson Heirs; thence with a "Description Gap" South 00° 04' 27" West, 165.00 feet to a magnetic nail set in the public sidewalk; thence crossing South Salem Street and two railroad tracks South 00° 04' 27" West, 105.00 feet to the BEGINNING, being all of Lots 1 and 2 containing 1.1154 total acre (48,588 square feet) more or less as shown on a map prepared by Smith & Smith Surveyors, P.A. entitled "Survey for P & R Properties Group, LLC", dated January 13, 2023, as shown on that map recorded in Book of Maps 2023, Page 226, Wake County Registry.

Lying and being in Town of Apex, White Oak Township, Wake County, North Carolina and described more fully as follows to wit:

BEGINNING at an existing iron pipe (buried) having a NAD 83 (2011) coordinate value of North 717,833.87 U.S. Survey feet, East 2,041,981.07 U.S. Survey feet; thence South 77° 55' 42" West, 12.82 feet to a magnetic nail set in the public sidewalk on the northern side of South Salem Street; thence with George William Thompson Heirs North 00° 04' 27" East, 165.00 feet to an iron pipe set in the line of Salem Creek Townhomes Residential Owners Association, Inc. (D.B. 17350, Pg. 856); thence with Salem Creek Townhomes Residential Owners Association, Inc. South 88° 26' 03" East, 9.21 feet to a disturbed existing iron pipe (reset); thence with Salem Creek Townhomes Residential Owners Association, Inc. South 01° 05' 59" East, 162.11 feet to the BEGINNING, being the "Description Gap" containing 0.0409 total acre (1,780 square feet) more or less as shown on a map prepared by Smith & Smith Surveyors, P.A. entitled "Survey for P & R Properties Group, LLC", dated January 13, 2023, as shown on that map recorded in Book of Maps 2023, Page 226, Wake County Registry.

Mailout (1-4)

NOTICE OF 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.

May 15, 2023
Date

Dear Neighbor:
You are invited to a neighborhood meeting to review and discuss the development proposal at

720 S Salem Street, Apex, NC 27539 — Address(es)

0741179910, 0741178829, 0741179971 — 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. If you are unable to attend, please refer to the Project Contact Information page for ways to contact the applicant. Notified neighbors may request that the applicant provide updates and send plans via email or mail. 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 http://www.apexnc.org/180. Applications for Rezoning must hold a second Neighborhood Meeting in the month prior to the anticipated public hearing date.

A Neighborhood Meeting is required because this project includes (check all that apply):

	Application Type	Approving Authority
☑	Rezoning (including Planned Unit Development)	Town Council
☐	Major Site Plan	Technical Review Committee (staff)
☐	Minor Site Plan for the uses "Day care facility", "Government service", "School, public or private", "Restaurant, drive-through", or "Convenience store with gas sales"	Technical Review Committee (staff)
☐	Special Use Permit	Board of Adjustment (QJPH*)
☐	Residential Master Subdivision Plan (excludes exempt subdivisions)	Technical Review Committee (staff)

*Quasi-Judicial Public Hearing: The Board of Adjustment 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)):
Proposing 8 Townhomes on the continuation of Regents and Topaz Lanes.

Estimated submittal date: June 1, 2023

MEETING INFORMATION:

Property Owner(s) name(s):	Salem Street Townes LLC
Applicant(s):	Scott Moore
Contact information (email/phone):	scott@thecoleygroup.com (704) 995-2507
Meeting Address:	meet.google.com/kpb-qwen-ewo / (530) 418-8654 PIN: 712396053#
Date/Time of meeting**:	May 30, 2023 - 5:00 - 7:00 pm

Welcome: 5:00 - 5:05 Project Presentation: 5:05 - 5:20 Question & Answer: 5:20 - 7:00

**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.

(2.4)

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: Salem Street Townes Zoning: Proposed - PUD CZ

Location: 720 S Salem Street Apex, NC 27539

Property PIN(s): 0741179910, 8829, 9971 Acreage/Square Feet: .89 AC

Property Owner: Salem Street Townes LLC

Address: 1011 Classic Rd

City: Apex State: NC Zip: 27539

Phone: _____ Email: Kevin@pccbuilder.com

Developer: Scott Moore, The Coley Group

Address: 4350 Lassiter at North Hills Ave, Ste 256

City: Raleigh State: NC Zip: 27609

Phone: 704 995 2507 Fax: _____ Email: scott@thecoleygroup.com

Engineer: Bateman Civil Survey Company

Address: 2524 Reliance Avenue

City: Apex State: NC Zip: 27539

Phone: 919 577-1080 Fax: _____ Email: t.grissinger@batemancivilsurvey.com

Builder (if known): (Same as the property owner)

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ Fax: _____ Email: _____

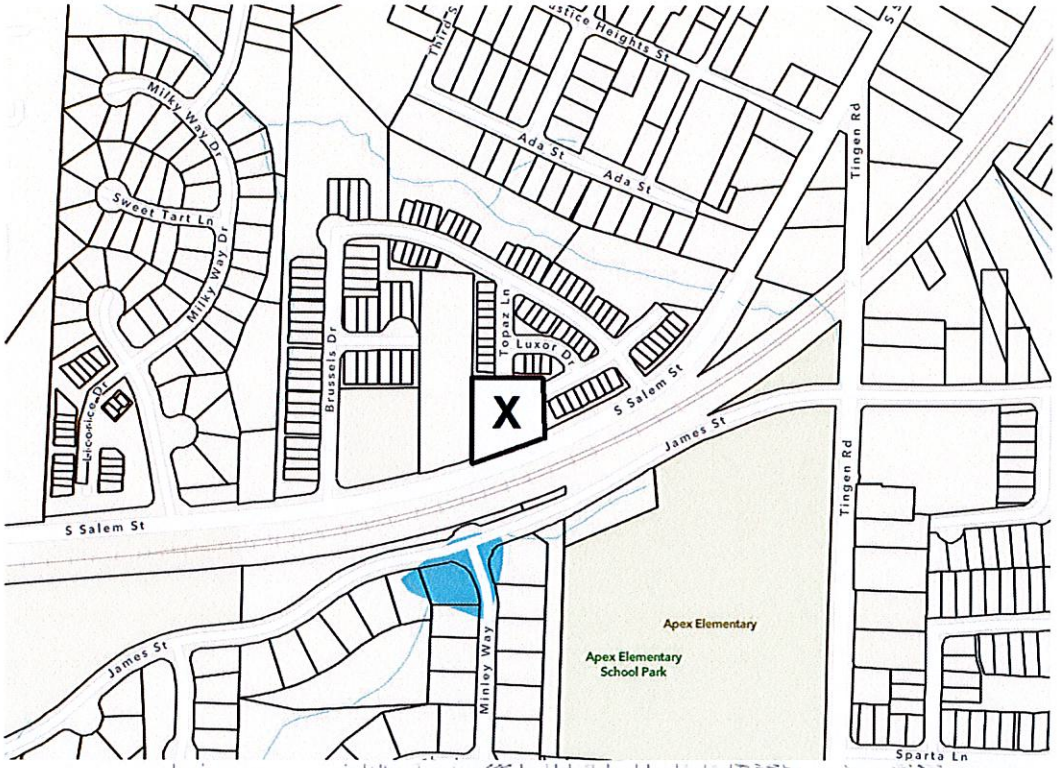
Please note that Town staff will not have complete information about a proposed development until the application is submitted for review. If you have a question about Town development standards and how they relate to the proposed development, please contact the appropriate staff person listed below.

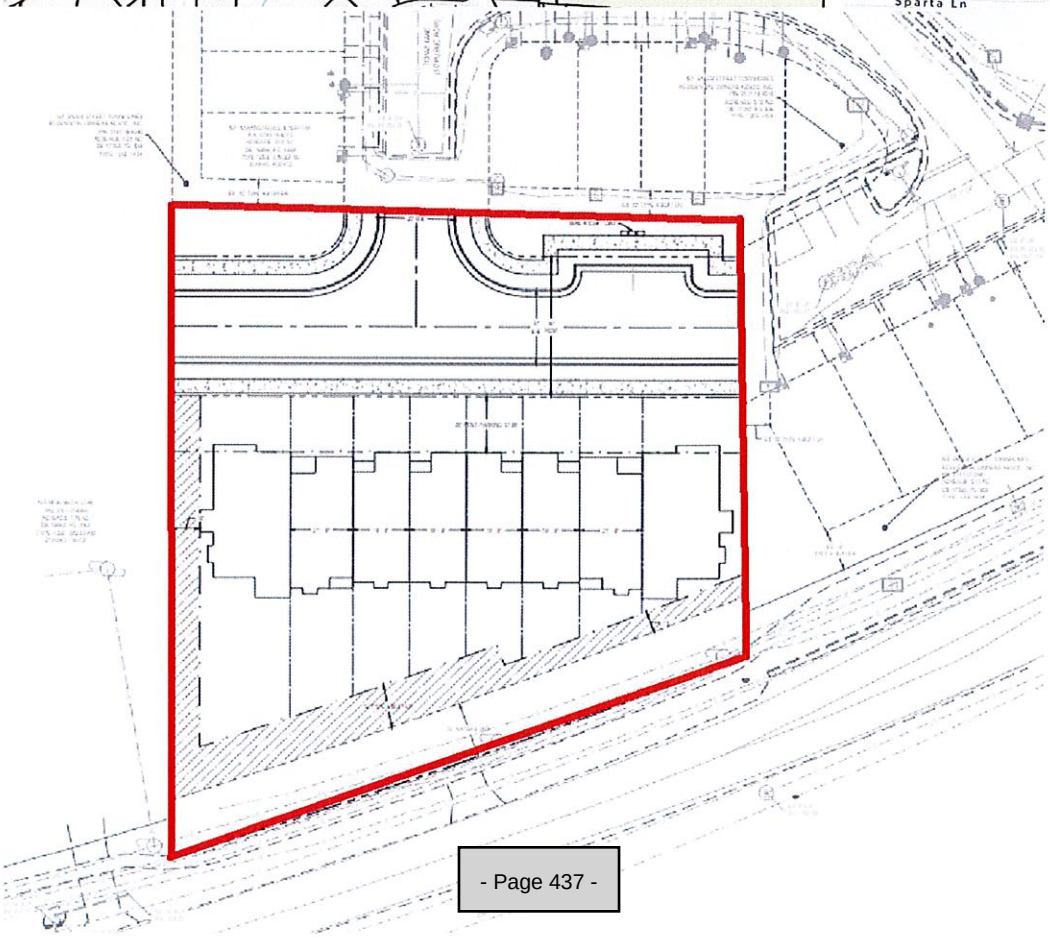
Town of Apex Department Contacts	
Planning Department Main Number (Provide development name or location to be routed to correct planner)	(919) 249-3426
Parks, Recreation & Cultural Resources Department Angela Reincke, Parks Planning Project Manager	(919) 372-7468
Public Works - Transportation Russell Dalton, Traffic Engineering Manager	(919) 249-3358
Water Resources Department Jessica Bolin, Environmental Engineering Manager (Stormwater, Sedimentation & Erosion Control) Matt Echols, Utility Engineering Manager (Water & Sewer)	(919) 249-3537 (919) 372-7505
Electric Utilities Division Rodney Smith, Electric Technical Services Manager	(919) 249-3342

(3.4)

Salem Street Townes – Neighborhood Meeting Agenda

- 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.





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** **919-362-8661**

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** **919-372-7470**

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** **919-362-8661**

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** **919-372-7470**

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** **919-372-7470**
Danny Smith **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.

Dust: **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.

Trash: **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** **919-249-3537**

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.

List of persons and neighborhood organizations invited to the meeting (1-3)

BAILEY, HERBERT
116 EVANS ESTATES DR
CARY NC 27513-3197

BEAZER HOMES LLC
801 CORPORATE CENTER DR STE 330
RALEIGH NC 27607-5243

BENNETT, GLORIA S
1618 TOPAZ LN
APEX NC 27502-2481

BUTLER, DANIEL C
353 GREAT NORTHERN STA
APEX NC 27502-2473

CARRELHA, JACQUELINE
1403 CHIPPING DR
APEX NC 27502-2498

CHALLA, RAJENDAR BOMMAREDDY, MADHAVI
829 LINDEN CIR
HOFFMAN ESTATES IL 60169-3261

CHEN, HENRY L WANG, JIAHONG
1427 SALEM CREEK DR
APEX NC 27502-2477

CHOI, MIHWA
1430 SALEM CREEK DR
APEX NC 27502-2476

CIVITELLA, THOMAS JOSEPH
1401 CHIPPING DR
APEX NC 27502-2498

CORTEZ, DIANE
1403 REGENTS LN
APEX NC 27502-2479

COX, ASHLEY
1403 LUXOR DR
APEX NC 27502-2480

CROUCH, MEGAN
1602 TOPAZ LN
APEX NC 27502-2481

DEATON, GREGORY DEATON, KIMBERLY
1415 REGENTS LN
APEX NC 27502-2479

DIAS, ISRAEL S DIAS, CRISTIANE F
1409 LUXOR DR
APEX NC 27502-2480

EL WARDI, MOHAMED TAHA
1425 SALEM CREEK DR
APEX NC 27502-2477

ESCUE, LIANA
1604 TOPAZ LN
APEX NC 27502-2481

FETTERS, BRENDAN C
1614 TOPAZ LN
APEX NC 27502-2481

FOGARTY, JOHN FOGARTY, JENNIFER
1607 CONE AVE
APEX NC 27502-1517

GODHANI, AISHANI
1429 SALEM CREEK DR
APEX NC 27502-2477

HWANG, CHIEN-MEEN HUANG, TZU-FANG
1450 SALEM CREEK DR
APEX NC 27502-2476

KALLAM, RAMA D TIPPIREDDY, VENKAT R
1422 SALEM CREEK DR
APEX NC 27502-2476

KAMUJU, PRAVEEN KUMAR
1411 REGENTS LN
APEX NC 27502-2479

KAO, SHIH-KUNG KAO, LI-LI
1434 SALEM CREEK DR
APEX NC 27502-2476

KHAN, MUSTAFA FRISCHE, RACHEL
1701 MINLEY WAY
APEX NC 27502-5776

KHEDKAR, AMOL T. KULKARNI, SAMEER R.
1448 SALEM CREEK DR
APEX NC 27502-2476

KOMMAREDDI, SHIVA
1401 REGENTS LN
APEX NC 27502-2479

LANCASTER, MELINDA C ROVITO, JULIAN D
1436 SALEM CREEK DR
APEX NC 27502-2476

MADIKONDA, VIJAY KUMAR
1409 REGENTS LN
APEX NC 27502-2479

MALNEEDY, KRISHNA R THOTA, DEEPTI R
1444 SALEM CREEK DR
APEX NC 27502-2476

MCKINNISH, LORI
1700 WAGON TRAIL RD
MONROE VA 24574-2604

(2·3)

NARANG, RAHUL NARANG, NISHTHA
2405 HEATHCOTE LN
APEX NC 27502-8508

NORDHOFF, VICTORIA E
1405 LUXOR DR
APEX NC 27502-2480

PALETI, NEELIMA KARUMANCHI, BHARATA K
1437 SALEM CREEK DR
APEX NC 27502-2477

PALLAV, KUMAR ANAND, MANSI
1439 SALEM CREEK DR
APEX NC 27502-2477

PANCHOLI, ASHISH ARVINDBHAI TRUSTEE PANCHOLI, BHAVNABEN JAYANTILAL TRUSTEE
1212 BULL SHOALS LN
CARY NC 27513-5808

PARRISH, SCOTT M PARRISH, KAREN W
1446 SALEM CREEK DR
APEX NC 27502-2476

PHILMON, EVAN PHILMON, KIMBERLY
1389 REGENTS LN
APEX NC 27502-2529

PINTO, LESTER
1438 SALEM CREEK DR
APEX NC 27502-2476

POLYAKOV, ALEXEI
921 BROMLEY WAY
RALEIGH NC 27615-1499

QUICK, JENNIFER A
800 S SALEM ST
APEX NC 27502-7235

RACHABATTUNI, PRAVEEN JUIPALLI, KALYANI
1616 TOPAZ LN
APEX NC 27502-2481

REDDY, PADI B
31 WILDEOAK CT
COLUMBIA SC 29223-3292

ROCKER, HAYLEY A
1391 REGENTS LN
APEX NC 27502-2529

SAI DIYA LLC
714 PIERSIDE DR
CARY NC 27519-6436

SALEM CREEK TOWNHOMES RESIDENTIAL OWNERS
CHARLESTON MGMT CO
PO BOX 97243
RALEIGH NC 27624-7243

SALEM VILLAGE OWNERS ASSOCIATION INC
1100 PERIMETER PARK DR STE 112
MORRISVILLE NC 27560-9119

SANDJONG, RODOLPHE NJIWA
1426 SALEM CREEK DR
APEX NC 27502-2476

SAURABH, KUMAR KUMAR, SMRITI
1433 SALEM CREEK DR
APEX NC 27502-2477

SHAH, NIKITA N
1420 SALEM CREEK DR
APEX NC 27502-2476

SUDHINI, VIKRAM NALAMADA, DEEPTHI
1423 SALEM CREEK DR
APEX NC 27502-2477

SUNDARAM, NOCHUR L. SUNDARAM, MAHALAKSHMI
1606 TOPAZ LN
APEX NC 27502-2481

THAKUR, HIMANSHU
2000 S EADS ST
ARLINGTON VA 22202-3136

THE SINGH FAMILY REVOCABLE TRUST
2579 WINDSOR CT
UNION CITY CA 94587-4929

THOMPSON, GEORGE WILLIAM HEIRS
C/O WALTER A THOMPSON
3401 CENTRAL HEIGHTS RD
GOLDSBORO NC 27534-7713

VARIAR, ANANDKRISHNA S VARIAR, DHANYA A
1405 REGENTS LN
APEX NC 27502-2479

WAKE COUNTY BOARD OF EDUCATION
RE SERVICES DIRECTOR
1551 ROCK QUARRY RD
RALEIGH NC 27610-4145

WANG, XIAODONG WEN, ZHENRONG
1442 SALEM CREEK DR
APEX NC 27502-2476

WANG, YIJIAN
1228 CANYON SHADOWS CT
CARY NC 27519-1005

WILSON, STEVEN ALBERT SALADINO, DIANNE B
1402 CHIPPING DR
APEX NC 27502-2498

XIANG, LING YUE, TINGTING
171 LEGACY FALLS DR S
CHAPEL HILL NC 27517-4502

APEX TOWN OF
PO BOX 250
APEX NC 27502

Current Tenant
100 James Ext ST
APEX NC 27502

Current Tenant
1407 Luxor DR
APEX NC 27502

Current Tenant
1393 Regents LN
APEX NC 27502

Current Tenant
1407 Regents LN
APEX NC 27502

Current Tenant
1413 Regents LN
APEX NC 27502

Current Tenant
720 S Salem ST
APEX NC 27502

Current Tenant
740 S Salem ST
APEX NC 27502

Current Tenant
1421 Salem Creek Dr
APEX NC 27502

Current Tenant
1424 Salem Creek Dr
APEX NC 27502

Current Tenant
1432 Salem Creek Dr
APEX NC 27502

Current Tenant
1435 Salem Creek Dr
APEX NC 27502

Current Tenant
700 Tingen RD
APEX NC 27502

Current Tenant
1600 Topaz LN
APEX NC 27502

Current Tenant
1608 Topaz LN
APEX NC 27502

Current Tenant
1612 Topaz LN
APEX NC 27502

Current Tenant
1620 Topaz LN
APEX NC 27502

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: meet.google.com/kpb-qwen-ewo / (530) 418-8654 PIN: 712396053#

Date of meeting: May 30, 2023 Time of meeting: 5:00 - 7:00pm

Property Owner(s) name(s): Salem Street Townes LLC

Applicant(s): Scott Moore

Please print 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.	Scott Moore, The Coley Group	4350 Lassiter at North Hills Ave. Suite 256 Raleigh, NC	(704) 995 2507	scott@thecoleygroup.com	☐
2.	Kevin N. Poythress Salem Street Townes LLC	1011 Classic Rd. Apex, NC		Kevin@pccbuilder.com	☐
3.	Tim Grissinger	2524 Reliance Ave. Apex, NC	(919) 577-1080	t.grissinger@batemancivilsurvey.com	☐
4.	Brenden Fetters	1614 Topaz Ln.		bfetters33@gmail.com	☑
5.	Victoria Nordhoff	1405 Luxor Dr.		tori.nordhoff@gmail.com	☑
6.	Ashley Branch	1403 Luxor Dr.		aebranch22@gmail.com	☑
7.	Israel Dias	1409 Luxor Dr.		braziliandias@gmail.com	☑
8.	Andrew Gill	1472 Salem Creek Dr.		andrewgillnc@gmail.com	☑
9.	Ashish Pancholi	1393 Regents Ln.		ashish1950@gmail.com	☑
10.	Rohit Kulkarni	1415 Regents Ln		rohitkul904@gmail.com	☑
11.	Gloria Bennett	1618 Topaz Ln.			☐
12.	Nikita Shah	1420 Salem Creek Dr.		kishandniks@gmail.com	☑
13.	Dennis Herod	1393 Regents Ln.			☐
14.					☐

Use additional sheets, if necessary.

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): Salem Street Townes LLC

Applicant(s): Scott Moore

Contact information (email/phone): scottt@thecoleygroup.com/ (704) 995-2507

Meeting Address: meet.google.com/kpb-qwen-ewo / (530) 418-8654 PIN: 712396053#

Date of meeting: May 30, 2023 Time of meeting: 5:00 - 7:00pm

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:
There is a buffer line of trees existing on the townhome property, will this be affected by the development?

Applicant's Response:
All trees on the current townhome property (not proposal) will remain undisturbed. All efforts will be made to save as many trees on our proposal side while providing for required improvements. At this point we no intention on grading outside of the right of ways on the northern side of the proposal.

Question/Concern #2:
There are parking issues in the existing Salem Creek Townhomes. There is a lot of curb parking currently. Our concerns is that you will not provide enough parking to address our site and then add to their current issues.

Applicant's Response:
We are going to abide by the Apex parking requirements and our driveways are shown as 20' in depth. We are also going to study if there are more opportunities to add more parking near our common areas.

Question/Concern #3:
The design is disjointed when comparing to the existing design. We'd like to see a 3 story continuation in product for the flow.

Applicant's Response:
Our owner and builder is a custom home builder and we've had great success in offering this 2 story product in other communities. Our goal is to provide a high end product with multiple architectural features including dormers, varying roof lines, porches, & a mixture of materials. Having different housing styles in communities is quite normal to see.

Question/Concern #4:
We would like this proposal to be a part of our HOA, but we have concerns that building a different product will cause additional maintenance cost on the association.

Applicant's Response:
All of our housing is built with high end low maintenance materials. We do not use vinyl siding and provide hardi-board, stone, brick, and arch. shingles. We would like to join the HOA as well and we'll need to provide a cost benefit analysis to make sure that any maintenance will be in line with what is provided.

Question/Concern #5:
We have concerns already with how traffic exits the community. As it stands today, if any residents want to take a left out of the community, they have to exit at Salem Creek as the other entrance is a right in right out.

Applicant's Response:
Our initial request was to have another entrance/exit on S. Salem Street. Transportation staff wanted Topaz Ln and Regents Ln to connect on our site (for internal connectivity) and they also wanted us to stub to the western property line which eliminated another connection on Salem Street. We also think that proximity of entrance locations played a role in having enough spacing for safe movements. Also if an entrance was permitted, it is likely to be a right-in and right-out which would not benefit left turn movements from site. <A comment was offered from a resident stating that they felt a future stop light would be provided on Salem Creek Drive and S. Salem Street soon which should address this issue>

Question/Concern #6:
If this property becomes part of the existing HOA, you can move the mail kiosk on our property to their side which should open some areas for parking.

Applicant's Response:
As a part of this feedback, we will review parking overall on our site and see what can be done. We do have to have parking at the mail kiosk and it must contain ADA access. One of our goals with having the mail kiosk at the top western corner of the site is because it is within a short walking distance from all the homes which would keep residents from driving to this location. If we move the mail off site and join with your mailing, it is likely that all residents will then drive to that location and hence add to the vehicular activity. Either way we'll review options.

Question/Concern #7:
What is the typical size of your unit? And who are your buyers?

Applicant's Response:
The current design we have 1800 – 2400 SF with walk up attics. The two end units are the master bedroom downstairs and all interior units are master bedroom upstairs. Most of our buyers (based on this product in another community) are empty nesters.

Question/Concern #8:
Can you provide your construction timelines and schedules and plan for noise mitigation?

Applicant's Response:
We know that it will take 6 months to construct this particular building with 8 units. We are still evaluating the plan review process timelines and we need to factor in the clearing and grading. We will know more definitive timelines as we move in the process. If we stick to the 7/1 timeline then the earliest we'll have PUD approval is at the end of November. We have then typically experienced 6-8 months in construction review. It could be a lot less given the size of our site. We'll keep the community informed as we move along through the process. When construction does commence, we'll adhere to all of the town's ordinances on starting and stop work. We've built in highly populated areas before and do everything we can less the impacts on the neighboring properties. Communication will be key in this process.

Question/Concern #9:
How do you plan on avoiding existing utilities while constructing on site?

Applicant's Response:
We call a locate on all utilities prior to starting any work so that we can identify and flag those areas. We will also have a full-time manager on site to oversee operations.

Question/Concern #10:
Where will the construction entrance be located?

Applicant's Response:
It will fully be up to the town as to where they allow it to be placed. Our recommendation for all clearing and grading that machinery enter/exit directly off Salem Street. Once homebuilding starts, we will likely make our way on Salem Creek Dr. then down Regents Ln.

Question/Concern #11:
When you guys consider parking, I personally do not want to see parking spaces behind my home (on the northern side of the proposal).

Applicant's Response:
As stated previously, we are going to look at all the parking options. The only areas that we can gain more spaces on our site will be on the northern side. But I have noted your concern and we'll consider it when we review our plans.

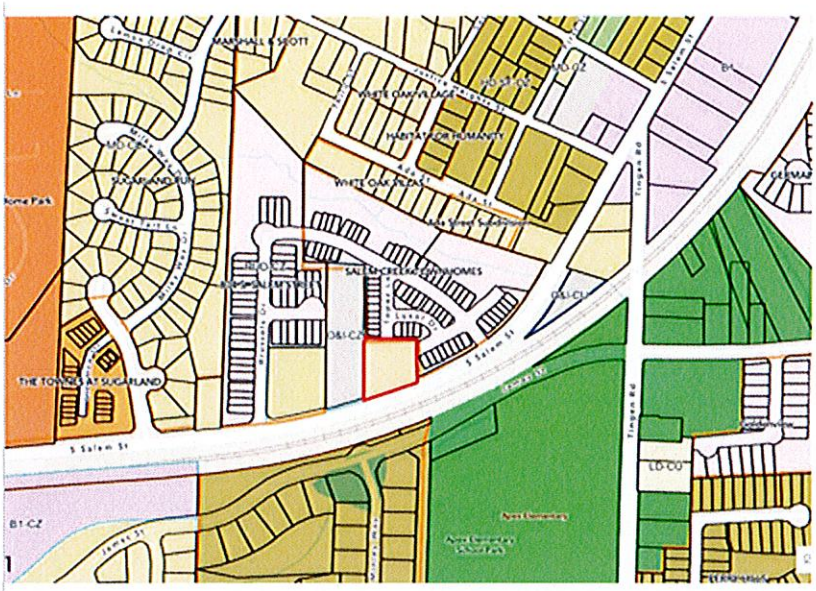
Question/Concern #12:
Will you use our name or yours?

Applicant's Response:
If we are able to join your HOA (which depends on a vote by your community) then we will utilize the community's name as we will be a part of it. If we are not able to join the HOA, then we'll review naming options. The names you see on the plans are used for plan review purposes and review tracking.

Question/Concern #13:
Are you extending the buffer fence and petitioning between the units?

Applicant's Response:
We haven't considered a fence extension and it is something we will review as well as other privacy options. We will likely be petitioning between each unit.

Community Meeting- Presentation to the Neighbors (PPT Slideshow)



Welcome Page

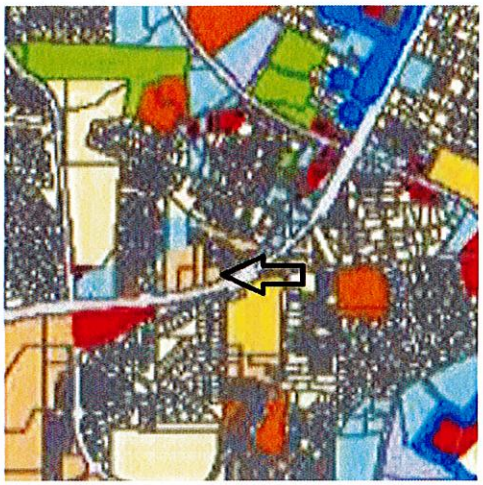
2023 PLANNED UNIT DEVELOPMENT SCHEDULE (Amended effective May 1, 2023)
Town of Apex, North Carolina
*Date changed due to holidays/scheduling
**Decision whether application is ready to go to public hearings is made before TRC meeting date.

(1) Pre-application Meeting with TRC and Neighborhood Meeting Required	(2) Initial Submittal Date *Due 12:00 pm*	(3) Staff Reviews Submittal for Completeness *Due 12:00 pm*	(4) Meeting with EAB Required 6:00 pm	(5) TRC Comments Forwarded to Applicant	(6) TRC Meeting Date *Time to be Determined*	(7) Re-submittal Date for Revised Plans *Due 12:00 pm*	(8) TRC Comments Forwarded to Applicant	(9) TRC Meeting Date *Time to be Determined*	(10) Re-submittal Date for Revised Plans *Due 12:00 pm*	(11) Hold Second Required Neighborhood Meeting & Submit Report *Due 12:00 pm*	(12) TRC Meeting Date; Decision to go to Public Hearings or Back Through TRC	(13) Published Notice Posted to Town's Website *Planning Board (PB) & Town Council (TC)*	(14) Written Notification Mailed *Planning Board (PB) & Town Council (TC)*	(15) Planning Board Meeting 4:30 pm	(16) Town Council Meeting 6:00 pm
See #1 below	Jan 3*	Jan 3-4	--	Feb 20	Feb 23 or 24	Mar 3	Mar 20	Mar 23 or 24	Apr 6*	--	Apr 27 or 28; Apr 24**	PB: Apr 24 · TC: Apr 28 · May 8 · May 23	PB: Apr 24 TC: Apr 28	May 8	May 23
See #1 below	Feb 1	Feb 1-2	--	Mar 20	Mar 23 or 24	Apr 6*	Apr 24	Apr 27 or 28	May 5	--	May 25 or 26	PB: May 26 · TC: June 2 · June 12 · June 27	PB: May 26 TC: June 2	June 12	June 27
See #1 below	Mar 1	Mar 1-3	--	Apr 24	Apr 27 or 28	May 5	May 22	May 25 or 26	June 2	--	June 22 or 23	PB: June 23 · TC: July 14 · July 10 · Aug 8*	PB: June 23 TC: July 14	July 10	Aug 8*
See #1 below	Apr 3	Apr 3-4	--	May 22	May 25 or 26	June 2	June 20*	June 22 or 23	July 7	--	July 27 or 28	PB: July 28 · TC: Aug 4 · Aug 14 · Aug 22	PB: July 28 TC: Aug 4	Aug 14	Aug 22
See #1 below	May 1	May 1-2	May 18 or June 16	June 20*	June 22 or 23	July 7	July 24	July 27 or 28	Aug 4	Aug 23	Aug 24 or 25	PB: Aug 25 · TC: Sept 1 · Sept 11 · Sept 26	PB: Aug 25 TC: Sept 1	Sept 11	Sept 26
See #1 below	June 1	Jun 1-2	June 16 or July 20	July 24	July 27 or 28	Aug 4	Aug 21	Aug 24 or 25	Sept 8	Sept 20	Sept 28 or 29; Sept 25**	PB: Sept 22 · TC: Sept 29 · Oct 9 · Oct 24	PB: Sept 25 TC: Sept 29	Oct 9	Oct 24
See #1 below	July 3	July 3-5*	July 20 or Aug 17	Aug 21	Aug 24 or 25	Sept 8	Sept 18	Sept 28 or 29	Oct 6	Oct 25	Oct 26 or 27	PB: Oct 27 · TC: Nov 3 · Nov 13 · Nov 28	PB: Oct 27 TC: Nov 3	Nov 13	Nov 28
See #1 below	Aug 1	Aug 1-2	Aug 17 or Sept 21	Sept 18	Sept 28 or 29	Oct 6	Oct 23	Oct 26 or 27	Nov 3	Nov 20	Nov 16* or 17*	PB: Nov 22 · TC: Dec 15 · Dec 11 · Jan 9*	PB: Nov 22 TC: Dec 15	Dec 11	Jan 9*
See #1 below	Sept 1	Sept 1-5*	Sept 21 or Oct 19	Oct 23	Oct 26 or 27	Nov 3	Nov 13*	Nov 16* or 17*	Dec 1	Dec 19	Dec 21*	PB: Dec 21 · TC: Jan 2 · Jan 8 · Jan 23	PB: Dec 21 TC: Jan 2	Jan 8	Jan 23
See #1 below	Oct 2	Oct 2-3	Oct 19 or Nov 16	Nov 13*	Nov 16* or 17*	Dec 1	Dec 11*	Dec 21*	Jan 5	Jan 24	Jan 25 or 26	PB: Jan 26 · TC: Feb 2 · Feb 12 · Feb 27	PB: Jan 26 TC: Feb 2	Feb 12	Feb 27
See #1 below	Nov 1	Nov 1-2	Nov 19 or Dec 21	Dec 11*	Dec 21*	Jan 5	Jan 122	Jan 25 or 26	Feb 2	Feb 21	Feb 22 or 23	PB: Feb 23 · TC: Mar 1 · Mar 11 · Mar 26	PB: Feb 23 TC: Mar 1	Mar 11	Mar 26
See #1 below	Dec 1	Dec 1-4	Dec 21 or Jan 18	Jan 22	Jan 25 or 26	Feb 2	Feb 19	Feb 22 or 23	Mar 8	Mar 20	Mar 28-29; Mar 25**	PB: Mar 25 · TC: Mar 29 · Apr 8 · Apr 23	PB: Mar 25 TC: Mar 29	Apr 8	Apr 23

PUD Schedule



Aerial of the proposal



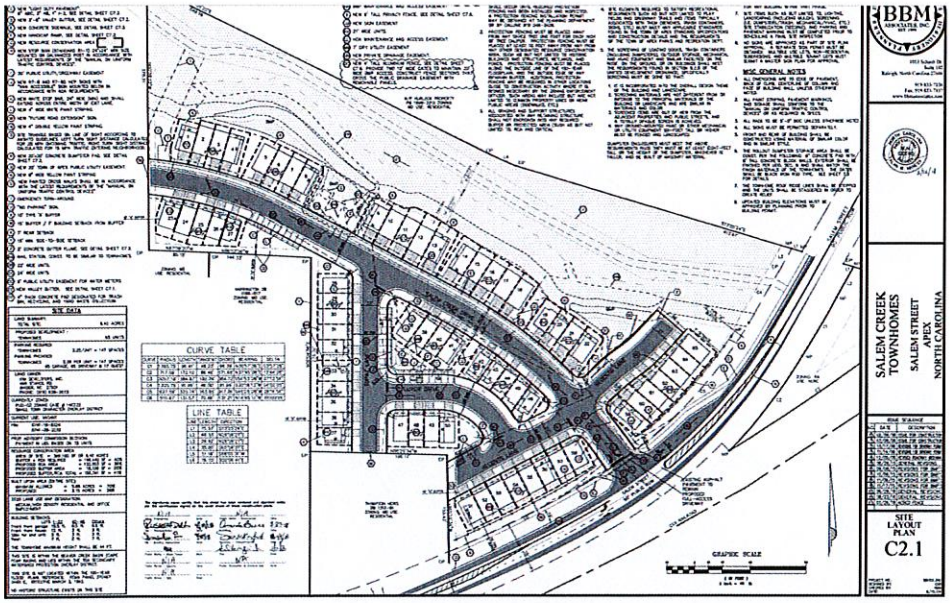
Future Land Classifications

- Protected Open Space
- Rural Density Residential — One dwelling unit per five acres
- Low Density Residential — Single-family homes or a mix of single-family homes with duplexes and/or townhomes
- Medium Density Residential — Single-family homes, duplexes, and townhomes
- Medium/High Density Residential — Single-family homes, duplexes, triplexes, quadplexes, and townhomes*
- High Density Residential — Townhomes, triplexes, quadplexes, and apartments

Medium Density Residential – Added duplexes. Changed to three to seven units per acre.

Medium-High Density Residential – Added duplexes, triplexes, quadplexes, and, within the Town Center and Transit-Oriented Development context areas, apartments. Revised to seven to fourteen units per acre.

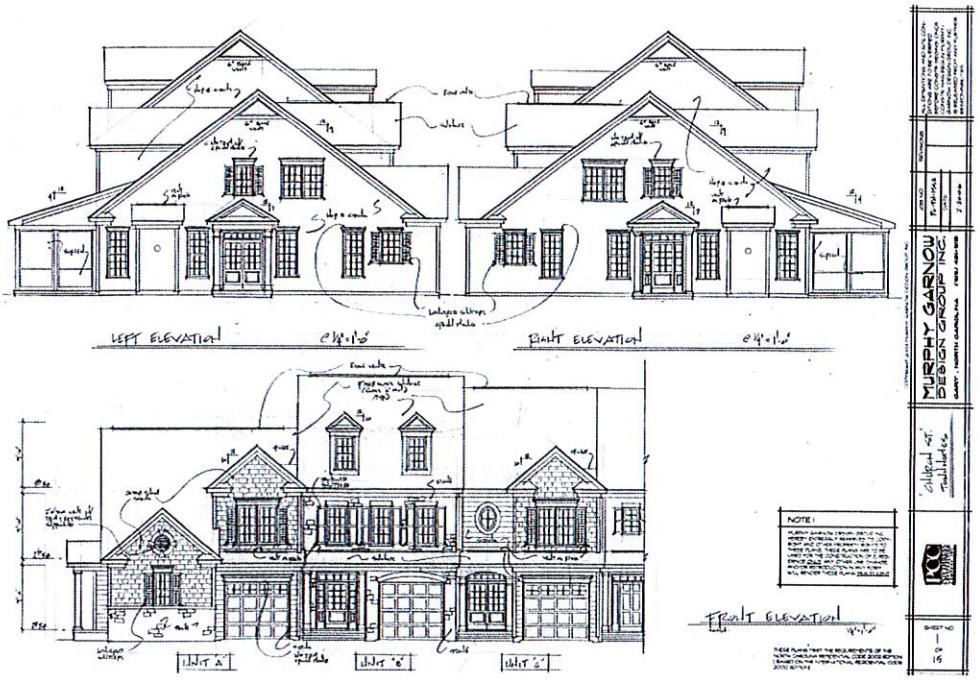
Town's Long Range Plan



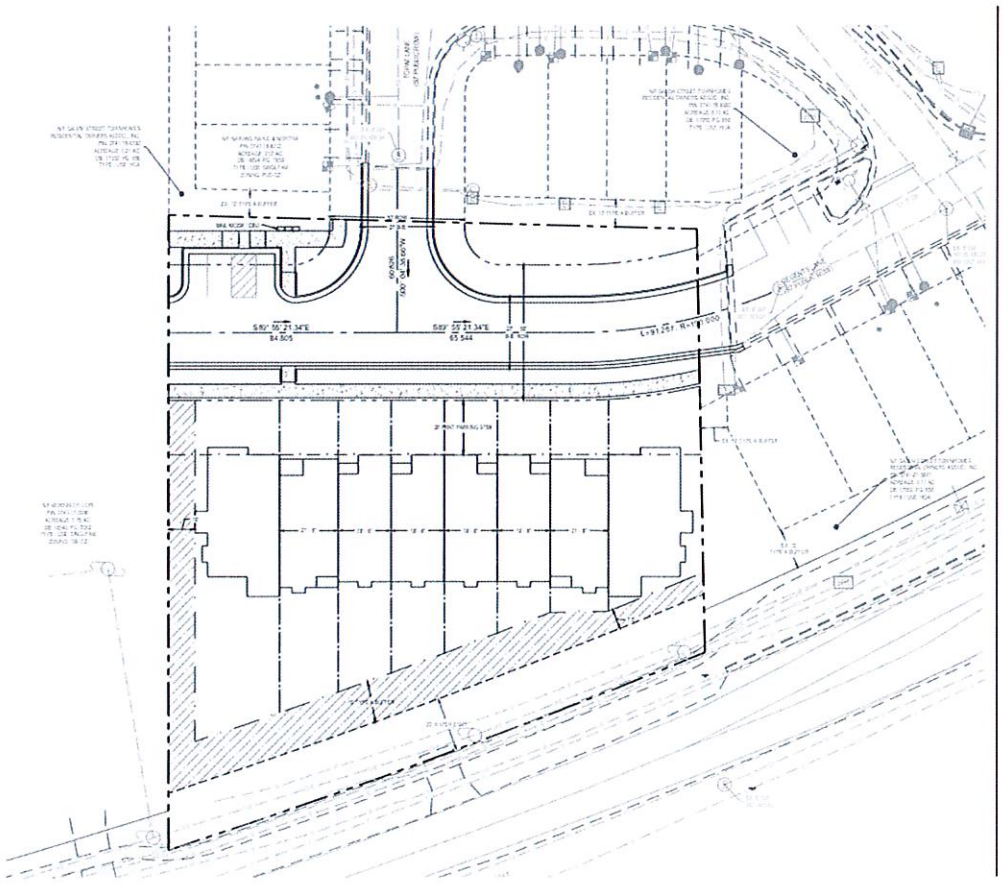
Salem Creek Townhomes – Approved Site Plan



Salem Creek Townhomes – Existing Homes & Elevations



Proposed Elevations – Salem Street Townes



Site Plan – Salem Street Townes (Updated 5/30/23)

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, Scott Moore, do hereby declare as follows:
Print Name

1. I have conducted a Neighborhood Meeting for the proposed Rezoning, Major Site Plan, Minor Site Plan, Residential Master Subdivision Plan, or Special Use Permit in accordance with UDO Sec. 2.2.7.B *Neighborhood Meeting*.

2. The meeting invitations were mailed to the Apex Planning Department, 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 meet.google.com/kpb-qwen-ewo / (530) 418-8654 PIN: 712396053# (Google Meet) (location/address) on May 30, 2023 (date) from 5:00 pm (start time) to 7:00 pm (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.

5. I have prepared these materials in good faith and to the best of my ability.

6/7/23
Date

By: Scott Moore

STATE OF NORTH CAROLINA
COUNTY OF WAKE

Sworn and subscribed before me, Ruth Baxter, a Notary Public for the above State and County, on this the 7th day of June, 20 23.

SEAL

RUTH BAXTER NOTARY PUBLIC WAKE COUNTY, NC

Notary Public

Ruth Baxter
Print Name

My Commission Expires: 9/14/2026

Mailout (1-4)

NOTICE OF 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.

October 3,2023

Date

Dear Neighbor:

You are invited to a neighborhood meeting to review and discuss the development proposal at

720 S Salem Street, Apex, NC 27539 — Address(es)

0741179910, 0741178829, 0741179971 — 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. If you are unable to attend, please refer to the Project Contact Information page for ways to contact the applicant. Notified neighbors may request that the applicant provide updates and send plans via email or mail. 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 http://www.apexnc.org/180. Applications for Rezoning must hold a second Neighborhood Meeting in the month prior to the anticipated public hearing date.

A Neighborhood Meeting is required because this project includes (check all that apply):

	Application Type	Approving Authority
☑	Rezoning (including Planned Unit Development)	Town Council
☐	Major Site Plan	Technical Review Committee (staff)
☐	Minor Site Plan for the uses "Day care facility", "Government service", "School, public or private", "Restaurant, drive-through", or "Convenience store with gas sales"	Technical Review Committee (staff)
☐	Special Use Permit	Board of Adjustment (QJPH*)
☐	Residential Master Subdivision Plan (excludes exempt subdivisions)	Technical Review Committee (staff)

*Quasi-Judicial Public Hearing: The Board of Adjustment 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)):

Proposing 8 Townhomes on the continuation of Regents and Topaz Lanes.

Estimated submittal date: October 6,2023

MEETING INFORMATION:

Property Owner(s) name(s):	Salem Street Townes LLC
Applicant(s):	Scott Moore
Contact information (email/phone):	scott@thecoleygroup.com (704) 995-2507
Meeting Address:	meet.google.com/kpb-qwen-ewo / (530) 418-8654 PIN: 712396053#
Date/Time of meeting**:	October 18,2023 5:00-7:00 PM

Welcome: 5:00 - 5:05 Project Presentation: 5:05 - 5:20 Question & Answer: 5:20 - 7:00

**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.

(2.4)

PROJECT CONTACT INFORMATION

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Development Contacts:

Project Name: Salem Street Townes Zoning: Proposed - PUD CZ

Location: 720 S Salem Street Apex, NC 27539

Property PIN(s): 0741179910, 8829, 9971 Acreage/Square Feet: .89 AC

Property Owner: Salem Street Townes LLC

Address: 1011 Classic Rd

City: Apex State: NC Zip: 27539

Phone: _____ Email: Kevin@pccbuilder.com

Developer: Scott Moore, The Coley Group

Address: 4350 Lassiter at North Hills Ave, Ste 256

City: Raleigh State: NC Zip: 27609

Phone: 704 995 2507 Fax: _____ Email: scott@thecoleygroup.com

Engineer: Bateman Civil Survey Company

Address: 2524 Reliance Avenue

City: Apex State: NC Zip: 27539

Phone: 919 577-1080 Fax: _____ Email: t.grissinger@batemancivilsurvey.com

Builder (if known): (Same as the property owner)

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ Fax: _____ Email: _____

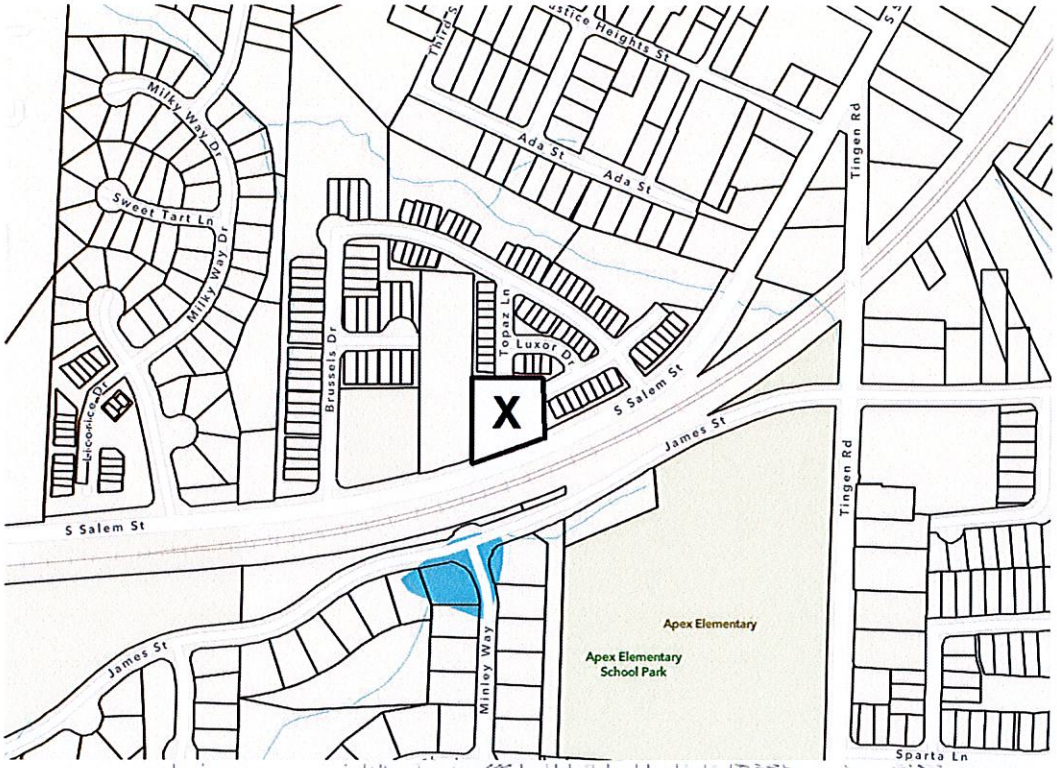
Please note that Town staff will not have complete information about a proposed development until the application is submitted for review. If you have a question about Town development standards and how they relate to the proposed development, please contact the appropriate staff person listed below.

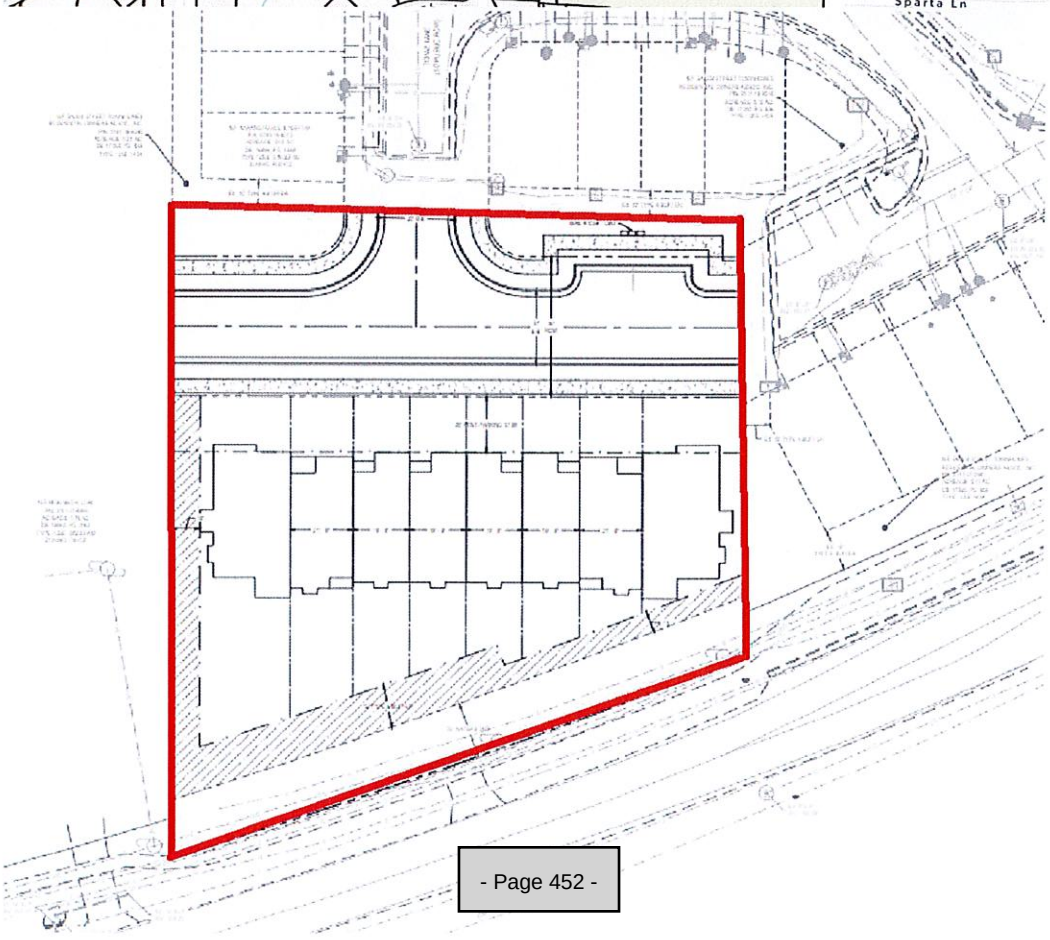
Town of Apex Department Contacts	
Planning Department Main Number (Provide development name or location to be routed to correct planner)	(919) 249-3426
Parks, Recreation & Cultural Resources Department Angela Reincke, Parks Planning Project Manager	(919) 372-7468
Public Works - Transportation Russell Dalton, Traffic Engineering Manager	(919) 249-3358
Water Resources Department Jessica Bolin, Environmental Engineering Manager (Stormwater, Sedimentation & Erosion Control) Matt Echols, Utility Engineering Manager (Water & Sewer)	(919) 249-3537 (919) 372-7505
Electric Utilities Division Rodney Smith, Electric Technical Services Manager	(919) 249-3342

(3.4)

Salem Street Townes – Neighborhood Meeting Agenda

- 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.





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** **919-362-8661**

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** **919-372-7470**

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** **919-362-8661**

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** **919-372-7470**

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** **919-372-7470**
Danny Smith **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.

Dust: **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.

Trash: **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** **919-249-3537**

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.

List of persons and neighborhood organizations invited to the meeting (1-3)

BAILEY, HERBERT
116 EVANS ESTATES DR
CARY NC 27513-3197

BEAZER HOMES LLC
801 CORPORATE CENTER DR STE 330
RALEIGH NC 27607-5243

BENNETT, GLORIA S
1618 TOPAZ LN
APEX NC 27502-2481

BUTLER, DANIEL C
353 GREAT NORTHERN STA
APEX NC 27502-2473

CARRELHA, JACQUELINE
1403 CHIPPING DR
APEX NC 27502-2498

CHALLA, RAJENDAR BOMMAREDDY, MADHAVI
829 LINDEN CIR
HOFFMAN ESTATES IL 60169-3261

CHEN, HENRY L WANG, JIAHONG
1427 SALEM CREEK DR
APEX NC 27502-2477

CHOI, MIHWA
1430 SALEM CREEK DR
APEX NC 27502-2476

CIVITELLA, THOMAS JOSEPH
1401 CHIPPING DR
APEX NC 27502-2498

CORTEZ, DIANE
1403 REGENTS LN
APEX NC 27502-2479

COX, ASHLEY
1403 LUXOR DR
APEX NC 27502-2480

CROUCH, MEGAN
1602 TOPAZ LN
APEX NC 27502-2481

DEATON, GREGORY DEATON, KIMBERLY
1415 REGENTS LN
APEX NC 27502-2479

DIAS, ISRAEL S DIAS, CRISTIANE F
1409 LUXOR DR
APEX NC 27502-2480

EL WARDI, MOHAMED TAHA
1425 SALEM CREEK DR
APEX NC 27502-2477

ESCUE, LIANA
1604 TOPAZ LN
APEX NC 27502-2481

FETTERS, BRENDAN C
1614 TOPAZ LN
APEX NC 27502-2481

FOGARTY, JOHN FOGARTY, JENNIFER
1607 CONE AVE
APEX NC 27502-1517

GODHANI, AISHANI
1429 SALEM CREEK DR
APEX NC 27502-2477

HWANG, CHIEN-MEEN HUANG, TZU-FANG
1450 SALEM CREEK DR
APEX NC 27502-2476

KALLAM, RAMA D TIPPIREDDY, VENKAT R
1422 SALEM CREEK DR
APEX NC 27502-2476

KAMUJU, PRAVEEN KUMAR
1411 REGENTS LN
APEX NC 27502-2479

KAO, SHIH-KUNG KAO, LI-LI
1434 SALEM CREEK DR
APEX NC 27502-2476

KHAN, MUSTAFA FRISCHE, RACHEL
1701 MINLEY WAY
APEX NC 27502-5776

KHEDKAR, AMOL T. KULKARNI, SAMEER R.
1448 SALEM CREEK DR
APEX NC 27502-2476

KOMMAREDDI, SHIVA
1401 REGENTS LN
APEX NC 27502-2479

LANCASTER, MELINDA C ROVITO, JULIAN D
1436 SALEM CREEK DR
APEX NC 27502-2476

MADIKONDA, VIJAY KUMAR
1409 REGENTS LN
APEX NC 27502-2479

MALNEEDY, KRISHNA R THOTA, DEEPTI R
1444 SALEM CREEK DR
APEX NC 27502-2476

MCKINNISH, LORI
1700 WAGON TRAIL RD
MONROE VA 24574-2604

(2.3)

NARANG, RAHUL NARANG, NISHTHA
2405 HEATHCOTE LN
APEX NC 27502-8508

NORDHOFF, VICTORIA E
1405 LUXOR DR
APEX NC 27502-2480

PALETI, NEELIMA KARUMANCHI, BHARATA K
1437 SALEM CREEK DR
APEX NC 27502-2477

PALLAV, KUMAR ANAND, MANSI
1439 SALEM CREEK DR
APEX NC 27502-2477

PANCHOLI, ASHISH ARVINDBHAI TRUSTEE PANCHOLI, BHAVNABEN JAYANTILAL TRUSTEE
1212 BULL SHOALS LN
CARY NC 27513-5808

PARRISH, SCOTT M PARRISH, KAREN W
1446 SALEM CREEK DR
APEX NC 27502-2476

PHILMON, EVAN PHILMON, KIMBERLY
1389 REGENTS LN
APEX NC 27502-2529

PINTO, LESTER
1438 SALEM CREEK DR
APEX NC 27502-2476

POLYAKOV, ALEXEI
921 BROMLEY WAY
RALEIGH NC 27615-1499

QUICK, JENNIFER A
800 S SALEM ST
APEX NC 27502-7235

RACHABATTUNI, PRAVEEN JUIPALLI, KALYANI
1616 TOPAZ LN
APEX NC 27502-2481

REDDY, PADI B
31 WILDEOAK CT
COLUMBIA SC 29223-3292

ROCKER, HAYLEY A
1391 REGENTS LN
APEX NC 27502-2529

SAI DIYA LLC
714 PIERSIDE DR
CARY NC 27519-6436

SALEM CREEK TOWNHOMES RESIDENTIAL OWNERS
CHARLESTON MGMT CO
PO BOX 97243
RALEIGH NC 27624-7243

SALEM VILLAGE OWNERS ASSOCIATION INC
1100 PERIMETER PARK DR STE 112
MORRISVILLE NC 27560-9119

SANDJONG, RODOLPHE NJIWA
1426 SALEM CREEK DR
APEX NC 27502-2476

SAURABH, KUMAR KUMAR, SMRITI
1433 SALEM CREEK DR
APEX NC 27502-2477

SHAH, NIKITA N
1420 SALEM CREEK DR
APEX NC 27502-2476

SUDHINI, VIKRAM NALAMADA, DEEPTHI
1423 SALEM CREEK DR
APEX NC 27502-2477

SUNDARAM, NOCHUR L. SUNDARAM, MAHALAKSHMI
1606 TOPAZ LN
APEX NC 27502-2481

THAKUR, HIMANSHU
2000 S EADS ST
ARLINGTON VA 22202-3136

THE SINGH FAMILY REVOCABLE TRUST
2579 WINDSOR CT
UNION CITY CA 94587-4929

THOMPSON, GEORGE WILLIAM HEIRS
C/O WALTER A THOMPSON
3401 CENTRAL HEIGHTS RD
GOLDSBORO NC 27534-7713

VARIAR, ANANDKRISHNA S VARIAR, DHANYA A
1405 REGENTS LN
APEX NC 27502-2479

WAKE COUNTY BOARD OF EDUCATION
RE SERVICES DIRECTOR
1551 ROCK QUARRY RD
RALEIGH NC 27610-4145

WANG, XIAODONG WEN, ZHENRONG
1442 SALEM CREEK DR
APEX NC 27502-2476

WANG, YIJIAN
1228 CANYON SHADOWS CT
CARY NC 27519-1005

WILSON, STEVEN ALBERT SALADINO, DIANNE B
1402 CHIPPING DR
APEX NC 27502-2498

XIANG, LING YUE, TINGTING
171 LEGACY FALLS DR S
CHAPEL HILL NC 27517-4502

(3·3)

APEX TOWN OF
PO BOX 250
APEX NC 27502

Current Tenant
100 James Ext ST
APEX NC 27502

Current Tenant
1407 Luxor DR
APEX NC 27502

Current Tenant
1393 Regents LN
APEX NC 27502

Current Tenant
1407 Regents LN
APEX NC 27502

Current Tenant
1413 Regents LN
APEX NC 27502

Current Tenant
720 S Salem ST
APEX NC 27502

Current Tenant
740 S Salem ST
APEX NC 27502

Current Tenant
1421 Salem Creek Dr
APEX NC 27502

Current Tenant
1424 Salem Creek Dr
APEX NC 27502

Current Tenant
1432 Salem Creek Dr
APEX NC 27502

Current Tenant
1435 Salem Creek Dr
APEX NC 27502

Current Tenant
700 Tingen RD
APEX NC 27502

Current Tenant
1600 Topaz LN
APEX NC 27502

Current Tenant
1608 Topaz LN
APEX NC 27502

Current Tenant
1612 Topaz LN
APEX NC 27502

Current Tenant
1620 Topaz LN
APEX NC 27502

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: Teams Meeting Meeting ID: 224 185 886 665 Passcode: uiunjL

Date of meeting: October 18, 2023 Time of meeting: 5:00-7:00 PM

Property Owner(s) name(s): Salem Street Townes LLC

Applicant(s): Scott Moore

Please print 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.	Kenric Barnes	2524 Reliance Ave.	919-577-1080	k.barnes@batemancivilsurvey.com	☐
2.	Tim Grissinger	2524 Reliance Ave.	919-577-1080	t.grissinger@batemancivilsurvey.com	☐
3.	Perrin Salonek	2524 Reliance Ave.	919-577-1080	p.salonek@batemancivilsurvey.com	☐
4.	Israel Dias	1409 Luxor Dr.		braziliandias@gmail.com	☑
5.					☐
6.					☐
7.					☐
8.					☐
9.					☐
10.					☐
11.					☐
12.					☐
13.					☐
14.					☐

Use additional sheets, if necessary.

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): Salem Street Townes LLC

Applicant(s): Scott Moore

Contact information (email/phone):

Meeting Address: Teams Meeting Meeting ID: 224 185 886 665 Passcode: uiunjL

Date of meeting: October 18, 2023 Time of meeting: 5:00-7:00 PM

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:

This new parking area was not in the plan? The original goal was to preserve the tree line. So would this get rid of the tree line that would be low hanging bushes?

Applicant's Response:

The main concern from the first meeting was to provide additional parking. There is area around the parking space where there will be tree preservation.

Question/Concern #2:

We discussed doing a joint HOA around here so that we maybe wouldn't need to have extra mail kiosk and handicap parking. That would change the lot lines, and making these areas the same property.

It seems like with the mail kiosk there, you have gone ahead with the independent HOA here. What was the reason for doing it that way?

Applicant's Response:

In terms of the handicap parking, that requirement is needed regardless if there is going to be an additional HOA. The Town of Apex is doing this as an independent site plan and that means that the gap and the kiosk and the parking spaces has to be planned as a single site. Regardless, going back to the conversation about combining the HOAs, sorry about the developer not being on this meeting they are on vacation I believe.

Anyway, they have discussed that the HOA combination may be done that way.

Question/Concern #3:

Along S Salem Street, there's a green space with mature tall trees and there is a gap. Will there be the same fence? Or the same thing?

Applicant's Response:

Apex has a requirement of 15' buffer and options for what can be used. The developer will get to choose and likely Apex will want that to be consistent.

I think the developer would likely go with what Apex and the community wants and to be consistent.

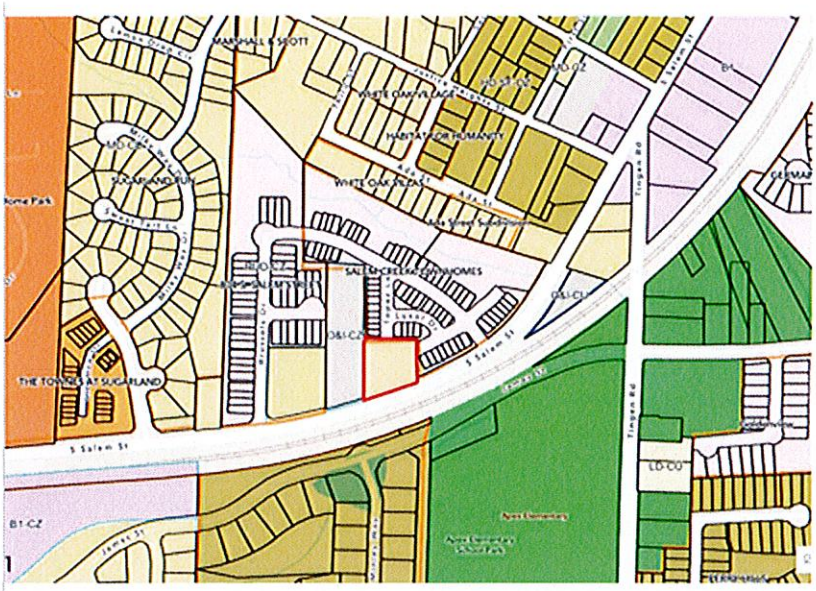
Question/Concern #4:

S Salem St traffic is terrible. Are there any plans for a stoplight to be placed at the entrance of the subdivision?

Applicant's Response:

No, we are not required to provide any improvements to the entrance to the subdivision. The Town or DOT will usually require/request that be provide if new development exceeds a certain number of daily trips.

Community Meeting- Presentation to the Neighbors (PPT Slideshow)



Welcome Page

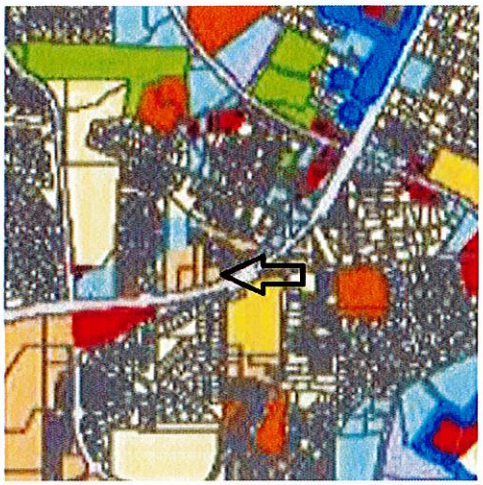
2023 PLANNED UNIT DEVELOPMENT SCHEDULE (Amended effective May 1, 2023)
Town of Apex, North Carolina
*Date changed due to holidays/scheduling
**Decision whether application is ready to go to public hearings is made before TRC meeting date.

(1) Pre-application Meeting with TRC and Neighborhood Meeting Required	(2) Initial Submittal Date Due 12:00 pm	(3) Staff Reviews Submittal for Completeness Due 12:00 pm	(4) Meeting with EAB Required 6:00 pm	(5) TRC Comments Forwarded to Applicant	(6) TRC Meeting Date Time to be Determined	(7) Re-submittal Date for Revised Plans Due 12:00 pm	(8) TRC Comments Forwarded to Applicant	(9) TRC Meeting Date Time to be Determined	(10) Re-submittal Date for Revised Plans Due 12:00 pm	(11) Hold Second Required Neighborhood Meeting & Submit Report Due 12:00 pm	(12) TRC Meeting Date; Decision to go to Public Hearings or Back Through TRC	(13) Published Notice Posted to Town's Website Planning Board (PB) & Town Council (TC)		(14) Written Notification Mailed Planning Board (PB) & Town Council (TC)	(15) Planning Board Meeting 4:30 pm	(16) Town Council Meeting 6:00 pm
See #1 below	Jan 3*	Jan 3-4	--	Feb 20	Feb 23 or 24	Mar 3	Mar 20	Mar 23 or 24	Apr 6*	--	Apr 27 or 28; Apr 24**	PB: Apr 24 TC: Apr 28	May 8 May 23	PB: Apr 24 TC: Apr 28	May 8	May 23
See #1 below	Feb 1	Feb 1-2	--	Mar 20	Mar 23 or 24	Apr 6*	Apr 24	Apr 27 or 28	May 5	--	May 25 or 26	PB: May 26 TC: June 2	June 12 June 27	PB: May 26 TC: June 2	June 12	June 27
See #1 below	Mar 1	Mar 1-3	--	Apr 24	Apr 27 or 28	May 5	May 22	May 25 or 26	June 2	--	June 22 or 23	PB: June 23 TC: July 14	July 10 Aug 8*	PB: June 23 TC: July 14	July 10	Aug 8*
See #1 below	Apr 3	Apr 3-4	--	May 22	May 25 or 26	June 2	June 20*	June 22 or 23	July 7	--	July 27 or 28	PB: July 28 TC: Aug 4	Aug 14 Aug 22	PB: July 28 TC: Aug 4	Aug 14	Aug 22
See #1 below	May 1	May 1-2	May 18 or June 16	June 20*	June 22 or 23	July 7	July 24	July 27 or 28	Aug 4	Aug 23	Aug 24 or 25	PB: Aug 25 TC: Sept 1	Sept 11 Sept 26	PB: Aug 25 TC: Sept 1	Sept 11	Sept 26
See #1 below	June 1	Jun 1-2	June 16 or July 20	July 24	July 27 or 28	Aug 4	Aug 21	Aug 24 or 25	Sept 8	Sept 20	Sept 28 or 29; Sept 25**	PB: Sept 22 TC: Sept 29	Oct 9 Oct 24	PB: Sept 25 TC: Sept 29	Oct 9	Oct 24
See #1 below	July 3	July 3-5*	July 20 or Aug 17	Aug 21	Aug 24 or 25	Sept 8	Sept 18	Sept 28 or 29	Oct 6	Oct 25	Oct 26 or 27	PB: Oct 27 TC: Nov 3	Nov 13 Nov 28	PB: Oct 27 TC: Nov 3	Nov 13	Nov 28
See #1 below	Aug 1	Aug 1-2	Aug 17 or Sept 21	Sept 18	Sept 28 or 29	Oct 6	Oct 23	Oct 26 or 27	Nov 3	Nov 20	Nov 16* or 17*	PB: Nov 22 TC: Dec 15	Dec 11 Jan 9*	PB: Nov 22 TC: Dec 15	Dec 11	Jan 9*
See #1 below	Sept 1	Sept 1-5*	Sept 21 or Oct 19	Oct 23	Oct 26 or 27	Nov 3	Nov 13*	Nov 16* or 17*	Dec 1	Dec 19	Dec 21*	PB: Dec 21 TC: Jan 2	Jan 8 Jan 23	PB: Dec 21 TC: Jan 2	Jan 8	Jan 23
See #1 below	Oct 2	Oct 2-3	Oct 19 or Nov 16	Nov 13*	Nov 16* or 17*	Dec 1	Dec 11*	Dec 21*	Jan 5	Jan 24	Jan 25 or 26	PB: Jan 26 TC: Feb 2	Feb 12 Feb 27	PB: Jan 26 TC: Feb 2	Feb 12	Feb 27
See #1 below	Nov 1	Nov 1-2	Nov 19 or Dec 21	Dec 11*	Dec 21*	Jan 5	Jan 122	Jan 25 or 26	Feb 2	Feb 21	Feb 22 or 23	PB: Feb 23 TC: Mar 1	Mar 11 Mar 26	PB: Feb 23 TC: Mar 1	Mar 11	Mar 26
See #1 below	Dec 1	Dec 1-4	Dec 21 or Jan 18	Jan 22	Jan 25 or 26	Feb 2	Feb 19	Feb 22 or 23	Mar 8	Mar 20	Mar 28-29; Mar 25**	PB: Mar 25 TC: Mar 29	Apr 8 Apr 23	PB: Mar 25 TC: Mar 29	Apr 8	Apr 23

PUD Schedule



Aerial of the proposal



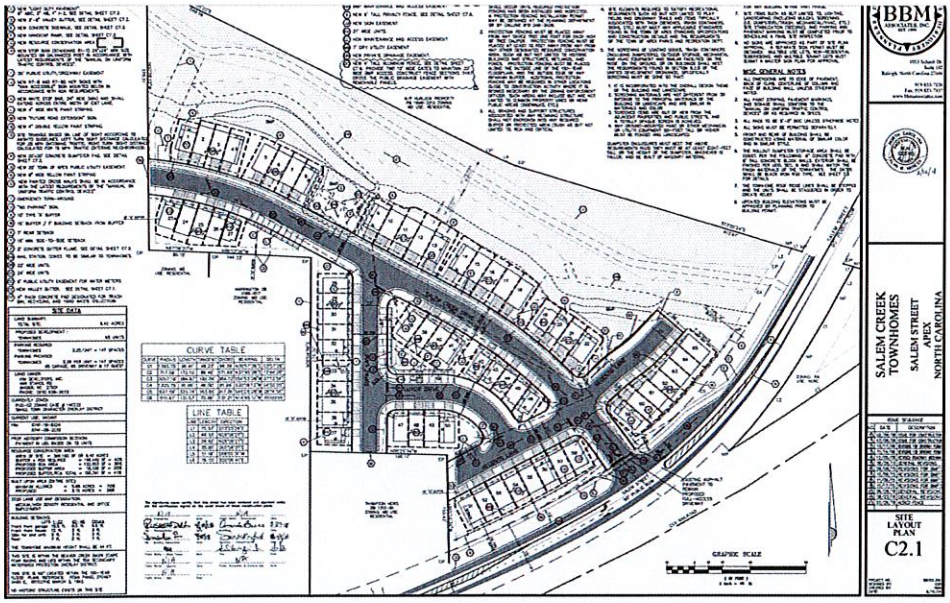
Future Land Classifications

- Protected Open Space
- Rural Density Residential — One dwelling unit per five acres
- Low Density Residential — Single-family homes or a mix of single-family homes with duplexes and/or townhomes
- Medium Density Residential — Single-family homes, duplexes, and townhomes
- Medium/High Density Residential — Single-family homes, duplexes, triplexes, quadplexes, and townhomes*
- High Density Residential — Townhomes, triplexes, quadplexes, and apartments

Medium Density Residential – Added duplexes. Changed to three to seven units per acre.

Medium-High Density Residential – Added duplexes, triplexes, quadplexes, and, within the Town Center and Transit-Oriented Development context areas, apartments. Revised to seven to fourteen units per acre.

Town's Long Range Plan

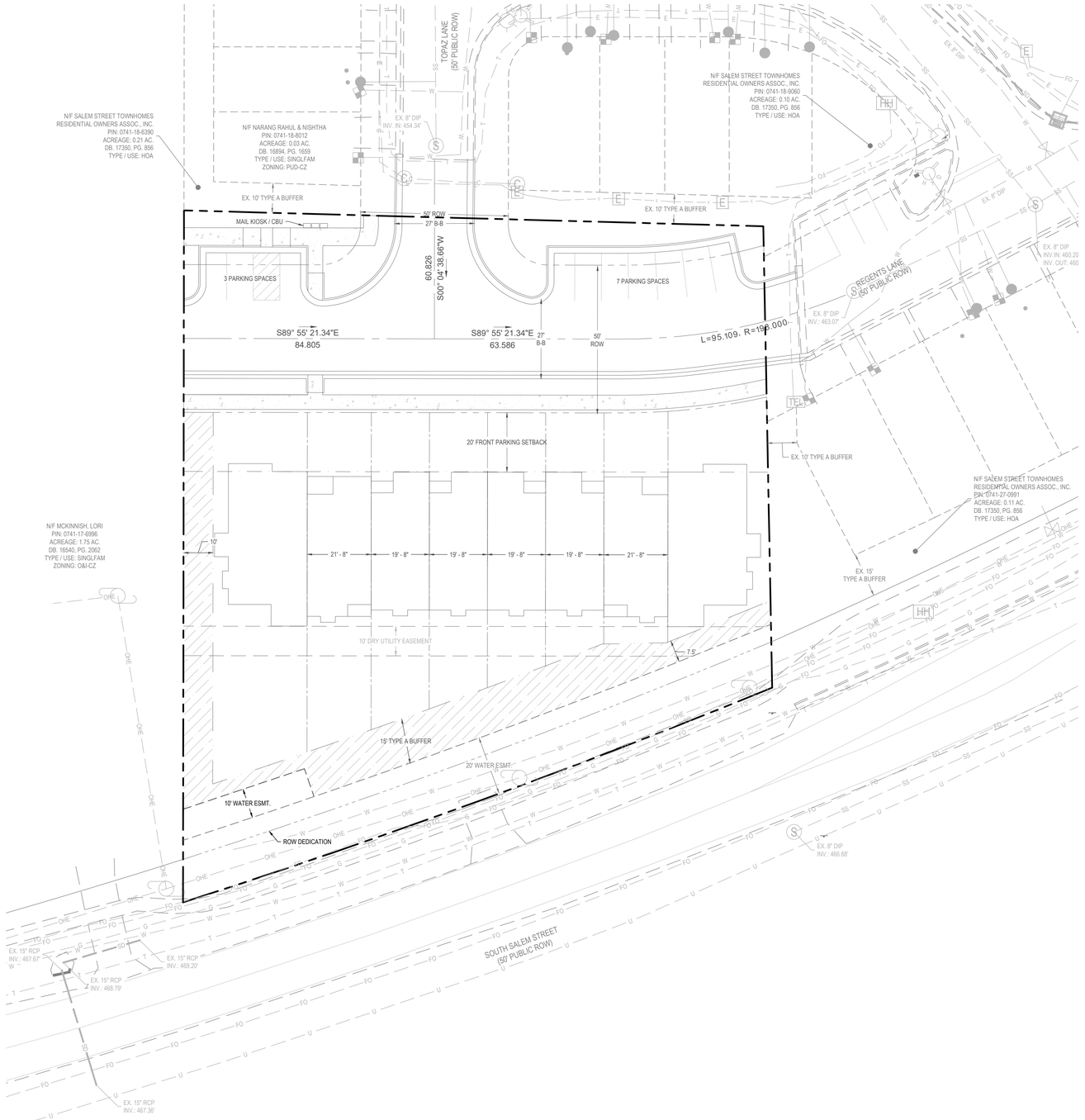


Salem Creek Townhomes – Approved Site Plan



Salem Creek Townhomes – Existing Homes & Elevations

NOTE:
PLAN SHEETS ARE INTENDED FOR ILLUSTRATIVE USE ONLY.



N

NAD 83 / NSRS 2011

SCALE 1"=20'

0 20' 40'

REV #	DATE	DESCRIPTION

p:\2023 projects\230023 dallen creek townhomes\ENGDWGS\Sheets\P230023_C200_SITE.dwg

NORTH CAROLINA PROFESSIONAL ENGINEER TOMAS SPEIGHT
PRELIMINARY

Bateman Civil Survey Company
Engineers ● Surveyors ● Planners
252x Reliance Avenue, Apex, North Carolina 27539
Phone: 919.577.1080 Fax: 919.577.1081
NCBELS FIRM No. C-2378

SOUTH SALEM STREET REZONING

720 SALEM STREET
APEX, NC 27502
WAKE COUNTY

OVERALL SITE PLAN

Design By:	MEM
Date:	02.XX.22
Project #:	P230023

SHEET
C200

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, Kenric Barnes, do hereby declare as follows:
Print Name

1. I have conducted a Neighborhood Meeting for the proposed Rezoning, Major Site Plan, Minor Site Plan, Residential Master Subdivision Plan, or Special Use Permit in accordance with UDO Sec. 2.2.7.B *Neighborhood Meeting*.

2. The meeting invitations were mailed to the Apex Planning Department, 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 Teams Meeting Meeting ID: 224 185 886 665 Passcode: uiunjL (location/address) on October 18, 2023 (date) from 5:00 pm (start time) to 7:00 pm (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.

5. I have prepared these materials in good faith and to the best of my ability.

10/25/2023
Date

By: Kenric Barnes

STATE OF NORTH CAROLINA
COUNTY OF WAKE

Sworn and subscribed before me, Melissa R. Banks, a Notary Public for the above State and County, on this the 25 day of October, 2023.

SEAL

MELISSA R. BANKS NOTARY PUBLIC WAKE COUNTY NC

Melissa R. Banks
Notary Public

Melissa R. Banks
Print Name

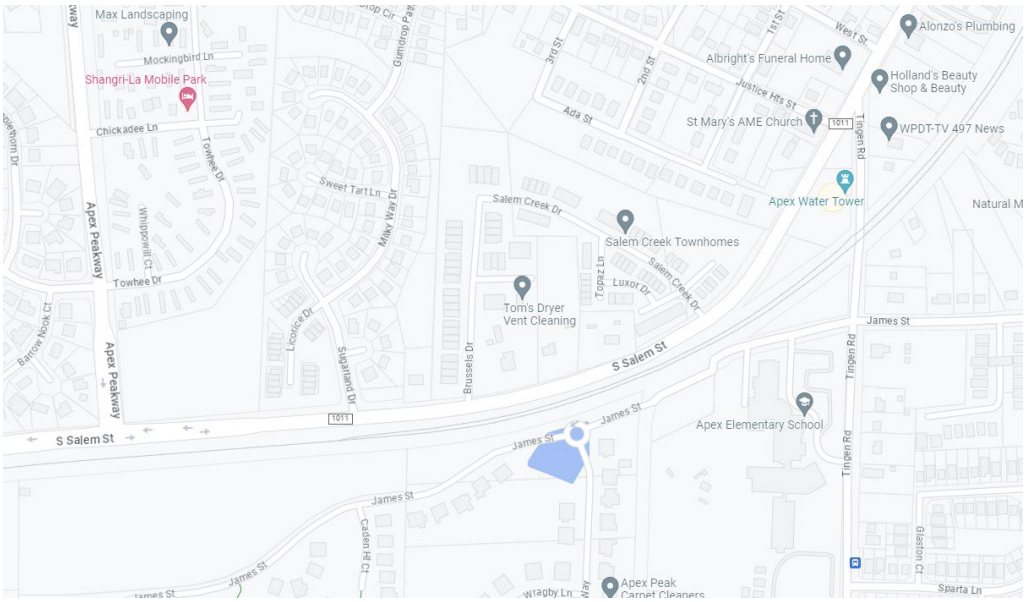
My Commission Expires: March 12, 2028

Salem Street Townhomes PD Plan Text

Section 1: Table of Contents-

Vicinity Map
Base Items
Purpose Statement- Planned Unit Development Standards
Purpose Statement- Conditional Zoning Standards
Proposed Design Controls
Proposed Architectural Controls
Parking and Loading
Sign Statement
Natural Resource and Environmental Data
Stormwater Requirements
Projected must be reviewed by Parks, Recreation and Culture Commissions
Public Facilities Requirements
Phasing Plan
Consistency with Land Use Plan
Compliance with relevant portions of the UDO
Building Elevations

Section 2: Vicinity Map



Section 3: Project Data

- Name of Project- Salem Street Townhomes
- Preparer's Information:

  Bateman Civil Survey Company
  Phone: 919-577-1080 Fax: 919-577-1081
  engineering@batemancivilsurvey.com

  Owner's Information:
  P&R Properties Group, LLC
  Kevin Poythress
  Phone: 919-463-5403
  kevin@pccbuilder.com

- Current Zoning Designation: MD, Small Town Character Overlay District
- Proposed Zoning Designation: PUD-CZ, Small Town Character Overlay District
- Current 2045 Land Use Map Designation: Medium/High Density Residential, Office employment
- Area of Tract: 1.04 Acres
- Area designated as mixed use on 2045 LUM: 0.00 Acres
- Area of mixed use property proposed as non-residential development: 0.00 Acres
- Percent of mixed use areas proposed as non-residential development: 0.0%

- Permitted 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 Uses:
  Townhouse
  Accessory Apartment

  Recreation Uses:
  Recreation facility, private
  Greenway
  Park, active
  Park, passive
  Utility, minor

Section 4: Purpose Statement- Planned Unit Development Standards

The PUD-CZ proposes an 8-unit single townhome building which will serve as an extension of the existing Salem Creek Townhome community. The PUD-CZ shows a roadway pattern that interconnects Regents Lane and Topaz Lane and will provide for a future stub street on the western property line. The PUD-CZ dedicates Right-Of-Way along South Salem Street. The PUD-CZ shall contain parking, open space and buffers as shown on the plan. The proposal shall endeavor to meet all of the Legislative Considerations as detailed in Sec. 2.3.3.F 1-10 of the UDO to the extent practicable.

Section 5: Purpose Statement- Conditional Zoning Standards

The PUD-CZ proposes an 8-unit single townhome building which will serve as an extension of the existing Salem Creek Townhome community. The PUD-CZ shows a roadway pattern that interconnects Regents Lane and Topaz Lane and will provide for a future stub street on the western property line. The PUD-CZ shall contain parking, open space and buffers as shown on the plan. The proposal shall endeavor to meet all of the Legislative Considerations as detailed in Sec. 2.3.3.F 1-10 of the UDO to the extent practicable.

Section 6: Proposed Design Controls

- Maximum Square Footage per Non-Residential Use: 0 SF
- Max Densities per Residential Use: 10 DU/Acre
- Lot Sizes for Residential Use: 1,618 SF to 3,779 SF
- Maximum Height of Buildings: Max height is 37’ from FFE. Number of stories varies from 1.5 to 2.5 stories.
- Front, side, and rear setbacks: 15’, 0’, 15’
- Amount and Percentage of Built Upon Area Allowed: 0.68 Ac., 65%
- Amount and Percentage of Built Upon Area: 0.44 Ac., 42.3%

Section 7: Proposed Architectural Controls

1. Proposed Materials-James Hardie or equal lap siding, James Hardie or equal decorative shake siding, James Hardie or equal soffits, Decorative cultured stone or brick veneer, Miratec or equal corner boards, fascia boards, frieze boards, column and window wraps. CertainTeed Landmark or equal architectural shingles, vinyl single-hung windows, vinyl shutters, decorative wood main entry doors
2. Proposed Structural Materials- Covered main entrances via porches or stoops, main roof overhangs 12”.
3. Vinyl siding is not permitted; however, vinyl windows, decorative elements and trims are permitted.

4. The roofline cannot be a single mass; it must be broken up horizontally and vertically between every unit.
5. Garage doors must have windows, decorative details or carriage-style adornments on them.
6. House entrances for units with front-facing single-car garages shall have a prominent covered porch/stoop area leading to the front door.
7. The garage cannot protrude more than 1 foot out from the front façade or front porch.
8. 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:
    a. Windows, bay window, recessed window, decorative window, trim around the window, 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
9. Building facades shall have horizontal relief achieved by the use of recesses and projections.
10. A varied color palette shall be utilized on homes throughout the subdivision to include a minimum of three-color families for siding and shall include varied trim, shutter, and accent colors complementing the siding color.
11. The rear and side elevations of the units that can be seen from the right-of-way shall have trim around the windows.

Section 8: Parking and Loading

Parking calculations are based on Apex UDO Sec. 8.3. The required is 2 spaces/unit plus .25 per unit for guest, therefore requiring 18 spaces. Our development provides 26 spaces. Each unit provides 2 parking spaces. The mail kiosk area provides 3 parking spaces. There are an additional 7 parking spaces to accommodate for guest parking.

Section 9: Signage

All signage will comply with UDO section 8.7.

Section 10: Natural Resource and Environmental Data

- The site is located in a Secondary Watershed Protection Overlay District.
- The site does not contain a FEMA designated 100 year floodplain.
- Gross square footage and percent of RCA required: Exempt by being in a small town character overlay district per UDO 6.3.1.
- Gross square footage and percent of RCA provided: Exempt by being in a small town character overlay district, per UDO 6.3.1.
- The site does not contain a historic structure.

Section 11: Stormwater Management

This site disturbs less than 1.0 acres, therefore no SCM is required for this development.

Section 12: Parks and Recreation

Per Section 14.1.2 Exemptions of the UDO, only a payment of fees-in-lieu shall be required. The fee rate will be $2,705.23 per single-family detached unit paid at the time of plat.

Section 13: Public Facilities

The PD plan for the PUD-CZ demonstrates a safe and adequate on-site transportation circulation system by connecting two existing stub streets and providing for a future stub to the west. The PD Plan demonstrates a safe and adequate on-site system of potable water and wastewater lines which will provide a loop system with the existing community which is integrated into existing off-site potable water and wastewater facilities. Water and sewer infrastructure will be designed to comply with the Town's Sewer and Water Master Plan and Standards and Specifications at the time of CD. There are adequate off-site facilities to serve the proposal including a potable water supply, sewage disposal, solid waste disposal, electrical supply, and fire protection.

The roads are planned and programmed for the development and the development is conveniently located in relation to schools and police protection services as permitted by the town. The developer will dedicate public right of way along South Salem Street. The developer is not proposing direct access to South Salem Street and is not proposing roadway frontage improvements along South Salem Street. The existing 5-foot sidewalk along South Salem Street shall remain. The developer shall dedicate public right-of-way extending 60 feet northward from the south side edge of asphalt (60 feet north of CSXT right of way) along the entirety of the project limits along South Salem Street. The PD Plan demonstrates compliance with the parks and recreation and open space requirements of Sec. Article 14 & Sec. 7.3.1.

Section 14: Phasing Plan

This project will be constructed in one phase.

Section 15: Compliance with the UDO

The 2045 Apex Land Use Plan shows a future land classification as Medium/High Density Residential which supports townhome use withing the Town Center with a recommended density of 7-14 units per acre. This development plan shows 8 units on 1.04 acres.

Section 16: Compliance with the UDO

Since this property is in the Small-Town Character Overlay District, no buffers are required per UDO Section 6.3.1.D.6. All buffers shown on the plan are being offered but not required. This development has provided a variable type A streetscape to the south along South Salem Street and an 8' planting area to the west.

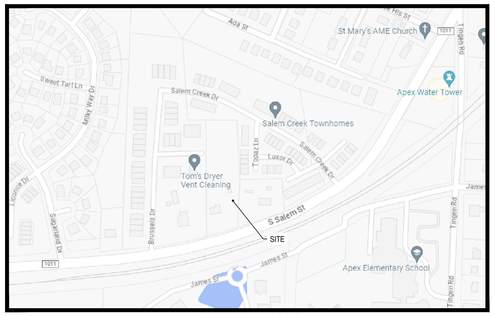
Section 17: Elevations

Building elevations showing all sides of the structure have been provided in this submittal. The max height is 37' from FFE. The number of stories varies from 1.5 to 2.5 stories.

SALEM STREET TOWNHOMES

APEX PUD REZONING
SUBMITTAL 1: 07.03.23
SUBMITTAL 2: 09.08.23
SUBMITTAL 3: 10.06.23
SUBMITTAL 4: 11.08.23
720 S SALEM STREET
APEX, NC 27502

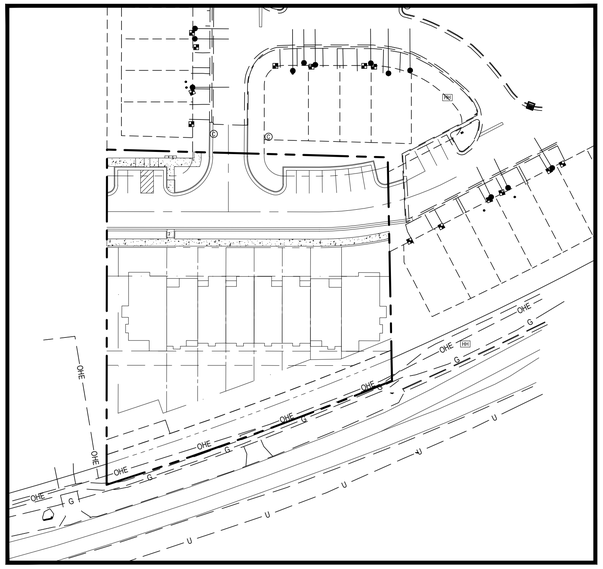
WAKE COUNTY



VICINITY MAP
SCALE: NTS

SITE DATA	
OWNER	SALEM STREET TOWNES, LLC
SITE ADDRESS	720 SALEM STREET APEX, NC 27502
PIN	0741-17-8829, 0741-17-9910, 0741-17-9971
OVERLAY	N/A
EXISTING USE	MEDIUM DENSITY
PROPOSED USE	MEDIUM/HIGH DENSITY RESIDENTIAL
ZONING	PUD-CZ
WATERSHED	SECONDARY PROTECTION OVERLAY DISTRICT
WATERSHED WATER SUPPLY	JORDAN LAKE
RIVER BASIN	CAPE FEAR
FEMA MAP	MAP#3720074100J DATE 05.02.06
TRACT AREA	1.04 AC. (45,302 SF)

DEVELOPMENT TYPE - TOWNHOMES	
PROPOSED USE	MEDIUM/HIGH DENSITY RESIDENTIAL
DENSITY	14 UNITS / AC.
UNITS PROVIDED	8 UNITS
MIN. LOT WIDTH	18'
PROPOSED LOT WIDTH	19' 8"
PROPOSED GROSS SF BY FLOOR AREA	905-1571 SF
PROPOSED HEIGHT AND NUMBER OF STORIES	37', 2 Stories
BUILDING SETBACKS - TOWNHOMES	
PRIMARY STREET	15'
SIDE STREET	0'
REAR LOT LINE	15'
PARKING	
PARKING CALCS.	2 SPACE / UNIT PLUS .25 PER UNIT FOR GUEST
PARKING REQUIRED	18 SPACES
PARKING PROVIDED	26 SPACES



PROJECT PLAN
SCALE: 1" = 500'

SHEET INDEX	
SHEET NUMBER	SHEET TITLE
C000	COVER
C100	EXISTING CONDITIONS
C101	TREE SURVEY
C200	OVERALL SITE PLAN
C400	UTILITY AND STORMWATER PLAN

NOTES:
- THIS PROJECT WILL BE COMPLETED IN ONE PHASE
- THIS PROJECT WILL BE REQUESTING FULL TOWN SERVICES (WATER, SEWER, AND ELECTRIC)
- THE DISTURBED ACREAGE ON THIS PROJECT IS LESS THAN 1 ACRE. THEREFORE, NO SCM IS REQUIRED.

OWNER:

P&R PROPERTIES GROUP, LLC
KEVIN POYTHRESS
1011 CLASSIC ROAD
APEX, NC 27536
P: 919.463.5403

DEVELOPER:

THE COLEY GROUP
CONTACT: SCOTT MOORE
4350 LASSITER AT NORTH HILLS AVE, SUITE 256
RALEIGH, NC 27609
P: 919.526.0401

ENGINEER:

BATEMAN CIVIL SURVEY COMPANY
THOMAS S. SPEIGHT, JR, PE.
2524 RELIANCE AVE.
APEX, NC 27539

Bateman Civil Survey Company
Engineers • Surveyors • Planners
2524 Reliance Avenue, Apex, North Carolina 27539
Phone: 919.577.1080 Fax: 919.577.1081
NCBELS FIRM No. C-2378

NORTH CAROLINA PROFESSIONAL ENGINEER THOMAS S. SPEIGHT, JR.
PRELIMINARY

P230023_SALEM_STREET_TOWNHOMES

REV #	DATE	DESCRIPTION

KNOW WHAT IS BELOW
CALL BEFORE YOU DIG

Date:	xx.xx.23
Project #:	P230023
SHEET	
C000	

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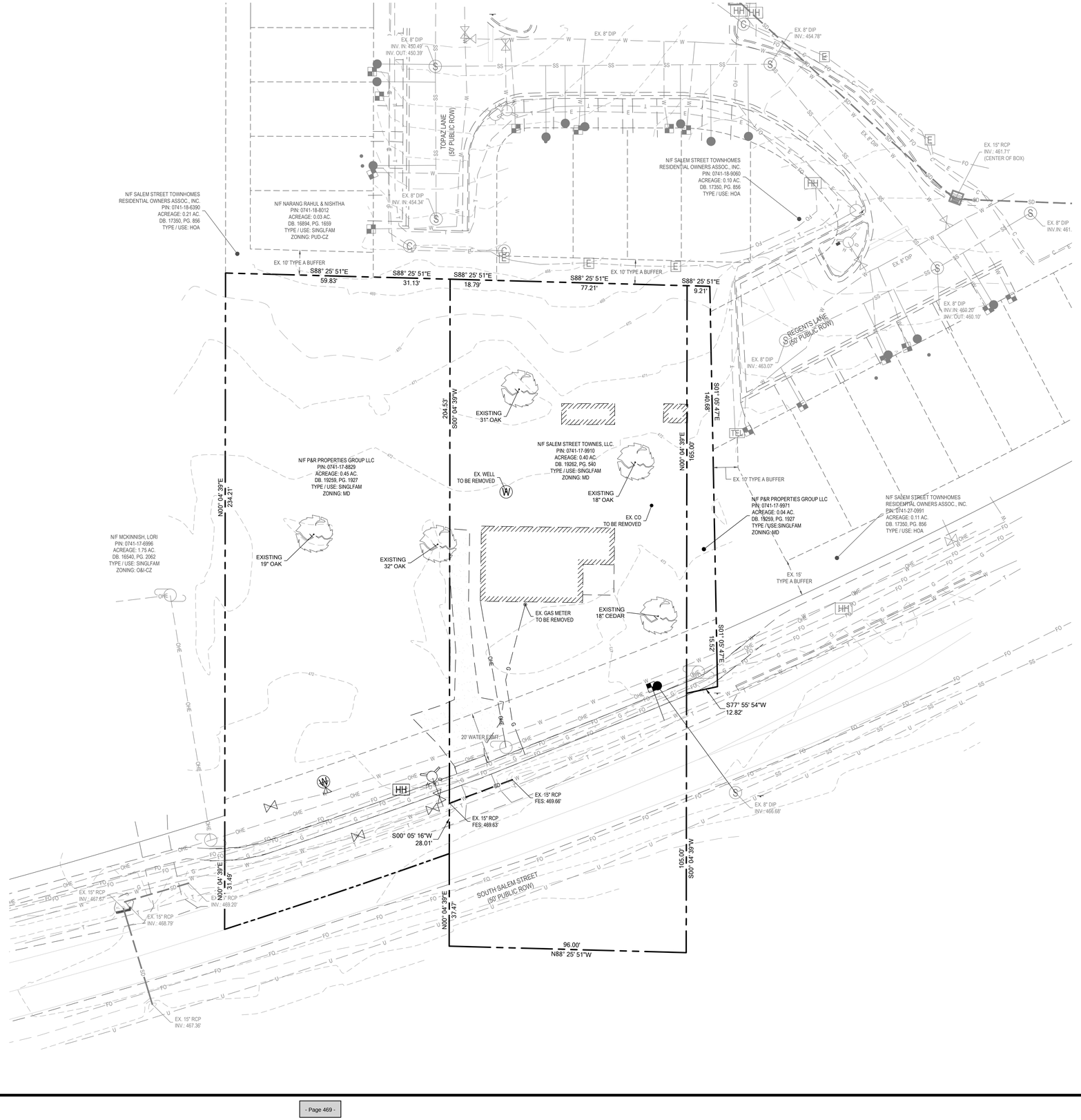

REV #	DATE	DESCRIPTION

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PRELIMINARY
NOT FOR CONSTRUCTION
NORTH CAROLINA PROFESSIONAL ENGINEER
TOMAS S. SPEIGHT

Bateman Civil Survey Company
Engineers ● Surveyors ● Planners
252H Reliance Avenue, Apex, North Carolina 27539
Phone: 919.577.1080 Fax: 919.577.1081
NCBELS FIRM No. C-2378

SOUTH SALEM STREET REZONING

720 SALEM STREET
APEX, NC 27502
WAKE COUNTY

EXISTING CONDITIONS

Design By:	MEM
Date:	02.XX.22
Project #:	P230023

SHEET
C100

REV #	DATE	DESCRIPTION

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NORTH CAROLINA PROFESSIONAL ENGINEER TOMAS S. SPEIGHT

PRELIMINARY

Bateman Civil Survey Company
Engineers ● Surveyors ● Planners
252H Reliance Avenue, Apex, North Carolina 27539
Phone: 919.577.1080 Fax: 919.577.1081
NCBELS FIRM No. C-2378

SOUTH SALEM STREET REZONING

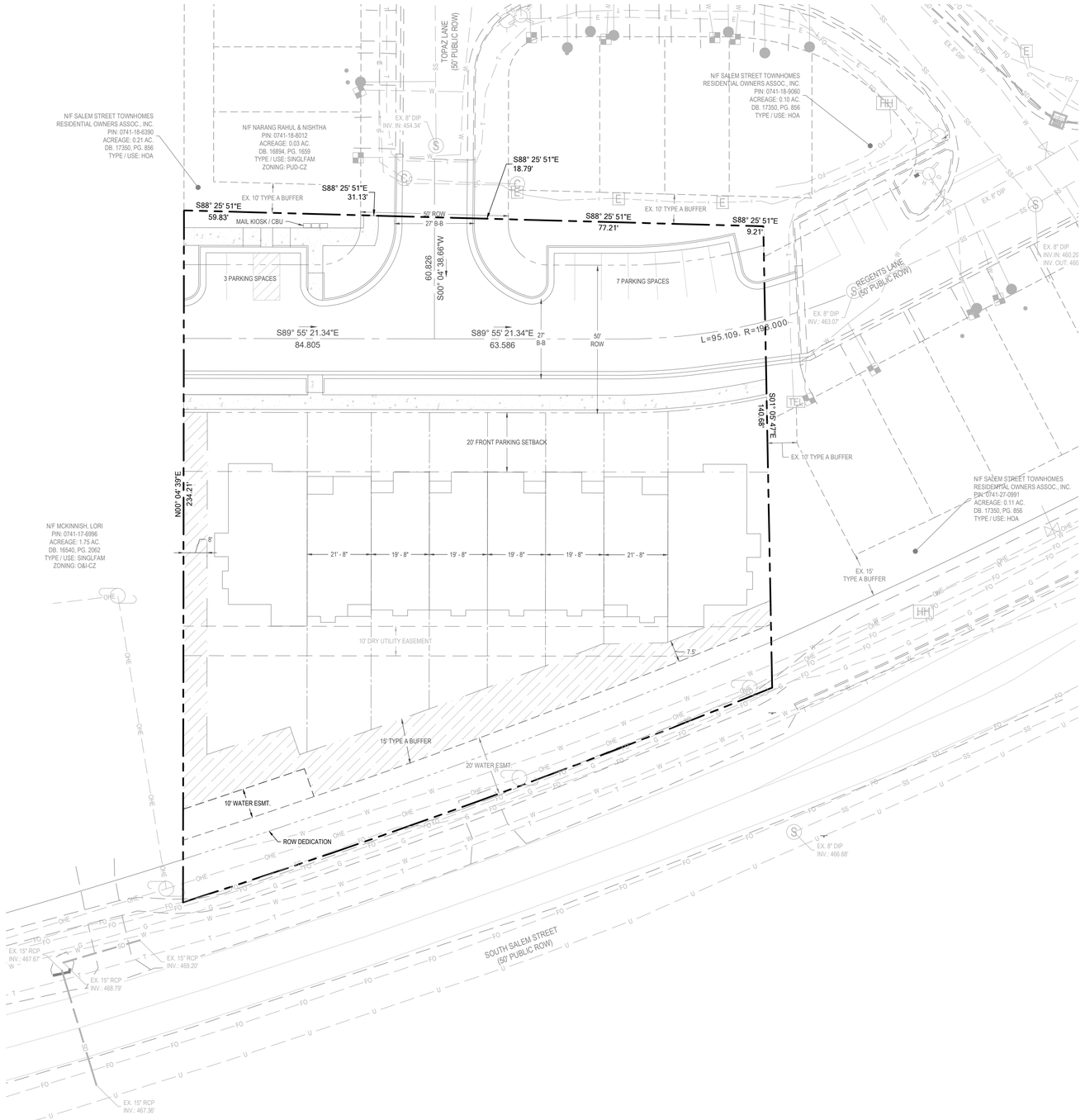
720 SALEM STREET
APEX, NC 27502
WAKE COUNTY

TREE SURVEY

Design By:	MEM
Date:	02.XX.22
Project #:	P230023

SHEET
C101

NOTE:
PLAN SHEETS ARE INTENDED FOR ILLUSTRATIVE USE ONLY.



N

NAD 83 / NSRS 2011

SCALE 1"=20'

0 20' 40'

REV #	DATE	DESCRIPTION

Bateman Civil Survey Company
Engineers ● Surveyors ● Planners
2524 Reliance Avenue, Apex, North Carolina 27539
Phone: 919.577.1080 Fax: 919.577.1081
NCBELS FIRM No. C-2378

PRELIMINARY
NOT FOR CONSTRUCTION

SOUTH SALEM STREET REZONING

720 SALEM STREET
APEX, NC 27502
WAKE COUNTY

OVERALL SITE PLAN

Design By:	MEM
Date:	02.XX.22
Project #:	P230023

SHEET
C200

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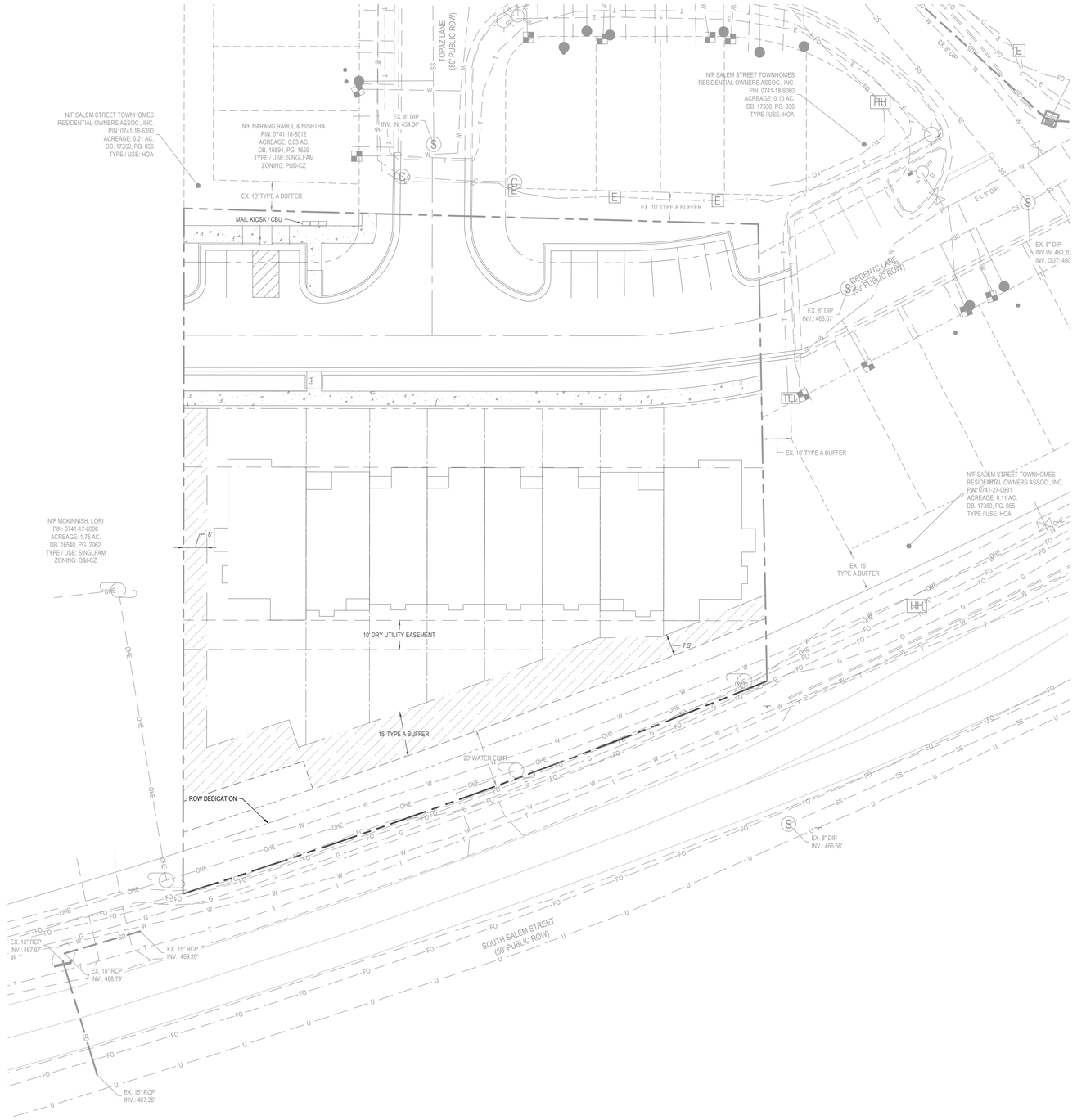
NOTE:
PLAN SHEETS ARE INTENDED FOR ILLUSTRATIVE USE ONLY.



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NAD 83 / NSRS 2011

SCALE 1"=20'

0 20' 40'

REV #	DATE	DESCRIPTION

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NORTH CAROLINA PROFESSIONAL ENGINEER TOM'S SPEIGHT, JR.

PRELIMINARY

Bateman Civil Survey Company
Engineers ● Surveyors ● Planners
2524 Reliance Avenue, Apex, North Carolina 27539
Phone: 919.577.1080 Fax: 919.577.1081
NCBELS FIRM No. C-2378

SOUTH SALEM STREET REZONING

720 SALEM STREET
APEX, NC 27502
WAKE COUNTY

UTILITY AND STORMWATER PLAN

Design By:	MEM
Date:	02.XX.22
Project #:	P230023

SHEET
C400

PLANNING BOARD REPORT TO TOWN COUNCIL

Rezoning Case: 23CZ14 Salem Street Townhomes PUD

Planning Board Meeting Date: January 8, 2024

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: ±1.04 acres

PIN(s): 0741178829, 0741179910, 0741179971

Current Zoning: Medium Density Residential (MD)

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

2045 Land Use Map: Medium/High Density Residential & Office Employment

Town Limits: Inside

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 ☐ Inconsistent Reason: _____

☑ Parks, Recreation, Open Space, and Greenways Plan
☑ Consistent ☐ Inconsistent Reason: _____

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 ☐ Inconsistent Reason: _____

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: _____

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.
☑ Consistent ☐ Inconsistent Reason: _____

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 ☐ Inconsistent 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: _____

Planning Board Recommendation:

Motion: To recommend approval with conditions as presented.

Introduced by Planning Board member: Daniel Khodaparast

Seconded by Planning Board member: Tina Sherman

☐ *Approval*: the project is consistent with all applicable officially adopted plans and the applicable legislative considerations listed above.

☑ *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:

With conditions as presented.

☐ *Denial*: the project is not consistent with all applicable officially adopted plans and/or the applicable legislative considerations as noted above.

With 9 Planning Board Member(s) voting "aye"

With 0 Planning Board Member(s) voting "no"

Reasons for dissenting votes:

This report reflects the recommendation of the Planning Board, this the 8th day of January 2024.

Attest:

Reginald Skinner, Planning Board Chair

Dianne F. Khin Digitally signed by Dianne F. Khin Date: 2024.01.08 20:55:39 -05'00'

Dianne Khin, Planning Director

AGENDA
AGENDA
https://www.apexnc.org/DocumentCenter/View/45602/23CZ14-Salem-Street-Townhomes-PUD-PB-Co...
Draw
Read aloud
Ask Copilot
1
of 2

TOWN OF APEX
POST OFFICE BOX 250
APEX, NORTH CAROLINA 27502
PHONE 919-249-3426

PUBLIC NOTIFICATION
OF PUBLIC HEARINGS
CONDITIONAL ZONING #23CZ14
Salem Street Townhomes 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: Bateman Civil Survey Company
Authorized Agent: Kevin Poythress, P&R Properties Group, LLC
Property Addresses: 0, 0, & 720 South Salem Street
Acreage: ±1.04 acres
Property Identification Numbers (PINs): 0741178829, 0741179910, 0741179971
2045 Land Use Map Designation: Medium/High Density Residential & Office Employment
Existing Zoning of Properties: Medium Density Residential (MD)
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: January 8, 2024 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.

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.

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.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/43975.

Dianne F. Khin, AICP
Planning Director

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30°F Sunny
9:01 AM
12/21/2023

TOWN OF APEX
PO BOX 250
APEX, NORTH CAROLINA 27502
TELÉFONO 919-249-3426

NOTIFICACIÓN PÚBLICA DE AUDIENCIAS PÚBLICAS
ORDENAMIENTO TERRITORIAL CONDICIONAL #23CZ14
Salem Street Townhomes PUD

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: Bateman Civil Survey Company
Agente autorizado: Kevin Poythress, P&R Properties Group, LLC
Dirección de las propiedades: 0 & 720 South Salem Street
Superficie: ±1.04 acres
Número de identificación de las propiedades: 0741178829, 0741179910, 0741179971
Designación actual en el Mapa de Uso Territorial para 2045: Medium/High Density Residential & Office Employment
Ordenamiento territorial existente de las propiedades: Medium Density Residential (MD)
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: 8 de enero de 2024 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.

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.

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/43975.

Dianne F. Khin, AICP
Directora de Planificación

Fechas de publicación: 21 de diciembre de 2023- 8 de ene

Legal Notice of Public Hearings | Notice
https://www.apexnc.org/DocumentCenter/View/45627/23CZ14-Salem-Street-Townhomes-PUD-TC-Co...
Draw | Read aloud | Ask Copilot | 1 of 2

TOWN OF APEX
POST OFFICE BOX 250
APEX, NORTH CAROLINA 27502
PHONE 919-249-3426

PUBLIC NOTIFICATION
OF PUBLIC HEARINGS
CONDITIONAL ZONING #23CZ14
Salem Street Townhomes PUD

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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: January 23, 2024 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.

If you are unable to attend, you may provide a written statement by email to public.hearing@apexnc.org, or submit it to the Office of the Town Clerk (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 prior to their vote. Please include the Public Hearing name in the subject line.

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Dianne F. Khin, AICP
Planning Director

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1/2/2024

Legal Notice of Public Hearings
Notice
https://www.apexnc.org/DocumentCenter/View/45627/23CZ14-Salem-Street-Townhomes-PUD-TC-Co...
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Ask Copilot
2 of 2

TOWN OF APEX
POST OFFICE BOX 250
APEX, NORTH CAROLINA 27502
TELÉFONO 919-249-3426

NOTIFICACIÓN PÚBLICA DE AUDIENCIAS PÚBLICAS
ORDENAMIENTO TERRITORIAL CONDICIONAL #23CZ14
Salem Street Townhomes PUD

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 y el Consejo Municipal del Ayuntamiento de Apex. El propósito de estas audiencias es considerar lo siguiente:

Solicitante: Bateman Civil Survey Company
Agente autorizado: Kevin Poythress, P&R Properties Group, LLC
Dirección de las propiedades: 0 & 720 South Salem Street
Superficie: ±1.04 acres
Número de identificación de las propiedades: 0741178829, 0741179910, 0741179971
Designación actual en el Mapa de Uso Territorial para 2045: Medium/High Density Residential & Office Employment
Ordenamiento territorial existente de las propiedades: Medium Density Residential (MD)
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: 23 de enero de 2024 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.

Si no puede asistir, puede enviar una declaración escrita por correo electrónico a public.hearing@apexnc.org, o presentarla a la oficina del Secretario Municipal (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.

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 al 919-249-3426. Puede ver la solicitud y otros documentos relacionados aquí: https://www.apexnc.org/DocumentCenter/View/43975.

Dianne F. Khin, AICP
Directora de Planificación

Fechas de publicación: 2 de enero-23 de enero de 2024

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1/2/2024

TOWN OF APEX
POST OFFICE BOX 250
APEX, NORTH CAROLINA 27502
PHONE 919-249-3426

PUBLIC NOTIFICATION OF PUBLIC HEARINGS

CONDITIONAL ZONING #23CZ14
Salem Street Townhomes 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: Bateman Civil Survey Company
Authorized Agent: Kevin Poythress, P&R Properties Group, LLC
Property Addresses: 0, 0, & 720 South Salem Street
Acreage: ±1.04 acres
Property Identification Numbers (PINs): 0741178829, 0741179910, 0741179971
2045 Land Use Map Designation: Medium/High Density Residential & Office Employment
Existing Zoning of Properties: Medium Density Residential (MD)
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: January 8, 2024 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.

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.

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.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/43975.

Dianne F. Khin, AICP
Planning Director

Published Dates: December 21, 2023 – January 8, 2024

TOWN OF APEX
PO BOX 250
APEX, NORTH CAROLINA 27502
TELÉFONO 919-249-3426

NOTIFICACIÓN PÚBLICA DE AUDIENCIAS PÚBLICAS

ORDENAMIENTO TERRITORIAL CONDICIONAL #23CZ14
Salem Street Townhomes PUD

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:

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Agente autorizado: Kevin Poythress, P&R Properties Group, LLC
Dirección de las propiedades: 0 & 720 South Salem Street
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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: 8 de enero de 2024 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.

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.

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/43975.

Dianne F. Khin, AICP
Directora de Planificación

Fechas de publicación: 21 de diciembre de 2023- 8 de

TOWN OF APEX
POST OFFICE BOX 250
APEX, NORTH CAROLINA 27502
PHONE 919-249-3426

PUBLIC NOTIFICATION OF PUBLIC HEARINGS

CONDITIONAL ZONING #23CZ14
Salem Street Townhomes 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 and Town Council of the Town of Apex. The purpose of these hearings is to consider the following:

Applicant: Bateman Civil Survey Company
Authorized Agent: Kevin Poythress, P&R Properties Group, LLC
Property Addresses: 0, 0, & 720 South Salem Street
Acreage: ±1.04 acres
Property Identification Numbers (PINs): 0741178829, 0741179910, 0741179971
2045 Land Use Map Designation: Medium/High Density Residential & Office Employment
Existing Zoning of Properties: Medium Density Residential (MD)
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: January 23, 2024 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.

If you are unable to attend, you may provide a written statement by email to public.hearing@apexnc.org, or submit it to the Office of the Town Clerk (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 prior to their vote. Please include the Public Hearing name in the subject line.

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.apexnc.org/DocumentCenter/View/478. You may call 919-249-3426, Planning Department, with questions or for further information. To view the petition and related documents on-line: https://www.apexnc.org/DocumentCenter/View/43975.

Dianne F. Khin, AICP
Planning Director

Published Dates: January 2 - January 23, 2024

TOWN OF APEX
POST OFFICE BOX 250
APEX, NORTH CAROLINA 27502
TELÉFONO 919-249-3426

NOTIFICACIÓN PÚBLICA DE AUDIENCIAS PÚBLICAS

ORDENAMIENTO TERRITORIAL CONDICIONAL #23CZ14
Salem Street Townhomes PUD

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 y el Consejo Municipal del Ayuntamiento de Apex. El propósito de estas audiencias es considerar lo siguiente:

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Agente autorizado: Kevin Poythress, P&R Properties Group, LLC
Dirección de las propiedades: 0 & 720 South Salem Street
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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: 23 de enero de 2024 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.

Si no puede asistir, puede enviar una declaración escrita por correo electrónico a public.hearing@apexnc.org, o presentarla a la oficina del Secretario Municipal (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.

Mapa de las inmediaciones:



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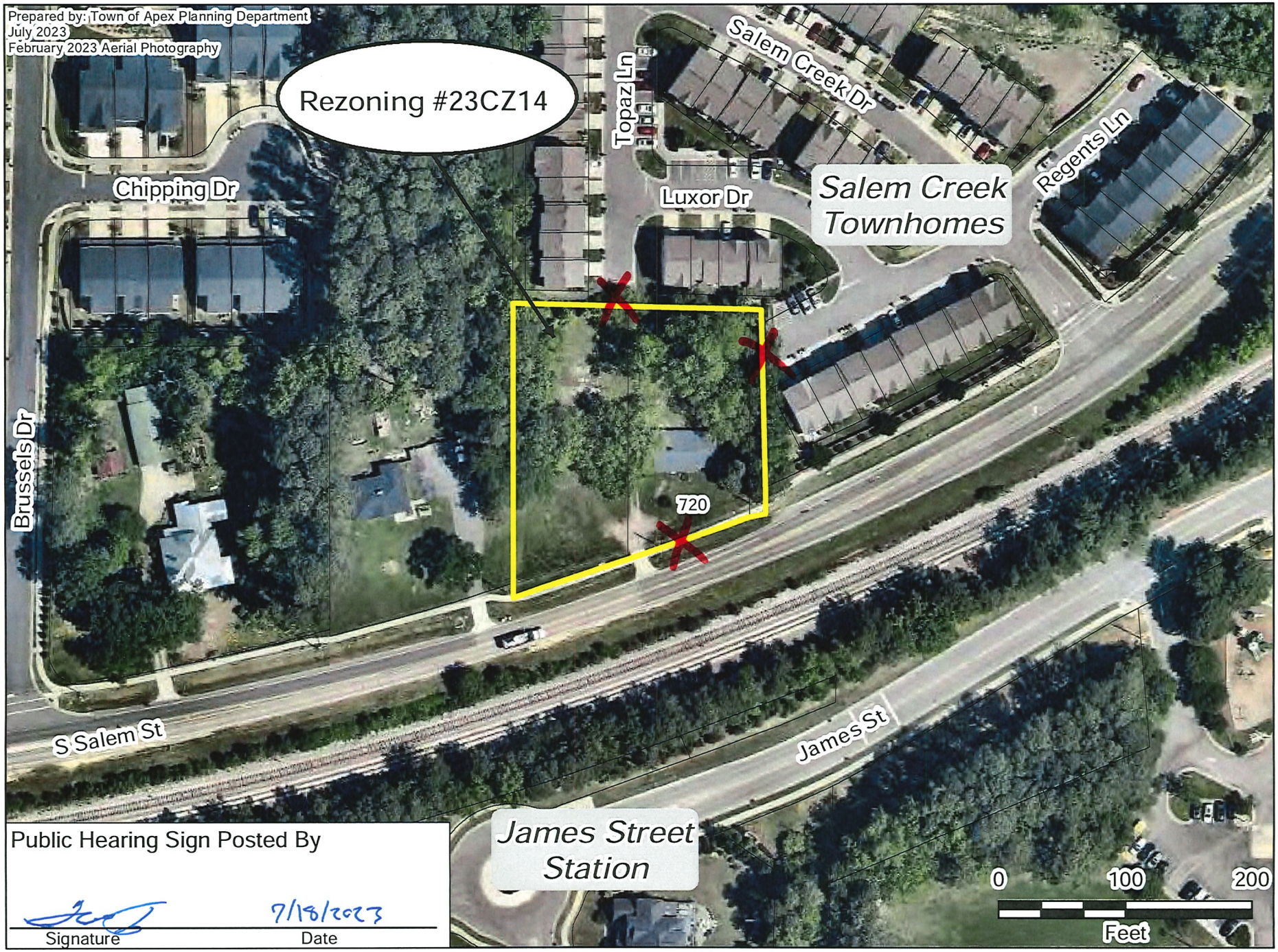
Dianne F. Khin, AICP
Directora de Planificación

Fechas de publicación: 2 de enero-23 de enero de 2024



Public Hearing Sign Posted By

7/18/2023

Signature Date

TOWN OF APEX
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

Project Name:	Conditional Zoning #23CZ14
Project Location:	0, 0, & 720 South Salem Street
Applicant or Authorized Agent:	Kevin Poythress
Firm:	P&R Properties Group, LLC
Planning Board Public Hearing Date:	January 8, 2024
Project Planner:	Liz Loftin/Joshua Killian

This is to certify that I, as Planning Director, mailed or caused to have mailed by first class postage for the above mentioned project on December 21, 2023, 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 information from the Wake County Tax Assessor 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.

12/21/2023
Date

Planning Director

STATE OF NORTH CAROLINA
COUNTY OF WAKE

Sworn and subscribed before me, Jesus A. Ibanez-Ibarra, a Notary Public for the above State and County, this the 21st. day of December, 2023.

JESUS A IBANEZ-IBARRA
My Commission Expires
NOTARY PUBLIC
April 10, 2028
WAKE COUNTY, NC

Notary Public

My Commission Expires: 4/10/2028

TOWN OF APEX
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

Project Name:	Conditional Zoning #23CZ14
Project Location:	0, 0, & 720 South Salem Street
Applicant or Authorized Agent:	Kevin Poythress
Firm:	P&R Properties Group, LLC
Planning Board Public Hearing Date:	January 23, 2024
Project Planner:	Liz Loftin/Joshua Killian

This is to certify that I, as Planning Director, mailed or caused to have mailed by first class postage for the above mentioned project on January 2, 2024, 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 information from the Wake County Tax Assessor 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.

1/2/2024
Date

Planning Director

STATE OF NORTH CAROLINA
COUNTY OF WAKE

Sworn and subscribed before me, LAUREN J SISSON, a Notary Public for the above State and County, this the 2nd day of JANUARY, 2024.

Notary Public

LAUREN J SISSON
Notary Public - North Carolina
Wake County
My Commission Expires Oct 3, 2027

My Commission Expires: 10/3/2027

WAKE COUNTY
PUBLIC SCHOOL SYSTEM

Student Assignment
5625 Dillard Drive
Cary, NC 27518

October 30, 2023

Dianne Khin, AICP
Director, Department of Planning and Community Development
Town of Apex
Dianne.Khin@apexnc.org

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: July 3, 2023
- Name of development: 23CZ14 Salem St Townhomes PUD
- Address of rezoning: 0, 0, & 720 S. Salem St
- Total number of proposed residential units (from TIA): 8
- Type(s) of residential units proposed (from TIA): Townhomes

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

☒ Schools at all grade levels within the current assignment area for the proposed rezoning/development are anticipated to have sufficient capacity for future students.

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

☐ Elementary ☐ Middle ☐ High

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

☒ Not applicable – existing school capacity is anticipated to be sufficient.

☐ School expansion or construction within the next five years is not anticipated to address concerns.

☐ School expansion or construction within the next five years may address concerns at these grade levels:

☐ Elementary ☐ Middle ☐ High

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

Sincerely,

Susan W. Pullium, MSA
Senior Director
spullium@wcpss.net


Rezoning #23CZ14
Milky Way Dr
Salem Creek Dr
Topaz Ln
Salem Creek Townhomes
South Walk
Chipping Dr
Luxor Dr
Sugarland Run
Brussels Dr
Regents Ln
S Salem St
James Street Station
Apex Elementary School
James St
Minley Way
0
200
400
Feet
October 2023
October 2023 Aerial Photography
Prepared by: Town of Apex Planning Department

PLANNING BOARD REPORT TO TOWN COUNCIL

Rezoning Case: 23CZ14 Salem Street Townhomes PUD

Planning Board Meeting Date: January 8, 2024

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: ±1.04 acres

PIN(s): 0741178829, 0741179910, 0741179971

Current Zoning: Medium Density Residential (MD)

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

2045 Land Use Map: Medium/High Density Residential & Office Employment

Town Limits: Inside

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 ☐ Inconsistent Reason: _____

☑ Parks, Recreation, Open Space, and Greenways Plan
☑ Consistent ☐ Inconsistent Reason: _____

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 ☐ Inconsistent Reason: _____

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: _____

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.
☑ Consistent ☐ Inconsistent Reason: _____

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 ☐ Inconsistent 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: _____

Planning Board Recommendation:

Motion: To recommend approval with conditions as presented.

Introduced by Planning Board member: Daniel Khodaparast

Seconded by Planning Board member: Tina Sherman

☐ *Approval*: the project is consistent with all applicable officially adopted plans and the applicable legislative considerations listed above.

☑ *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:

With conditions as presented.

☐ *Denial*: the project is not consistent with all applicable officially adopted plans and/or the applicable legislative considerations as noted above.

With 9 Planning Board Member(s) voting "aye"

With 0 Planning Board Member(s) voting "no"

Reasons for dissenting votes:

This report reflects the recommendation of the Planning Board, this the 8th day of January 2024.

Attest:

Reginald Skinner, Planning Board Chair

Dianne F. Khin Digitally signed by Dianne F. Khin Date: 2024.01.08 20:55:39 -05'00'

Dianne Khin, Planning Director

| Agenda Item | cover sheet

for consideration by the Apex Town Council

Item Type: PUBLIC HEARING

Meeting Date: January 23, 2024

Item Details

Presenter(s): Shannon Cox, Long Range Planning Manager

Department(s): Planning

Requested Motion

Public hearing and possible motion regarding amendments to the Apex Transportation Plan associated with Rezoning No. 23CZ13 Seymour Mixed Use PUD.

Approval Recommended?

Planning staff recommend adoption of the proposed amendments.

The Planning Board considered the proposed amendments at their January 8, 2024 meeting and recommended approval in a vote of seven in favor and two opposed.

Item Details

The amendments include changes to the Thoroughfare and Collector Street Plan map and the Bicycle and Pedestrian System Plan map along and adjacent to Tingen Road south of Apex Peakway.

Attachments

- PH7-A1: Staff Report - Apex Transportation Plan Amendment(s) - Rezoning No. 23CZ13 Seymour PUD
- PH7-A2: Rezoning No. 23CZ13 Seymour Mixed Use PUD Applicant Request for the amendments - Apex Transportation Plan Amendment(s) - Rezoning No. 23CZ13 Seymour PUD
- PH7-A3: Planning Board Report to Town Council - Apex Transportation Plan Amendment(s) - Rezoning No. 23CZ13 Seymour PUD
- PH7-A4: Planning Board Dissent Forms - Apex Transportation Plan Amendment(s) - Rezoning No. 23CZ13 Seymour PUD

Purpose of the Apex Transportation Plan

The Thoroughfare and Collector Street Plan Map, Transit Plan Map, and Bicycle and Pedestrian System Plan Map collectively represent a network of current and future facilities that provide guidance on what is likely to be suitable for long term growth, connectivity, recreation, and multimodal travel. The Transportation Plan does not provide a schedule for implementation, nor does it set aside funding for improvements. The purpose of the public hearing is to consider proposed amendments to the Thoroughfare and Collector Street Plan Map and Bicycle and Pedestrian System Plan Map, in order to make a decision.

Overview of Proposed Apex Transportation Plan Amendments

The proposed amendments to the Transportation Plan are associated with the proposed 23CZ13 Seymour Mixed Use Planned Unit Development (Seymour PUD) rezoning case and are shown in Figure 1 and Figure 2. A memorandum from the Seymour PUD applicant that explains and substantiates the requested amendments is provided as Attachment 1.

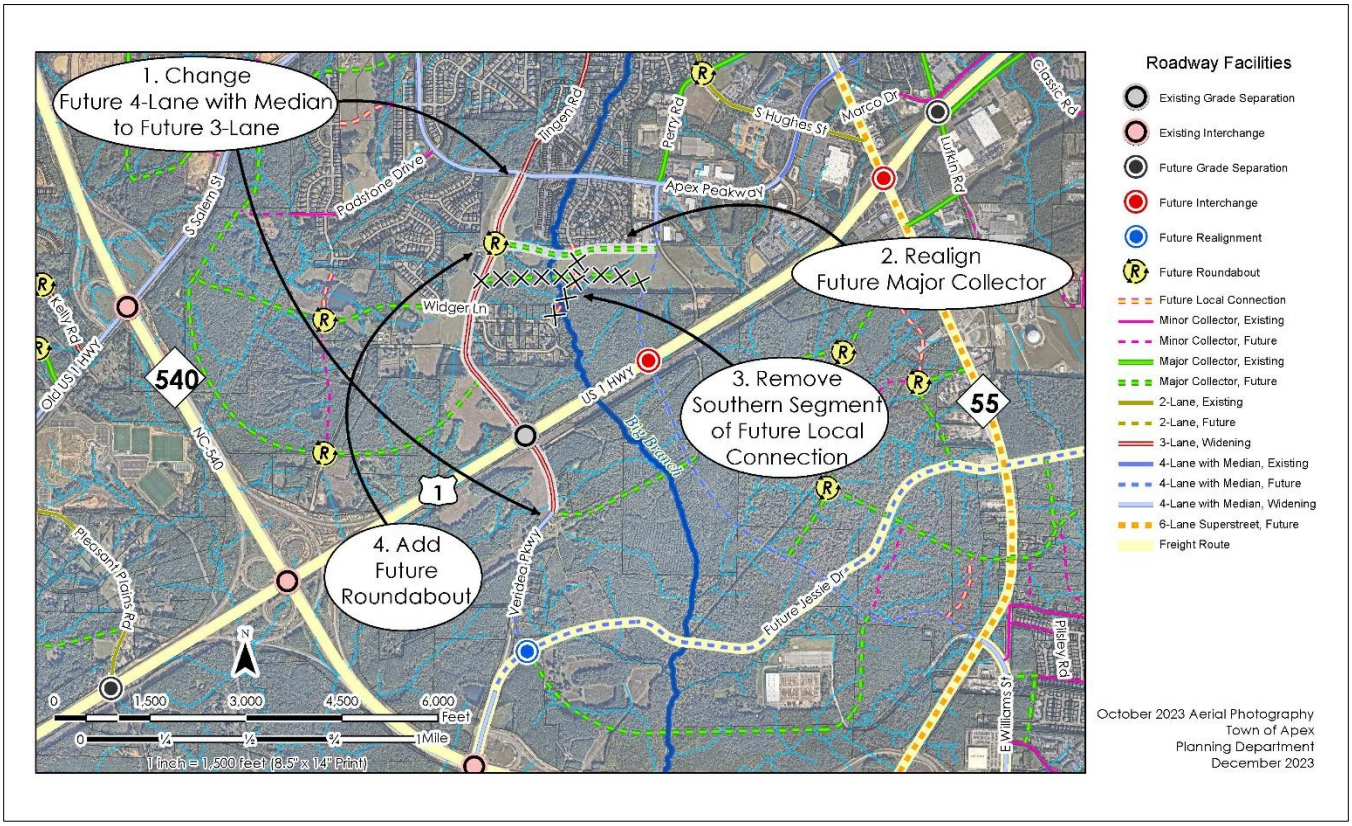


Figure 1. Proposed Thoroughfare and Collector Street Plan Map amendments

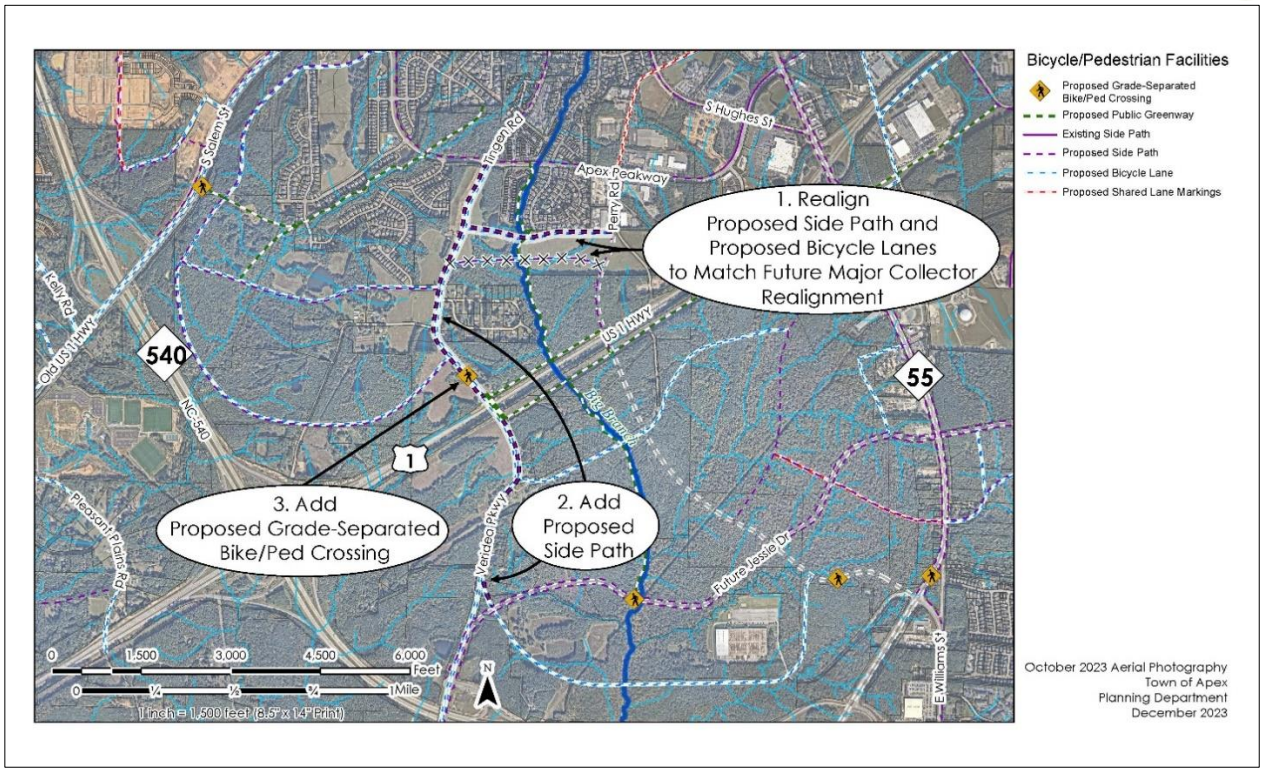


Figure 2. Proposed Bicycle and Pedestrian System Plan Map amendments

Anticipated Development Context of Proposed Amendments

The proposed amendments are shown with both the Seymour PUD and anticipated surrounding development, including the Hopson Gateway project (to the east) and Grace Christian School (to the south), in Figure 3. Proposed plans for the Hopson Gateway project and Grace Christian School had not yet been submitted during the preparation of this staff report, but initial pre-application meetings with Town staff have been held. Staff considered these possible future developments to the extent possible in reviewing the amendments to the Transportation Plan. It is anticipated that additional amendments to the Transportation Plan will be requested with Grace Christian School in the near future.

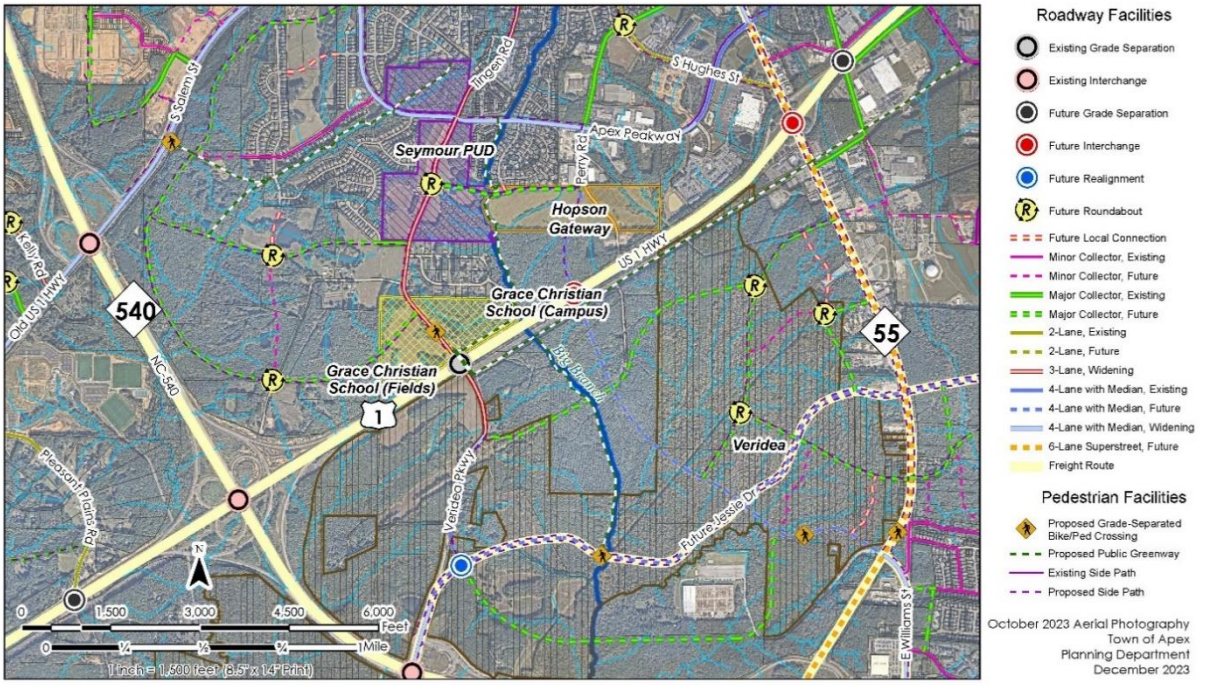


Figure 3. Anticipated development context of proposed amendments

Explanation of Proposed Amendments

Tingen Road Corridor Amendments

The most substantial proposed amendments are along the Tingen Road corridor and include:

- Changing Tingen Road/Veridea Parkway from a Future 4-Lane Thoroughfare with Median to a Future 3-Lane Thoroughfare between Apex Peakway and the major collector street south of US 1,
- Adding a proposed roundabout along Tingen Road,
- Adding proposed side path along Tingen Road, and
- Adding a future bicycle and pedestrian grade-separated crossing along Tingen Road.

The grade-separated crossing is a staff recommendation, separate from the requests associated with Seymour PUD.

The amendments along Tingen Road are based on:

- A desire to improve biking and walking conditions along the corridor and to provide safe opportunities for crossing, also in anticipation of a future school (Grace Christian School) south of Seymour PUD;
- Incorporation of proven safety countermeasures including a roundabout and center median;
- A review of anticipated future traffic capacity needed along Tingen Road, using the most recent version of the Triangle Regional Model and a Traffic Impact Analysis completed for the proposed PUD; and,
- Acknowledgement that the existing two-lane bridge crossing US 1 is not programmed for widening and would be a much lower priority than the future crossing planned at Perry Road.

While the proposed amendment would designate Tingen Road as a future three-lane thoroughfare on the Thoroughfare and Collector Street Plan Map, it is important to note that the applicant is proposing an alternate section for future Tingen Road to include two travel lanes, a center median with turn lanes, buffered bicycle lanes, and a 10' side path. This roadway configuration would be comparable to Apex Peakway between Center Street and Old Raleigh Road in Apex, or Lochmere Drive east of Kildaire Farm Road, in Cary. The proposed section is included in the PUD document and shown in this staff report as Figure 4. The proposed 18' median would provide opportunities for turn lanes, refuge islands for pedestrian crossings, and access control. In addition, research completed by Transportation Infrastructure and Development staff shows that replacing two-way left turn lanes with raised medians has reduced crashes in multiple case studies. Bicycle lanes already shown on the adopted Bicycle and Pedestrian System Plan Map would be retained, but improved with a two-foot buffer planned between the bicycle lane and travel lane. The additional buffer, wide bicycle lane, and gutter adjacent to the center median and outside curb would provide additional width desired for the movement of emergency vehicles or for traffic management in emergency situations.

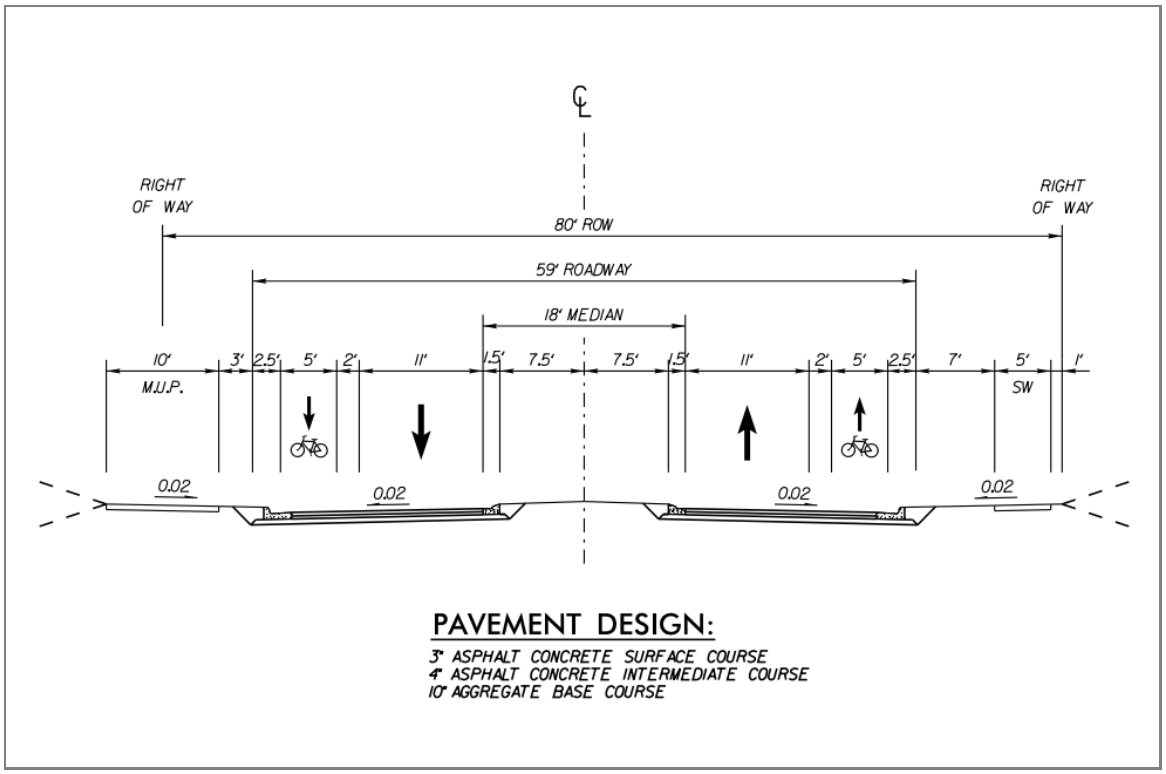


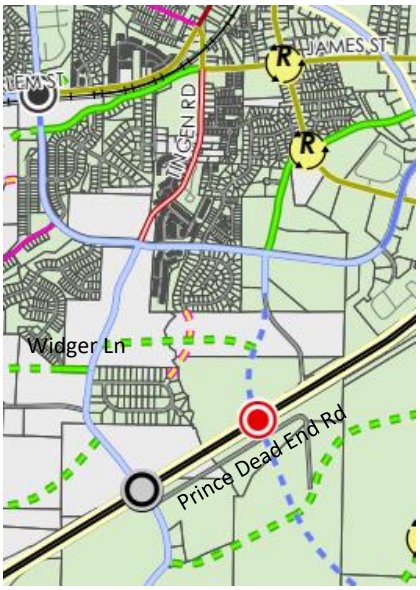
Figure 4. Proposed section for Tingen Road

A disadvantage of the proposed downgrade of Tingen Road from a four-lane median-divided thoroughfare to a three-lane thoroughfare is traffic capacity. The applicant provided modeled traffic data for multiple scenarios, as shown in Attachment 1 and summarized in Table 1. In the Road Diet Informational Guide, Federal Highway Administration recommends consideration of road diets (narrowing a roadway to prioritize safe bicycle and pedestrian travel) for roadways up to 20,000 average daily traffic. For reference, the most recent traffic volume data (released November 2023) from NCDOT shows annual average daily traffic of 16,500 for the comparable section of Apex Peakway between Center Street and Old Raleigh Road. The modeled data for Tingen Road show that the section between Apex Peakway and Widger Lane would be reaching capacity in Scenario 1, which

assumes an interchange is constructed at Perry Road and US 1, and Scenario 2, which assumes a bridge is constructed at Perry Road and US 1. As shown under Scenario 3, without a connection across US 1 at Perry Road, traffic along a three-lane Tingen Road south of Apex Peakway would exceed capacity and congestion would be likely.

Table 1. Tingen Road 2050 Daily Traffic Forecast (vehicles per day) Provided by Kimley Horn, with reference figure

System Links	Scenario 1: With Perry Rd interchange	Scenario 2: With Perry Rd Bridge	Scenario 3: Without Perry Rd Connection
James Street to Apex Peakway	2,400	2,100	2,100
Apex Peakway to Widger Lane	15,000	14,600	19,874
Widger Lane to Prince Dead End Road	10,600	11,700	20,200



While capacity is an important consideration, there are also practical limitations on the ability to widen Tingen Road in the future to provide a four-lane section and tradeoffs in the desired function of Tingen Road. These include:

- The need to construct a second bridge at the US 1 crossing to avoid a chokepoint in this location;
- Understanding that Grace Christian School, if it moves forward, would not be required to widen to four lanes along their frontage due to the limited infrastructure improvements that can be required of schools and since a rezoning is not required;
- Anticipated right-of-way impacts to the Irongate neighborhood associated with widening;
- Concerns about a multi-lane section promoting higher speeds through a residential area and school zone;
- Longer crossings for pedestrians and bicyclists; and
- Either eliminating the proposed roundabout or requiring a wider roundabout at the collector street within Seymour PUD.

Major Collector Street and Local Connector Street Amendments

The amendments also include shifting the future major collector street between Tingen Road and Perry Road north, by approximately 630 feet. This change is proposed to improve intersection spacing along Tingen Road and to align with development plans for the proposed Seymour PUD. This alignment has been coordinated with the anticipated development of the Hopson Gateway project to the east.

Finally, the amendments include removal of the southern portion of the future local connector shown from the east-west major collector to Shackleton Road. This section is proposed for removal due to environmental and residential impacts associated with the future connection. The section north of the east-west major collector street would remain on the Transportation Plan.

Staff Recommendation:
Planning Department staff and Transportation, Infrastructure, and Development (TID) staff recommend approval of the proposed amendments. Staff in Police and Fire noted concerns about possible future congestion along the Tingen Road corridor and a desire to be responsive to general community feedback about providing adequate transportation facilities with development in Apex. Ultimately, staff representing Police and Fire deferred to Planning and TID for a recommendation.

Planning Board Recommendation:
The Planning Board considered the requested amendments to the Transportation Plan at their January 8, 2024 meeting and recommended approval in a vote of seven in favor and two opposed.

KIMLEY-HORN AND ASSOCIATES, INC
NC License #F-0102

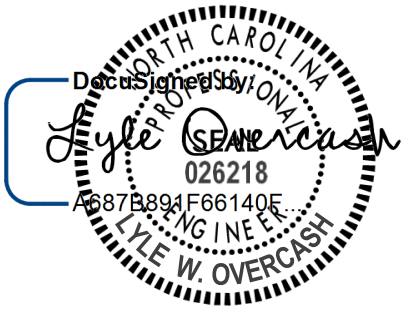
MEMORANDUM

To: Russell Dalton, P.E., Town of Apex

From: Lyle Overcash, P.E., Kimley-Horn and Associates, Inc.

Date: November 2, 2023

Subject: Apex CTP Amendments - Seymour PUD



Background

As per the Town of Apex website, "Advance Apex was a 20-month planning process conducted between July 2017 and February 2019 that resulted in two plans – a long-range Transportation Plan and an updated future land use map. At the February 5, 2019 meeting, the Town Council voted unanimously to adopt *Advance Apex: The 2045 Transportation Plan and Advance Apex: The 2045 Land Use Map Update*. The maps depicting the Town's long-range transportation and land use plans are "living" documents, regularly updated based on new information and development. Any updates to the maps are presented during a public hearing for consideration by both the Planning Board and Town Council."

The Seymour PUD property falls within an area that has the following long-range transportation facilities planned that are proposed for modifications with the Seymour PUD project:

- Major Collector – 2-lanes on new location from Tingen Road east to realigned Perry Road
- Tingen Road/Veridea Parkway – 4-lane with median via widening from south of US 1 to Apex Peakway

The previously submitted and approved *Seymour PUD TIA* (Kimley-Horn, June 2023) proposed a few changes to the Town of Apex Comprehensive Transportation Plan (CTP) to provide a safer and more equitable roadway system for all users, particularly bicycles and pedestrians. These proposed changes have been discussed with the Town of Apex staff and are described and analyzed in this traffic assessment. Town Transportation staff have expressed support for the following amendments.

Major Collector Alignment

A Major Collector is proposed through the eastern portion of the site, ultimately connecting Tingen Road and realigned Perry Road. This Major Collector was incorporated into the street network as shown in the site plan. It will be the primary access for the residential development along the eastern side of Tingen Road, as well as the proposed neighborhood commercial site in the northeast corner of the intersection of Tingen Road and the collector street.

The location of the intersection of the collector street and Tingen Road as shown on the CTP is approximately 500 north of Widger Lane. Widger Lane and Irongate Drive are already offset in a poor direction with only 200 feet between them. It is not recommended from an intersection spacing perspective to locate the Major Collector intersection where currently shown on the CTP.

The proposed location of the Major Collector intersection is approximately 630 feet north of where this intersection is shown on the CTP. This proposed location is more appropriately spaced between the intersections of Apex Peakway and Widger Lane. The node-to-node distance between Widger Lane and Apex Peakway is approximately 2,260 feet. The proposed Major Collector intersection is equidistant from both Apex Peakway and Widger Lane at approximately 1,130 feet, which provides better intersection spacing than currently shown in the CTP.

The relocation of the Major Collector to the north will project eastward through the adjacent parcel over to realigned Perry Road. Within that parcel, often referred to as the Hopson Gateway, a future Local Connection was envisioned in the CTP. This Local Connection was an extension of Shackleton Road south to Irongate Drive. It is still recommended that Shackleton Road be extended to the Major Collector, however the connection to Irongate Drive would encounter numerous environmental obstacles that were uncovered during the plan development for the Seymour PUD. Therefore, that portion of the Local Connection should be considered for removal from the CTP as well, however it should be noted that these connections are outside the Seymour PUD project boundaries.

Town Transportation Staff Conclusions

In the TIA review for the Seymour PUD property development issued on August 30, 2023 (attached), Town Transportation staff found the relocation of the Major Collector acceptable based on traffic projections.

Tingen Road/Veridea Parkway Cross-Section

The current NCDOT annual average daily traffic (AADT) volume along Tingen Road/Veridea Parkway is approximately 2,100 vehicles per day (vpd). The forecasted 2027 average daily traffic (ADT) volume, based on the TIA peak hour volumes just north of the future Major Collector, is approximately 6,000 vpd. The traffic counts utilized in the TIA were be grown from the build-out year of 2027 to the future year of 2050 using an annual growth rate of 3.2%. This growth rate is based on the growth rate used in the Apex Peakway SW Connector Traffic Capacity Analysis memorandum. The calculated ADT using this methodology results in an ADT of approximately 12,400 vpd.

To compare the calculated 2050 ADT based on growth rates, the Triangle Regional Model (TRMG2) was consulted. The TRMG2 is the next generation model for the Triangle Region. It was released for planning work in January 2023 and provides a base year of 2020 and a future year of 2050. The model is based on the most recent home interview survey data and includes the most up-to-date forecasted development information as part of the 2050 socio-economic data. The model includes enhancements to several sub-models and sub-routines including Mode and Destination Choice, Accessibility, and Parking Cost and Availability. An updated fact sheet on the model is included in the attachments.

Based on coordination with the Town, two scenarios were analyzed in the TRMG2: with the proposed Perry Road Interchange and with the Perry Road Bridge. At the request of the Town, an additional model run was generated without the Perry Road Extension entirely, which is included for information in the appendix material.

Utilizing the base TRMG2 model, which includes the Perry Road Interchange, the unadjusted model ADT on the portion of Tingen Road between Apex Peakway and US 1 averages approximately 12,800 vpd. For the Perry Road Bridge scenario, this section of Perry Road was analyzed as a 4-lane bridge

only. For comparison, the average 2050 ADT on Tingen Road with the Perry Road Bridge is approximately 13,200 vpd. The 2050 model runs for these scenarios are attached. This further supports the request to reduce the ultimate cross-section of Tingen Road and is similar to the estimate (12,400 vpd) using the Apex Peakway forecast growth rate. Table 1 below provides a breakdown of the 2050 ADT volumes on different system links along Tingen Road for both scenarios analyzed.

Table 1: Tingen Road 2050 Daily Traffic Forecast (vpd)

System Links	With Perry Road Interchange	With Perry Road Bridge
James Street to Apex Peakway	2,400	2,100
Apex Peakway to Widger Lane	15,000	14,600
Widger Lane to Prince Dead End Road	10,600	11,700

The Seymour PUD property spans along both sides of Tingen Road; therefore, it would be the Town's desire that the project widen this portion of roadway to the ultimate section. The Town's CTP designates Tingen Road/Veridea Parkway as a 4-lane cross section, however the forecasted 2050 volumes presented do not reveal the need for such a wide cross-section. An over-designed street will result in higher speeds, longer crossing distances for pedestrians and bicycles, and more difficult turning maneuvers for vehicles, likely resulting in unnecessary crashes. Therefore, it is recommended to convert this portion of Tingen Road to a 3-lane thoroughfare with left-turn lanes at Apex Peakway. A landscaped median is also proposed to enforce the proposed right-in/right-out (RTOR) driveways north and south of the Major Collector intersection.

Town Transportation Staff Conclusions

In the TIA review for the Seymour PUD property development issued on August 30, 2023 (attached), Town staff concurs with the recommendation to change Tingen Road from a 4-lane median divided thoroughfare facility to a 3-lane thoroughfare facility in the CTP. Based on the daily traffic forecasts shown in Table 1 above, Tingen Road is forecasted to operate below capacity for a 3-lane facility in the forecast year. The Town estimated the capacity of this 3-lane portion would be approximately 18,000-19,000 vpd, therefore as a reduced cross-section, Tingen Road is forecasted to remain below capacity in 2050.

Major Collector Roundabout

The intersection of the Major Collector (Site Driveway 4) and Tingen Road is proposed as a single-lane roundabout in the previously submitted TIA; however, a roundabout was not assumed in the CTP. As detailed in the TIA analysis, the two other site driveways along Tingen Road, one to the north and one to the south of the Major Collector intersection are both proposed as right-in/right-outs (RTOR). A roundabout at this location would enable U-turns from the site driveways to enhance mobility on the corridor.

In addition, while not technically a traffic calming device, a roundabout is a traffic control measure that will improve safety on the Tingen Road corridor and will slow speeds through this area. Slower speeds along Tingen Road will be critical in the future as Grace Christian School is proposed just to the south of the Seymour PUD project and will span across both sides of Veridea Parkway.

The roundabout will enable vehicles from either side of Tingen Road to safely access the other portion of the development and ultimately over to Perry Road through a safer intersection design than a conventional intersection. As a conventional intersection, it is unlikely to meet traffic signal warrants in the future with the development, therefore will remain two-way stop control into the future with multiple turn lanes, making the intersection much wider and difficult to cross for pedestrians, bicycles, and vehicles.

An AM and PM peak hour 2050 roundabout analysis was conducted utilizing the same growth rate as the segmental analysis utilizing HCM6/SIDRA. These results are summarized in **Table 2**, located on the following page, and the roundabout capacity reports are attached. As shown in **Table 2**, a single lane roundabout in 2050 is forecasted to operate at LOS A in the AM peak hour and LOS B in the PM peak hour.

Table 2: Level-of-Service Summary

Condition	AM Peak Hour LOS (Delay)	PM Peak Hour LOS (Delay)
Tingen Road at Major Collector Street (Site Driveway 4) - Roundabout		
Future (2050)	Overall – A (8.8) V/C Ratio – 0.52 EB – A (6.7) WB – B (11.7) NB – A (8.5) SB – A (7.3)	Overall – B (10.3) V/C Ratio – 0.65 EB – A (8.0) WB – A (8.1) NB – B (10.1) SB – B (11.5)

Town Transportation Staff Conclusions

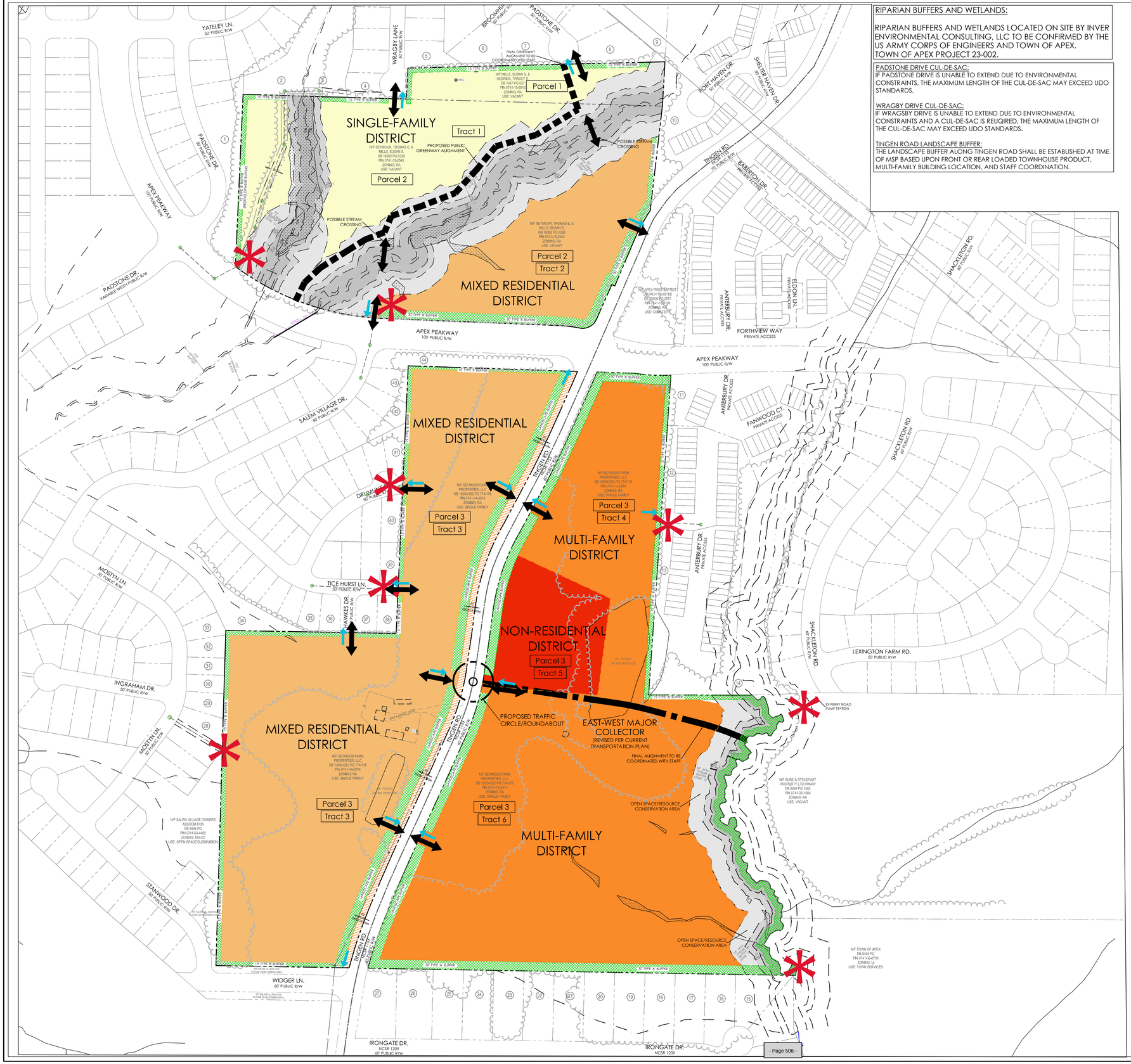
In the TIA review for the Seymour PUD property development issued on August 30, 2023 (attached), Town staff concurs with the recommendation for a roundabout to be added to the CTP at the intersection of Tingen Road at Major Collector (Site Driveway 4), with the relocation of the Major Collector north to that location. Town staff conducted further analysis to determine operations of the roundabout with 2050 forecast year volumes. Daily volumes on Tingen Road with the Perry Road interchange were used to develop a design hourly volume on Tingen Road between Apex Peakway and Widger Lane. Likewise, traffic on the minor street approaches were grown assuming a 3.2% growth rate to the forecast year 2050. Traffic analysis showed the roundabout is projected to operate at LOS D or better in the forecast year. The highest volume-to-capacity ratio was 0.83, which indicates there is additional capacity at the roundabout beyond the forecast year.

Recommendations & Conclusions

Analyses indicate that the realignment of the Major Street Collector, a 3-lane ultimate cross-section along Tingen Road, and a roundabout at the intersection of Tingen Road at Major Street Collector (Site Driveway 4) can accommodate future traffic volumes at acceptable levels-of-service. The realignment of the Major Collector is expected to provide better intersection spacing than currently shown in the CTP and Town Transportation staff finds this relocation acceptable based on traffic projections. Based on traffic forecast models, a 3-lane thoroughfare facility is expected to be more appropriate for the daily traffic volumes expected along Tingen Road. Town staff concurs with this recommendation as Tingen Road is forecasted to operate below capacity for a 3-lane facility in the forecast year. Town staff also agreed with the recommendation for a roundabout to be added to the CTP at the intersection of Tingen Road at Major Collector (Site Driveway 4), with the relocation of the Major Collector north to that location. Traffic analysis showed that the roundabout is projected to operate with acceptable levels of service in the 2050 forecast year with reserve capacity beyond the forecast year.

Based on these findings, we believe there is sufficient justification to support these modifications to the Town of Apex CTP.

Please feel free to contact me at 919-678-4131 or lyle.overcash@kimley-horn.com with any questions or comments.



RIPARIAN BUFFERS AND WETLANDS:

RIPARIAN BUFFERS AND WETLANDS LOCATED ON SITE BY INVER ENVIRONMENTAL CONSULTING, LLC TO BE CONFIRMED BY THE US ARMY CORPS OF ENGINEERS AND TOWN OF APEX. TOWN OF APEX PROJECT 23-002.

PADSTONE DRIVE CUL-DE-SAC:
IF PADSTONE DRIVE IS UNABLE TO EXTEND DUE TO ENVIRONMENTAL CONSTRAINTS, THE MAXIMUM LENGTH OF THE CUL-DE-SAC MAY EXCEED UDO STANDARDS.

WRAGBY DRIVE CUL-DE-SAC:
IF WRAGSBY DRIVE IS UNABLE TO EXTEND DUE TO ENVIRONMENTAL CONSTRAINTS AND A CUL-DE-SAC IS REUQIRED, THE MAXIMUM LENGTH OF THE CUL-DE-SAC MAY EXCEED UDO STANDARDS.

TINGEN ROAD LANDSCAPE BUFFER:
THE LANDSCAPE BUFFER ALONG TINGEN ROAD SHALL BE ESTABLISHED AT TIME OF MSP BASED UPON FRONT OR REAR LOADED TOWNHOUSE PRODUCT, MULTI-FAMILY BUILDING LOCATION, AND STAFF COORDINATION.

- SINGLE-FAMILY (SINGLE-FAMILY)
- MIXED RESIDENTIAL (SINGLE-FAMILY AND/OR TOWNHOUSE)
- MULTI-FAMILY (MULTI-FAMILY/APARTMENT AND/OR SMALL SCALE MULTI-FAMILY)
- NON-RESIDENTIAL DISTRICT
- BUFFERS/RCA/ OPEN SPACE
- RIGHT-OF-WAY DEDICATION
- STREAM BUFFERS (ZONE 1 | ZONE 2 | ZONE 3)

- PROJECT PERIMETER BOUNDARY
- PRELIMINARY PUBLIC GREENWAY (FINAL ALIGNMENT COORDINATED WITH STAFF)
- POTENTIAL WATER CONNECTIONS
- POTENTIAL SEWER CONNECTIONS
- POTENTIAL ACCESS POINTS

PLAN SHEETS ARE INTENDED FOR ILLUSTRATIVE PURPOSES ONLY

SITE AND UTILITY NOTES:

1. DEVELOPMENT ACCESS AND STUB STREET LOCATIONS SHALL BE FINALIZED AT MASTER SUBDIVISION PLAN DESIGN AND APPROVAL.
2. FINAL RESOURCE CONSERVATION AREA (RCA), OPEN SPACE, AND PLAY LAWN LOCATIONS SHALL BE COORDINATED WITH STAFF AND BUILDER DURING MASTER SUBDIVISION PLAN DESIGN AND APPROVAL.
3. ALL ZONING PLAN SHEETS ARE PROVIDED FOR ILLUSTRATIVE PURPOSES ONLY. FINAL DESIGN COMPONENTS ARE DETERMINED AT MASTER SUBDIVISION PLAN.
4. REFER TO PD TEXT DOCUMENTS FOR A LIST OF ALLOWABLE USES, ZONING CONDITIONS, AND OTHER DESIGN STANDARDS FOR THE DEVELOPMENT.
5. ENVIRONMENTAL FEATURES ARE SUBJECT TO FINAL REVIEW CONCURRENCE WITH VARIOUS REGULATING AGENCIES.
6. PUBLIC PEDESTRIAN AND VEHICULAR ACCESS IS SHOWN FOR CONCEPTUAL PURPOSES AND ARE SUBJECT TO REVISIONS DURING THE MASTER SUBDIVISION PLAN DESIGN AND APPROVAL.
7. ALL SITE ELEMENTS ARE REQUIRED TO MEET OR EXCEED TOWN OF APEX, NCDOT, OR OTHER REVIEW AUTHORITY STANDARD DESIGN SPECIFICATIONS.
8. PROJECT WILL COMPLY WITH ADOPTED TOWN MASTER PLANS INCLUDING TRANSPORTATION, WATER, SEWER, AND GREENWAYS.
9. THE PROJECT IS REQUESTING FULL TOWN SERVICES, INCLUDING BUT NOT LIMITED TO WATER, SEWER AND ELECTRICITY.
10. THE PROJECT WILL NOT UTILIZE PRIVATE SEWAGE DISPOSAL.
11. NO SITE DEVELOPMENT ACTIVITY INCLUDING, BUT NOT LIMITED TO, TESTING, CLEARING, INSTALLATION OF S&E MEASURES, OR GRADING SHALL OCCUR UNTIL REQUIRED TREE PROTECTION FENCING HAS BEEN INSTALLED AND INSPECTED. A TREE PROTECTION FENCING INSTALLATION PERMIT MAY BE OBTAINED AT THE PLANNING DEPARTMENT OR ONLINE AT HTTP://WWW.APEXNC.ORG/215/APPLICATIONS-SCHEDULES.
12. TREE PROTECTION FENCING MUST BE PLACED:
    a. ONE FOOT AWAY FROM ANY SAVED TREE FOR EACH INCH OF DIAMETER AT BREAST HEIGHT;
    b. ALONG THE OUTSIDE LINE OF THE 100-YEAR FLOODPLAIN AND THE OUTSIDE EDGE OF ANY RIPARIAN BUFFER; AND
    c. AT LEAST 10 FEET AWAY FROM ANY OTHER DESIGNATED RCA SUCH AS, BUT NOT LIMITED TO, HISTORIC BUILDINGS AND STRUCTURES, WETLANDS, AND PONDS.
13. ADDITIONAL TREE PROTECTION FENCING MAY BE REQUIRED IN OTHER LOCATIONS CLOSE TO CONSTRUCTION ACTIVITY WHERE IT IS DEEMED NECESSARY BY THE ZONING ENFORCEMENT OFFICER. SUCH AREAS MAY INCLUDE, BUT ARE NOT LIMITED TO, COMMON PROPERTY LINES OR NEAR PUBLIC AREAS (SIDEWALKS, ETC.).

POTENTIAL ACCESS POINTS:

Potential Access Points shown on the Conceptual Site Plan / Conceptual Utility Plan (C100) are not shown in exact locations but show proposed connections. Connections can only be removed from the subdivision connectivity requirements of the PUD if the developer shows to the satisfaction of the Planning Director, in consultation with the Technical Review Committee (TRC), that the construction of the connection would be impractical based on environmental conditions found in the field at the time of Master Subdivision Plan approval.

N

0 75 150 300
SCALE: 1" = 150'

CONCEPTUAL SITE PLAN/ CONCEPTUAL UTILITY PLAN

1 C100 SCALE: 1"=150'

PEAK Engineering & Design
1125 Apex Peakway | Apex, NC 27502
ph: 919.439.0100
www.PeakEngineering.com
NC License #P-0673

project:
SEYMOUR MIXED-USE PUD
TINGEN ROAD @ APEX PEAKWAY
WHITE OAK TOWNSHIP
APEX, NORTH CAROLINA 27502

seal:
NORTH CAROLINA REGISTERED LANDSCAPE ARCHITECT FREYA A. ROACH
PRELIMINARY NOT FOR CONSTRUCTION

No.	DATE	REVISION	BY
1	September 8, 2023	TOWN OF APEX – ZONING COMMENTS	FS
2	October 6, 2023	TOWN OF APEX – ZONING COMMENTS	FS
3	November 3, 2023	TOWN OF APEX – ZONING COMMENTS	FS

title:
CONCEPTUAL SITE PLAN/ CONCEPTUAL UTILITY PLAN

proj #: 221101
date: JULY 3, 2023
dwg by: FS chkd by: JR
scale: As Noted
sheet: *C100*
(PUD PLAN)

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August 30, 2023

Lyle Overcash, PE.
Kimley-Horn and Associates, Inc.
421 Fayetteville Street, Suite 600
Raleigh, NC 27601
(919) 677-2000

Subject: **Final staff summary and comments for the Seymour PUD TIA, 06/29/2023**

Mr. Overcash:

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 five (5) intersections:

- Apex Peakway and Salem Village Drive/Site Driveway 1
- Tingen Road and Site Driveway 2
- Tingen Road and Site Driveway 3
- Tingen Road and Site Driveway 4
- Tingen Road and Site Driveway 5

The following ten (10) intersections were also included for analysis in the TIA study area:

- Tingen Road and Widger Lane
- Tingen Road and James Street
- James Street and Minley Way
- Apex Peakway and Apex Peakway Connector
- S Salem Street and Apex Peakway Connector
- James Street and Apex Peakway
- NC 55 and Apex Peakway
- Apex Peakway and S Hughes Street
- Apex Peakway and Perry Road
- Apex Peakway and Tingen Road

Trip Generation

The proposed development is expected to consist of 100 single family detached housing units, 300 townhomes, 400 mid-rise apartment units, and a 15,000 square-foot daycare facility. The development is projected to generate approximately 191 new trips entering and 362 new trips exiting the site during the weekday A.M. peak hour and 335 new trips entering and 263 new trips exiting the site during the weekday P.M. peak hour. The development is projected to add an additional 5,822 new daily trips onto the adjacent roadway network.

Background traffic

Background traffic consists of 3% annual background traffic growth compounded to build out year 2027, and the following two (2) background developments.

- Fast Food Restaurant (Chick-fil-a)
- Veridea Phase 1

It should also be noted that TIP project U-5928 *Apex Peakway Southwest Connector* is projected to be constructed prior to the development build out date. This project will change traffic patterns within the development's study area and impact traffic conditions in the No Build and Build conditions. Town of Apex has shared the traffic forecast analysis report for the project, and changes to traffic patterns were incorporated into the TIA analysis for this development.

Trip Distribution and Assignment

The trip distributions to and from the development site are as follows:

- 30% to/from the south on NC 55
- 25% to/from the south on Tingen Road
- 10% to/from the north on Apex Peakway Connector
- 10% to/from the north on Perry Road
- 10% to/from the west on S Salem Street
- 5% to/from the east on S Salem Street
- 5% to/from the east on James Street
- 5% to/from the north on NC 55

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 15 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 2023** - Existing year 2023 traffic.
- **No Build 2027** – Projected year (2027) with background traffic growth and background development.
- **Build 2027** – Projected year (2027) with background traffic, and site build-out including recommended improvements where applicable.

Apex Peakway and Salem Village Drive/Site Driveway 1

Table 1. A.M. / P.M. Unsignalized Peak Hour Levels of Service Apex Peakway and Salem Village Drive/Site Driveway 1			
	Existing 2023	**No Build 2027**	**Build 2027**
Overall	NA	NA	NA
Eastbound (Apex Peakway)	*NA*	*NA*	*A / A[2]*
Westbound (Apex Peakway)	*A / A[2]*	*A / A[2]*	*A / A[2]*
Northbound (*Salem Village Drive*)	*A / A[1]*	*C / C[1]*	*D / D[1]*
Southbound (Site Driveway 1)	*NA*	*NA*	*C / C[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 a full movement stop-controlled driveway for the planned development that ties into the existing intersection of Apex Peakway and Salem Village Drive as a fourth leg. The TIA recommends the driveway to consist of one ingress lane and one egress lane. Additionally, the TIA recommends an eastbound left turn lane with 50 feet of storage and appropriate deceleration length and taper, as well as a westbound right turn only lane extending from Tingen Road and dropping at Site Driveway 1 on Apex Peakway.

Apex staff recommendations:

Apex staff concur with the recommendations in the TIA. The two stop-controlled approaches are projected to operate at LOS D or better with the proposed improvements during the peak hours in the Build scenario. The proposed storage of the left turn lanes on the free-flow Apex Peakway approaches are projected to adequately meet storage demand of the 95th percentile queues in the Build scenario. It should be noted that sight distance to the west is limited through the roadway curve on Apex Peakway and offsite sight easements may be necessary to permit this driveway access.

Tingen Road and Site Driveway 2

Table 2. A.M. / P.M. Unsignalized Peak Hour Levels of Service Tingen Road and Site Driveway 2	
	Build 2027
Overall	NA
Eastbound (Site Driveway 2)	*B / B[1]*
Northbound (Tingen Road)	*A / A[2]*
Southbound (Tingen 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 a two-lane, two-way, full movement site driveway with stop-control approximately 480 feet north of Apex Peakway on Tingen Road.

Apex staff recommendations:

Apex staff recommends Site Driveway 2 to be constructed as a right-in/right-out only driveway due to close proximity to the 4-leg intersection of Apex Peakway and Tingen Road. Both Apex Peakway and Tingen Road are thoroughfares on Apex's transportation plan, and are subject to Apex's and NCDOT's intersection spacing guidelines. The stop-controlled approach of Site Driveway 2 is projected to operate at LOS B during both peak hours in the Build scenario.

Tingen Road and Site Driveway 3

Table 3. A.M. / P.M. Unsignalized Peak Hour Levels of Service Tingen Road and Site Driveway 3	
	Build 2027
Overall	NA
Eastbound (Site Driveway 3)	*A / B[1]*
Westbound (Site Driveway 3)	*B / B[1]*
Northbound (Tingen Road)	*NA*
Southbound (Tingen 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 Site Driveway 3 on both the east and west legs of Tingen Road approximately 550 feet south of Apex Peakway. The TIA recommends both legs to be constructed as two-lane, two-way roadways with stop-control and right-in/right-out access.

Apex staff recommendations:

Apex staff concurs with the recommendations in the TIA. Apex staff recommends control of access with a center median island along Tingen Road. Both the driveway approaches are projected to operate at LOS B or better in the Build scenario.

Tingen Road and Site Driveway 4

Table 4. A.M. / P.M. Roundabout Peak Hour Levels of Service Tingen Road and Site Driveway 4 - Major Collector Street	
	Build 2027
Overall	A / A
Eastbound (Site Driveway 4)	*A / A*
Westbound (Proposed Major Collector Street)	*A / A*
Northbound (Tingen Road)	*A / A*
Southbound (Tingen Road)	*A / A*

TIA recommendations:

- The TIA recommends construction of a four-leg roundabout at the location of Site Driveway 4 and Tingen Road approximately 1,200 feet south of Apex Peakway, with yield control on each approach leg. The TIA recommends that Site Driveway 4 is constructed on both the east and west approach legs of Tingen Road as two-lane, two-way roadways.

Apex staff recommendations:

Apex staff concurs with the recommendation in the TIA to construct a single-lane roundabout, contingent on the designation for Tingen Road in the Apex Transportation Plan being changed from a 4-lane median-divided road to a 3-lane/2-lane median-divided road. The roundabout is projected to operate at LOS A with minimal delays and minimal queuing. Approval of the change in typical section for Tingen Road as well as the single-lane roundabout requires an amendment to the Transportation Plan. Justification and staff support for this change based on long term traffic projections is discussed later in the review. Additionally, the Transportation Plan identifies a future Major Collector Street heading east from the proposed location of Site Driveway 5, but the proposed PUD plan shows the Major Collector Street aligned further north with Site Driveway 4. This proposed northern shift in alignment of the Major Collector Street also requires an amendment to the Transportation Plan, which is acceptable to staff based on the traffic projections.

Tingen Road and Site Driveway 5

Table 5. A.M. / P.M. Unsignalized Peak Hour Levels of Service Tingen Road and Site Driveway 5	
	Build 2027
Overall	NA
Eastbound (Site Driveway 5)	*A / A[1]*
Westbound (Site Driveway 5)	*A / A[1]*
Northbound (Tingen Road)	*NA*
Southbound (Tingen 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 Site Driveway 5 on both the east and west legs of Tingen Road approximately 1,750 feet south of Apex Peakway. The TIA recommends both legs to be constructed as two-lane, two-way roadways with stop-control and right-in/right-out access.

Apex staff recommendations:

Apex staff concurs with the recommendations in the TIA, contingent on the aforementioned Transportation Plan amendments to realign the Major Collector Street northward to the proposed single-lane roundabout at Site Driveway 4. Apex staff recommends control of access with a center median island along Tingen Road in order to ensure right-in/right-out operations. Both of the driveway approaches are projected to operate at LOS A or better in the Build scenario.

Tingen Road and Widger Lane

Table 6. A.M. / P.M. Unsignalized Peak Hour Levels of Service Tingen Road and Widger Lane			
	Existing 2023	**No Build 2027**	**Build 2027**
Overall	NA	NA	NA
Eastbound (Widger Lane)	*A / A[1]*	*A / A[1]*	*B / B[1]*
Northbound (Tingen Road)	*A / A[2]*	*A / A[2]*	*A / A[2]*
Southbound (Tingen 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 the recommendation in the TIA. The stop-controlled minor street approaches are projected to operate at LOS B in the Build scenario. The development is not projected to add any turning movement traffic at this intersection. Additionally, turning movement traffic is not high enough to warrant turn lanes per NCDOT guidelines.

Tingen Road and James Street

Table 7. A.M. / P.M. Unsignalized Peak Hour Levels of Service Tingen Road and James Street			
	Existing 2023	**No Build 2027**	**Build 2027**
Overall	NA	NA	NA
Eastbound (James Street)	*D / C*[1]	*B / B*[1]	*B / B*[1]
Westbound (James Street)	*D / C*[1]	*B / B*[1]	*B / B*[1]
Northbound (Tingen Road)	*A / A*[2]	*A / A*[2]	*A / A*[2]
Southbound (Tingen Road)	*A / A*[2]	*A / A*[2]	*A / A*[2]

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 the recommendations in the TIA. It should be noted that as part of Project U-5928 the Tingen Road railroad crossing will be permanently closed to traffic, cutting off the flow of traffic to/from the north on Tingen Road. Staff plans to evaluate traffic control at this intersection after the construction of Project U-5928. It is likely that either two-way stop control will be switched from the James Street approaches to the approaches on Tingen Road, or all-way stop control will be installed. Traffic volumes are projected to be low in the Build scenario, and the intersection is projected to operate at LOS B or better on the stop-controlled approaches. It should be noted that the intersection is congested during afternoon school carpool for Apex Elementary School and Apex Police currently monitors traffic during that time. However, afternoon school carpool is off-peak and thus not analyzed as part of this TIA, when the proposed PUD has very little additional traffic impact at that time of day.

James Street and Minley Way

Table 8. A.M. / P.M. Roundabout Peak Hour Levels of Service James Street and Minley Way			
	Existing 2023	**No Build 2027**	**Build 2027**
Overall	A / A	A / A	A / A
Eastbound (James Street)	*A / A*	*A / A*	*A / A*
Westbound (James Street)	*A / A*	*A / A*	*A / A*
Northbound (Minley Way)	*A / A*	*A / A*	*A / A*

TIA recommendations:

- The TIA recommends no improvements at this intersection.

Apex staff recommendations:

Apex staff concurs with the recommendations in the TIA. It should be noted that with Project U-5928 and the closure of the Tingen Road railroad crossing, there is projected to be some re-distribution of traffic within the study area. However, the roundabout at this intersection is projected to operate at LOS A in both peak hours of the Build scenario, with minimal delays.

Apex Peakway and Apex Peakway Connector

Table 9. A.M. / P.M. Signalized Peak Hour Levels of Service Apex Peakway and Apex Peakway Connector		
	No Build 2027	**Build 2027**
Overall	B / A	B / B
Westbound (Connector)	*B / B*	*C / B*
Northbound (Apex Peakway)	*A / A*	*A / B*
Southbound (Apex Peakway)	*A / A*	*B / A*

TIA recommendations:

- The TIA recommends no improvements at this intersection.

Apex staff recommendations:

Apex staff concurs with the recommendations in the TIA. The intersection is projected to operate at overall LOS B in the Build scenario with signalization and lane configuration planned in project U-5928. All intersection approaches are projected to operate at LOS C or better.

S Salem Street and Apex Peakway Connector

Table 10. A.M. / P.M. Signalized Peak Hour Levels of Service S Salem Street and Apex Peakway Connector		
	No Build 2027	**Build 2027**
Overall	B / B	B / B
Eastbound (S Salem Street)	*B / B*	*B / B*
Westbound (S Salem Street)	*B / B*	*B / B*
Southbound (Connector)	*B / B*	*B / B*

TIA recommendations:

- The TIA recommends no improvements at this intersection.

Apex staff recommendations:

Apex staff concurs with the recommendations in the TIA. The intersection is projected to operate at overall LOS B in the Build scenario with signalization and lane configuration planned in project U-5928. All intersection approaches are projected to operate at LOS B or better.

James Street and Apex Peakway

Table 11. A.M. / P.M. Signalized Peak Hour Levels of Service James Street and Apex Peakway		
	No Build 2027	**Build 2027**
Overall	A / A	A / A
Westbound (James Street)	*B / B*	*B / B*
Northbound (Apex Peakway)	*B / A*	*B / A*
Southbound (Apex Peakway)	*A / A*	*A / A*

TIA recommendations:

- The TIA recommends no improvements at this intersection.

Apex staff recommendations:

Apex staff concurs with the recommendations in the TIA. The intersection is projected to operate at overall LOS A in the Build scenario with signalization and improvements planned in project U-5928. All intersection approaches are projected to operate at LOS B or better.

NC 55 and Apex Peakway

Table 12. A.M. / P.M. Signalized Peak Hour Levels of Service NC 55 and Apex Peakway			
	Existing 2023	**No Build 2027**	**Build 2027**
Overall	B / C	D / C	D / D
Eastbound (Apex Peakway)	*C / E*	*C / D*	*C / D*
Northbound (NC 55)	*B / C*	*D / D*	*E / E*
Southbound (NC 55)	*A / B*	*B / B*	*B / B*

TIA recommendations:

- The TIA recommends no improvements at this intersection.

Apex staff recommendations:

Apex staff concurs with the recommendations in the TIA. It should be noted that the level of service for the northbound approach is projected to deteriorate to LOS E, mainly due to the addition of development traffic on the northbound left turn movement. However, the development is not projected to be more than 6% of overall traffic. The 95th percentile queues are projected to increase to 485 ft in the PM peak hour of the Build scenario. However, the existing dual left turn lane configuration provides sufficient storage, and queues are not projected to spill back and block access to Marco Drive. Per Section 13.19 of the UDO no improvements are recommended.

Apex Peakway and S Hughes Street

Table 13. A.M. / P.M. Signalized Peak Hour Levels of Service Apex Peakway and S Hughes Street			
	Existing 2023	**No Build 2027**	**Build 2027**
Overall	B / A	A / B	A / B
Eastbound (S Hughes St)	*D / D*	*D / D*	*D / D*
Westbound (S Hughes St)	*D / C*	*D / D*	*D / D*
Northbound (Apex Peakway)	*A / A*	*A / A*	*A / B*
Southbound (Apex Peakway)	*B / A*	*A / A*	*A / B*

TIA recommendations:

- The TIA recommends no improvements at this intersection.

Apex staff recommendations:

Apex staff concurs with the recommendations in the TIA. The intersection is projected to operate at overall LOS A and B in the AM and PM peak hours in the Build scenario. All approaches are projected to operate at LOS D or better. The turn lane storage lengths are projected to meet future demand of the 95th percentile queues in the Build scenario.

Apex Peakway and Perry Road

Table 14. A.M. / P.M. Unsignalized Peak Hour Levels of Service Apex Peakway and Perry Road			
	Existing 2023	**No Build 2027**	**Build 2027**
Overall	NA	NA	NA
Eastbound (Apex Peakway)	*A / A*[2]	*A / A*[2]	*A / A*[2]
Westbound (Apex Peakway)	*A / A*[2]	*A / A*[2]	*A / A*[2]
Northbound (Perry Road)	*B / B*[1]	*C / C*[1]	*E / D*[1]
Southbound (Perry Road)	*B / B*[1]	*C / D*[1]	*D / E*[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 no improvements at this intersection.

Apex staff recommendations:

Apex staff recommends that this intersection be studied for traffic signal warrants and a signal installed when permitted by NCDOT. Future traffic patterns along Apex Peakway will increase delays on the minor streets approaches of Perry Road. The development is projected to increase traffic at the intersection by 19% and 18% in the AM, and PM peak hours respectively. This increase in traffic will cause levels of service to fall to LOS E on the minor street approaches. Staff considered converting this intersection to all-way stop control to improve operations, but Synchro analysis showed that all-way stop control will operate at LOS F due to high traffic volumes on Apex Peakway. It should be noted that this intersection has a relatively moderate (not high) crash history compared to other locations in Apex. With future changes in traffic patterns on Apex Peakway, a traffic signal may be warranted based on operational or safety warrants, subject to NCDOT review and approval.

Apex Peakway and Tingen Road

Table 15. A.M. / P.M. Peak Hour Levels of Service Apex Peakway and Tingen Road			
	Two-Way Stop	**All-Way Stop**	**Signalized**
	Existing 2023	**No Build 2027**	**Build 2027**
Overall	NA	F / F	C / C
Eastbound (Apex Peakway)	*B / B[1]*	*C / F[1]*	*C / C*
Westbound (Apex Peakway)	*B / B[1]*	*F / F[1]*	*C / C*
Northbound (Tingen Road)	*A / A[2]*	*C / C[1]*	*C / B*
Southbound (Tingen Road)	*A / A[2]*	*B / C[1]*	*C / D*

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

TIA recommendations:

- The TIA recommends installation of a traffic signal at this intersection. Additionally, the TIA recommends construction of a northbound left-turn lane with approximately 100 feet of storage and appropriate deceleration and taper, a westbound left-turn lane with approximately 150 feet of storage and appropriate deceleration and taper, and restriping of the southbound approach to provide an exclusive left-turn lane with approximately 175 feet of storage and a shared through/right-turn lane.

Apex staff recommendations:

Apex staff concurs with the recommendations in the TIA, subject to NCDOT review and approval. **The traffic signal should be designed and installed based on the ultimate four-lane section, using metal strain poles.** It should be noted that the southbound approach will likely require more than just restriping in order to achieve an appropriate lane shift transition. It may require additional widening for the appropriate lane shift, as well as resurfacing. With these improvements the intersection is projected to operate at overall LOS C during both peak hours in the Build scenario.

Amendments to the Apex Comprehensive Transportation Plan

TIA recommendations:

- The TIA recommends the following amendments to the transportation plan:
    - Revise the designation of Tingen Road from a four-lane median divided roadway to a three-lane median divided roadway from Apex Peakway south to US Hwy 1 in the Transportation Plan.
    - Relocate the Major Collector Street east of Tingen Road from its current proposed location in the Transportation Plan to Site Drive 4 and designate that intersection as a roundabout in the Transportation Plan.

Apex staff recommendations:

- Apex staff concurs with the recommendation in the TIA to change Tingen Road from a four-lane median divided thoroughfare facility to a three-lane thoroughfare facility in the transportation plan. The TIA provided traffic forecasts from the 2050 TRMG2 (Triangle Regional Model Generation 2) which is a travel forecasting model that supports regional transportation planning. The model was modified for two scenarios. *Scenario 1* provided a traffic forecast for Tingen Road with the Tingen Road link severed at the CSX railroad to mirror future travel conditions post construction of Project U-5928 *Apex Peakway Southwest Connector*. *Scenario 2* provided additional alternative analysis modifying Perry Road at US 1 from the planned full access interchange to a four-lane bridge over US Hwy 1 with no ramps in case the bridge with no interchange ramps is constructed by 2050. Table 16 below presents daily traffic forecasts on Tingen Road for the two scenarios. The capacity of a three-lane road is typically between 18,000-19,000 vehicles per day per the Highway Capacity Manual. Based on the information presented in the traffic forecast model, Tingen Road is forecasted to operate below capacity for a three-lane facility in the 2050 forecast year.

Table 16. Tingen Road 2050 Daily Traffic Forecast (veh/day)

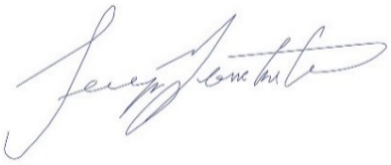
System Links	**Scenario 1**	**Scenario 2**
James Street to Apex Peakway	2,400	2,100
Apex Peakway to Widger Ln	15,000	14,600
Widger Ln to Prince Dead End Rd	10,600	11,700

- Town staff concurs with the recommendation for a roundabout to be added to the Transportation Plan at the intersection of Tingen Road and Site Drive 4/Major Collector Street, with the relocation of the Major Collector Street north to that location. The roundabout is projected to operate at LOS A in both peak hours in the Build Scenario. Further analysis was conducted by Town staff to determine operations of the roundabout with 2050 forecast year volumes. Daily volumes on Tingen Road from Scenario 1 were used to develop a design hourly volume on Tingen Road between Apex Peakway and Widger Lane. Likewise, traffic on the minor street approaches of Site Drive 4 and the Major Collector Street were grown assuming a 3.2% growth rate to the forecast year 2050. Traffic analysis showed that the roundabout is projected to operate at LOS C during both peak hours of operations with all approaches operating at LOS D or better in the forecast year. The highest volume/capacity ratio was 0.83 indicating that there is additional capacity at the roundabout intersection for accommodating growth beyond the forecast year.

Table 17. Long Term A.M. / P.M. Roundabout Peak Hour Levels of Service Tingen Road and Site Driveway 4 / Major Collector Street	
	Forecast 2050
Overall	C / C
Eastbound (Site Driveway 4)	*A / A*
Westbound (Major Collector)	*D / B*
Northbound (Tingen Road)	*C / C*
Southbound (Tingen Road)	*B / C*

Please coordinate with the NCDOT District Engineer's Office concerning any recommendations on NCDOT facilities. Town staff will be available for meetings to discuss improvements on Town maintained roadways as needed.

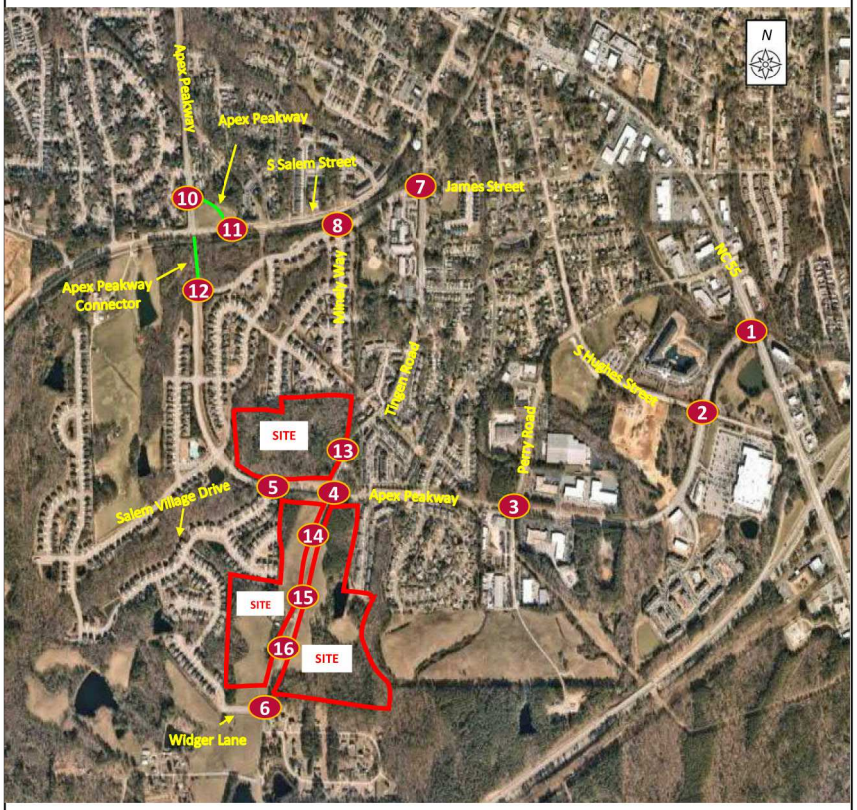
Sincerely,

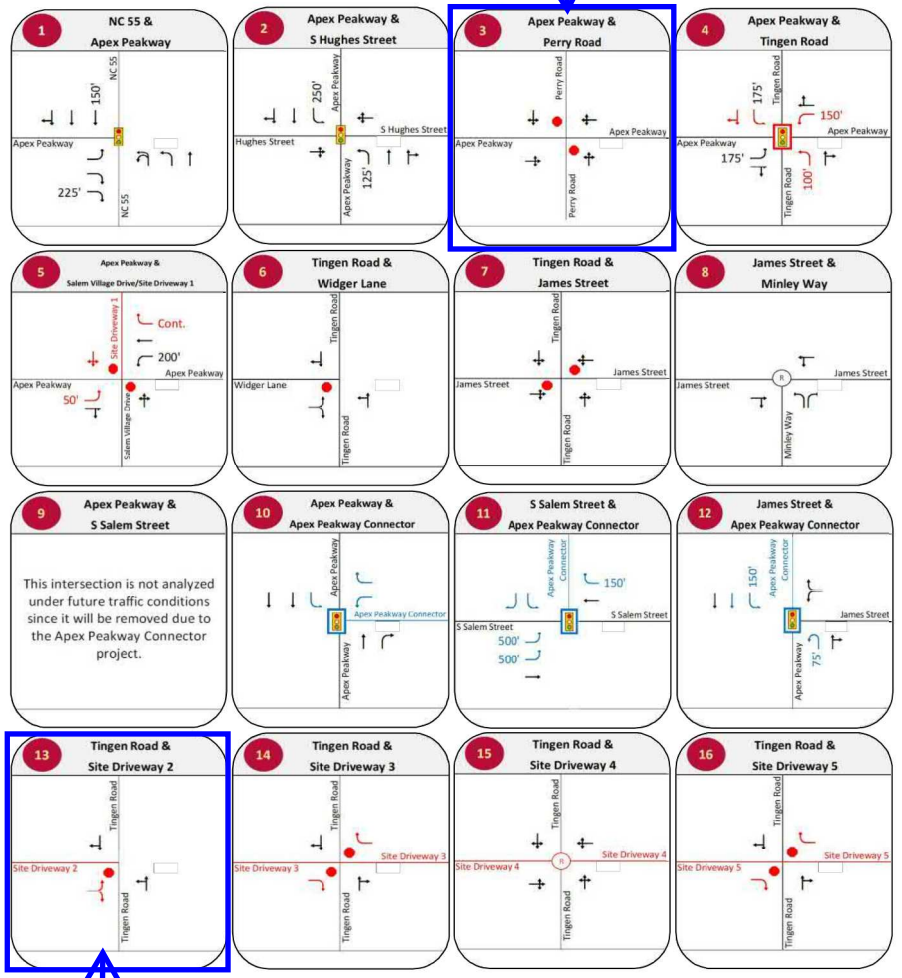


Serge Grebenschikov, PE
Traffic Engineer
919-372-7448

Traffic Signal

Figure 9.1 - Recommended Roadway Laneage





LEGEND

- # — Intersection ID
- Existing Laneage
- XX' — Storage Length
- Existing Stop Control
- Existing Traffic Signal
- R — Existing Roundabout
- Apex Peakway Connector Laneage
- Recommended Laneage
- Apex Peakway Connector Traffic Signal
- Recommended Traffic Signal
- R — Recommended Roundabout

Seymour PUD

Kimley»Horn

Right in / Right Out only

Apex Recommendations

Triangle Regional Model *Generation 2*

Introduction

The Triangle Regional Model Generation 2 (TRMG2) is a **new travel forecasting model** that supports regional transportation planning.

What is the Triangle Regional Model?

The TRM is a mathematical computer model used by transportation planning agencies in the region to develop and evaluate strategies that support mobility, access, economic health and quality of life.

Area Covered by TRM

3,533 square miles

- Includes **40 jurisdictions**
- **2,965 analysis zones** include:

1,057,590 jobs

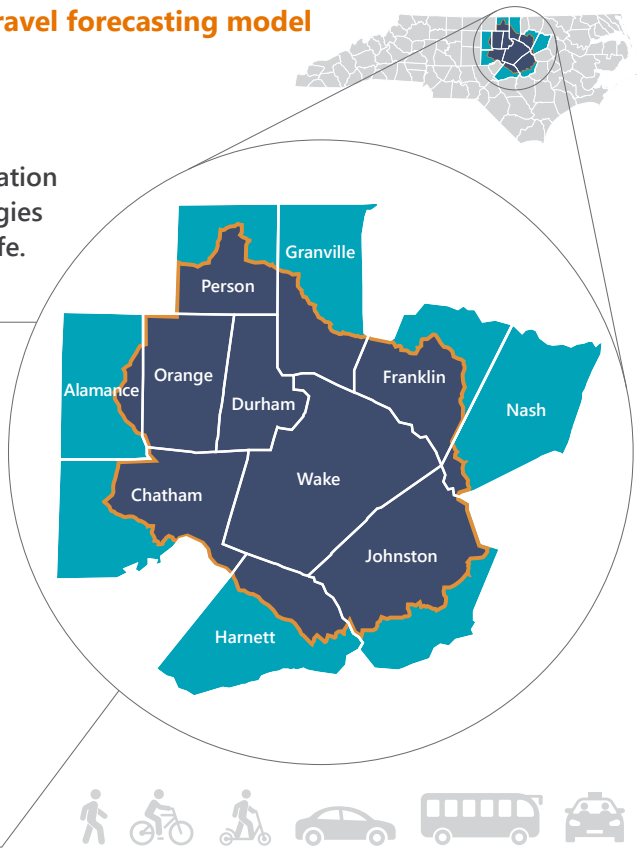
2,001,649 people

16,368 miles of roadway

121 transit routes

79,228 university students

10 transit agencies



What makes this a best practice model?

The design **better captures individual, household, and neighborhood characteristics** that influence travel choices and the way people make trips, including by car, bus, rail, bike or walk. These advances lead to improved decision making for regional transportation investments which ensures a more efficient and well-connected future.

The new model considers...

Family Characteristics
Children, workers, and seniors

Neighborhood Characteristics
Walkability, mix of land uses

Trip Connectivity
Trips are modeled not as individual segments, but as connections to anchor activities such as work.

The Triangle Region Characteristics
The Triangle region is complex with many large and small city centers.

Cost and Availability of Parking

Mobility Services

...to better represent:

Auto Ownership
The number of autos owned by a family influences their choice of mode and number of trips they make.

Walk and Bike Trips
An important planning factor for Triangle communities

How People Travel

36% work tour trips

64% non-work tour trips

People tend to favor destinations within their own community.

People's Choices
Parking constraints influence people's choice of mode and destination. The model also forecasts mobility services such as Uber and Lyft.

Triangle Regional Model *Generation 2*

Advanced Components

Explainable Artificial Intelligence (XAI)

The **number of trips** made by residents in the region is estimated using explainable artificial intelligence (XAI) that fully utilizes Triangle Travel Survey data and allows for a greater number of variables such as age, access, income, worker status, vehicle ownership and household composition.

Nested Destination Choice Model

The destinations that residents **travel to** is estimated using a nested destination choice model that is first informed by the activities available to them in their own community/city, and then to the broad array of activities available throughout the region.

The Influence of Parking Cost and Availability

The **choice of mode** for travel in the Triangle is influenced by parking cost and availability and includes the option of traveling by Uber or Lyft in addition to the traditional auto and transit modes.

Mode and Destination Consistency

Resident trips that start and end at locations other than home are informed by the destination of the original home-based trip and the travel mode used to reach that destination.

Synthetic Population

A synthetic population of over 1.8 million people is generated in roughly two minutes. Household level data includes household size, number of workers and income. Person level data includes age groups for children, adults and seniors.

Accessibility

Zonal socioeconomic data and network travel times are used together to calculate several accessibility variables for roadway, transit and non-motorized modes. These accessibilities are used to capture sensitivity to behavioral responses to development patterns, area type, and proximity of attractions nearby.

Time of Day

Individual level home-based trips are apportioned to four time-of-day periods (AM: 7:00 AM – 9:00 AM, MD: 9:00 AM – 3:30 PM, PM: 3:30 PM – 6:15 PM, NT: 6:15 PM – 7:00 AM) based on fixed factors from the survey for each trip type. The choice of trip mode and destination use these same time periods providing better representation of the travel choices people actually experience over the course of a day.

Run Time

The 2020 model takes **2.5 hours** to run.*

The 2050 model takes **10 hours** to run.*

** Using recommended computer specs*

NC STATE UNIVERSITY ITRE Institute for Transportation Research and Education

DCHC Metropolitan Planning Organization Planning Tomorrow Today

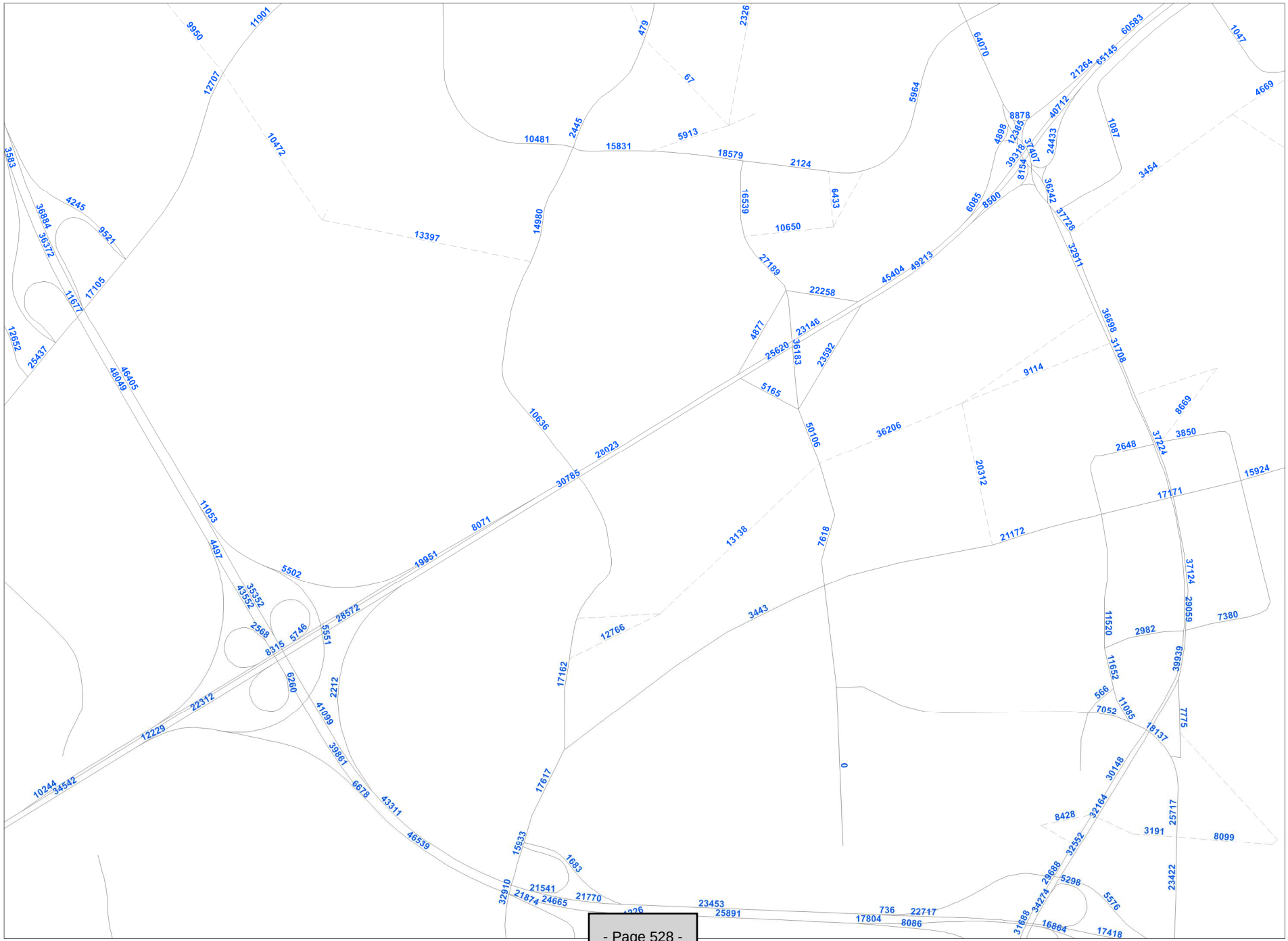
CAMPO NC Capital Area Metropolitan Planning Organization

GO Triangle

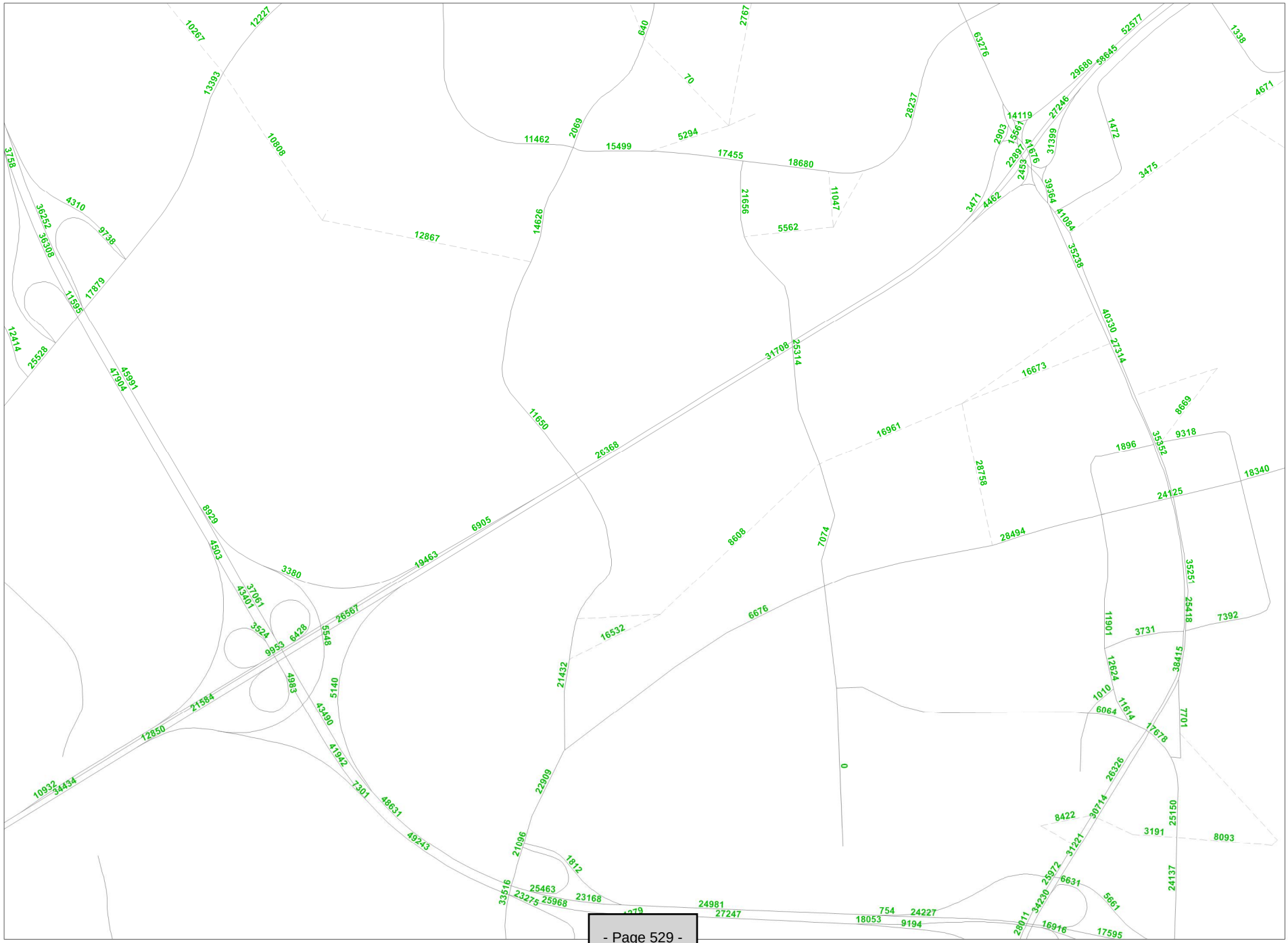
Caliper Mapping & Transportation Software Solutions

The model was developed by Caliper Corporation and is maintained by ITRE@NCSU and four stakeholders: NC Department of Transportation, Durham-Chapel Hill-Carrboro Metropolitan Planning Organization, Capital Area Metropolitan Planning Organization, and GoTriangle.

2050 TRMG2 Model Volumes - With Perry Road Interchange



2050 TRMG2 Model Volumes - With Perry Road Bridge



2050 TRMG2 Model Volumes - Without Perry Road Extension



MOVEMENT SUMMARY

Site: 101 [Future (2050) AM (Site Folder: General)]

Tingen Road at Site Driveway 4
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Tingen Road														
3	L2	8	2.0	9	2.0	0.444	8.5	LOS A	2.6	66.2	0.56	0.45	0.56	30.8
8	T1	361	2.0	401	2.0	0.444	8.5	LOS A	2.6	66.2	0.56	0.45	0.56	30.6
18	R2	39	2.0	43	2.0	0.444	8.5	LOS A	2.6	66.2	0.56	0.45	0.56	29.8
Approach		408	2.0	453	2.0	0.444	8.5	LOS A	2.6	66.2	0.56	0.45	0.56	30.5
East: Site Driveway 4														
1	L2	111	2.0	123	2.0	0.517	11.7	LOS B	3.8	97.1	0.72	0.88	1.01	22.9
6	T1	4	2.0	4	2.0	0.517	11.7	LOS B	3.8	97.1	0.72	0.88	1.01	22.4
16	R2	262	2.0	291	2.0	0.517	11.7	LOS B	3.8	97.1	0.72	0.88	1.01	21.9
Approach		377	2.0	419	2.0	0.517	11.7	LOS B	3.8	97.1	0.72	0.88	1.01	22.2
North: Tingen Road														
7	L2	165	2.0	183	2.0	0.414	7.3	LOS A	2.6	65.3	0.41	0.25	0.41	30.5
4	T1	233	2.0	259	2.0	0.414	7.3	LOS A	2.6	65.3	0.41	0.25	0.41	30.3
14	R2	39	2.0	43	2.0	0.414	7.3	LOS A	2.6	65.3	0.41	0.25	0.41	29.5
Approach		437	2.0	486	2.0	0.414	7.3	LOS A	2.6	65.3	0.41	0.25	0.41	30.3
West: Site Driveway 4														
5	L2	74	2.0	82	2.0	0.175	6.7	LOS A	0.7	18.4	0.59	0.55	0.59	23.8
2	T1	4	2.0	4	2.0	0.175	6.7	LOS A	0.7	18.4	0.59	0.55	0.59	23.3
12	R2	40	2.0	44	2.0	0.175	6.7	LOS A	0.7	18.4	0.59	0.55	0.59	22.8
Approach		118	2.0	131	2.0	0.175	6.7	LOS A	0.7	18.4	0.59	0.55	0.59	23.4
All Vehicles		1340	2.0	1489	2.0	0.517	8.8	LOS A	3.8	97.1	0.56	0.52	0.64	26.9

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [Future (2050) PM (Site Folder: General)]

Tingen Road at Site Driveway 4
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Tingen Road														
3	L2	14	2.0	16	2.0	0.486	10.1	LOS B	3.4	85.6	0.66	0.67	0.81	30.1
8	T1	311	2.0	346	2.0	0.486	10.1	LOS B	3.4	85.6	0.66	0.67	0.81	29.9
18	R2	70	2.0	78	2.0	0.486	10.1	LOS B	3.4	85.6	0.66	0.67	0.81	29.1
Approach		395	2.0	439	2.0	0.486	10.1	LOS B	3.4	85.6	0.66	0.67	0.81	29.8
East: Site Driveway 4														
1	L2	80	2.0	89	2.0	0.349	8.1	LOS A	1.7	43.8	0.60	0.55	0.60	23.7
6	T1	4	2.0	4	2.0	0.349	8.1	LOS A	1.7	43.8	0.60	0.55	0.60	23.3
16	R2	190	2.0	211	2.0	0.349	8.1	LOS A	1.7	43.8	0.60	0.55	0.60	22.7
Approach		274	2.0	304	2.0	0.349	8.1	LOS A	1.7	43.8	0.60	0.55	0.60	23.0
North: Tingen Road														
7	L2	291	2.0	323	2.0	0.647	11.5	LOS B	6.0	153.2	0.54	0.32	0.54	28.8
4	T1	345	2.0	383	2.0	0.647	11.5	LOS B	6.0	153.2	0.54	0.32	0.54	28.6
14	R2	67	2.0	74	2.0	0.647	11.5	LOS B	6.0	153.2	0.54	0.32	0.54	27.9
Approach		703	2.0	781	2.0	0.647	11.5	LOS B	6.0	153.2	0.54	0.32	0.54	28.6
West: Site Driveway 4														
5	L2	54	2.0	60	2.0	0.160	8.0	LOS A	0.6	15.8	0.65	0.65	0.65	23.4
2	T1	4	2.0	4	2.0	0.160	8.0	LOS A	0.6	15.8	0.65	0.65	0.65	23.0
12	R2	27	2.0	30	2.0	0.160	8.0	LOS A	0.6	15.8	0.65	0.65	0.65	22.5
Approach		85	2.0	94	2.0	0.160	8.0	LOS A	0.6	15.8	0.65	0.65	0.65	23.1
All Vehicles		1457	2.0	1619	2.0	0.647	10.3	LOS B	6.0	153.2	0.59	0.48	0.63	27.3

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
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Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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PLANNING BOARD REPORT TO TOWN COUNCIL

Long Range Plan Amendments

Planning Board Meeting Date: January 8, 2024

Long range plan(s) proposed to be amended:

2045 Transportation Plan

Description of the proposed amendment(s):

Revise the 2045 Transportation Plan as proposed with 23CZ13 Seymour Mixed Use Planned Unit Development, including: 1. Changing Tingen Road/Veridea Parkway from a future 4-lane thoroughfare with median to a future 3-lane thoroughfare; 2. Realigning the future Major Collector, and associated side path and bicycle lanes, between Tingen Rd and Perry Rd.; 3. Removing the southern segment of the future local connection extending from Shackleton Rd.; 4. Adding a future roundabout on Tingen Rd.; 5. Adding a proposed side path along Tingen Rd.; and 6. Adding a proposed grade-separated bicycle and pedestrian crossing along Tingen Rd (south of 23CZ13 Seymour PUD).

Planning Board recommendation:

Motion: To recommend approval as presented.

Introduced by Planning Board member: Alyssa Byrd

Seconded by Planning Board member: Ryan Akers

☐ Approval of the proposed amendment(s) as presented

☐ Approval of the proposed amendment(s) with the following conditions or changes:

☐ Denial of the proposed amendment(s)

With 7 Planning Board member(s) voting "aye"

With 2 Planning Board member(s) voting "no"

Reason(s) for dissenting votes:

Dissenting votes Tina Sherman and Tim Royal. See attached.

This report reflects the recommendation of the Planning Board, this the 8th day of January 2024.

Attest:

Reginald Skinner, Planning Board Chair

Dianne F. Khin Digitally signed by Dianne F. Khin Date: 2024.01.08 20:35:37 -05'00'

Dianne Khin, Planning Director

Planning Board Member Name: Tim Royal

Meeting Date: 1/8/2024

☒ Rezoning # 23CZ13 Seymour PUD

☐ Long Range Plan amendment(s)_____

☐ Other_____

Reason(s) for dissenting vote:

1. Tingen road downgrade from a future 4 lane to 3 lane causes serious concern given the proposed Grace Christian School TIA was not included and they currently have approximately 1,200 students enrolled. Buses will not be an option so parent and student must drive themselves.

2. Apex Peakway - no commitment from the developer to add language per staff requests.

3. Stub streets from Salem Village need to continue the same lot size and remain detached single family residential with .25 acre lots further into the proposed Seymour PUD.

PLANNING BOARD REPORT TO TOWN COUNCIL
Dissenting Member Comments

Planning Board Member Name: Tina Sherman

Meeting Date: 1/8/2024

☐ Rezoning # 2 & 3

☐ Long Range Plan amendment(s)_____

☐ Other_____

Reason(s) for dissenting vote:

not aligned with the land use map & issues with staff alignment

| Agenda Item | cover sheet

for consideration by the Apex Town Council

Item Type: PUBLIC HEARING

Meeting Date: January 23, 2024

Item Details

Presenter(s): June Cowles, Senior Planner

Department(s): Planning

Requested Motion

Public hearing and possible motion to approve Rezoning Application No. 23CZ13 Seymour Mixed Use PUD. The applicant, Barnett Properties, LLC, seeks to rezone approximately 81.9 acres from Residential Agricultural (RA) and High Density Single-Family Residential (HDSF) to Planned Unit Development-Conditional Zoning (PUD-CZ). The proposed rezoning is located at 0, 0, and 0 Tingen Road.

Approval Recommended?

The Planning Department recommends denial.

The Planning Board held a Public Hearing on January 8, 2024 and by a vote of 5-4 recommended approval of the rezoning with the recommendation that the applicant work with staff to resolve the Apex Peakway fee-in-lieu vs. ultimate section construction issue.

Item Details

The properties to be rezoned are identified as PINs 0741142574, 0741152543, 0741155913.

Attachments

- PH8-A1: Staff Report - Rezoning Case No. 23CZ13 - Seymour Mixed Use PUD
- PH8-A2: Vicinity Map - Rezoning Case No. 23CZ13 - Seymour Mixed Use PUD
- PH8-A3: Planning Board Report to Town Council - Rezoning Case No. 23CZ13 - Seymour Mixed Use PUD

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

BACKGROUND INFORMATION:	
Address:	0, 0, and 0 Tingen Road
Applicant:	Barnett Properties, LLC
Owner:	Seymour Farm Properties, LLC., Thomas E. Seymour, Susan S. Mills and Maureen Q. Seymour

PROJECT DESCRIPTION:	
Acreage:	+/- 81.9 acres
PINs:	0741142574; 0741152543; 0741155913
Current Zoning:	Residential Agricultural (RA) (PINs 0741142574 & 0741152543); High Density Single-Family Residential (HDSF) (PIN 0741155913)
Proposed Zoning:	Planned Unit Development-Conditional Zoning (PUD-CZ)
Current 2045 Land Use Map:	Medium Density Residential (PIN 0741155913) Medium Density Residential & Medium/High Density Residential/High Density Residential (PIN 0741152543) Medium/High Density Residential (PIN 0741142574) Medium/High Density Residential/Office Employment (PIN 0741142574)
Proposed 2045 Land Use Map:	Medium Density Residential & Medium/High Density Residential (PINs 0741152543 and 0741155913) East of Tingen Rd: Medium/High Density Residential, High Density Residential, and Office Employment/Commercial Services (PIN 0741142574) West of Tingen Rd: Medium/High Density Residential (no change)
Town Limits:	In ETJ

ADJACENT ZONING & LAND USES:		
	Zoning	**Land Use**
North:	Medium Density Residential-Conditional Zoning (MD-CZ #07CZ25); High Density Single-Family Residential (HDSF)	Single-family Residential (Salem Village Subdivision & James Street Station Subdivision)
South:	Rural Residential (RR); Medium Density Residential-Conditional Zoning (MD-CZ #07CZ25)	Single-family Residential (Irongate Subdivision); Single-family Residential (Salem Village Subdivision); Apex Peakway
East:	Residential Agricultural (RA); High Density Multi-Family (HDMF-CU #01TRZ08); Light Industrial (LI); Manufactured Housing Residential (MH)	Cemetery; Vacant; Townhomes (Bradley Terrace & Westhaven); Tingen Rd
West:	Planned Unit Development-Conditional Zoning (PUD-CZ #07CZ25)	Single-family Residential (Salem Village Subdivision)

EXISTING CONDITIONS:

The project site is located at the northwest, southwest, and southeast corners of the intersection of Apex Peakway and Tingen Road and consists of three (3) parcels totaling +/- 81.9 acres. The Table below describes the existing site features in relation to the location within the proposed PUD.

Apex Peakway & Tingen Road Location	Site Conditions
Northwest Section	Heavily wooded with 2 streams: a perennial stream with a 100-foot riparian buffer and an intermittent stream with a 50-foot buffer
Southwest Section	Partially wooded with open fields, farm pond, and a few existing buildings.
Southeast Section	Partially wooded with open fields, farm pond, and bordered to the east by a perennial stream.

NEIGHBORHOOD MEETINGS:

The applicant conducted two neighborhood meetings on June 7, 2023 and December 13, 2023. The neighborhood meeting reports are attached to the staff report.

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 and high schools within the current assignment area for this rezoning/development are anticipated to have insufficient capacity for future students; transportation to schools outside of the current assignment area should be anticipated. School expansion or construction within the next five years may address concerns at the high school level and elementary level. Possible long-term solutions may include capping students out to schools with available seats (not very proximate), reassignments, or calendar changes.

2045 LAND USE MAP:

The current and proposed 2045 Land Use Map (LUM) designations for the subject properties are shown in relation to the location within the proposed PUD Plan in the table and maps below (See Figure 1: Current 2045 Land Use Map and Proposed 2045 Land Use Map).

Apex Peakway & Tingen Road Location	Current LUM	Proposed LUM
Northwest Section	Medium Density Residential and Medium/High Density Residential/High Density Residential	Medium Density Residential and Medium/High Density Residential
Southwest Section	Medium/High Density Residential	Medium/High Density Residential
Southeast Section	Medium/High Density Residential/Office Employment	Medium/High Density Residential, High Density Residential, and Office Employment/Commercial Services

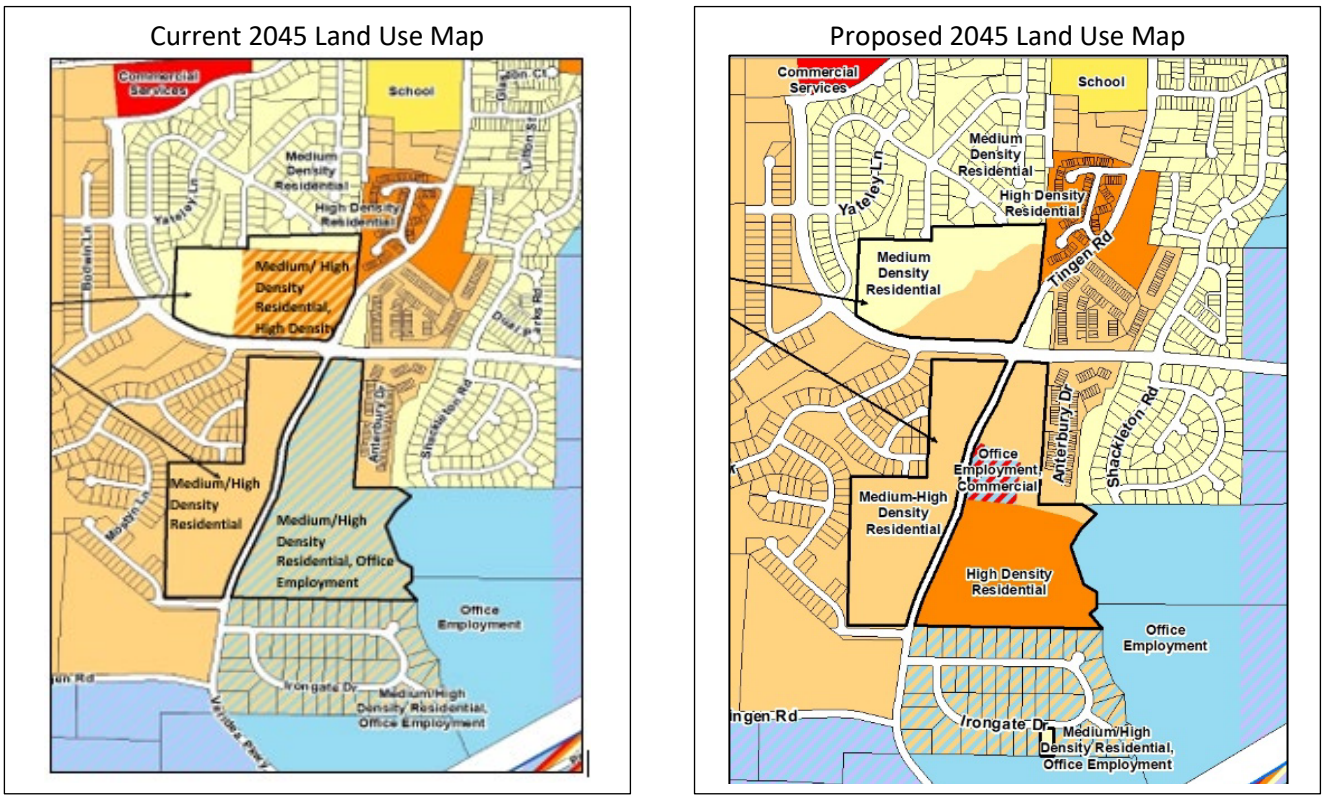


Figure 1: Current 2045 Land Use Map and Proposed 2045 Land Use Map

Northwest Section: The proposed PUD Plan relocates the Medium Density Residential and Medium/High Density Residential designation locations, by utilizing the existing stream as the border. The maximum density for the Single-Family District is limited to 6 dwelling units per acre and the Mixed Residential District is limited to a maximum density of 8 dwelling units per acre. Although, the High Density Residential designation has been removed, this section of the PUD is consistent with the 2045 Land Use Map because it complies with the Medium Density and Medium/High Density Residential designations.

Southwest Section: The proposed PUD Plan is consistent with the 2045 Land Use Map.

Southeast Section: The proposed PUD Plan reduces the Medium/High Density Residential and Office Employment designations and High Density Residential and Commercial Services designations have been added. Therefore, the proposed PUD Plan is not consistent with the current 2045 Land Use Map.

If the properties are rezoned as proposed, the 2045 Land Use Map will automatically be amended per NCGS 160D-605(a).

PROPOSED PLANNED UNIT DEVELOPMENT PLAN:

The applicant is proposing a Planned Unit Development with uses and development standards. The applicant added three additional zoning conditions after the January 8, 2024 Planning Board meeting. Those conditions are shown in **bold** font.

Permitted 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.

	Single-Family District:	Mixed Residential District***:	Multi-Family District:	Non-Residential District:
Residential				
Single-family	P	P		
Townhouse		P	P	
Duplex		P	P	
Small-scale multi-family*			P**	
Multi-family or apartment			P**	
Condominium			P	
Accessory apartment	P	P	P	
Recreational Uses				
Park, active	P	P	P	
Greenway	P	P	P	
Park, passive	P	P	P	
Recreation facility, private	P	P	P	
Utility, minor	P	P	P	
Non-Residential Uses				
Restaurant, general				P
Restaurant, drive-through				P****
Medical or dental office or clinic				P
Medical or dental laboratory				P
Office, business or professional				P
Publishing office				P
Artisan Studio				P
Barber and beauty shop				P
Book store				P
Convenience store				P
Dry cleaners and laundry service				P
Financial institution				P
Floral shop				P
Grocery, general				P
Grocery, specialty				P
Health/fitness center or spa				P
Newsstand or gift shop				P
Personal service				P
Pharmacy				P
Printing and copying service				P

	Single-Family District:	Mixed Residential District***:	Multi-Family District:	Non-Residential District:
Real estate sales				P
Retail sales, general				P
Studio for art				P
Tailor shop				P
Upholstery shop				P
Pet services				P
Day care facility				P
Drop-in or short-term day care				P
Veterinary clinic or hospital				P
Utility, minor				P

*Small scale multi-family shall be defined as: A building constructed to accommodate between two and ten dwelling units that are vertically or horizontally integrated. Multiple small-scale multi-family buildings may be located on one Lot.

**Multi-family or apartment is only permitted south of the East-West Major Collector as shown on the Concept Plan. Small scale multi-family is permitted throughout the Multi-Family District.

***The portion of the Mixed Residential District south of Apex Peakway and west of Tingen Road shall have a minimum of two residential uses.

****Standalone restaurant drive-throughs shall not be permitted. However, restaurant drive-throughs as part of a multi-tenant building are permitted.

Design Controls:

Acreages for each district are approximate and may increase or decrease by up to 20% based on updated surveys at Master Subdivision Plan.

Development shall comply with the following minimum design controls:

ALL DISTRICTS	
Maximum Residential Units	800

SINGLE-FAMILY DISTRICT	
Approximate Acreage	14.88 acres
Maximum Density	6 units/acre
Maximum Built-Upon Area	60%
Minimum Lot Size	5,000 square feet
Minimum Lot Width	50 ft.
Minimum Setbacks	
Front	20 ft.
Side	5 ft.
Rear	10 ft.
Corner Side	10 ft.
Maximum Building Height	3 stories; 45 ft.

SINGLE-FAMILY DISTRICT	
Minimum Buffer/RCA Setbacks	Buildings: 10 ft. Parking: 5 ft.

MIXED RESIDENTIAL DISTRICT		
Approximate Acreage	33.28 acres	
Maximum Density	8 units/acre	
Maximum Built-Upon Area	65%	
	Townhouses*	**Single-Family**
Minimum Lot Size	None	5,000 square feet
Minimum Lot Width	20 ft.	50 ft.
Minimum Setbacks		
Front	Rear loaded and parking lot style: 10 ft. Front loaded: 20 ft.	20 ft.
Side	0 ft. (3 ft. for end units)	5 ft.
Rear	10 ft.	10 ft.
Corner Side	10 ft.	10 ft.
Minimum Building Separation	10 ft.	
Maximum Building Height	3 stories; 45 ft.	3 stories; 45 ft.
Minimum Buffer/RCA Setbacks	Buildings: 10 ft. Parking: 5 ft.	Buildings: 10 ft. Parking: 5 ft.

*Townhouses shall not be located within 65 feet of existing single-family lots in Salem Village that share a property line with the property and front the existing stub streets of Drumlin Drive, Tice Hurst Lane, and Hawkes Drive.

MULTI-FAMILY DISTRICT			
Approximate Acreage	30.39 acres		
Maximum Built-Upon Area	70%		
	Multi-family or apartment	**Small-scale Multi-family**	**Townhouses**
Maximum Density	20 units/acre	12 units/acre	12 units/acre
Minimum Lot Size	N/A	N/A	None
Minimum Lot Width	N/A	20 ft.	20 ft.
Minimum Setbacks			
Front	10 ft.	10 ft.	Rear loaded and parking lot style: 10 ft. Front loaded: 20 ft.
Side	20 ft.	0 ft. (3 ft. for end units)	0 ft. (3 ft. for end units)
Rear	20 ft.	10 ft.	10 ft.
Corner Side	20 ft.	10 ft.	10 ft.
Minimum Buffer/RCA Setbacks	Buildings: 10 ft.	Buildings: 10 ft.	Buildings: 10 ft.

MULTI-FAMILY DISTRICT			
	Parking: 5 ft.	Parking: 5 ft.	Parking: 5 ft.
Maximum Building Height	4 stories; 60 ft.*	3 stories; 45 ft.	3 stories; 45 ft.
Minimum Building Separation	N/A	10 ft.	10 ft.

*Multi-family or apartment building facades that face Tingen Road, the Iron Gate neighborhood, or the Bradley Terrace neighborhood shall not exceed a maximum height of three stories and 50 feet.

In the portion of the Multi-family District south of the Major Collector, parking lots shall not be permitted between apartment buildings and Tingen Road. All other development shall comply with minimum parking standards set forth in UDO Section 8.3.

NON-RESIDENTIAL DISTRICT DESIGN CONTROLS	
Approximate Acreage	3.37 acres
Maximum Square Footage	50,000 sf
Maximum Built-Upon Area	70%
Minimum Setbacks	
Front	20 ft.
Side	20 ft.
Rear	20 ft.
Minimum Buffer/RCA Setbacks	Buildings: 10 ft. Parking: 5 ft.
Maximum Building Height	48 ft.

The Non-Residential District shall have at least two uses.

RESIDENTIAL PRIVATE AMENITY DESIGN CONTROLS	
Maximum Square Footage	50,000 sf
Maximum Built-Upon Area	70%
Minimum Setbacks	
Front	20 ft.
Side	20 ft.
Rear	20 ft.
Minimum Buffer/RCA Setbacks	Buildings: 10 ft. Parking: 5 ft.
Maximum Building Height	48 ft.

ARCHITECTURAL CONDITIONS:

The proposed Seymour Mixed-Use PUD 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. Elevations included are conceptual examples. Final elevations must comply with these architectural standards but may vary from the conceptual elevations. Further details may be provided at the time of Residential Master Subdivision Plan submittal.

RESIDENTIAL DESIGN GUIDELINES

Single-Family:

1. Vinyl siding is not permitted; however, vinyl windows, decorative elements and trim are permitted.
2. Garage doors shall have windows, decorative details or carriage-style adornments on them.
3. The garage shall not protrude more than 1 foot out from the front façade and front porch. However, the garage may protrude beyond 1 foot out from the front façade and front porch if the garage is accessed from the side via a J-driveway.
4. The visible side of a home 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
5. 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.
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. No more than 25% of lots may be accessed with J-driveways. There shall be no more than 3 such homes in a row on any single block. Any lots eligible for a J-driveway home shall be identified on the Final Plat.
8. All single-family garages will be wired with a 220/240-volt electric outlet.

Townhouses (front and rear loaded) and Small-Scale Multi-Family:

1. Vinyl siding is not permitted; however, vinyl windows, decorative elements and trim are permitted.
2. The roofline for townhouses and small-scale multi-family cannot be a single mass; it must be broken up horizontally and vertically between every other unit.
3. Front facing garage doors must have windows, decorative details or carriage-style adornments on them.
4. The project shall include a minimum of two (2) or more garage door styles for the front-loaded townhouses.
5. Entrances shall have a covered porch/stoop area leading to the front door.
6. The garage cannot protrude more than 1 foot out from the front façade or front porch.
7. The visible side of a townhome or small-scale multi-family building 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

8. 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.
9. The rear and side elevations of the units facing public right-of-way shall have trim around the windows.
10. Side and rear elevations shall include architectural features to break up the flat walls both vertically and horizontally.
11. Townhouse buildings shall have no more than one unadorned side-gabled roof in a row within a single building.

Multi-Family/Apartments/Condominiums:

1. Vinyl siding is not permitted; however, vinyl windows, decorative elements, and trim are permitted.
2. Rear and side elevations of units that have right-of-way frontage shall have trim around the windows.
3. A minimum of four of the following decorative features shall be used on each building:
    a. Decorative shake
    b. Board and batten
    c. Decorative porch railing/posts
    d. Shutters
    e. Decorative/functional air vents on roof or foundation
    f. Recessed windows
    g. Decorative windows
    h. Decorative brick/stone
    i. Decorative gables
    j. Decorative cornices
    k. Tin/metal roof
4. Garage doors must have windows, decorative details, or carriage-style adornments on them.
5. Siding materials shall be varied in type and/or color on at least 30% of each façade on each building.
6. Windows must vary in size and/or type.
7. Windows that are not recessed must be trimmed.
8. To reduce the Urban Heat Island Effect and conserve energy, for multi-family and non-residential buildings, all flat roofs shall be light or white colored or utilize a cool roof material.

NON-RESIDENTIAL DESIGN GUIDELINES

1. Architectural treatments such as varying roof forms, façade articulation, breaks in roof, walls with texture materials and ornamental details shall be incorporated to add visual interest.
2. Large expanses of blank walls greater than 25 feet in length or height shall be broken up with windows or other architectural features to reduce visual impacts.
3. Roof features may include flat roofs with parapet, hip roofs or awnings with metal or canvas material.
4. Non-residential exteriors shall incorporate variation in materials. The front façade and other facades located along a public right-of-way may include:
    a. Brick and/or stone masonry
    b. Decorative concrete block (integral color or textured)
    c. Stone accents
    d. Aluminum storefronts with anodized or pre-finished colors
    e. EIFS cornices, and parapet trim
    f. 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
g. Precast concrete
h. Soffit and fascia materials to be considered include EIFS with crown trim elements
i. Cementitious siding

5. Rear elevations 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, or EIFS trim.
6. To reduce the Urban Heat Island Effect and conserve energy, for multi-family and non-residential buildings, all flat roofs shall be light or white colored or utilize a cool roof material.

PARKING:

Multi-Family and Small-Scale Multi-family buildings shall provide the following minimum parking spaces per dwelling unit based on the number of bedrooms:

Bedrooms per unit	Minimum ratio
1 or 2	1.3 spaces per dwelling unit
3	1.8 spaces per dwelling unit

In the portion of the Multi-family District south of the Major Collector, parking lots shall not be permitted between apartment buildings and Tingen Road. All other development shall comply with minimum parking standards set forth in UDO Section 8.3.

NATURAL RESOURCES AND ENVIRONMENTAL DATA

RCA and Buffers:

The Property is divided by Apex Peakway with approximately 24.03 acres north of Apex Peakway and 57.92 acres south of Apex Peakway. UDO Section 8.1.2 requires minimum Resource Conservation Area ("RCA") of 10% for property north of Apex Peakway and 20% for property south of Apex Peakway. To provide a uniform standard and greater RCA than required by the UDO, the Development shall designate a minimum of 20% of the Property as RCA.

If the Development is mass graded, it shall not be required to provide the additional 5% RCA required for mass grading under UDO Section 7.2.5.B.8. The RCA requirement shall apply to the entire Property. For example, a Site Plan for a portion of the Property may provide less than 20% on-site RCA provided a minimum of 20% of the total Property acreage is RCA. Otherwise, designated RCAs will be consistent with UDO Section 8.1.2(B). Preserved streams, wetlands, and associated riparian buffers provide the primary RCAs throughout the Property. Additional RCAs may include portions of the stormwater control measures permitted by the UDO, multi-use paths, and perimeter buffers. The proposed buffer location, width, and type are provided in the table and map (See Figure 2: Buffer Location)

Buffers (See Buffer Location Map Numbers):	UDO Requirement:	Proposed:
1 Adjacent to existing single-family homes, Townhouses, or HOA Common Area (unless set forth more specifically below)	15 ft. Type A	15 ft. Type B
2 Adjacent to Salem Village common area (PIN 0741034400) parallel with Widger Lane	10 ft. Type A	15 ft. Type A
3 Adjacent to Salem Village common area (PIN 0741153031)	10 ft. Type A	10 ft. Type B
4 Along the shared property line with Iron Gate subdivision	20 ft. Type B	30 ft. Type A

Buffers (See Buffer Location Map Numbers):	UDO Requirement:	Proposed:
5 Along the north side of Apex Peakway and the south side of Apex Peakway east of Tingen Road	30 ft. Type B	30 ft. Type B
6 Along the east side of Tingen Road north of the Non-Residential District	30 ft. Type B	30 ft. Type B
7 Along the west side of Tingen Road and the east side of Tingen Road from the northern boundary of the Non-Residential District to the southernmost boundary of the Multi-Family District	30 ft. Type E (non-residential)/ 30 ft. Type B (residential) may be reduced to Type E where alley-loaded homes face a thoroughfare	30 ft. Type B but may be reduced to 15 ft. Type E as shown below*

*Where rear (alley) loaded townhouse units front Tingen Road, developer may elect, at the time of Master Subdivision/Site Plan review, to reduce the Tingen Road Thoroughfare buffer to a 15 ft. Type E buffer. Buffer reduction shall be in accordance with UDO Section 8.1.2.C.7.

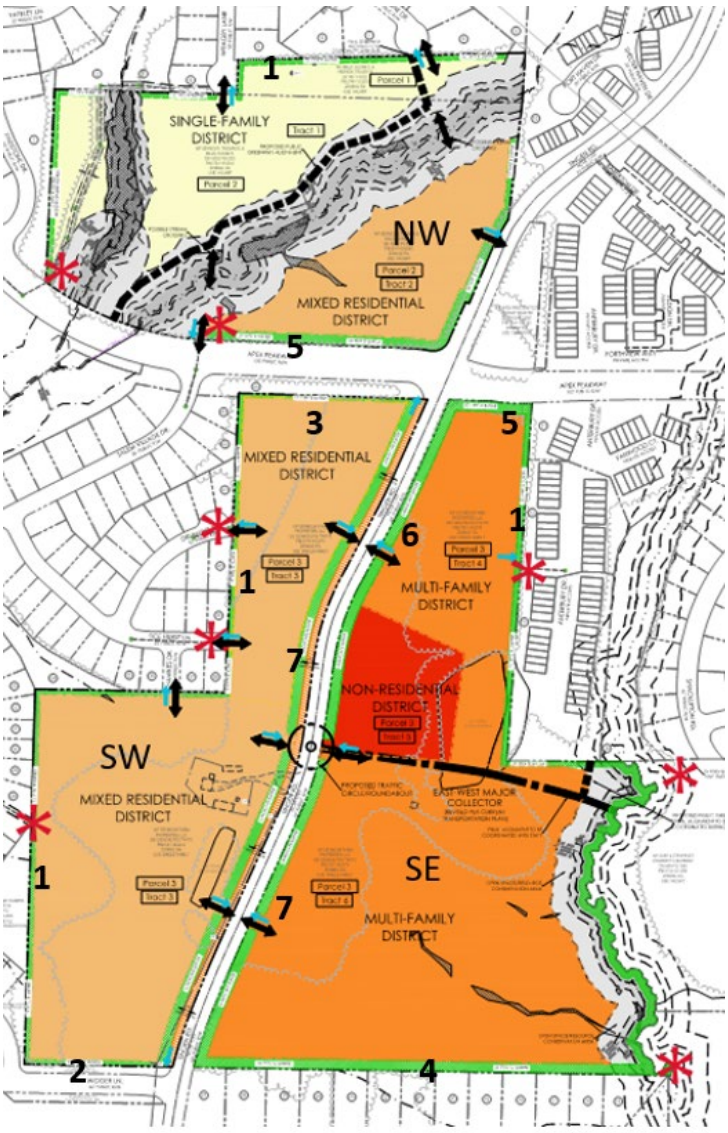


Figure 3: Buffer Location

RCA and Buffer Design Standards:

- Along Tingen Road on the western side from Driveway #3 to the roundabout, utility easements shall be counted towards required RCA and buffer standards.
- At least 75% of plants shall be native species. Landscaping will be coordinated with and approved by the Planning Department at site or subdivision review.
- Landscaping shall include at least four (4) native hardwood tree species throughout the Development.
- The project shall plant drought resistant warm season grasses or clover lawns throughout the development to minimize irrigation and chemical use.
- HOA rules may not prohibit the installation of clover lawns within the single-family and townhome portions of the development.

PLANNING STAFF ANALYSIS OF RCA:

The table below compares the minimum RCA proposed in the PUD to the requirements in the UDO. In the proposed PUD, 20% of the total acreage would be RCA but there would be no mass grading penalty. Scenario 1 is the PUD proposal. This column shows 20% of each parcel, regardless of location or proposed use.

Per UDO Sec. 7.2.5, additional RCA due to mass grading only applies to single-family residential subdivisions. Townhouse and apartment developments are exempt. Scenario 2 assumes that the only area that will develop as single-family is Tract 1, because that is the only use permitted there. Thus, the Scenario 2 column shows the required 5% additional RCA applied to Tract 1.

Scenario 3 assumes that any land where single-family is permitted will be developed as single-family homes and mass graded. Thus, the required 5% additional RCA was applied to Tracts 1, 2, and 3.

The PUD results in 0.003 acres less RCA than Scenario 3. If any portion of Tracts 1, 2, and 3 develop as townhomes, the RCA proposed by the PUD will exceed the UDO requirement.

Tract	Existing Acreage:	Scenario 1: PUD Prop RCA	Scenario 2: Min UDO RCA	Scenario 3: Max UDO Req
Tract 1	14.880	2.976	2.232	2.232
Tract 2	9.140	1.828	0.914	1.371
Tract 3	24.084	4.817	2.408	6.021
Tracts 4 & 5	13.724	2.745	2.745	2.745
Tract 6	20.080	4.016	4.016	4.016
Total:	81.908	16.382	12.315	16.385

ENVIRONMENTAL ADVISORY BOARD:

The Apex Environmental Advisory Board (EAB) held a pre-application meeting for this rezoning on April 10, 2023. The zoning conditions suggested by the EAB are listed below along with the applicant's response to each condition. Out of 19 recommended conditions, 12 were provided.

	EAB Suggested Conditions	Applicant's Response
1	The project shall install one (1) sign per SCM to reduce pet waste and prohibit fertilizer, in locations that are publicly accessible, suc[illegible]t to amenity centers, sidewalks,	Yes

	EAB Suggested Conditions	Applicant's Response
	greenways, or side paths.	
2	The project shall ensure that 75% of the landscaping shall be native species, which shall provide diverse and abundant pollinator and bird food sources. Special attention shall be paid to providing diverse and abundant pollinator and bird food sources, including plants that bloom in succession from spring to fall. Landscaping shall be coordinated with and approved by the Planning Department at site or subdivision review.	Yes
3	The project shall increase biodiversity within perimeter buffers, common owned open space, and other landscape areas by providing a variety of native and adaptive species for the canopy, understory and shrub levels. A minimum of 75% of the species selected shall be native or a native of North Carolina.	Yes
4	To reduce irrigation requirements, the project shall select and plant only warm season grasses.	Yes
5	The UDO requires a 10-foot buffer along the western perimeter of the property. The applicant shall add 15-foot buffer in that location, which would be an increase of 5-feet above the requirement.	Yes
6	The project shall install at least one (1) pet waste station per 25 residential units throughout the community in locations that are publicly accessible, such as adjacent to amenity centers, SCMs, sidewalks, greenways or side paths. If there fewer than 25 homes, at least one (1) pet waste station shall be installed.	Yes
7	All homes shall be pre-configured with conduit for a solar energy system.	Yes
8	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.	Yes
9	No clearing or land disturbance shall be permitted within the riparian buffer, except the minimum necessary to install required sewer infrastructure and SCM outlets. The SCM water storage and treatment area shall not be permitted within the riparian buffer. The sewer shall be designed to minimize impacts to the riparian buffer.	Yes
10	10% of single-family homes shall have a minimum of 4kW solar PV system installed before the 50% building permit is released.	No
11	20% of single-family homes shall have a minimum of 4 kW solar PV system installed before the 90% building permit is released.	No
12	All single-family garages will be wired with a 220/240 electric outlet.	Yes
13	All top-floor apartments will be made solar PV ready per Apex documentation	No
14	20% of top-floor apartments will be connected to a minimum 4-kW solar PV system prior to the issuance of a certificate of occupancy.	No
15	A minimum of 30% of apartment parking spaces will be pre-configured for electrical vehicle charging stations.	No
16	A minimum of 10% of apartment parking spaces will have EV charging stations.	No
17	The non-residential buildings shall support a minimum of 20 kW of solar PV.	No
18	The buffer between the Seymour development and Iron Gate subdivision shall be a 30-foot Type A buffer.	Yes
19	The project shall preserve at least 20% of canopy for the parcel north of the Peakway.	Yes – as RCA

The following environmental conditions shall apply to the Development:

1. All dwelling units shall be pre-configured with conduit for a solar energy system.
2. The project shall install at least one (1) sign per SCM discouraging the use of fertilizer and to reduce pet waste near SCM drainage areas. The sign(s) shall be installed in locations that are publicly accessible, such as adjacent to, but outside of public property and/or public easement(s), amenity centers, sidewalks, greenways, or side paths.
3. For multi-family, the project shall install at least one (1) pet waste station per multi-family building. For single-family, the project shall install at least one (1) pet waste station per 25 homes.
4. The project shall plant drought resistant warm season grasses or clover lawns throughout the development to minimize irrigation and chemical use.
5. HOA rules may not prohibit the installation of clover lawns within the single-family and townhome portions of the development.
6. Stormwater control devices shall be designed and constructed so that post development peak runoff does not exceed pre-development peak runoff conditions for the 24-hour, 1-year, 10-year, and 25-year storm events.
7. Landscaping shall include at least four (4) native hardwood tree species throughout the Development.
8. No clearing or land disturbance shall be permitted within the riparian buffer, except the minimum necessary to install required road and utility infrastructure and SCM outlets. The SCM water storage and treatment shall not be permitted within the riparian buffer. Sewer infrastructure shall be designed to minimize impacts to riparian buffers.
9. At least 75% of plants shall be native species. Landscaping will be coordinated with and approved by the Planning Department at site or subdivision review.
10. To reduce the Urban Heat Island Effect and conserve energy, for multi-family and non-residential buildings, all flat roofs shall be light or white colored or utilize a cool roof material.
11. All single-family garages will be wired with a 220/240-volt electric outlet.
12. **Apartments (excluding Small Scale Multi-family) south of the Major Collector street shall be designed to meet the requirements for one of the following green building certifications: LEED, Energy Star, BREEAM, Green Globes, NGBS Green, NAHB, or GreenGuard. A third-party consultant shall be hired to evaluate the project and certify to the Town of Apex that the project meets the standards for certification. The applicant shall forward a copy of the certification application to the Town of Apex Planning Department to verify that the application has been submitted.**

STORMWATER:

This PUD shall go above the stormwater management requirements for quality and quantity treatment outlined in Section 6.1.7 of the UDO such that:

- Stormwater control devices shall be designed and constructed to exceed UDO standards so that post development peak runoff does not exceed pre-development peak runoff conditions for the 24-hour, 1-year, 10-year, and 25-year storm events. Otherwise, the Development shall meet all stormwater management requirements for quality and quantity treatment in accordance with Section 6.1 of the UDO.
- Acceptable stormwater structures shall include detention ponds, constructed wetlands, bio-retention areas, or other approved devices consistent with the NC DEQ Stormwater Design Manual and the Town of Apex UDO**.**
- No clearing or land disturbance shall be permitted within the riparian buffer, except the minimum

necessary to install required road and utility infrastructure and SCM outlets. The SCM water storage and treatment shall not be permitted within the riparian buffer. Sewer infrastructure shall be designed to minimize impacts to riparian buffers.

- The project shall install at least one (1) sign per SCM discouraging the use of fertilizer and to reduce pet waste near SCM drainage areas. The sign(s) shall be installed in locations that are publicly accessible, such as adjacent to, but outside of public property and/or public easement(s), amenity centers, sidewalks, greenways, or side paths.

PUBLIC FACILITIES:

Water, Sewer, and Electrical Systems:

The proposed Seymour PUD will be served by Town of Apex water, sanitary sewer, and electrical systems. The utility design will be finalized at Master Subdivision Plan review. A conceptual Utility Plan is included in the PUD Plan for reference. The ultimate design for the utilities shall meet the current Town of Apex Master Water and Sewer Plans for approval.

Proposed Seymour PUD Plan Transportation Improvements:

The following conditions regarding transportation improvements apply and shall be phased consistent with the Traffic Impact Analysis, attached to the staff report, that has been performed for this rezoning. Staff is aware of a potential school site south of the PUD on Tingen Road, but it has not yet been submitted or approved. Therefore, it has not been included as background development in the Seymour TIA. The proposed 2-lane divided typical section for Tingen Road was based on 2050 volume projections in the Triangle Regional Model accounting for long range future development. All proposed driveway access and improvements on state-maintained roadways are subject to both Apex and NCDOT review and approval. Except as set forth herein, all proposed roadway infrastructure and right-of-way dedications will be consistent with the Town of Apex Comprehensive Transportation Plan, as amended with this rezoning.

The developer shall:

1. Improve Tingen Road for the length of the Property's Tingen Road frontage to a 3-Lane Thoroughfare street section as shown below and attached **Exhibit C** (See Figure 3: Tingen Road Section, including a 10-foot side path on the west side of Tingen Road). The Director of Transportation and Infrastructure Development may administratively approve modifications to dimensions and design elements of the Tingen Road Section.

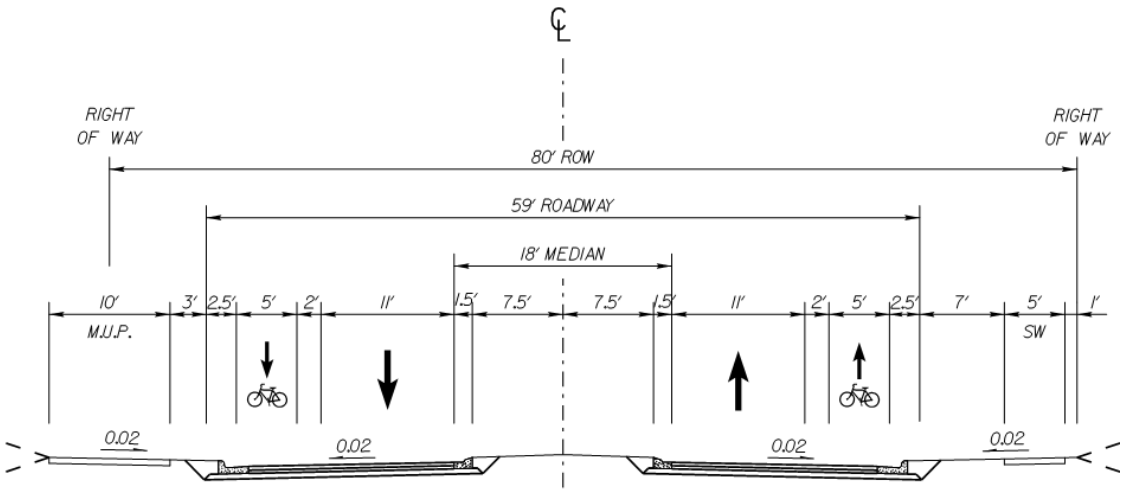


Figure 3: Tingen Road Section

2. Construct a Major Collector Street with marked and signed bike lanes from Tingen Road to the eastern Property boundary. If the Army Corps of Engineers, or other applicable governing body, does not permit construction of the road through the existing stream buffer along the eastern Property line, Developer shall pay a fee in lieu based on estimated construction costs of the remaining extension plus permitting and design fees for half of the stream crossing.
3. Construct a single-lane roundabout at the intersection of the Major Collector Street and Tingen Road.

Apex Peakway:

4. Widen Apex Peakway through the intersection with Tingen Road westward to provide the ultimate section width that terminates at the eastern boundary of Site Driveway 1, with lane transitions eastbound and westbound as shown in the attached **Exhibit D** (the "Peakway Section"). The Director of Transportation and Infrastructure Development may administratively approve modifications to dimensions and design elements of the Peakway Section. In addition, Developer shall construct the following improvements:
    a. Install a metal strain pole traffic signal at the intersection of Apex Peakway and Tingen Road when permitted by NCDOT. A warrant study shall be performed prior to platting 300 single-family residential units or site plan final plat for up to 300 apartment dwelling units, at the direction of Apex staff. If NCDOT does not permit the traffic signal at that time, Developer shall pay a fee-in-lieu for the estimated cost of design and installation of the metal strain pole traffic signal and dedicate all necessary easements and rights of way based on a conceptual engineering layout to be provided by Developer. Minimum turn lane lengths shall be constructed/striped as follows:
        i. Northbound left turn lane with 150 feet of storage, plus deceleration and taper
        ii. Northbound right turn lane with 100 feet of storage, plus deceleration and taper
        iii. Southbound left turn lane with 175 feet of storage, plus deceleration and taper
        iv. Eastbound left turn lane with 175 feet of storage, plus deceleration and taper
        v. Westbound left turn lane with 150 feet of storage, plus deceleration and taper

b. Widen the westbound approach to Tingen Road to provide a left turn lane and taper/transition to set the curb line, as shown in the attached Peakway Section (the "Taper"), within the existing Apex Peakway right of way adjacent to PINs 0741159109 and 0741250245 (the "Cemetery Property"). Provided, however, that if plans for the Taper (a) require grading that disturbs existing graves on the Cemetery Property or in the right-of-way, or (b) require relocation of one or more existing graves on the Cemetery Property or in the right-of-way, Developer may narrow the curb width for the Taper (the "Revised Taper") to avoid any impact on existing graves. In no event shall Developer be required to relocate existing graves. If the Revised Taper is required, Developer may reduce the width of the Peakway Section west of the intersection of Apex Peakway and Tingen Road to provide an appropriate transition from the Revised Taper.

c. Construct a 10-foot side path along the property's Apex Peakway frontage along the north side of Apex Peakway (the "Peakway Side Path") that terminates at Padstone Drive. The Peakway Side Path will require one or more permits from the appropriate governmental agencies to permit crossing the existing stream and culvert that crosses Apex Peakway (the "Permits"). If Developer cannot obtain the Permits, the Peakway Side Path shall terminate at the eastern boundary of Site Driveway 1. (A fee in lieu would be submitted to the Town for future completion of the side path from Site Driveway 1 to Padstone Drive).

Proposed Site Driveways:

The proposed PUD Plan includes right in and right out, full movement driveways and a roundabout. (See Figure 4: Proposed Site Driveways on Apex Peakway and Tingen Road)

5. Construct Site Driveway 1 at Apex Peakway/Salem Village Drive including:
   a. an eastbound left turn lane with 50 feet of storage, plus deceleration and taper
   b. a continuous westbound right turn lane
6. Construct Site Driveway 2 at Tingen Road (north of Apex Peakway) as right-in/right-out only.
7. Construct Site Driveway 3 at Tingen Road (south of Apex Peakway) as right-in/right-out only on both driveway approaches.
8. Construct Site Driveway 4/Major Collector Street at Tingen Road (south of Site Driveway 3) as a single-lane roundabout.
9. Construct Site Driveway 5 at Tingen Road (south of Site Driveway 4/Major Collector Street) as right-in/right-out only on both driveway approaches.

Arrows = potential access points
Yellow box and Arrow = Full Movement
Red stars = potential sewer connections
Blue box and Arrow = Right-in Right-out
Circle = Roundabout location

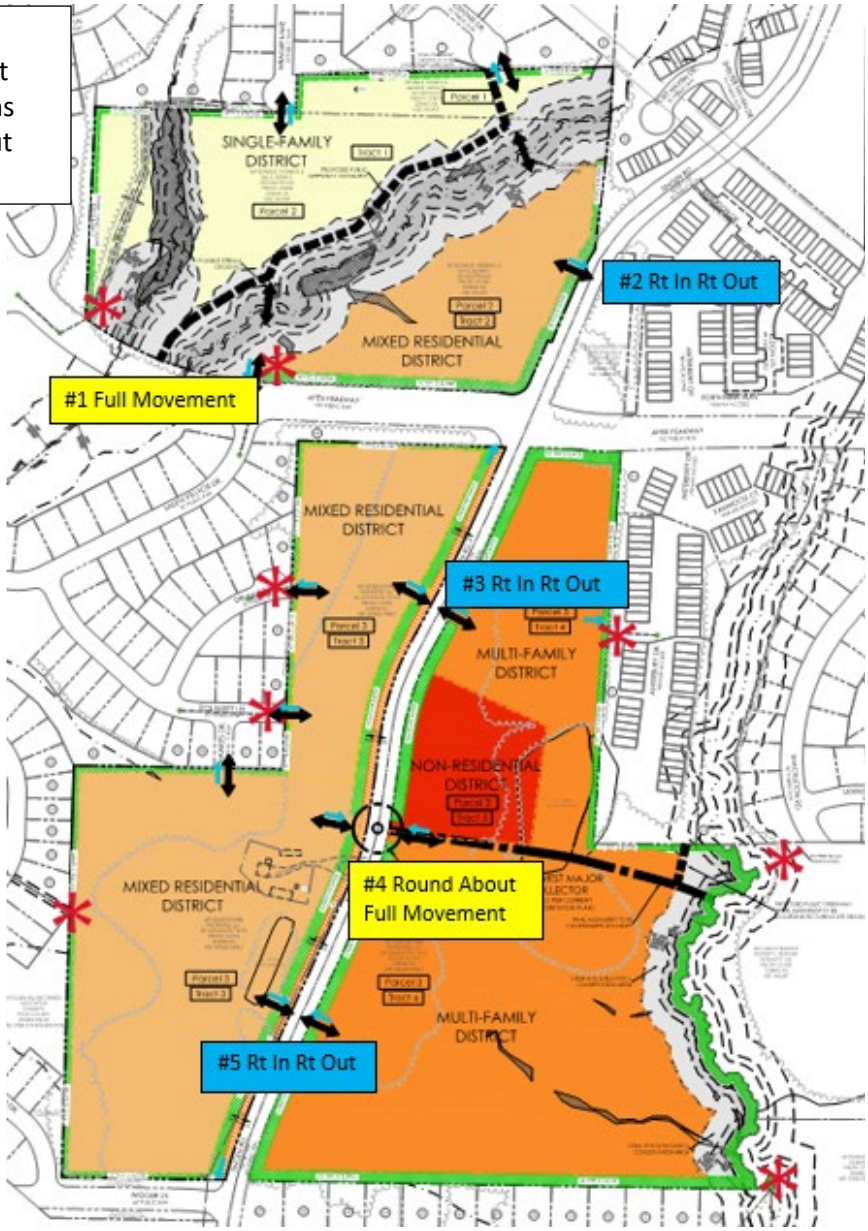


Figure 4: Proposed Site Driveways on Apex Peakway and Tingen Road

Apex Peakway and Perry Road

10. Developer shall pay a fee in lieu to the Town for Developer's share of the estimated costs to design and install a metal strain pole traffic signal at the intersection of Apex Peakway and Perry Road (the "Perry Road Signal"). Developer's share shall be 18% of the total estimated costs to design and install the Perry Road Signal.

Construction Traffic

To the greatest extent practicable, all heavy-duty construction traffic shall enter and exit the site via Tingen Road and Apex Peakway. "No Construction Traffic" signage shall be posted at the intersection of Drumlin Drive and the Property line and Tice Hurst Lane and the Property line.

Northwest Section Cross Access/Stream Buffers:

Adjacent to the PUD Plan Northwest Section are two existing street stubs; Wragby Lane and Padstone Drive. In addition, an existing stream is located diagonally across the Northwest Section. The proposed PUD Plan includes the following:

- To construct internal streets that will connect to the street stubs, cross the stream, and connect to Apex Peakway and/or Tingen Road.
- These connections will require approval of one or more stream crossings from the Army Corps of Engineers and/or other applicable government agencies. If the Army Corps or other government agency does not permit the stream crossing necessary to extend a Street Stub, the Street Stub may be extended south onto the Property to serve the project and terminate as a cul-de-sac north of the Stream (the "New Cul-de-sac"), in which case the New Cul-de-sac shall not be required to meet UDO maximum cul-de-sac length regulations and shall not be in violation of any other UDO provision that requires cross-access.
- If a street connection is not permitted across the stream, a pedestrian connection shall be constructed to link the two sides of the subdivision, subject to approval of the Town and any other applicable governing body.
- **The Developer shall construct an internal street and 5-foot sidewalk within PIN 0741142574 that terminates at or before the existing private stub street in Bradley Terrace extending west from Anterbury Drive over PIN 0741241622 in a manner that allows the Bradley Terrace Homeowners' Association to complete the cross-access connection if connectivity is desired in the future.**

Pedestrian and Bicycle Facilities:

Per the Town of Apex Bicycle and Pedestrian System Plan Map and UDO requirements, the developer shall construct sidewalks, side paths, bike lanes, and marked bike buffers as follows:

- Sidewalks (5 feet wide) shall be provided along both sides of all streets. A 10 foot wide side path shall be constructed, as shown on the Transportation Plan, as amended, along Apex Peakway (north side), Tingen Road (west side) and the major collector street extending east from Tingen Road. In addition, to on street sidewalks, the Mixed Residential District west of Tingen Road and south of Apex Peakway shall provide a minimum of two pedestrian connections to the Tingen Road Side Path.
- Tingen Road shall include bike lanes and bike buffers consistent with the Tingen Road streetscape recommended by the Transportation Plan, as amended.
- The project shall include marked and signed bike lanes on the Major Collector Street.
- Signalized pedestrian crosswalks at the intersection of Apex Peakway and Tingen Road.
- Developer shall extend the side path along the western boundary of Tingen Road south of PIN 07411142574 to stub to the northern boundary of the Grace Christian School Property (PIN 0741019204) (the "Grace Connection"). The Grace Connection may require acquisition of off-site right of way and/or easements over off-site property including, but not limited to, PIN 0741034400, PIN 0741026971, PIN

0741023701, and PIN 0741022140 (collectively, the "Off-Site Rights-of-way"). Developer shall work to acquire the Off-Site Rights-of -Way prior to Master Subdivision Plan approval. If Developer is unable to acquire the Off-Site Rights-of-way for market value, in Developer's discretion, the developer shall pay a fee-in-lieu in the amount of the estimated cost of the Grace Connection.

Transit:

The project shall construct two public bus stops along Tingen Road with exact locations to be determined at the time of Site Plan or Master Subdivision Plan and according to the specifications outlined below. The bus stops shall meet the approved Town of Apex bus stop standard construction specifications ("Town Standards") and be located in the public right of way, subject to approval of Town and NCDOT staff.

- If no bus service is in operation along the Property's Tingen Road frontage at the time of Master Subdivision Construction Drawing approval, developer shall only be required to construct the concrete pad to Town standards. No other amenities (bench, trash receptacle, bike racks) shall be required.
- If bus service is in operation along the Property's Tingen Road frontage at the time of Master Subdivision Construction Drawing approval, developer shall construct the complete bus stop to Town Standards including a bench, trash receptacle, and two bike racks.
- The bus stops shall comply with all ADA and PROWAG accessibility guidelines.

TRANSPORTATION AND INFRASTRUCTURE STAFF ANALYSIS:

Town staff recommends that the proposed Seymour PUD Plan include widening the Apex Peakway through the intersection with Tingen Road westward to provide the four-lane median-divided ultimate section width that terminates at the extent of the project's property frontage and transitions back to a 2-lane section with a right turn lane drop at Padstone Drive. The applicant is proposing to widen it only to the eastern boundary of Site Drive 1. (See Figure 5: Apex Peakway Ultimate Section)

Red Line = Town Staff recommendation for ultimate section
Yellow Line = Applicant's proposed Seymour PUD Plan ultimate section

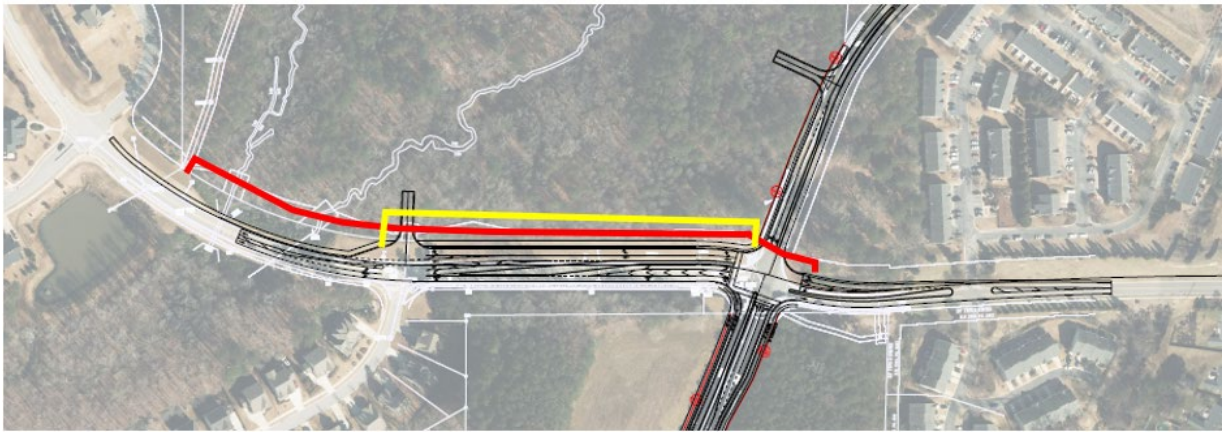


Figure 5: Apex Peakway Ultimate Section

If the Apex Peakway ultimate section is built per the Applicant's proposed PUD Plan (yellow line), then in the future the Town will need to widen the Apex Peakway across two (2) streams, one intermittent and one perennial stream with extension of the large box culvert. The distance between Site Drive 1 and the edge of the project's frontage is approximately 525 feet. Additionally, staff asked that the ultimate section be extended to the east side of Tingen Road before tapering back to a tw n. This would set up all four corners at ultimate

section. The applicant has proposed widening for a left turn lane and transition area with a median on the westbound approach to Tingen Road, but has not proposed ultimate section at the intersection and expressed concerns over potential impacts to the adjacent cemetery.

The UDO Section 7.5.4.D Apex Peakway Construction Requirements includes Order of Construction as follows:

4) *Order of Construction*
Because of expected low traffic counts early in the life of the facility, two travel lanes with curb and gutter and sidewalk are to be constructed initially with grading for the remaining roadway width when adequate public right-of-way is available. First priority of construction shall be the outer two travel lanes. In constructing only the outer two lanes, the inside curb shall be constructed as median curb.

a) *Development on Outside of Road Corridor*
One-half of the right-of-way shall be dedicated and the outside two lanes and sidewalk shall be built as specified above.

b) *Development on Inside of Road Corridor*
When property develops on the inside of the corridor and the outer lanes have already been constructed, the remaining one-half (½) right-of-way shall be dedicated and an approved connection shall be made to the outer lanes. A fee in lieu shall be paid for construction of the inside lanes and multi-use path.

If the outer lanes have not been constructed and the developer has access to the property through an existing road, then the Town may consider accepting the dedication of one half (½) of the right-of-way and a fee-in-lieu of construction. If the outer lanes have not been constructed but the only access to the property being developed is the Peakway, then the developer shall make the necessary arrangements to have the right-of-way dedicated and the outside lanes constructed and may be required to dedicate the right-of-way and pay a fee in lieu of construction of the inside lanes. In a situation where it may be possible to build the inside lanes and transition from the outside lanes to the inside lanes meeting 40 mph roadway design guidelines, then the Town may consider allowing the developer to dedicate the right-of-way and build the inside lanes instead of the outside lanes.

c) *Development of Both Sides of the Road Corridor*
If the owner develops property on both sides of the corridor, the full right-of-way shall be dedicated with construction of the outer two lanes, curb and gutter and sidewalk as specified above. The property owner shall also provide grading for the remaining half of the roadway.

The staff recommendation to construct the Peakway ultimate section rather than pay fee-in-lieu is based on a number of factors which are not exclusive to the Apex Peakway corridor:

- Apex growth.
- Increased traffic.
- Roadways such as the Peakway are becoming stressed and over-capacity in some areas.
- Fee-in-lieu does not keep up with the immediate needs for improvement.
- Future widening is more disruptive with increased traffic once adjacent homes and businesses are occupied.
- The Town will begin building a four-lane bridge over Salem Street next year and traffic will increase along the south Peakway once the bridge is open.
- The Town is seeking to have the ultimate section built as development occurs where possible.

AFFORDABLE HOUSING

Proposed PUD Plan Affordable Housing:

The following affordable housing commitment shall apply to apartments in the Multi-Family District (but shall not apply to Small-Scale Multifamily units):

A minimum of five percent (5%) of the total residential apartment units (as shown on the first site plan submittal for apartments) shall be designated as restricted low-income affordable housing rental units (the "Affordable Units") for a minimum affordability period of ten (10) years starting from the date of issuance of the first residential Certificate of Occupancy (the "Affordable Restriction Period").

- The Affordable Units shall be occupied by low-income households earning no more than eighty percent (80%) of the Raleigh, NC Metropolitan Statistical Area (MSA) Area Median Income, adjusted for family size, as most recently published by the U.S. Department of Housing and Urban Development (HUD)(the "AMI").
- The Affordable Units shall be rented to low-income households during the Affordable Restriction Period at maximum rent limits per bedroom size, no greater than eighty percent (80%) AMI and stipulated by the most recently published North Carolina Housing Finance Agency Low-Income Housing Tax Credit Multifamily Tax Subsidy Program income and rent limits for the Wake County Metropolitan Area.
- If the Affordable Units calculation results in a fraction between 0.50 and 0.99, the number of Affordable Units shall be rounded up to the nearest whole number.
- Prior to issuance of the first residential Certificate of Occupancy for the Apartment District, a restrictive covenant between the Town and property owner shall be executed and recorded in the Wake County Registry to memorialize the affordable housing terms and conditions.
- During the Affordable Restriction Period, the property owner shall be responsible for performing all property management and administration duties to ensure compliance with this affordable housing condition and shall submit annual compliance reports to the Town verifying compliance.
- Following expiration of the Affordable Restriction Period, this affordable housing condition shall expire, and the property owner shall be relived of all obligations set forth in this affordable housing condition, and the Affordable Units may be freely marketed and leased at market-rate rents.

HOUSING STAFF ANALYSIS:

The development proposes a maximum of 800 residential units with a mixture of single family, townhome, and apartment units. Based on the June 2023 adopted Affordable Housing Incentive Zoning Policy, housing staff has recommended a minimum of 40 affordable housing units be included in the development. Based on the adopted policy's minimum recommendation thresholds, residential developments (applying for a rezoning petition) with at least 20 units proposed, are recommended to reserve a minimum of five percent (5%) of the final unit count as affordable housing, with negotiable affordability terms and income targeting based on other existing project conditions.

The applicant has offered to reserve five percent (5%) of the final apartment unit count (approximately 20 rental units, if approved) for renters earning no more than eighty percent (80%) of the Area Median Income (AMI) for the Raleigh, NC Metropolitan Statistical Area (MSA) based on the 2023 Department of Housing and Urban Development (HUD) Income Limits. The applicant's affordable housing proposal is not based on the entire development unit count, and is not sufficient enough to meet the minimum recommendation. An affordability

term has not been specified by the applicant, and the applicant did not request any incentives based on the policy.

Given the voluntary nature of the adopted policy, Housing staff has recommended one of the following outcomes to facilitate greater flexibility in the applicant's affordable housing proposal:

- 5% of the final unit count as affordable units, to all be located in the multifamily phase of the development. 80% AMI for 20 years from CO.
- 10% of the final unit count as affordable units, to all be located in the multifamily phase of the development. A mixture of 60% AMI and 80% AMI for 10 years from CO.

Final unit count is intended to include all approved units within the development. Either one of the recommendations provided would qualify the applicant to request incentives based on the adopted policy.

PARKS, RECREATION, AND CULTURAL RESOURCES ADVISORY COMMISSION:

On September 27, 2023, the Parks, Recreation, and Cultural Resources Advisory Commission recommended the following:

- A fee-in-lieu of dedication with credit for construction of greenway for a maximum combination of 740 single-family detached, single-family attached and multi-family residential units. The current 2023 rate of $4,016.66 per single-family unit, $2,705.23 per single-family attached unit, and $2,381.87 per multi-family or apartment unit which shall be deposited with the Town at final plat. Rates are adjusted each year and the rate shall be updated at final plat when the fee is due.
- The greenway shall be completed and accepted prior to 50% of the units West of Tingen Road receiving a building permit.

The final unit count and total fee-in-lieu will be calculated at Master Subdivision Plan and Construction Document review.

In addition, the project shall convey to the town a greenway easement over the property to facilitate a future pedestrian connection to the planned Branch Greenway corridor. (See Figure 6: Proposed Connection to Branch Greenway Corridor).



Figure 6: Proposed Connection to Branch Greenway Corridor

PLANNING STAFF RECOMMENDATION:

Planning staff recommends denial of Rezoning #23CZ13 Seymour Mixed Use PUD because it does not include the widening of the Apex Peakway along the project frontage to the ultimate section as recommended by staff. The unfinished infrastructure portions will require the Town to expend significant funds to expand a large culvert and cross two streams.

PLANNING BOARD RECOMMENDATION:

The Planning Board held a public hearing on January 8, 2024 meeting and recommended approval by a vote of 5 to 4 of the rezoning with the recommendation that the applicant work with staff to resolve the Apex Peakway fee-in-lieu vs. ultimate section construction issue.

The applicant did not revise the PUD conditions or plans regarding the Apex Peakway infrastructure prior to the publishing of the staff report. At this time, staff and the applicant are continuing discussions and will present the outcome at the January 23, 2024 Town Council meeting.

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 current 2045 Land Use Map designates the subject properties as:

- Northwest Section: Medium Density Residential and Medium/High Density Residential/High Density Residential
- Southwest Section: Medium/High Density Residential
- Southeast Section: Medium/High Density Residential/Office Employment

If the properties are rezoned as proposed, the 2045 Land Use Map will automatically be amended a per NCGS 160D-605(a) to:

- Northwest Section: Relocate the boundary for Medium Density Residential and Medium/High Density Residential and remove the High Density Residential designation; and
- Southeast Section: Reduce the Medium/High Density Residential and Office Employment designations and add High Density Residential and Commercial Services.

The proposed Seymour PUD Plan is neither reasonable nor in the public interest because it will not improve the road system in a way that will mitigate the impacts of the increased residential units and commercial uses. The staff recommendation to construct the Peakway ultimate section rather than pay fee-in-lieu is based on a number of factors which are not exclusive to the Apex Peakway corridor as stated previously in the staff report and below:

- Apex growth.
- Increased traffic.
- Roadways such as the Peakway are becoming stressed and over-capacity in some areas.
- Fee-in-lieu does not keep up with the immediate needs for improvement.
- Future widening is more disruptive with increased traffic once adjacent homes and businesses are occupied.
- The Town will begin building a four-lane bridge over Salem Street next year and traffic will increase along the south Peakway once the bridge is open.
- The Town is seeking to have the ultimate section built as development occurs where possible.

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 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.

Planned Unit Development (PUD-CZ) District

1. 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 2045 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 elevations representative of the residential structures t[illegible]nsure 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 10% provided that the PD Plan for PUD-CZ includes one or more of the following:

(i) A non-residential component; (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 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 2045 Land Use.

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 Planned Unit Development-Conditional Zoning (PUD-CZ) designation demonstrates compliance with the following standards. 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 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.

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

August 30, 2023

Lyle Overcash, PE.
Kimley-Horn and Associates, Inc.
421 Fayetteville Street, Suite 600
Raleigh, NC 27601
(919) 677-2000

Subject: **Final staff summary and comments for the Seymour PUD TIA, 06/29/2023**

Mr. Overcash:

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 five (5) intersections:

- Apex Peakway and Salem Village Drive/Site Driveway 1
- Tingen Road and Site Driveway 2
- Tingen Road and Site Driveway 3
- Tingen Road and Site Driveway 4
- Tingen Road and Site Driveway 5

The following ten (10) intersections were also included for analysis in the TIA study area:

- Tingen Road and Widger Lane
- Tingen Road and James Street
- James Street and Minley Way
- Apex Peakway and Apex Peakway Connector
- S Salem Street and Apex Peakway Connector
- James Street and Apex Peakway
- NC 55 and Apex Peakway
- Apex Peakway and S Hughes Street
- Apex Peakway and Perry Road
- Apex Peakway and Tingen Road

Trip Generation

The proposed development is expected to consist of 100 single family detached housing units, 300 townhomes, 400 mid-rise apartment units, and a 15,000 square-foot daycare facility. The development is projected to generate approximately 191 new trips entering and 362 new trips exiting the site during the weekday A.M. peak hour and 335 new trips entering and 263 new trips exiting the site during the weekday P.M. peak hour. The development is projected to add an additional 5,822 new daily trips onto the adjacent roadway network.

Background traffic

Background traffic consists of 3% annual background traffic growth compounded to build out year 2027, and the following two (2) background developments.

- Fast Food Restaurant (Chick-fil-a)
- Veridea Phase 1

It should also be noted that TIP project U-5928 *Apex Peakway Southwest Connector* is projected to be constructed prior to the development build out date. This project will change traffic patterns within the development's study area and impact traffic conditions in the No Build and Build conditions. Town of Apex has shared the traffic forecast analysis report for the project, and changes to traffic patterns were incorporated into the TIA analysis for this development.

Trip Distribution and Assignment

The trip distributions to and from the development site are as follows:

- 30% to/from the south on NC 55
- 25% to/from the south on Tingen Road
- 10% to/from the north on Apex Peakway Connector
- 10% to/from the north on Perry Road
- 10% to/from the west on S Salem Street
- 5% to/from the east on S Salem Street
- 5% to/from the east on James Street
- 5% to/from the north on NC 55

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 15 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 2023** - Existing year 2023 traffic.
- **No Build 2027** – Projected year (2027) with background traffic growth and background development.
- **Build 2027** – Projected year (2027) with background traffic, and site build-out including recommended improvements where applicable.

Apex Peakway and Salem Village Drive/Site Driveway 1

Table 1. A.M. / P.M. Unsignalized Peak Hour Levels of Service Apex Peakway and Salem Village Drive/Site Driveway 1			
	Existing 2023	**No Build 2027**	**Build 2027**
Overall	NA	NA	NA
Eastbound (Apex Peakway)	*NA*	*NA*	*A / A[2]*
Westbound (Apex Peakway)	*A / A[2]*	*A / A[2]*	*A / A[2]*
Northbound (*Salem Village Drive*)	*A / A[1]*	*C / C[1]*	*D / D[1]*
Southbound (Site Driveway 1)	*NA*	*NA*	*C / C[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 a full movement stop-controlled driveway for the planned development that ties into the existing intersection of Apex Peakway and Salem Village Drive as a fourth leg. The TIA recommends the driveway to consist of one ingress lane and one egress lane. Additionally, the TIA recommends an eastbound left turn lane with 50 feet of storage and appropriate deceleration length and taper, as well as a westbound right turn only lane extending from Tingen Road and dropping at Site Driveway 1 on Apex Peakway.

Apex staff recommendations:

Apex staff concur with the recommendations in the TIA. The two stop-controlled approaches are projected to operate at LOS D or better with the proposed improvements during the peak hours in the Build scenario. The proposed storage of the left turn lanes on the free-flow Apex Peakway approaches are projected to adequately meet storage demand of the 95th percentile queues in the Build scenario. It should be noted that sight distance to the west is limited through the roadway curve on Apex Peakway and offsite sight easements may be necessary to permit this driveway access.

Tingen Road and Site Driveway 2

Table 2. A.M. / P.M. Unsignalized Peak Hour Levels of Service Tingen Road and Site Driveway 2	
	Build 2027
Overall	NA
Eastbound (Site Driveway 2)	*B / B[1]*
Northbound (Tingen Road)	*A / A[2]*
Southbound (Tingen 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 a two-lane, two-way, full movement site driveway with stop-control approximately 480 feet north of Apex Peakway on Tingen Road.

Apex staff recommendations:

Apex staff recommends Site Driveway 2 to be constructed as a right-in/right-out only driveway due to close proximity to the 4-leg intersection of Apex Peakway and Tingen Road. Both Apex Peakway and Tingen Road are thoroughfares on Apex's transportation plan, and are subject to Apex's and NCDOT's intersection spacing guidelines. The stop-controlled approach of Site Driveway 2 is projected to operate at LOS B during both peak hours in the Build scenario.

Tingen Road and Site Driveway 3

Table 3. A.M. / P.M. Unsignalized Peak Hour Levels of Service Tingen Road and Site Driveway 3	
	Build 2027
Overall	NA
Eastbound (Site Driveway 3)	*A / B[1]*
Westbound (Site Driveway 3)	*B / B[1]*
Northbound (Tingen Road)	*NA*
Southbound (Tingen 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 Site Driveway 3 on both the east and west legs of Tingen Road approximately 550 feet south of Apex Peakway. The TIA recommends both legs to be constructed as two-lane, two-way roadways with stop-control and right-in/right-out access.

Apex staff recommendations:

Apex staff concurs with the recommendations in the TIA. Apex staff recommends control of access with a center median island along Tingen Road. Both the driveway approaches are projected to operate at LOS B or better in the Build scenario.

Tingen Road and Site Driveway 4

Table 4. A.M. / P.M. Roundabout Peak Hour Levels of Service Tingen Road and Site Driveway 4 - Major Collector Street	
	Build 2027
Overall	A / A
Eastbound (Site Driveway 4)	*A / A*
Westbound (Proposed Major Collector Street)	*A / A*
Northbound (Tingen Road)	*A / A*
Southbound (Tingen Road)	*A / A*

TIA recommendations:

- The TIA recommends construction of a four-leg roundabout at the location of Site Driveway 4 and Tingen Road approximately 1,200 feet south of Apex Peakway, with yield control on each approach leg. The TIA recommends that Site Driveway 4 is constructed on both the east and west approach legs of Tingen Road as two-lane, two-way roadways.

Apex staff recommendations:

Apex staff concurs with the recommendation in the TIA to construct a single-lane roundabout, contingent on the designation for Tingen Road in the Apex Transportation Plan being changed from a 4-lane median-divided road to a 3-lane/2-lane median-divided road. The roundabout is projected to operate at LOS A with minimal delays and minimal queuing. Approval of the change in typical section for Tingen Road as well as the single-lane roundabout requires an amendment to the Transportation Plan. Justification and staff support for this change based on long term traffic projections is discussed later in the review. Additionally, the Transportation Plan identifies a future Major Collector Street heading east from the proposed location of Site Driveway 5, but the proposed PUD plan shows the Major Collector Street aligned further north with Site Driveway 4. This proposed northern shift in alignment of the Major Collector Street also requires an amendment to the Transportation Plan, which is acceptable to staff based on the traffic projections.

Tingen Road and Site Driveway 5

Table 5. A.M. / P.M. Unsignalized Peak Hour Levels of Service Tingen Road and Site Driveway 5	
	Build 2027
Overall	NA
Eastbound (Site Driveway 5)	*A / A[1]*
Westbound (Site Driveway 5)	*A / A[1]*
Northbound (Tingen Road)	*NA*
Southbound (Tingen 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 Site Driveway 5 on both the east and west legs of Tingen Road approximately 1,750 feet south of Apex Peakway. The TIA recommends both legs to be constructed as two-lane, two-way roadways with stop-control and right-in/right-out access.

Apex staff recommendations:

Apex staff concurs with the recommendations in the TIA, contingent on the aforementioned Transportation Plan amendments to realign the Major Collector Street northward to the proposed single-lane roundabout at Site Driveway 4. Apex staff recommends control of access with a center median island along Tingen Road in order to ensure right-in/right-out operations. Both of the driveway approaches are projected to operate at LOS A or better in the Build scenario.

Tingen Road and Widger Lane

Table 6. A.M. / P.M. Unsignalized Peak Hour Levels of Service Tingen Road and Widger Lane			
	Existing 2023	**No Build 2027**	**Build 2027**
Overall	NA	NA	NA
Eastbound (Widger Lane)	*A / A[1]*	*A / A[1]*	*B / B[1]*
Northbound (Tingen Road)	*A / A[2]*	*A / A[2]*	*A / A[2]*
Southbound (Tingen 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 the recommendation in the TIA. The stop-controlled minor street approaches are projected to operate at LOS B in the Build scenario. The development is not projected to add any turning movement traffic at this intersection. Additionally, turning movement traffic is not high enough to warrant turn lanes per NCDOT guidelines.

Tingen Road and James Street

Table 7. A.M. / P.M. Unsignalized Peak Hour Levels of Service Tingen Road and James Street			
	Existing 2023	**No Build 2027**	**Build 2027**
Overall	NA	NA	NA
Eastbound (James Street)	*D / C*[1]	*B / B*[1]	*B / B*[1]
Westbound (James Street)	*D / C*[1]	*B / B*[1]	*B / B*[1]
Northbound (Tingen Road)	*A / A*[2]	*A / A*[2]	*A / A*[2]
Southbound (Tingen Road)	*A / A*[2]	*A / A*[2]	*A / A*[2]

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 the recommendations in the TIA. It should be noted that as part of Project U-5928 the Tingen Road railroad crossing will be permanently closed to traffic, cutting off the flow of traffic to/from the north on Tingen Road. Staff plans to evaluate traffic control at this intersection after the construction of Project U-5928. It is likely that either two-way stop control will be switched from the James Street approaches to the approaches on Tingen Road, or all-way stop control will be installed. Traffic volumes are projected to be low in the Build scenario, and the intersection is projected to operate at LOS B or better on the stop-controlled approaches. It should be noted that the intersection is congested during afternoon school carpool for Apex Elementary School and Apex Police currently monitors traffic during that time. However, afternoon school carpool is off-peak and thus not analyzed as part of this TIA, when the proposed PUD has very little additional traffic impact at that time of day.

James Street and Minley Way

Table 8. A.M. / P.M. Roundabout Peak Hour Levels of Service James Street and Minley Way			
	Existing 2023	**No Build 2027**	**Build 2027**
Overall	A / A	A / A	A / A
Eastbound (James Street)	*A / A*	*A / A*	*A / A*
Westbound (James Street)	*A / A*	*A / A*	*A / A*
Northbound (Minley Way)	*A / A*	*A / A*	*A / A*

TIA recommendations:

- The TIA recommends no improvements at this intersection.

Apex staff recommendations:

Apex staff concurs with the recommendations in the TIA. It should be noted that with Project U-5928 and the closure of the Tingen Road railroad crossing, there is projected to be some re-distribution of traffic within the study area. However, the roundabout at this intersection is projected to operate at LOS A in both peak hours of the Build scenario, with minimal delays.

Apex Peakway and Apex Peakway Connector

Table 9. A.M. / P.M. Signalized Peak Hour Levels of Service Apex Peakway and Apex Peakway Connector		
	No Build 2027	**Build 2027**
Overall	B / A	B / B
Westbound (Connector)	*B / B*	*C / B*
Northbound (Apex Peakway)	*A / A*	*A / B*
Southbound (Apex Peakway)	*A / A*	*B / A*

TIA recommendations:

- The TIA recommends no improvements at this intersection.

Apex staff recommendations:

Apex staff concurs with the recommendations in the TIA. The intersection is projected to operate at overall LOS B in the Build scenario with signalization and lane configuration planned in project U-5928. All intersection approaches are projected to operate at LOS C or better.

S Salem Street and Apex Peakway Connector

Table 10. A.M. / P.M. Signalized Peak Hour Levels of Service S Salem Street and Apex Peakway Connector		
	No Build 2027	**Build 2027**
Overall	B / B	B / B
Eastbound (S Salem Street)	*B / B*	*B / B*
Westbound (S Salem Street)	*B / B*	*B / B*
Southbound (Connector)	*B / B*	*B / B*

TIA recommendations:

- The TIA recommends no improvements at this intersection.

Apex staff recommendations:

Apex staff concurs with the recommendations in the TIA. The intersection is projected to operate at overall LOS B in the Build scenario with signalization and lane configuration planned in project U-5928. All intersection approaches are projected to operate at LOS B or better.

James Street and Apex Peakway

Table 11. A.M. / P.M. Signalized Peak Hour Levels of Service James Street and Apex Peakway		
	No Build 2027	**Build 2027**
Overall	A / A	A / A
Westbound (James Street)	*B / B*	*B / B*
Northbound (Apex Peakway)	*B / A*	*B / A*
Southbound (Apex Peakway)	*A / A*	*A / A*

TIA recommendations:

- The TIA recommends no improvements at this intersection.

Apex staff recommendations:

Apex staff concurs with the recommendations in the TIA. The intersection is projected to operate at overall LOS A in the Build scenario with signalization and improvements planned in project U-5928. All intersection approaches are projected to operate at LOS B or better.

NC 55 and Apex Peakway

Table 12. A.M. / P.M. Signalized Peak Hour Levels of Service NC 55 and Apex Peakway			
	Existing 2023	**No Build 2027**	**Build 2027**
Overall	B / C	D / C	D / D
Eastbound (Apex Peakway)	*C / E*	*C / D*	*C / D*
Northbound (NC 55)	*B / C*	*D / D*	*E / E*
Southbound (NC 55)	*A / B*	*B / B*	*B / B*

TIA recommendations:

- The TIA recommends no improvements at this intersection.

Apex staff recommendations:

Apex staff concurs with the recommendations in the TIA. It should be noted that the level of service for the northbound approach is projected to deteriorate to LOS E, mainly due to the addition of development traffic on the northbound left turn movement. However, the development is not projected to be more than 6% of overall traffic. The 95th percentile queues are projected to increase to 485 ft in the PM peak hour of the Build scenario. However, the existing dual left turn lane configuration provides sufficient storage, and queues are not projected to spill back and block access to Marco Drive. Per Section 13.19 of the UDO no improvements are recommended.

Apex Peakway and S Hughes Street

Table 13. A.M. / P.M. Signalized Peak Hour Levels of Service Apex Peakway and S Hughes Street			
	Existing 2023	**No Build 2027**	**Build 2027**
Overall	B / A	A / B	A / B
Eastbound (S Hughes St)	*D / D*	*D / D*	*D / D*
Westbound (S Hughes St)	*D / C*	*D / D*	*D / D*
Northbound (Apex Peakway)	*A / A*	*A / A*	*A / B*
Southbound (Apex Peakway)	*B / A*	*A / A*	*A / B*

TIA recommendations:

- The TIA recommends no improvements at this intersection.

Apex staff recommendations:

Apex staff concurs with the recommendations in the TIA. The intersection is projected to operate at overall LOS A and B in the AM and PM peak hours in the Build scenario. All approaches are projected to operate at LOS D or better. The turn lane storage lengths are projected to meet future demand of the 95th percentile queues in the Build scenario.

Apex Peakway and Perry Road

Table 14. A.M. / P.M. Unsignalized Peak Hour Levels of Service Apex Peakway and Perry Road			
	Existing 2023	**No Build 2027**	**Build 2027**
Overall	NA	NA	NA
Eastbound (Apex Peakway)	*A / A*[2]	*A / A*[2]	*A / A*[2]
Westbound (Apex Peakway)	*A / A*[2]	*A / A*[2]	*A / A*[2]
Northbound (Perry Road)	*B / B*[1]	*C / C*[1]	*E / D*[1]
Southbound (Perry Road)	*B / B*[1]	*C / D*[1]	*D / E*[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 no improvements at this intersection.

Apex staff recommendations:

Apex staff recommends that this intersection be studied for traffic signal warrants and a signal installed when permitted by NCDOT. Future traffic patterns along Apex Peakway will increase delays on the minor streets approaches of Perry Road. The development is projected to increase traffic at the intersection by 19% and 18% in the AM, and PM peak hours respectively. This increase in traffic will cause levels of service to fall to LOS E on the minor street approaches. Staff considered converting this intersection to all-way stop control to improve operations, but Synchro analysis showed that all-way stop control will operate at LOS F due to high traffic volumes on Apex Peakway. It should be noted that this intersection has a relatively moderate (not high) crash history compared to other locations in Apex. With future changes in traffic patterns on Apex Peakway, a traffic signal may be warranted based on operational or safety warrants, subject to NCDOT review and approval.

Apex Peakway and Tingen Road

Table 15. A.M. / P.M. Peak Hour Levels of Service Apex Peakway and Tingen Road			
	Two-Way Stop	**All-Way Stop**	**Signalized**
	Existing 2023	**No Build 2027**	**Build 2027**
Overall	NA	F / F	C / C
Eastbound (Apex Peakway)	*B / B[1]*	*C / F[1]*	*C / C*
Westbound (Apex Peakway)	*B / B[1]*	*F / F[1]*	*C / C*
Northbound (Tingen Road)	*A / A[2]*	*C / C[1]*	*C / B*
Southbound (Tingen Road)	*A / A[2]*	*B / C[1]*	*C / D*

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

TIA recommendations:

- The TIA recommends installation of a traffic signal at this intersection. Additionally, the TIA recommends construction of a northbound left-turn lane with approximately 100 feet of storage and appropriate deceleration and taper, a westbound left-turn lane with approximately 150 feet of storage and appropriate deceleration and taper, and restriping of the southbound approach to provide an exclusive left-turn lane with approximately 175 feet of storage and a shared through/right-turn lane.

Apex staff recommendations:

Apex staff concurs with the recommendations in the TIA, subject to NCDOT review and approval. **The traffic signal should be designed and installed based on the ultimate four-lane section, using metal strain poles.** It should be noted that the southbound approach will likely require more than just restriping in order to achieve an appropriate lane shift transition. It may require additional widening for the appropriate lane shift, as well as resurfacing. With these improvements the intersection is projected to operate at overall LOS C during both peak hours in the Build scenario.

Amendments to the Apex Comprehensive Transportation Plan

TIA recommendations:

- The TIA recommends the following amendments to the transportation plan:
    - Revise the designation of Tingen Road from a four-lane median divided roadway to a three-lane median divided roadway from Apex Peakway south to US Hwy 1 in the Transportation Plan.
    - Relocate the Major Collector Street east of Tingen Road from its current proposed location in the Transportation Plan to Site Drive 4 and designate that intersection as a roundabout in the Transportation Plan.

Apex staff recommendations:

- Apex staff concurs with the recommendation in the TIA to change Tingen Road from a four-lane median divided thoroughfare facility to a three-lane thoroughfare facility in the transportation plan. The TIA provided traffic forecasts from the 2050 TRMG2 (Triangle Regional Model Generation 2) which is a travel forecasting model that supports regional transportation planning. The model was modified for two scenarios. *Scenario 1* provided a traffic forecast for Tingen Road with the Tingen Road link severed at the CSX railroad to mirror future travel conditions post construction of Project U-5928 *Apex Peakway Southwest Connector*. *Scenario 2* provided additional alternative analysis modifying Perry Road at US 1 from the planned full access interchange to a four-lane bridge over US Hwy 1 with no ramps in case the bridge with no interchange ramps is constructed by 2050. Table 16 below presents daily traffic forecasts on Tingen Road for the two scenarios. The capacity of a three-lane road is typically between 18,000-19,000 vehicles per day per the Highway Capacity Manual. Based on the information presented in the traffic forecast model, Tingen Road is forecasted to operate below capacity for a three-lane facility in the 2050 forecast year.

Table 16. Tingen Road 2050 Daily Traffic Forecast (veh/day)

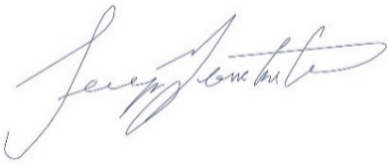
System Links	**Scenario 1**	**Scenario 2**
James Street to Apex Peakway	2,400	2,100
Apex Peakway to Widger Ln	15,000	14,600
Widger Ln to Prince Dead End Rd	10,600	11,700

- Town staff concurs with the recommendation for a roundabout to be added to the Transportation Plan at the intersection of Tingen Road and Site Drive 4/Major Collector Street, with the relocation of the Major Collector Street north to that location. The roundabout is projected to operate at LOS A in both peak hours in the Build Scenario. Further analysis was conducted by Town staff to determine operations of the roundabout with 2050 forecast year volumes. Daily volumes on Tingen Road from Scenario 1 were used to develop a design hourly volume on Tingen Road between Apex Peakway and Widger Lane. Likewise, traffic on the minor street approaches of Site Drive 4 and the Major Collector Street were grown assuming a 3.2% growth rate to the forecast year 2050. Traffic analysis showed that the roundabout is projected to operate at LOS C during both peak hours of operations with all approaches operating at LOS D or better in the forecast year. The highest volume/capacity ratio was 0.83 indicating that there is additional capacity at the roundabout intersection for accommodating growth beyond the forecast year.

Table 17. Long Term A.M. / P.M. Roundabout Peak Hour Levels of Service Tingen Road and Site Driveway 4 / Major Collector Street	
	Forecast 2050
Overall	C / C
Eastbound (Site Driveway 4)	*A / A*
Westbound (Major Collector)	*D / B*
Northbound (Tingen Road)	*C / C*
Southbound (Tingen Road)	*B / C*

Please coordinate with the NCDOT District Engineer's Office concerning any recommendations on NCDOT facilities. Town staff will be available for meetings to discuss improvements on Town maintained roadways as needed.

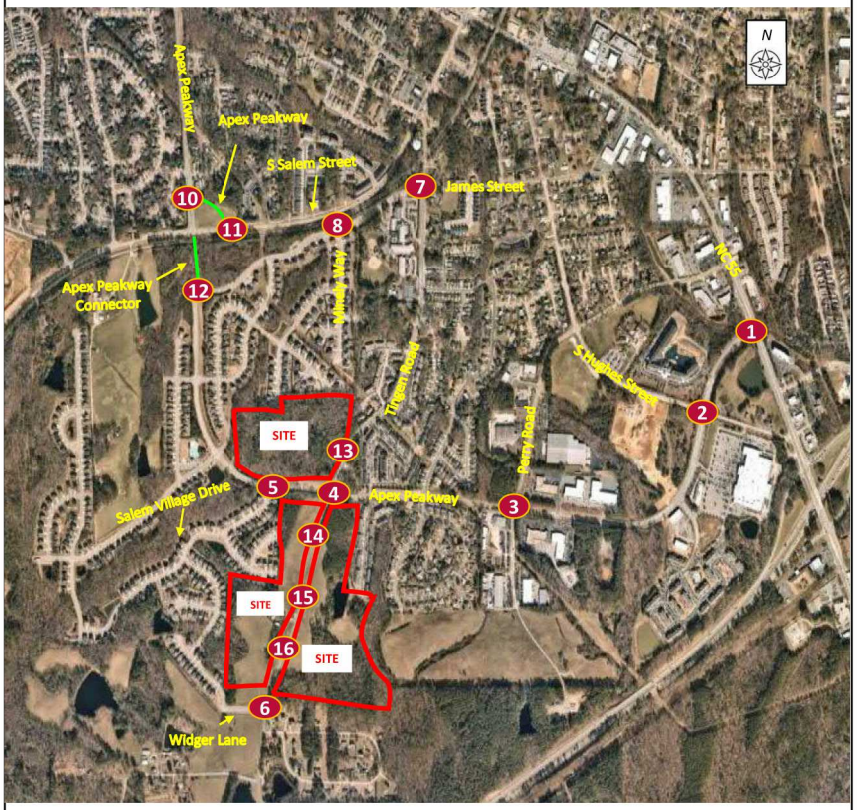
Sincerely,

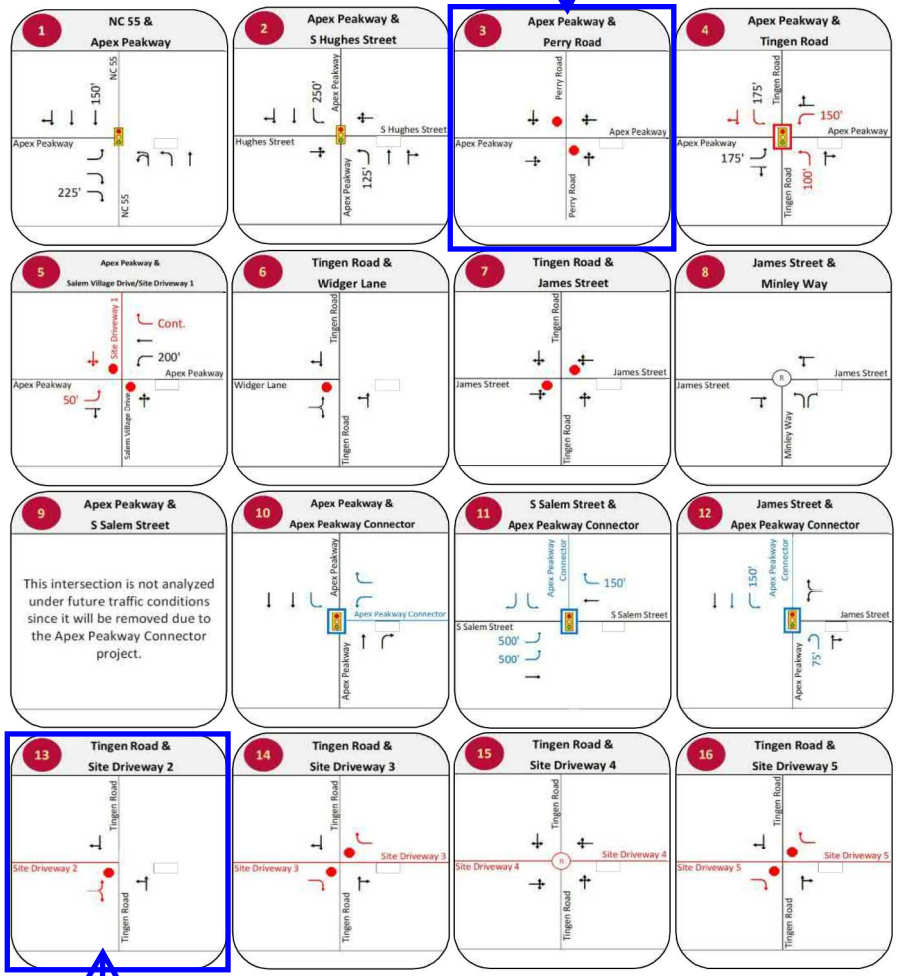


Serge Grebenschikov, PE
Traffic Engineer
919-372-7448

Traffic Signal

Figure 9.1 - Recommended Roadway Laneage





LEGEND

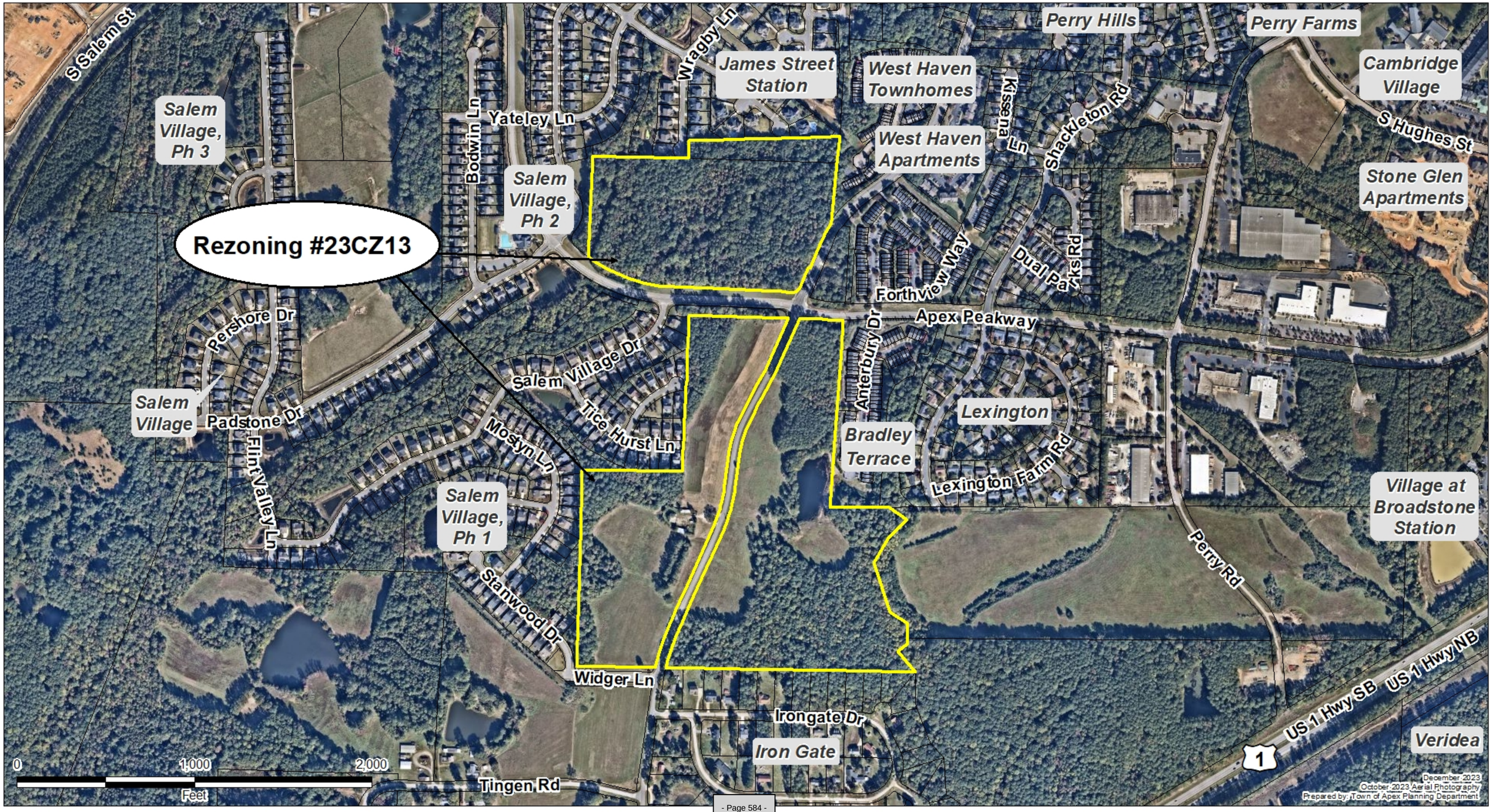
- # — Intersection ID
- Existing Laneage
- XX' — Storage Length
- Existing Stop Control
- Existing Traffic Signal
- R — Existing Roundabout
- Apex Peakway Connector Laneage
- Recommended Laneage
- Apex Peakway Connector Traffic Signal
- Recommended Traffic Signal
- R — Recommended Roundabout

Seymour PUD

Kimley»Horn

Right in / Right Out only

Apex Recommendations


Rezoning #23CZ13
S Salem St
Salem Village, Ph 3
Bodwin Ln
Yateley Ln
Wragby Ln
James Street Station
Salem Village, Ph 2
West Haven Townhomes
West Haven Apartments
Kissena Ln
Shackleton Rd
Perry Hills
Perry Farms
Cambridge Village
S Hughes St
Stone Glen Apartments
Forthview Way
Dual Parks Rd
Apex Peakway
Anterbury Dr
Pershore Dr
Salem Village Dr
Salem Village
Padstone Dr
Flint Valley Ln
Tice Hurst Ln
Mostyn Ln
Salem Village, Ph 1
Bradley Terrace
Lexington
Lexington Farm Rd
Village at Broadstone Station
Perry Rd
Stanwood Dr
Widger Ln
Irongate Dr
Iron Gate
Veridea
US 1 Hwy SB
US 1 Hwy NB
1
Tingen Rd
0
1,000
2,000
Feet
December 2023
October 2023 Aerial Photography
Prepared by: Town of Apex Planning Department

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.

Application #: #23CZ13 Submittal Date: July 3, 2023

Fee Paid $ Check #

PETITION TO AMEND THE OFFICIAL ZONING DISTRICT MAP

Project Name: Seymour Mixed-Use PUD

Address(es): 0 Tingen Road

PIN(s) 0741142574; 0741152543; 0741155913

Acreage: 81.90

Current Zoning: Residential Agricultural(79.51 acres)/High Density Single Family (2.44 acres) Proposed Zoning: Planned Unit Development Conditional (PUD-CZ)

Current 2045 LUM Designation: See attached

Is the proposed rezoning consistent with the 2045 LUM Classification(s)? Yes ☒ 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: N/A

Area proposed as non-residential development: Acreage: N/A

Percent of mixed use area proposed as non-residential: Percent: N/A

Applicant Information

Name: Barnett Properties, LLC, c/o Matthew J. Carpenter

Address: 301 Fayetteville Street, Suite 1400

City: Raleigh State: NC Zip: 27601

Phone: 919-835-4032 E-mail: MatthewCarpenter@parkerpoe.com

Owner Information

Name: See attached

Address:

City: State: Zip:

Phone: E-mail:

Agent Information

Name: Matthew J. Carpenter

Address: 301 Fayetteville Street, Suite 1400

City: Raleigh State: NC Zip: 27601

Phone: 919-835-4032 E-mail: MatthewCarpenter@parkerpoe.com

Other contacts: Jeff Roach, Peak Engineering

jroach@peakengineering.com

919-439-0100

PLANNED UNIT DEVELOPMENT APPLICATION

Application #: #23CZ13 Submittal Date: July 3, 2023

PLANNED UNIT DEVELOPMENT DISTRICT 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 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. The PD text and plan should demonstrate how the standards of Sec. 2.3.4.F are met be the proposed rezoning.

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 total assemblage has several Land Use Map designations including Medium-High Density Residential, Medium-High Density Residential/High Density Residential, Medium-High Density Residential/Office Employment, and High Density Residential/Commercial Services. The project proposes a broad range of housing types (single-family detached, townhomes, and apartments) at varying densities across the site, together with small scale neighborhood commercial/office uses. Although the location of some housing types may differ slightly from the LUM designations, the overall mix of uses and housing types is consistent with the various LUM designations. The project will provide "a variety of housing types available to a range of incomes." Peak Plan 2030 Goals.

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

Adjacent to the north and west of the property is the Salem Village neighborhood, a single-family detached subdivision built between 2012 and 2015. Adjacent to the east is the Bradley Terrace neighborhood, a townhome community built in 2008. Adjacent to the southeast is undeveloped land designated as Industrial on the LUM. Adjacent to the south is the Iron Gate neighborhood, a single-family detached subdivision in the County developed in the late 1960s. The proposed single-family detached and townhomes are consistent with the character of adjacent neighborhoods. The apartments will be adequately bufferred from the Iron Gate neighborhood and located adjacent to the undeveloped insutrial property. The proposed commercial area has been located at the proposed intersection of Tingen Road and the future ease/west collector, away from other existing single-family neighborhoods.

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

The proposed uses will comply with all Supplemental Standards set forth in UDO Section 4.4.

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 nuisanc**e.**

The PUD and mix of housing types has been designed to minimize impacts to existing adjacent neighborhoods. The majority of the project will be single-family homes and townhomes adjacent to existing single-family and townhome neighborhoods. Where the Apartment District is adjacent to the existing Iron Gate neighborhood, a 20-foot planted buffer is proposed and existing tree coverage will be preserved where possible. Additionally, the Non-Residential District has been located in the center of the site along Tingen Road, away from existing adjacent residential neighborhoods.

5) *Design minimizes environmental impact.* The prop**osed 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 PUD requires minimum Resource Conservation Area of 20%, above the UDO requirement. The PUD includes environmental commitments above UDO requirements including commitments to plant native species and detain stormwater runoff for the 25-year storm event. Additional environmental commitments will be evaluated when the case is reviewed by the Environmental Advisory Board.

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 PUD will not have adverse effects on public facilities. Rather, it will improve public facilities in the area. The project will include the improvement of both sides of Tingen Road into a pedestrian friendly street with curb and gutter, plantings, sidewalks, and a 10-foot side path. It will also include the construction of an east/west collector street as contemplated by the Transportation Plan, improving circulation for vehicles, pedestrians, and emergency servicies.

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.

The PUD will improve the public, health, safety, and welfare by providing a mix of housing types and improving vehicular and pedestrian connectivity.

8) *Detrimental to adjacent properties.* Whether the proposed Conditional Zoning (CZ) District use is substantially detrimental to adjacent properties.

The proposed mix of residential uses is consistent with existing residential development in the area. As discussed above, the Concept Plan has been designed to mitigate adverse effects on adjacent properties and place the most intense uses in a centralized location, away from existing residential neighborhoods.

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.

The proposed mix of residential uses is consistent with existing residential development in the area. As discussed above, the Concept Plan has been designed to mitigate adverse effects on adjacent properties and place the most intense uses in a centralized location, away from existing residential neighborhoods.

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.

The PUD will be governed by the regulations contained in the attached PUD Text and Concept Plan. The PUD will comply with all other regulations of the UDO to the extent they do not conflict with the PUD regulations.

DEVELOPMENT NAME APPROVAL APPLICATION

Application #: #23CZ13 Submittal Date: July 3, 2023

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.*

*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

DEVELOPMENT NAME APPROVAL APPLICATION

Application #: #23CZ13 Submittal Date: July 3, 2023

Proposed Subdivision/Development Information

Description of location: Tingen Road/Apex Peakway

Nearest intersecting roads: Tingen Road/Apex Peakway

Wake County PIN(s): 0741142574; 0741152543; 0741155913

Township: White Oak

Contact Information (as appropriate)

Contact person: Barnett Properties, LLC, c/o Matthew Carpenter

Phone number: 919-835-4032 Fax number:

Address: 301 Fayetteville Street, Suite 1400, Raleigh, NC 27601

E-mail address: matthewcarpenter@parkerpoe.com

Owner: see attached

Phone number: N/A Fax number: N/A

Address: N/A

E-mail address: N/A

Proposed Subdivision/Development Name

1st Choice: Seymour Mixed-Use PUD (PUD Name); Subdivision name TBD

2nd Choice *(Optional)*:

Town of Apex Staff Approval:

Town of Apex Planning Department Staff Date

TOWN OF APEX UTILITIES OFFER AND AGREEMENT

Application #: #23CZ13 Submittal Date: July 3, 2023

Town of Apex
73 Hunter Street
P.O. Box 250 Apex, NC 27502
919-249-3400

WAKE COUNTY, NORTH CAROLINA CUSTOMER SELECTION AGREEMENT

PINs 0741142574; 0741152543; 0741155913

(the "Premises")

The Town of Apex offers to provide you with electric utilities on the terms described in this Offer & Agreement. If you accept the Town's offer, please fill in the blanks on this form and sign and we will have an Agreement once signed by the Town.

Barnett Properties, LLC, the undersigned customer ("Customer") hereby irrevocably chooses and selects the Town of Apex (the "Town") as the permanent electric supplier for the Premises. Permanent service to the Premises will be preceded by temporary service if needed.

The sale, delivery, and use of electric power by Customer at the Premises shall be subject to, and in accordance with, all the terms and conditions of the Town's service regulations, policies, procedures and the Code of Ordinances of the Town.

Customer understands that the Town, based upon this Agreement, will take action and expend funds to provide the requested service. By signing this Agreement the undersigned signifies that he or she has the authority to select the electric service provider, for both permanent and temporary power, for the Premises identified above.

Any additional terms and conditions to this Agreement are attached as Appendix 1. If no appendix is attached this Agreement constitutes the entire agreement of the parties.

Acceptance of this Agreement by the Town constitutes a binding contract to purchase and sell electric power.

Please note that under North Carolina General Statute §160A-332, you may be entitled to choose another electric supplier for the Premises.

Upon acceptance of this Agreement, the Town of Apex Electric Utilities Division will be pleased to provide electric service to the Premises and looks forward to working with you and the owner(s).

ACCEPTED:

CUSTOMER: Barnett Properties, LLC	TOWN OF APEX
BY: Alan Maness Authorized Agent	BY: _____ Authorized Agent
DATE: _____	DATE: _____

AGENT AUTHORIZATION FORM

Application #: #23CZ13 Submittal Date: July 3, 2023

SEYMOUR FARM PROPERTIES LLC, a North Carolina limited liability company is the owner of the property for which the attached application is being submitted.

☑ 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: Annexation Petition

The property address is: 0 Tingen Road; PIN 0741142574; 57.92 acres

The agents for this project are: Matthew Carpenter; Jeff Roach; Alan Maness

☐ I am the owner of the property and will be acting as my own agent

Agent Names: Matthew Carpenter; Jeff Roach; Alan Maness

Address: 301 Fayetteville Street, Suite 1400, Raleigh, NC 27601

Telephone Number: 919-835-4032

E-Mail Address: MatthewCarpenter@parkerpoe.com

Signature(s) of Owner(s)*

SEYMOUR FARM PROPERTIES LLC,
a North Carolina limited liability company

By: DocuSigned by: Thomas E. Seymour 016170F62D364CA... Date

Thomas E. Seymour, Managing Member

*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.

AGENT AUTHORIZATION FORM

Application #: #23CZ13 Submittal Date: July 3, 2023

Thomas E. Seymour, Susan Mills, Tracey Seymour Hedrick, and Jason Mills are the owners of the property for which the attached application is being submitted.

- ☑ 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: Annexation Petition

The property address is: 0 Tingen Road; PIN 0741152543; 21.59 acres

The agents for this project are: Matthew Carpenter; Jeff Roach; Alan Maness

☐ I am the owner of the property and will be acting as my own agent

Agent Names: Matthew Carpenter; Jeff Roach; Alan Maness

Address: 301 Fayetteville Street, Suite 1400, Raleigh, NC 27601

Telephone Number: 919-835-4032

E-Mail Address: MatthewCarpenter@parkerpoe.com

Signature(s) of Owner(s)*

DocuSigned by: Thomas E. Seymour 016179F62D364CA...
Thomas E. Seymour Date

DocuSigned by: Susan Mills 19006C27AAA441C...
Susan Mills Date

DocuSigned by: Tracey Seymour Hedrick 5D3354AAABC449B...
Tracey Seymour Hedrick Date

DocuSigned by: 75A62DF7F8FB4DC...
Jason Mills 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.

AGENT AUTHORIZATION FORM

Application #: #23CZ13 Submittal Date: July 3, 2023

Tracey Seymour Hedrick and Susan S. Mills are the owners of the property for which the attached application is being submitted.

☑ 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: Annexation Petition

The property address is: 0 Tingen Road; PIN 0741155913; 2.44 acres

The agents for this project are: Matthew Carpenter; Jeff Roach; Alan Maness

☐ I am the owner of the property and will be acting as my own agent

Agent Names: Matthew Carpenter; Jeff Roach; Alan Maness

Address: 301 Fayetteville Street, Suite 1400, Raleigh, NC 27601

Telephone Number: 919-835-4032

E-Mail Address: MatthewCarpenter@parkerpoe.com

Signature(s) of Owner(s)*

DocuSigned by:
Tracey Seymour Hedrick
5D3354AAABC449B...
Tracey Seymour Hedrick Date

DocuSigned by:
Susan Mills
19006C27AAA441C...
Susan S. Mills 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.

AFFIDAVIT OF OWNERSHIP

Application #: #23CZ13 Submittal Date: July 3, 2023

The undersigned, **Matthew J. Carpenter** (the "Affiant") first being duly sworn, hereby swears or affirms as follows:

1. Affiant is over eighteen (18) years of age and authorized to make this Affidavit. The Affiant is the authorized agent of all owners of the property 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. Affiant possesses documentation indicating the agency relationship granting the Affiant the authority to apply for development approval on behalf of the owners.
4. To Affiant's actual knowledge, no claim or action has been brought against owners which questions title or right to possession of the property nor is any claim or action pending against Affiant or owners in court regarding possession of the Property.
This the 28th day of June, 2023.

(seal)

Matthew J. Carpenter
Type or print name

STATE OF NORTH CAROLINA
COUNTY OF Wake

I, the undersigned, a Notary Public in and for the County of Wake, hereby certify that Matthew J. Carpenter, Affiant, personally known to me or known to me by said Affiant's presentation of said Affiant's _____, personally appeared before me this day and acknowledged the due and voluntary execution of the foregoing Affidavit.

AMY W. STEPHENSON
NOTARY PUBLIC
WAKE COUNTY, N.C.
[NOTARY SEAL]

Amy W. Stephenson
Notary Public
State of North Carolina
My Commission Expires: 10/2/2023

EXHIBIT A
Legal Description
The Property

PIN 0741142574; 57.878 acres

Tract 1A (portion of PIN west of Tingen Road)

Beginning at a point on the centerline of Tingen Road (SR 1153) (60' Public R/W), said point having NC grid coordinates (NAD 83 – 2011) of N=714,981.31, E=2,041,723.24, thence from said beginning point with said centerline South 23°25'02" West 63.24 feet to a point, thence South 23°57'24" West 97.36 feet to a point, thence South 24°26'36" West 92.47 feet to a point, thence South 25°06'17" West 59.76 feet to a point, thence South 26°16'53" West 52.09 feet to a point, thence South 27°57'15" West 99.30 feet to a point, thence South 28°01'32" West 106.09 feet to a point, thence along a curve to the left having a radius of 715.88 feet, an arc length of 280.03 feet, and a chord bearing and distance of South 19°19'56" West 278.25 feet to a point, thence South 07°37'37" West 107.82 feet to a point, thence South 08°28'32" West 130.97 feet to a point, thence along a curve to the right having a radius of 814.07 feet, an arc length of 217.77 feet, and a chord bearing and distance of South 17°59'27" West 217.12 feet to a point, thence South 24°06'54" West 110.88 feet to a point, thence South 24°35'47" West 103.44 feet to a point, thence South 24°35'57" West 106.01 feet to a point, thence South 24°26'31" West 102.75 feet to a point, thence South 23°49'47" West 90.16 feet to a point, thence South 22°33'59" West 106.51 feet to a point, thence along a curve to the left having a radius of 1,423.87 feet, an arc length of 182.99 feet, and a chord bearing and distance of South 19°00'25" West 182.86 to a point, thence South 15°37'11" West 15.50 feet to a point, thence leaving said centerline North 89°01'35" West 471.57 feet to a point, thence North 01°40'54" East 1,109.12 feet to an existing iron pipe, thence South 89°00'54" East 563.31 feet to an existing iron pipe, thence North 02°35'35" East 886.13 feet to a new iron pipe, thence South 88°06'47" East 592.52 feet to the point and place of beginning, containing an area of 25.548 acres (1,112,857 Sq Ft) more or less.

Save and Except the following Public Right of Way:

Beginning at a point on the centerline of Tingen Road (SR 1153) (60' Public R/W), said point having NC grid coordinates (NAD 83 – 2011) of N=714,981.31, E=2,041,723.24, thence from said beginning point with said centerline South 23°25'02" West 63.24 feet to a point, thence South 23°57'24" West 97.36 feet to a point, thence South 24°26'36" West 92.47 feet to a point, thence South 25°06'17" West 59.76 feet to a point, thence South 26°16'53" West 52.09 feet to a point, thence South 27°57'15" West 99.30 feet to a point, thence South 28°01'32" West 106.09 feet to a point, thence along a curve to the left having a radius of 715.88', an arc length of 280.03', and a chord bearing and distance of South 19°19'56" West 278.25 feet to a point, thence South 07°37'37" West 107.82 feet to a point, thence South 08°28'32" West 130.97 feet to a point, thence along a curve to the right having a radius of 814.07 feet, an arc length of 217.77 feet, and a chord bearing and distance of South 17°59'27" West 217.12 feet to a point, thence South 24°06'54" West 110.88 feet to a point, thence South 24°35'47" West 103.44 feet to a point, thence South 24°35'57" West 106.01 feet to a point, thence South 24°26'31" West 102.75 feet to a point, thence South 23°49'47" West 90.16 feet to a point, thence South 22°33'59" West 106.51 feet to a point, thence along a curve to the left having a radius of 1,423.87 feet, an arc length of 182.99 feet, and a chord bearing and distance of South 19°00'25" West 182.86 feet to a point, thence South 15°37'11" West 15.50 feet to a point, thence leaving said centerline North 89°01'35" West 31.01 feet to a new iron pipe on the

western right of way of Tingen Road (SR 1153) (60' Public R/W), thence with said right of way North 15°37'11" East 23.27 feet to a new iron pipe, thence along a curve to the right having a radius of 1,453.87 feet, an arc length of 186.74 feet, and a chord bearing and distance of North 19°00'28" East 186.61 feet to a new iron pipe, thence North 22°33'59" East 106.81 feet to a new iron pipe, thence North 23°49'47" East 90.66 feet to a new iron pipe, thence North 24°26'31" East 102.95 feet to a new iron pipe, thence North 24°35'57" East 106.05 feet to a new iron pipe, thence North 24°35'47" East 103.31 feet to a new iron pipe, thence North 24°06'54" East 111.16 feet to a new iron pipe, thence along a curve to the left having a radius of 784.07 feet, an arc length of 209.66 feet, and a chord bearing and distance of North 18°01'22" East 209.04 feet to a point, thence North 08°28'32" East 130.26 feet to a new iron pipe, thence North 07°37'37" East 107.73 feet to a new iron pipe, thence along a curve to the right having a radius of 745.88 feet, an arc length of 291.24 feet, and a chord bearing and distance of North 19°18'06" East 289.39 feet to a new iron pipe, thence North 28°01'32" East 105.42 feet to a new iron pipe, thence North 27°57'15" East 98.85 feet to a new iron pipe, thence North 26°16'53" East 51.35 feet to a new iron pipe, thence North 25°06'17" East 59.28 feet to a new iron pipe, thence North 24°26'36" East 92.17 feet to a new iron pipe, thence North 23°57'24" East 97.09 feet to a new iron pipe, thence North 23°25'02" East 51.27 feet to a new iron pipe, thence leaving said right of way South 88°06'47" East 32.25 feet to the point and place of beginning, containing an area of 1.464 acres (63,756 Sq Ft) more or less.

Tract 1B (portion of PIN east of Tingen Road)

Beginning at a point on the centerline of Tingen Road (SR 1153) (60' Public R/W), said point having NC grid coordinates (NAD 83 – 2011) of N=714,981.31, E=2,041,723.24, thence from said beginning point leaving said centerline South 88°06'47" East 155.35 feet to a new iron pipe on the southern right of way of Apex Peakway (Variable Width Public R/W), thence with said right of way along a curve to the left having a radius of 617.60 feet, an arc length of 121.30 feet, and a chord bearing and distance of South 86°52'28" East 121.10 feet to a new iron pipe, thence South 03°58'40" West 624.02 feet to a new iron pipe, thence leaving said right South 04°00'20" West 436.18 feet to a new iron pipe, thence South 89°53'29" East 342.63 feet to the centerline of Reedy Branch creek, thence with said centerline South 45°59'57" East 23.54 feet to a point, thence North 72°48'38" East 3.15 feet to a point, thence North 75°15'06" East 7.35 feet to a point, thence North 33°10'05" East 10.52 feet to a point, thence South 87°46'19" East 4.17 feet to a point, thence South 54°39'36" East 5.14 feet to a point, thence South 26°52'35" East 6.27 feet to a point, thence South 20°43'30" East 5.83 feet to a point, thence South 17°30'23" East 26.61 feet to a point, thence South 00°46'07" West 17.43 feet to a point, thence South 41°53'01" East 17.39 feet to a point, thence South 80°40'52" East 3.58 feet to a point, thence North 64°11'19" East 10.70 feet to a point, thence North 77°37'26" East 8.01 feet to a point, thence North 57°26'38" East 10.89 feet to a point, thence South 39°31'24" East 5.85 feet to a point, thence South 16°35'15" East 18.37 feet to a point, thence South 52°00'14" West 6.84 feet to a point, thence South 86°55'46" West 2.50 feet to a point, thence North 72°28'55" West 7.42 feet to a point, thence South 49°09'46" West 4.26 feet to a point, thence South 30°48'02" West 9.18 feet to a point, thence South 05°29'05" West 12.58 feet to a point, thence South 45°26'24" West 14.06 feet to a point, thence South 31°17'05" West 17.08 feet to a point, thence North 73°30'37" West 8.10 feet to a point, thence North 23°04'10" West 5.83 feet to a point, thence North 58°50'48" West 5.96 feet to a point, thence South 67°39'22" West 14.33 feet to a point, thence North 75°24'16" West 12.70 feet to a point, thence South 75°30'50" West 6.52 feet to a point, thence South 50°39'50" West 9.78 feet to a point, thence South 70°43'21" West 6.02 feet to a point, thence North 84°04'50" West 7.27 feet to a point, thence South 88°14'07" West 6.43 feet to a point, thence South 32°57'14" West 12.23 feet to a point, thence South 09°13'26" East 11.02 feet to a point, thence South 63°40'59" West 7.26 feet to a point, thence South

35°43'18" West 2.50 feet to a point, thence South 22°56'31" East 6.85 feet to a point, thence South 43°58'43" East 22.14 feet to a point, thence South 33°07'42" East 6.85 feet to a point, thence South 44°25'37" West 4.93 feet to a point, thence South 51°32'26" West 7.42 feet to a point, thence South 02°43'51" West 11.17 feet to a point, thence South 61°27'14" West 19.32 feet to a point, thence North 82°36'48" West 5.54 feet to a point, thence North 53°31'02" West 9.54 feet to a point, thence South 88°36'59" West 9.49 feet to a point, thence South 22°02'30" West 5.70 feet to a point, thence South 18°20'34" East 15.39 feet to a point, thence South 25°37'43" West 3.15 feet to a point, thence South 54°07'06" West 13.28 feet to a point, thence South 34°52'02" West 10.35 feet to a point, thence South 09°23'18" West 10.61 feet to a point, thence South 44°07'39" West 4.22 feet to a point, thence South 89°47'26" West 8.89 feet to a point, thence North 80°07'48" West 5.77 feet to a point, thence South 65°53'06" West 5.32 feet to a point, thence South 15°32'10" West 4.41 feet to a point, thence South 23°55'15" East 10.55 feet to a point, thence South 15°11'19" East 21.46 feet to a point, thence South 35°01'48" West 6.12 feet to a point, thence South 26°01'17" West 9.60 feet to a point, thence South 06°36'28" East 12.87 feet to a point, thence South 11°03'20" West 10.19 feet to a point, thence South 25°40'29" East 14.41 feet to a point, thence South 34°17'23" West 5.28 feet to a point, thence South 79°48'16" West 9.03 feet to a point, thence South 65°51'20" West 8.26 feet to a point, thence South 52°11'41" West 1.76 feet to a point, thence South 08°11'55" West 9.70 feet to a point, thence South 26°03'32" East 24.42 feet to a point, thence South 35°44'54" East 8.26 feet to a point, thence South 24°23'03" West 5.72 feet to a point, thence North 89°45'08" West 3.90 feet to a point, thence South 73°20'10" West 4.45 feet to a point, thence South 61°29'12" West 2.31 feet to a point, thence South 21°12'21" West 6.40 feet to a point, thence South 33°05'35" East 10.05 feet to a point, thence South 59°21'18" East 21.66 feet to a point, thence North 54°11'23" East 2.39 feet to a point, thence North 42°50'40" East 3.89 feet to a point, thence North 10°37'44" East 16.46 feet to a point, thence North 40°30'56" East 6.51 feet to a point, thence North 77°03'47" East 11.15 feet to a point, thence South 71°44'26" East 2.27 feet to a point, thence South 31°13'39" East 9.65 feet to a point, thence South 07°04'43" East 19.93 feet to a point, thence South 41°22'14" West 12.19 feet to a point, thence South 12°53'55" East 5.36 feet to a point, thence South 68°10'25" East 14.80 feet to a point, thence South 43°34'27" East 6.47 feet to a point, thence South 22°10'19" East 2.68 feet to a point, thence South 32°04'22" West 9.18 feet to a point, thence South 10°02'38" West 3.84 feet to a point, thence South 51°23'30" East 17.86 feet to a point, thence South 14°34'28" East 4.76 feet to a point, thence South 26°55'19" West 2.80 feet to a point, thence South 48°09'33" West 11.86 feet to a point, thence South 15°13'15" West 4.85 feet to a point, thence South 40°38'00" East 4.46 feet to a point, thence South 78°40'18" East 3.42 feet to a point, thence South 56°50'32" East 11.21 feet to a point, thence South 16°28'14" East 9.82 feet to a point, thence South 02°23'20" West 2.19 feet to a point, thence South 32°26'48" West 9.27 feet to a point, thence South 80°13'52" West 7.07 feet to a point, thence South 44°01'57" West 2.27 feet to a point, thence South 02°34'15" East 6.80 feet to a point, thence South 31°15'37" East 13.55 feet to a point, thence South 75°12'40" East 11.31 feet to a point, thence South 21°53'48" East 3.77 feet to a point, thence South 08°57'43" East 4.34 feet to a point, thence South 09°09'45" West 7.09 feet to a point, thence South 21°58'35" West 8.02 feet to a point, thence South 32°59'50" West 3.04 feet to a point, thence South 23°58'52" East 5.48 feet to a point, thence South 52°07'55" East 13.11 feet to a point, thence South 25°26'04" East 13.81 feet to a point, thence South 51°03'25" East 11.15 feet to a point, thence South 35°51'01" East 8.96 feet to a point, thence South 71°58'21" East 3.42 feet to a point, thence North 51°21'46" East 12.63 feet to a point, thence South 85°48'11" East 21.94 feet to a point, thence South 61°09'23" East 5.40 feet to a point, thence South 37°21'25" East 12.74 feet to a point, thence South 05°25'52" East 10.46 feet to a point, thence South 57°01'18" East 17.03 feet to a point, thence South 18°45'31" West 10.60 feet to a point, thence South

25°18'11" East 4.17 feet to a point, thence South 44°04'01" East 3.46 feet to a point, thence South 59°21'42" East 12.66 feet to a point, thence South 04°30'56" West 1.71 feet to a point, thence South 28°38'46" West 6.53 feet to a point, thence South 26°16'08" East 9.09 feet to a point, thence South 65°13'05" East 13.27 feet to a point, thence South 14°08'04" East 8.89 feet to a point, thence South 18°40'48" West 16.78 feet to a point, thence South 10°41'09" East 15.70 feet to a point, thence South 34°15'35" West 10.32 feet to a point, thence South 03°55'21" East 7.89 feet to a point, thence South 41°45'42" East 9.95 feet to a point, thence South 23°51'26" East 8.02 feet to a point, thence South 16°12'37" West 10.57 feet to a point, thence South 49°58'33" West 8.82 feet to a point, thence North 86°38'37" West 12.88 feet to a point, thence South 60°11'38" West 24.51 feet to a point, thence South 31°05'54" West 41.51 feet to a point, thence South 43°09'26" East 9.06 feet to a point, thence South 75°45'47" East 13.08 feet to a point, thence South 00°06'38" West 19.75 feet to a point, thence South 25°10'31" East 16.98 feet to a point, thence South 59°36'47" East 25.37 feet to a point, thence South 21°55'00" East 21.34 feet to a point, thence South 10°42'09" West 10.94 feet to a point, thence South 16°29'47" East 6.15 feet to a point, thence South 65°32'43" East 10.64 feet to a point, thence North 72°03'41" East 10.80 feet to a point, thence North 51°29'17" East 5.64 feet to a point, thence North 28°19'04" East 27.17 feet to a point, thence North 65°19'26" East 3.68 feet to a point, thence South 80°11'52" East 5.79 feet to a point, thence South 50°54'22" East 9.76 feet to a point, thence South 28°29'33" East 7.14 feet to a point, thence South 30°59'48" West 10.68 feet to a point, thence South 11°44'49" West 13.20 feet to a point, thence leaving said centerline of creek North 89°01'35" West 1,444.72 feet to a point on the centerline of Tingen Road (SR 1153) (60’ Public R/W),thence with said centerline of road North 15°37'11" East 15.50 feet to a point, thence along a curve to the right having a radius of 1,423.87 feet, an arc length of 182.99 feet, and a chord bearing and distance of North 19°00'25" East 182.86 feet to a point, thence North 22°33'59" East 106.51 feet to a point, thence North 23°49'47" East 90.16 feet to a point, thence North 24°26'31" East 102.75 feet to a point, thence North 24°35'57" East 106.01 feet to a point, thence North 24°35'47" East 103.44 feet to a point, thence North 24°06'54" East 110.88 feet to a point, thence along a curve to the left having a radius of 814.07 feet, an arc length of 217.77 feet, and a chord bearing and distance of North 17°59'27" East 217.12 feet to a point, thence North 08°28'32" East 130.97 feet to a point, thence North 07°37'37" East 107.82 feet to a point, thence along a curve to the right having a radius of 715.88 feet, an arc length of 280.03 feet, and a chord bearing and distance of North 19°19'56" East 278.25 feet to a point, thence North 28°01'32" East 106.09 feet to a point, thence North 27°57'15" East 99.30 feet to a point, thence North 26°16'53" East 52.09 feet to a point, thence North 25°06'17" East 59.76 feet to a point, thence North 24°26'36" East 92.47 feet to a point, thence North 23°57'24" East 97.36 feet to a point, thence North 23°25'02" East 63.24 feet to the point and place of beginning, containing an area of 35.258 acres (1,535,852 Sq Ft) more or less.

Save and Except the following Public Right of Way:

Beginning at a point on the centerline of Tingen Road (SR 1153) (60’ Public R/W), said point having NC grid coordinates (NAD 83 – 2011) of N=714,981.31, E=2,041,723.24, thence from said beginning point leaving said centerline South 88°06'47" East 32.25 feet to a new iron pipe on the eastern right of way of Tingen Road (SR 1153) (60’ Public R/W), thence with said right of way South 23°25'02" West 75.22 feet to a new iron pipe, thence South 23°57'24" West 97.63 feet to a new iron pipe, thence South 24°26'36" West 92.77 feet to a new iron pipe, thence South 25°06'17" West 60.24 feet to a new iron pipe, thence South 26°16'53" West 52.84 feet to a new iron pipe, thence South 27°57'15" West 99.76 feet to a new iron pipe, thence South 28°01'32" West 106.77 feet to a new iron pipe, thence along a curve to the left having a radius of 685.88 feet, an arc length of 268.82 feet, and a chord bearing and distance of South

19°21'53" West 267.10 feet to a new iron pipe, thence South 07°37'37" West 107.91 feet to a new iron pipe, thence South 08°28'32" West 131.67 feet to a new iron pipe, thence along a curve to the right having a radius of 844.07 feet, an arc length of 225.87 feet, and a chord bearing and distance of South 17°57'37" West 225.20 feet to a new iron pipe, thence South 24°06'54" West 110.60 feet to a new iron pipe, thence South 24°35'47" West 103.57 feet to a new iron pipe, thence South 24°35'57" West 105.97 feet to a new iron pipe, thence South 24°26'31" West 102.55 feet to a new iron pipe, thence South 23°49'47" West 89.67 feet to a new iron pipe, thence South 22°33'59" West 106.21 feet to a new iron pipe, thence along a curve to the left having a radius of 1,393.87 feet, an arc length of 179.24 feet, and a chord bearing and distance of South 19°00'21" West 179.12 feet to a new iron pipe, thence South 15°37'11" West 7.74 feet to a new iron pipe, thence leaving said right of way North 89°01'35" West 31.01 feet to a point on the centerline of Tingen Road (SR 1153) (60' Public R/W), thence with said centerline North 15°37'11" East 15.50 feet to a point, thence along a curve to the right having a radius of 1,423.87 feet, an arc length of 182.99 feet, and a chord bearing and distance of North 19°00'25" East 182.86 feet to a point, thence North 22°33'59" East 106.51 feet to a point, thence North 23°49'47" East 90.16 feet to a point, thence North 24°26'31" East 102.75 feet to a point, thence North 24°35'57" East 106.01 feet to a point, thence North 24°35'47" East 103.44 feet to a point, thence North 24°06'54" East 110.88 feet to a point, thence along a curve to the left having a radius of 814.07 feet, an arc length of 217.77 feet, and a chord bearing and distance of North 17°59'27" East 217.12 feet to a point, thence North 08°28'32" East 130.97 feet to a point, thence North 07°37'37" East 107.82 feet to a point, thence along a curve to the right having a radius of 715.88 feet, an arc length of 280.03 feet, and a chord bearing and distance of North 19°19'56" East 278.25 feet to a point, thence North 28°01'32" East 106.09 feet to a point, thence North 27°57'15" East 99.30 feet to a point, thence North 26°16'53" East 52.09 feet to a point, thence North 25°06'17" East 59.76 feet to a point, thence North 24°26'36" East 92.47 feet to a point, thence North 23°57'24" East 97.36 feet to a point, thence North 23°25'02" East 63.24 feet to a point, which is the point and place of beginning, containing an area of 1.464 acres (63,753 Sq Ft) more or less.

PIN 0741155913; 2.426

Beginning at an existing rebar, said rebar having NC grid coordinates (NAD 83 – 2011) of N=715,860.13, E=2,041,971.52, thence from said beginning point North 88°24'37" West 847.05 feet to a point, thence North 02°57'16" East 102.53 feet to an existing iron pipe, thence North 88°35'52" East 850.23 feet to an existing iron pipe, thence South 03°19'54" West 146.95 feet to the point and place of beginning, containing an area of 2.426 acres (105,669 Sq Ft) more or less.

PIN 0741152543; 21.597

Beginning at an existing rebar, said rebar having NC grid coordinates (NAD 83 – 2011) of N=715,860.13, E=2,041,971.52, thence from said beginning point South 06°39'18" West 348.46 feet to a new iron pipe on the western right of way of Tingen Road (SR 1153) (Variable Width Public R/W), thence with said right of way South 35°13'07" West 9.66 feet to a new iron pipe, thence South 30°40'58" West 57.42 feet to a new iron pipe, thence South 25°24'31" West 15.82 feet to a new iron pipe, thence South 23°19'17" West 26.54 feet to a new iron pipe, thence South 23°01'21" West 54.24 feet to a new iron pipe, thence South 23°02'29" West 103.42 feet to a new iron pipe, thence South 23°14'49" West 8.44 feet to a new iron pipe, thence North 66°11'00" West 10.66 feet to a new iron pipe, thence South 23°49'00" West 125.59 feet to a new iron pipe, thence leaving said right of way along a curve to the right having a radius of 50.00 feet, an arc length of 67.55 feet, and a chord bearing and distance of South 62°31'20"

West 62.53 feet to an existing iron pipe on the northern right of way of Apex Peakway (Variable Width Public R/W), thence with said right of way along a curve to the left having a radius of 450.00 feet, an arc length of 69.82 feet, and a chord bearing and distance of North 83°13'01" West 69.75 feet to an existing iron pipe, thence North 87°39'41" West 584.19 feet to an existing iron pipe, thence along a curve to the right having a radius of 876.00 feet, an arc length of 522.41 feet, and a chord bearing and distance of North 70°34'37" West 514.71 feet to a new iron pipe, thence leaving said right of way North 02°33'05" East 570.82 feet to an existing iron pipe, thence South 88°20'16" East 539.99 feet to a point, thence South 88°24'37" East 847.05 feet to the point and place of beginning, containing an area of 21.597 acres (940,753 Sq Ft) more or less.

WAKE COUNTY PUBLIC SCHOOL SYSTEM

Wake County Residential Development Notification

Developer Company *Information*	
Company *Name*	Barnett Properties, LLC
Company Phone *Number*	c/o Matthew Carpenter 919-835-4032
Developer Representative *Name*	Matthew Carpenter
Developer Representative *Phone Number*	Same as above
Developer Representative *Email*	matthewcarpenter@parkerpoe.com

New Residential Subdivision *Information*	
Date of Application for Subdivision	TBD; PUD Application 7/3
City, Town or Wake County Jurisdiction	Town of Apex
Name of Subdivision	Seymour Mixed-Use PUD
Address of Subdivision (if unknown enter nearest cross streets)	Tingen Road/Apex Peakway
REID(s)	0022432; 0063389; 0741155913
PIN(s)	0741142574; 0741152543; 0741155913

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-gis-group@wcpss.net

Projected Dates *Information*	
Subdivision *Completion Date*	2025-2026
Subdivision *Projected First Occupancy Date*	2025-2026

Lot by Lot Development *Information*

Unit Type	Total # of Units	Senior Living	Studio	1 Bedroom	2 Bedroom	3 Bedroom	4 Bedroom	Square Foot Range		Price Range		Anticipated Completion Units & Dates					
								Min	Max	Low	High	Year	# Units	Year	# Units	Year	# Units
Single Family	100					50	50					2027	100				
Townhomes	300				200	100						2027	300				
Condos																	
Apartments	400			250	150							2028	400				
Other																	

Revised 08/10/2018

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, Matthew J. Carpenter, do hereby declare as follows:
Print Name

1. I have conducted a Neighborhood Meeting for the proposed Rezoning, Major Site Plan, Minor Site Plan, Residential Master Subdivision Plan, or Special Use Permit in accordance with UDO Sec. 2.2.7.B *Neighborhood Meeting*.

2. The meeting invitations were mailed to the Apex Planning Department, 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 virtually via Zoom (location/address) on June 7, 2023 (date) from 6:00 PM (start time) to 7:30 PM (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.

5. I have prepared these materials in good faith and to the best of my ability.

June 26, 2023
Date

By: _____

STATE OF NORTH CAROLINA
COUNTY OF WAKE

Sworn and subscribed before me, Lynn Sullivan, a Notary Public for the above State and County, on this the 26th day of June, 2023.

SEAL

_____
Notary Public
Lynn Sullivan
Print Name

My Commission Expires: 11/16/2027.

Neighborhood Meeting Notice List

SITE ADDRESS	PIN NUMBER	OWNER	MAILING ADDRESS		
1215 LEXINGTON FARM RD	0741235998	ACKERMAN, MARK A ACKERMAN, NANCY	1215 LEXINGTON FARM RD	APEX NC 27502-6308	
316 ANTERBURY DR	0741240546	ADIB, BEHNAM	7712 UMSTEAD FOREST DR	RALEIGH NC 27613-7361	
310 ANTERBURY DR	0741241589	AGARWAL ASSOCIATES LLC	2000 KILLEARN MILL CT	CARY NC 27513-4263	
1789 YATELEY LN	0741068056	AIKEN, JOHN RICHARDSON, JEFFREY	1789 YATELEY LN	APEX NC 27502-6561	
1026 IRONGATE DR	0741221559	ANDERSON, BETTIE J	1026 IRONGATE DR	APEX NC 27502-6505	
208 ANTERBURY DR	0741240894	ANDERSON, MARTIN SCOTT TRUSTEE ANDERSON, ANNA REBECCA TRUSTEE	208 ANTERBURY DR	APEX NC 27502-4710	
105 FANWOOD CT	0741242867	ANJUM, IJAZ AHMED	105 FANWOOD CT	APEX NC 27502-4722	
0 TINGEN RD	0741250245	APEX FIRST BAPTIST CHAPEL TRUSTEES	PO BOX 84	APEX NC 27502-0084	
0 TINGEN RD	0741159109	APEX FIRST BAPTIST CHURCH TRUSTEE	PO BOX 84	APEX NC 27502-0084	
0 PERRY RD	0741328706	APEX TOWN OF	PO BOX 250	APEX NC 27502-0250	
1463 WRAGBY LN	0741181188	ASHTON, STEVEN ASHTON, KRISTINA	1463 WRAGBY LN	APEX NC 27502-6605	
1009 IRONGATE DR	0741124648	ATKINS, JOHN T	106 ARAPANO CIRCLE	DARLINGTON SC 29532	
1946 MOSTYN LN	0741032968	AVIKKAL, SREEJITH GOPALAN, GEETHARTHI	1946 MOSTYN LN	APEX NC 27502-8509	
122 SHELTER HAVEN DR	0741262141	AYALA, JOHN	122 SHELTER HAVEN DR	APEX NC 27502-4725	
1589 TICE HURST LN	0741044473	BAILEY, JOSHUA M BAILEY, CHRISTINA R	1589 TICE HURST LN	APEX NC 27502-6500	
1939 MOSTYN LN	0741044086	BALDRIDGE, CLIFFORD BALDRIDGE, NICHOLE	1939 MOSTYN LN	APEX NC 27502-8509	
323 ANTERBURY DR	0741241584	BASSI, ELOISA	323 ANTERBURY DR	APEX NC 27502-4713	
353 ANTERBURY DR	0741241140	BEATTY, RICHARD ALLAN JR BEATTY, KERRI ANNE	353 ANTERBURY DR	APEX NC 27502-4713	
1978 DRUMLIN DR	0741049613	BEAUMONT, JESSE ROBERT BEAUMONT, SHARON WADE	1978 DRUMLIN DR	APEX NC 27502-6502	
336 ANTERBURY DR	0741240430	BELL, KAREN E BELL, DAVID S	336 ANTERBURY DR	APEX NC 27502-4712	
302 ANTERBURY DR	0741240755	BEYNON, DANIEL P	302 ANTERBURY DR	APEX NC 27502-4712	
116 ANTERBURY DR	0741251404	BHAVSAR, HARSHIT HARISH BHAVSAR, ROSHNIBEN HARSHIT	116 ANTERBURY DR	APEX NC 27502-4708	
1557 TICE HURST LN	0741048178	BIANCO, FRANK J BIANCO, ANNE	1557 TICE HURST LN	APEX NC 27502-6500	
1959 MOSTYN LN	0741034724	BIEHL, BRUCE	1959 MOSTYN LN	APEX NC 27502-8509	
2040 STANWOOD DR	0741031292	BLANTON, JOHNATHON A BLANTON, JORDAN S	2040 STANWOOD DR	APEX NC 27502-4785	
308 PORT HAVEN DR	0741261042	BOND, KENNETH L	308 PORT HAVEN DR	APEX NC 27502-4708	
1530 SALEM VILLAGE DR	0741049575	BOUVERIE, WILLIAM C BOUVERIE, KATHERINE M	1530 SALEM VILLAGE DR	APEX NC 27502-4727	
1308 PADSTONE DR	0741167124	BRADFORD, PHILIP DAVID BRADFORD, JENNIFER ROGERS	1308 PADSTONE DR	APEX NC 27502-6507	
0 BABERTON DR	0741253592	BRADLEY TERRACE HMOWNRS ASSOC INC	TALIS MANAGEMENT	PO BOX 99140	RALEIGH NC 27624-9140
0 ANTERBURY DR	0741242677	BRADLEY TERRACE HOMEOWNERS ASSN INC	TALIS MANAGEMENT	PO BOX 99140	RALEIGH NC 27624-9140
0 ANTERBURY DR	0741251372	BRADLEY TERRACE HOMEOWNERS ASSOCIATION INC	3308 WHITTINGHAM DR	NEW HILL NC 27562-9985	
1923 MOSTYN LN	0741043249	BRITTON, CHERYL Y.	1923 MOSTYN LN	APEX NC 27502-8509	
1577 TICE HURST LN	0741045390	BROWN, WORTH T BROWN, KATHLEEN M	1577 TICE HURST LN	APEX NC 27502-6500	
1964 DRUMLIN DR	0741140761	BUNCE, MICHAEL J BUNCE, MICHELLE U	1964 DRUMLIN DR	APEX NC 27502-6502	
1556 TICE HURST LN	0741046345	BURKE, DANIEL P BURKE, KRISTEN J	1556 TICE HURST LN	APEX NC 27502-6500	
1735 TINGEN RD	0741120618	BYRD, LEVANDER	1735 TINGEN RD	APEX NC 27502-7208	
1960 DRUMLIN DR	0741048850	CARPENTER, MICHAEL CARPENTER, ERIN	1960 DRUMLIN DR	APEX NC 27502-8502	
140 ANTERBURY DR	0741251200	CASH, BART T CASH, LORIE M	140 ANTERBURY DR	APEX NC 27502-4708	
1511 PADSTONE DR	0741054980	CASSARO, PHILIP J CASSARO, JING	1511 PADSTONE DR	APEX NC 27502-6521	
1940 MOSTYN LN	0741042994	CASTELINO, RUBEN TRUSTEE CASTELINO, SHAROL TRUSTEE	1940 MOSTYN LN	APEX NC 27502-8509	
148 ANTERBURY DR	0741251101	CAVALIERE, CHRISTINE	148 ANTERBURY DR	APEX NC 27502-4708	
1458 WRAGBY LN	0741180219	CHASE, DYLAN CHASE, MARIA FERNANDA	1458 WRAGBY LN	APEX NC 27502-6605	
208 ANTERBURY DR	0741240662	CHAUBEY, NISHITH K TIWARY, MUDITA	16702 SUMMIT VISTA DR	SAN DIEGO CA 92127-3434	
1756 MINLEY WAY	0741166398	CHRISTOPHER, STEVEN MICHAEL CHRISTOPHER, SUZANNE	1756 MINLEY WAY	APEX NC 27502-5776	
1021 IRONGATE DR	0741220858	CLINKSCALE, TRACI L	3364 KYLEE DAWN CIR	LAWRENCEVILLE GA 30045-2762	
339 ANTERBURY DR	0741241375	CORDER, MEGHAN P CORDER, PRESTON D	339 ANTERBURY DR	APEX NC 27502-4713	
333 ANTERBURY DR	0741241471	CORLEY, KYLE FRANK CORLEY, HALLEY JOY	333 ANTERBURY DR	APEX NC 27502-4713	
1462 WRAGBY LN	0741180212	CORVIN, ALEXANDER C CORVIN, RACHEL S	1462 WRAGBY LN	APEX NC 27502-6505	
1943 MOSTYN LN	0741044060	CRIBBS, ADAM CRIBBS, MELISSA	1943 MOSTYN LN	APEX NC 27502-8509	
1228 SHACKLETON RD	0741243068	CULL, KRISTA M	1228 SHACKLETON RD	APEX NC 27502-5317	
132 ANTERBURY DR	0741252298	DASSY, YARANAMA VENKATA RAMAN KHUBCHANDANI, SHARDA KISHIN	132 ANTERBURY DR	APEX NC 27502-4708	
1947 MOSTYN LN	0741034984	DAUM, ERIC R DAUM, JULIA	1947 MOSTYN LN	APEX NC 27502-8509	
1793 YATELEY LN	0741065072	D'AURELIO, MICHAEL J D'AURELIO, CAROLINE M	1793 YATELEY LN	APEX NC 27502-6561	
354 ANTERBURY DR	0741240211	DEFILIPPO, SOPHIA	354 ANTERBURY DR	APEX NC 27502-4712	
341 ANTERBURY DR	0741241363	DEMARCO, SARA E	341 ANTERBURY DR	APEX NC 27502-4713	
1510 SALEM VILLAGE DR	0741048977	DONOHOE, RYAN JOHANSON, STEPHANIE	1510 SALEM VILLAGE DR	APEX NC 27502-4727	
1468 WRAGBY LN	0741180115	DOUGLAS, GEOFFREY DOUGLAS, JULIA	1468 WRAGBY LN	APEX NC 27502-6605	
1524 PADSTONE DR	0741053760	DREW, NED E DREW, MILDRED JANE	1524 PADSTONE DR	APEX NC 27502-6520	
363 ANTERBURY DR	0741241038	ELLIS, MATTHEW H ELLIS, RHONDA E	363 ANTERBURY DR	APEX NC 27502-4713	
1518 PADSTONE DR	0741053821	ELSTER, DAVID W ELSTER, MARLENE B	1518 PADSTONE DR	APEX NC 27502-6520	
101 FANWOOD CT	0741242836	ENIS, DENNIS A TRUSTEE DENNIS A ENG DECLARATION OF TRUST	350 OAKS LN APT 122	POMPANO BEACH FL 33069-3781	
144 ANTERBURY DR	0741251106	ENIS, KRISTIE MICHELLE	144 ANTERBURY DR	APEX NC 27502-4708	
1322 PADSTONE DR	0741185258	ERABELLY, RAGHAVENDER RAO DANNAMANENI, KEERTHI	1322 PADSTONE DR	APEX NC 27502-6507	
2052 STANWOOD DR	0741033130	ERWINE, STEPHEN MERLE ERWINE, JANET ELLEN	2052 STANWOOD DR	APEX NC 27502-4785	
230 HARBOR HAVEN DR	0741260279	EUDAILEY, LORI ELAINE	230 HARBOR HAVEN DR	APEX NC 27502-4602	
336 ANTERBURY DR	0741240338	FARAJ, SAM JEANNE TRUSTEE TRUSTEE OF SJF LIVING TRUST	306 KNIGHT AVE	CARY NC 27511-3109	
1966 DRUMLIN DR	0741047571	FEINGERTZ, STEVEN FEINGERTZ, TAMMY LYNNE	1966 DRUMLIN DR	APEX NC 27502-8502	
118 SHELTER HAVEN DR	0741262157	FELTY, CHRISTINA A	118 SHELTER HAVEN DR	APEX NC 27502-4725	
1216 LEXINGTON FARM RD	0741245122	FETZER, MARGARET	1216 LEXINGTON FARM RD	APEX NC 27502-6307	
1520 PADSTONE DR	0741053746	FISH, ROGER BILDA, JENNIFER	1520 PADSTONE DR	APEX NC 27502-6520	
1964 DRUMLIN DR	0741048506	FORDHAM, MARK FRANK, DEBORAH	1964 DRUMLIN DR	APEX NC 27502-8502	
334 ANTERBURY DR	0741240432	FOUST, CHARLES ROBERT II	334 ANTERBURY DR	APEX NC 27502-4712	
1955 MOSTYN LN	0741034851	FRANZEL, NICHOLAS A FRANZEL, CARMELA	1557 TICE HURST LN	APEX NC 27502-6500	
114 ANTERBURY DR	0741251408	FRONZAGLIA, ELIZABETH	114 ANTERBURY DR	APEX NC 27502-4708	
304 PORT HAVEN DR	0741261063	FROST, ERIC	304 PORT HAVEN DR	APEX NC 27502-4708	
1919 MOSTYN LN	0741042992	FULLER, STEPHEN H FULLER, LINDA S	1919 MOSTYN LN	APEX NC 27502-8509	
204 SHELTER HAVEN DR	0741252849	GAEBEL, MINDY	204 SHELTER HAVEN DR	APEX NC 27502-4790	
1581 TICE HURST LN	0741048106	GALLINGER, SCOTT	1581 TICE HURST LN	APEX NC 27502-6500	
104 ANTERBURY DR	0741251578	GARCIA, RAUL GARCIA, NICOLE MARIE	104 ANTERBURY DR	APEX NC 27502-4708	
1546 TICE HURST LN	0741140375	GARNER, DAMON MATOS GARNER, MINERVA	1546 TICE HURST LN	APEX NC 27502-6500	
300 PORT HAVEN DR	0741261065	GARNER, VALERIE L	300 PORT HAVEN DR	APEX NC 27502-4708	
358 ANTERBURY DR	0741240118	GARRY, JO ANN	358 ANTERBURY DR	APEX NC 27502-4712	
337 ANTERBURY DR	0741241377	GAUTREAU, TIM	337 ANTERBURY DR	APEX NC 27502-4713	
1968 DRUMLIN DR	0741140529	GEE, DANNY LYNN GEE, AMANDA B	1968 DRUMLIN DR	APEX NC 27502-6502	
1224 SHACKLETON RD	0741243166	GILBERT, JACQUES K GILBERT, MESHARA M	1224 SHACKLETON RD	APEX NC 27502-5317	
122 ANTERBURY DR	0741251400	GONZALEZ, DENISSE BURGOS IRIZARRY, JIMMY TORRES	122 ANTERBURY DR	APEX NC 27502-4708	
1007 IRONGATE DR	0741123857	GREENE, MARGARET	1007 IRONGATE DR	APEX NC 27502-6506	
128 ANTERBURY DR	0741251303	GREGERSEN, SHARON J	128 ANTERBURY DR	APEX NC 27502-4706	
342 ANTERBURY DR	0741240323	GROTZINGER, WILLIAM GERARD TRUSTEE GROTZINGER, BARBARA FLACK TRUSTEE	13073 GLEN BRAE DR	SARATOGA CA 95070-4400	
107 FANWOOD CT	0741242888	HAWKINS, FREDERICK HAWKINS, AMY	6105 CLIFF EDGE TRL	RALEIGH NC 27613-5283	
204 ANTERBURY DR	0741240696	HELD, ANDRE THOMPSON, CHARITY LEIGH	204 ANTERBURY DR	APEX NC 27502-4710	
306 ANTERBURY DR	0741240751	HENDRICKS, COURTNEY ANN	306 ANTERBURY DR	APEX NC 27502-4712	
2027 STANWOOD DR	0741032406	HILL, JONATHAN HILL, LIBERTY	2027 STANWOOD DR	APEX NC 27502-4784	
1471 WRAGBY LN	0741181092	HINDLE, JEFFREY HINDLE, JENNIFER	1471 WRAGBY LN	APEX NC 27502-6605	
1019 IRONGATE DR	0741129847	HOLLAND, FLORA ANN	706 WALNUT WOODS DR	MORRISVILLE NC 27560-6792	
300 ANTERBURY DR	0741240758	HOLLYDAY, MARY	300 ANTERBURY DR	APEX NC 27502-4712	
2036 STANWOOD DR	0741031255	HOOGAR, GIRISHPURUSHOTTAM H HOOGAR, MAMATA G	2036 STANWOOD DR	APEX NC 27502-4785	
304 ANTERBURY DR	0741240753	HOWARD, ALEXANDER III	304 ANTERBURY DR	APEX NC 27502-4712	
319 PORT HAVEN DR	0741251707	HUMMEL, CADE HANES JURGEN TINNIN, SHANNON LYNETTE	504 COPPERLINE DR UNIT 101	CHAPEL HILL NC 27516-4469	

Tingen Rd Rezoning Notification List.xls

1935 MOSTYN LN	0741044153	INGHAM, CHRISTOPHER INGHAM, AMANDA	1935 MOSTYN LN	APEX NC 27502-6509
1006 IRONGATE DR	0741122631	JACKSON, PETER GREGORY JACKSON, SANDRA LOLETTA	1006 IRONGATE DR	APEX NC 27502-6505
302 PORT HAVEN DR	0741261074	JO CE ASSOCIATES LIMITED PARTNERSHIP	2714 SAINT MARYS ST	RALEIGH NC 27609-7641
1478 WRAGBY LN	0741059862	JOHNSON WHITE, JOHN HAYDEN JOHNSON WHITE, CARISSA BETH	1478 WRAGBY LN	APEX NC 27502-6605
1473 PADSTONE DR	0741064167	JOHNSON, DAVID R TRUSTEE JOHNSON, SHERRIE A TRUSTEE	1473 PADSTONE DR	APEX NC 27502-6524
1963 MOSTYN LN	0741033780	JOHNSON, WILLIAM S III JOHNSON, BETTY F	1963 MOSTYN LN	APEX NC 27502-6509
309 ANTERBURY DR	0741241688	JOSEPHSON, DAVID W JOSEPHSON, JAMIE M	309 ANTERBURY DR	APEX NC 27502-4713
1581 TICE HURST LN	0741045354	KAFLE, DHIRAJ SHARMA, SIKHA	1581 TICE HURST LN	APEX NC 27502-6500
1811 BROOMHURST LN	0741163075	KALUKA, JESSE E KALUKA, MIRANDA P	1811 BROOMHURST LN	APEX NC 27502-1250
1553 TICE HURST LN	0741049197	KALYNA, ANDRIY KALYNA, TETYANA	1553 TICE HURST LN	APEX NC 27502-6500
350 ANTERBURY DR	0741240215	KASINATHAN, ARULCHELVAN KRISHNAN, ARCHANA MOHAN	350 ANTERBURY DR	APEX NC 27502-4712
1585 TICE HURST LN	0741047240	KENDLER, ROBERT S RADEMACHER, KIM M	1585 TICE HURST LN	APEX NC 27502-6500
346 ANTERBURY DR	0741240229	KINSEY, CYNTHIA D DAWSON, RALPH E	346 ANTERBURY DR	APEX NC 27502-4712
102 FANWOOD CT	0741242784	KOCHIKUNNEL, JOBIN	800 DOWNING GLEN DR	MORRISVILLE NC 27560-5734
2048 STANWOOD DR	0741032184	KOVIC, STEPHEN THOMAS KOVIC, CHERYL ANN	2048 STANWOOD DR	APEX NC 27502-4785
1528 PADSTONE DR	0741053594	KUEHL BINDER, ASHLEY R BINDER, WILLIAM ALAN	1528 PADSTONE DR	APEX NC 27502-6520
1501 INGRAHAM DR	0741032853	KUHN, MARY ANNE	1501 INGRAHAM DR	APEX NC 27502-4765
315 PORT HAVEN DR	0741251951	LAIRD, STEPHANIE MARIE	315 PORT HAVEN DR	APEX NC 27502-4707
1459 WRAGBY LN	0741161288	LARKIN, TIMOTHY LARKIN, KELLEY	1459 WRAGBY LN	APEX NC 27502-6605
2001 REEDY CT	0741222951	LASSITER, ROBERT M SR	1011 IRONGATE DR	APEX NC 27502-6506
1017 IRONGATE DR	0741128837	LASSITER, ROBERT MCCOY	1011 IRONGATE DR	APEX NC 27502-6500
1013 IRONGATE DR	0741128837	LASSITER, ROBERT MCCOY LASSITER, VANESSA JOHNSON	1011 IRONGATE DR	APEX NC 27502-6506
1027 IRONGATE DR	0741223721	LASSITER, ROBERT MCCOY SR	1011 IRONGATE DR	APEX NC 27502-6506
1580 TICE HURST LN	0741048385	LATOUR, STEPHEN ALEXIS /TR HOULDEN, PAULINE JANE /TR	1580 TICE HURST LN	APEX NC 27502-6500
348 ANTERBURY DR	0741240227	LE, TRI-TIN PHAM LE, YEN LUU	PO BOX 684	HOLLY SPRINGS NC 27540-0684
108 ANTERBURY DR	0741251565	LE, YEN LUU LE, TRI-TIN PHAM	PO BOX 684	HOLLY SPRINGS NC 27540-0684
343 ANTERBURY DR	0741241269	LI, PING-AN ANDY QINGPING, HE	102 AMIABLE LOOP	CARY NC 27519-5568
109 FANWOOD CT	0741243808	LILES, JOHN E LILES, SUSAN M	111 BONITA LN	CAPE CARTERET NC 28584-8443
359 ANTERBURY DR	0741241132	LORD, BRYAN N LORD, KATELYN G	359 ANTERBURY DR	APEX NC 27502-4713
305 ANTERBURY DR	0741241783	LOTT, MARK A LOTT, SARAH E	305 ANTERBURY DR	APEX NC 27502-4713
1300 PADSTONE DR	0741168015	MACDONAGH, MICHAEL MACDONAGH, ALISON	1300 PADSTONE DR	APEX NC 27502-6507
124 ANTERBURY DR	0741251307	MAIKAI 5 LLC	4101 TAYLOR HALL PL	CHAPEL HILL NC 27517-7454
1967 MOSTYN LN	0741033645	MAJKA, PETER W JR MAJKA, ALINA D	1967 MOSTYN LN	APEX NC 27502-6509
1512 PADSTONE DR	0741053617	MANGINO, REED MANGINO, BONNIE J	1512 PADSTONE DR	APEX NC 27502-6520
1222 SHACKLETON RD	0741243273	MARROW, LAWRENCE MARROW, EDNA MAE	1222 SHACKLETON RD	APEX NC 27502-5317
1467 WRAGBY LN	0741161181	MATHUR, TUSHAR MEHTA, MEGHA	1467 WRAGBY LN	APEX NC 27502-6605
202 SHELTER HAVEN DR	0741252831	MAY, CORI ELIZABETH	202 SHELTER HAVEN DR	APEX NC 27502-4700
1971 DRUMLIN DR	0741140418	MAYER-SALMAN, JOSEPH MORRIS MAYER-SALMAN, ELIZABETH DAWN	1971 DRUMLIN DR	APEX NC 27502-6501
352 ANTERBURY DR	0741240213	MCDANIELS, JERRY	352 ANTERBURY DR	APEX NC 27502-4712
1585 TICE HURST LN	0741045318	MCDONAGH, MICHAEL MCDONAGH, NICOLE	1585 TICE HURST LN	APEX NC 27502-6500
1931 MOSTYN LN	0741044138	MCKEAN, JOHN B MCKEAN, DAWN M	1931 MOSTYN LN	APEX NC 27502-6509
1951 MOSTYN LN	0741034868	MCLAUGHLIN, SHIRLEY SCHENCK, SCOTT TODD JR.	1951 MOSTYN LN	APEX NC 27502-6509
1003 IRONGATE DR	0741121839	MEDERO, ANGEL G SIERRA-TORRES, TAMIA T	113 WATERTREE LN	APEX NC 27502-4160
102 ANTERBURY DR	0741251680	MERRIWEATHER, MARILYN	102 ANTERBURY DR	APEX NC 27502-4708
318 ANTERBURY DR	0741240548	METRO, DANIEL A	318 ANTERBURY DR	APEX NC 27502-4712
325 ANTERBURY DR	0741241582	MICKYS, MONTE MICKYS, LISA ALAIMO	325 ANTERBURY DR	APEX NC 27502-4713
138 ANTERBURY DR	0741251202	MILANA, SUSAN R	138 ANTERBURY DR	APEX NC 27502-4708
0 TINGEN RD	0741155913	MILLS, SUSAN S SEYMOUR, MAUREEN Q	107 S SALEM ST	APEX NC 27502-1622
128 SHELTER HAVEN DR	0741262037	MISERTINO, MARY	128 SHELTER HAVEN DR	APEX NC 27502-4725
1785 YATELEY LN	0741067101	MOGILI, SUJATHA SOMASUNDARAM, RAVIKUMAR	1785 YATELEY LN	APEX NC 27502-6561
1965 DRUMLIN DR	0741140479	MOORE, STEVEN T MOORE, SARAH B	1965 DRUMLIN DR	APEX NC 27502-6501
1582 TICE HURST LN	0741045468	MOORE, TERRY L MOORE, SHONAGH OLEARY	1582 TICE HURST LN	APEX NC 27502-6500
1810 BROOMHURST LN	0741163104	MORGAN, DAVID S SCHIPPER, JASMIN	1810 BROOMHURST LN	APEX NC 27502-1251
329 PORT HAVEN DR	0741250712	MOSLEY, CHRISTOPHER THOMAS	329 PORT HAVEN DR	APEX NC 27502-4707
1572 TICE HURST LN	0741047450	MUSCARO, ANTHONY M MUSCARO, REBECCA L	1572 TICE HURST LN	APEX NC 27502-6500
1328 PADSTONE DR	0741184363	NAPIER, SHARON ARIAS, FERNANDO	1328 PADSTONE DR	APEX NC 27502-6507
335 ANTERBURY DR	0741241378	NAVARRO, ALICIA R	335 ANTERBURY DR	APEX NC 27502-4713
1505 SALEM VILLAGE DR	0741140974	NEELABH, APOORVA NEELABH, MAMTA	1505 SALEM VILLAGE DR	APEX NC 27502-4728
1759 MINLEY WAY	0741168297	NIELSEN, TRICIA L SHAW, MARK A	1759 MINLEY WAY	APEX NC 27502-5776
346 ANTERBURY DR	0741241267	OPENDOOR PROPERTY C LLC	410 N SCOTTSDALE RD STE 1600	TEMPE AZ 85288-0976
351 ANTERBURY DR	0741241251	PARIKH, TANMAY SHAH, BHURNI	2133 BLUFF OAK DR	CARY NC 27519-0105
331 ANTERBURY DR	0741241474	PATEL, MUKESHBHAI PATEL, KUSUMBEN	331 ANTERBURY DR	APEX NC 27502-4713
124 SHELTER HAVEN DR	0741262039	PEARCE, NICHOLE M	124 SHELTER HAVEN DR	APEX NC 27502-4725
1578 TICE HURST LN	0741047404	PERRY, LEON PERRY, PATRICIA	1578 TICE HURST LN	APEX NC 27502-6500
120 ANTERBURY DR	0741251402	PERSAUD, COLIN F	2034 E 41ST ST	BROOKLYN NY 11234-2905
1500 PADSTONE DR	0741062095	PHELPS, MARK AARON PHELPS, ASHLEY NICOLE	1500 PADSTONE DR	APEX NC 27502-6520
1508 PADSTONE DR	0741053893	PHILLIPS, SHAWN R PHILLIPS, CHRISTA	1508 PADSTONE DR	APEX NC 27502-6520
134 ANTERBURY DR	0741251209	PINKERTON, DIANA A	134 ANTERBURY DR	APEX NC 27502-4708
1501 PADSTONE DR	0741064064	PLATT, WAYNE L SHAW, ASHLEE M	1501 PADSTONE DR	APEX NC 27502-6521
321 PORT HAVEN DR	0741250788	POKHREL BROTHERS REALTY LLC	4507 VIENNA CREST DR	RALEIGH NC 27613-3352
310 PORT HAVEN DR	0741261000	PORTRAIT HOMES WEST HAVEN LLC	3903 EDWARDS MILL RD	RALEIGH NC 27612-4244
311 ANTERBURY DR	0741241685	POWELL, ANDRE POWELL, TERESA	311 ANTERBURY DR	APEX NC 27502-4713
1801 BROOMHURST LN	0741165016	PRESNALL, HUNTER PRESNALL, SHERRY	1801 BROOMHURST LN	APEX NC 27502-1250
202 ANTERBURY DR	0741241808	PROSSER, RICHARD WILLIAM PROSSER, ANNE WAYNE	1109 CROSSWAY LN	HOLLY SPRINGS NC 27540-6858
2023 STANWOOD DR	0741031561	PROVOST, NANCY A. SHOCKLEY, DEBRA J.	2023 STANWOOD DR	APEX NC 27502-4784
200 ANTERBURY DR	0741241610	QIN, JUN JIE FENG, HUI LING	5239 MARY LEE WAY	HIGH POINT NC 27265-3299
313 ANTERBURY DR	0741241684	RADA, ROBERTO JR	313 ANTERBURY DR	APEX NC 27502-4713
340 ANTERBURY DR	0741240336	RADKE, JEAN MARIE	340 ANTERBURY DR	APEX NC 27502-4712
236 HARBOR HAVEN DR	0741260274	RAMOS DIAZ, MYRNA MILAGROS	236 HARBOR HAVEN DR	APEX NC 27502-4602
308 ANTERBURY DR	0741240652	RAND, MELANIE J	308 ANTERBURY DR	APEX NC 27502-4712
1927 MOSTYN LN	0741043294	RASAKULASURIAR, ROHINI	1927 MOSTYN LN	APEX NC 27502-6509
1309 SHACKLETON RD	0741233898	RAVAL, DEEPA J	1309 SHACKLETON RD	APEX NC 27502-5308
1018 IRONGATE DR	0741128831	RICHARDSON, DORA C	1018 IRONGATE DR	APEX NC 27502-6505
1005 IRONGATE DR	0741122838	RICKENBAKER, THOMAS R RICKENBAKER, HEATHER M	1005 IRONGATE DR	APEX NC 27502-6506
1022 IRONGATE DR	0741226651	RICKS, GAIL A	1022 IRONGATE DR	APEX NC 27502-6505
1801 TINGEN RD	0741126631	RICKS, GAIL ANDERSON	1022 IRONGATE DR	APEX NC 27502-6505
200 SHELTER HAVEN DR	0741252912	RIDDLE, CONNIE ROSSER	200 SHELTER HAVEN DR	APEX NC 27502-4700
346 ANTERBURY DR	0741241253	ROBERT, DEBRA MITCHELL, STEVEN J	346 ANTERBURY DR	APEX NC 27502-4713
208 SHELTER HAVEN DR	0741252878	ROBERTO, RALPH A S.	208 SHELTER HAVEN DR	APEX NC 27502-4700
1569 TICE HURST LN	0741046293	ROE, PAUL SYKES-ROE, JENNIFER	1569 TICE HURST LN	APEX NC 27502-6500
1518 SALEM VILLAGE DR	0741048912	ROESCH, DANIEL EDWARD KHAN, RUBAIYAT AREFIN	1518 SALEM VILLAGE DR	APEX NC 27502-4727
312 ANTERBURY DR	0741240543	ROMVARI, GERGO TAMAS	312 ANTERBURY DR	APEX NC 27502-4712
327 PORT HAVEN DR	0741250734	ROTEM, AMIT A. TRUSTEE AMIT A. ROTEM REVOCABLE LIVING TRUST	2508 RAMBLING CREEK RD	APEX NC 27523-7805
1549 TICE HURST LN	0741140197	ROYAL, DAVID ROYAL, NETA YOSEF	1549 TICE HURST LN	APEX NC 27502-6500
1781 YATELEY LN	0741067159	RYAN, TERRENCE WAYNE TRUSTEE RHODES-RYAN, GINGER ANNE TRUSTEE	1781 YATELEY LN	APEX NC 27502-6561
0 DRUMLIN DR	0741049435	SALEM VILLAGE OWNERS ASSC INC	1100 PERIMETER PARK DR STE 112	MORRISVILLE NC 27560-9119
0 STANWOOD DR	0741034400	SALEM VILLAGE OWNERS ASSOCIATION INC	1100 PERIMETER PARK DR STE 112	MORRISVILLE NC 27560-9119
0 WIDGER LN	0741026971	SALEM VILLAGE OWNERS ASSOCIATION INC	PO BOX 97243	RALEIGH NC 27624-7243
1504 PADSTONE DR	0741052898	SANDERS, DERRICK SANDERS, TAWANA BROWN	1504 PADSTONE DR	APEX NC 27502-6520
2051 STANWOOD DR	0741034235	SANLOUP, NICOLAS PARRA, MARCELA MILAN	2051 STANWOOD DR	APEX NC 27502-4784

323 PORT HAVEN DR	0741250765	SARCAN, CANSU	323 PORT HAVEN DR	APEX NC 27502-4707
365 ANTERBURY DR	0741241036	SEITEL, JANE E	365 ANTERBURY DR	APEX NC 27502-4713
1508 INGRAHAM DR	0741041092	SENKO, DANIEL SENKO, LYNNE M	1508 INGRAHAM DR	APEX NC 27502-4768
106 ANTERBURY DR	0741251555	SETLIFF, MARION F	106 ANTERBURY DR	APEX NC 27502-4706
0 TINGEN RD	0741142574	SEYMOUR FARM PROPERTIES LLC	PO BOX 177	APEX NC 27502-0177
0 TINGEN RD	0741152543	SEYMOUR, THOMAS E MILLS, SUSAN S	PO BOX 177	APEX NC 27502-0177
232 HARBOR HAVEN DR	0741260277	SHAKED, KEREN SHAKED, MOSHE	232 HARBOR HAVEN DR	APEX NC 27502-4602
1922 MOSTYN LN	0741042135	SHARPE, ADAM SHARPE, JAMIE	1922 MOSTYN LN	APEX NC 27502-6508
1470 WRAGBY LN	0741160008	SHERWOOD, MICHAEL SHERWOOD, YITING	1470 WRAGBY LN	APEX NC 27502-6605
100 FANWOOD CT	0741242763	SHRESTHA, RAMESH KUMAR SAINJU, DRISTEE	100 FANWOOD CT	APEX NC 27502-4722
1316 PADSTONE DR	0741166222	SHU, YI FU, XIACMING	1316 PADSTONE DR	APEX NC 27502-6607
325 PORT HAVEN DR	0741250754	SILVA-COMPOS, WILITZA	325 PORT HAVEN DR	APEX NC 27502-4707
236 HARBOR HAVEN DR	0741260271	SIMS, MARK A SIMS, JANIS	2750 PANGBORN RD	DECATUR GA 30033-2326
1513 SALEM VILLAGE DR	0741048892	SITAPARA, HIREN PATEL, VANEE	1513 SALEM VILLAGE DR	APEX NC 27502-4728
332 ANTERBURY DR	0741240434	SITZLER, JANNA	332 ANTERBURY DR	APEX NC 27502-4712
1016 IRONGATE DR	0741124641	SMILEY, MONICA	36 OLD GROVE LN	APEX NC 27502-1894
1015 IRONGATE DR	0741127837	SMITH, CHANTA R	1600 HIGH SCHOOL RD UNIT B	CHAPEL HILL NC 27516-9236
1809 BROOMHURST LN	0741163226	SOOD, KARAN SHETH, ALPA	1600 BROOMHURST LN	APEX NC 27502-1251
327 ANTERBURY DR	0741241580	SOUCIE, SAMANTHA FAYE	327 ANTERBURY DR	APEX NC 27502-4713
322 ANTERBURY DR	0741240542	SPALDING, YVONNE	322 ANTERBURY DR	APEX NC 27502-4712
234 HARBOR HAVEN DR	0741260276	SPENCE, SHANNON	234 HARBOR HAVEN DR	APEX NC 27502-4602
1020 IRONGATE DR	0741129950	SPULLER, RICHARD E SPULLER, ALISON B	1020 IRONGATE DR	APEX NC 27502-6505
142 ANTERBURY DR	0741251109	STANCIL, ERIKA H	1526 VANDER OLDHAM RD	BEAR CREEK NC 27207-8628
1573 TICE HURST LN	0741048237	STEINHOFF, BRADLEY A STEINHOFF, SHEILA A	1573 TICE HURST LN	APEX NC 27502-6500
307 ANTERBURY DR	0741241780	STILLEY, ERIC L	307 ANTERBURY DR	APEX NC 27502-4713
329 ANTERBURY DR	0741241488	STUMP, TIMOTHY J STUMP, ERICA B	329 ANTERBURY DR	APEX NC 27502-4713
1932 MOSTYN LN	0741042181	SULLIVAN, MICHAEL C SULLIVAN, CAROL A	1932 MOSTYN LN	APEX NC 27502-6508
1306 TINGEN RD	0741331565	SURE & STEADFAST PROP LTD PTNRP	1201 BUCK JONES RD	RALEIGH NC 27606-5635
308 PORT HAVEN DR	0741261031	SWINK, DAVID C	308 PORT HAVEN DR	APEX NC 27502-4706
103 FANWOOD CT	0741242858	TEETER, STEPHANIE	103 FANWOOD CT	APEX NC 27502-4722
1552 TICE HURST LN	0741140305	THAMBI, ASHOK K BYSANI, SIRISHA	1552 TICE HURST LN	APEX NC 27502-6500
310 ANTERBURY DR	0741240957	THE ARDOLINO FAMILY TRUST /BY TR	5004 CEDAR GLEN CT	APEX NC 27539-9740
110 ANTERBURY DR	0741251533	TOMIC, S TEPHEN EDWARD	110 ANTERBURY DR	APEX NC 27502-4706
321 ANTERBURY DR	0741241586	TORO, GERMAN ANTONIO CABAN CABAN, ELIZABETH	321 ANTERBURY DR	APEX NC 27502-4713
100 ANTERBURY DR	0741252601	TRIPATHI, RAJESH	1052 BRANCH LINE LN	APEX NC 27502-2421
1517 SALEM VILLAGE DR	0741049738	TROCINO, JOHN E TROCINO, JORJA J	1517 SALEM VILLAGE DR	APEX NC 27502-4728
367 ANTERBURY DR	0741241145	UNITED DEVELOPMENT ORGANIZATION LLC	SIMON NATH	977 ALLEN AVE PORTLAND ME 04103-3706
311 PORT HAVEN DR	0741251884	URBEIN, STEPHEN MITCHELL	311 PORT HAVEN DR	APEX NC 27502-4707
1507 INGRAHAM DR	0741031883	VUYYURU, SUDHEER VUYYURU, SANTHI	1507 INGRAHAM DR	APEX NC 27502-4765
104 FANWOOD CT	0741243705	WAGNER, NADINE R	104 FANWOOD CT	APEX NC 27502-4722
2708 TINGEN RD	0741023701	WALKER, NANCY L	2708 TINGEN RD	APEX NC 27502-8745
2044 STANWOOD DR	0741032148	WALSER, JOHN F SR WALSER, DEBORAH A	2044 STANWOOD DR	APEX NC 27502-4785
1505 PADSTONE DR	0741054977	WANG, ZHANXIAN LIN, LI	1505 PADSTONE DR	APEX NC 27502-6521
1972 DRUMLIN DR	0741049665	WARD, BRIAN MICHAEL TRUSTEE WARD, MONICA BERRY TRUSTEE	1972 DRUMLIN DR	APEX NC 27502-6502
317 PORT HAVEN DR	0741251749	WEATHERTREE 2 LLC	302 ABBEY OAK LN	APEX NC 27502-2301
1509 SALEM VILLAGE DR	0741140857	WELCH, CHRISTINE	1508 SALEM VILLAGE DR	APEX NC 27502-4728
0 TINGEN RD	0741251165	WESTHAVEN TOWNHOMES HOMEOWNERS ASSN	PPM	1101 RAVENSFORD RD RALEIGH NC 27614-8837
1521 SALEM VILLAGE DR	0741048775	WIJESINGHE, ANUPA SARANGA GUNAWARDHANA, CHINTHANI LALANIKA LIYANA	1521 SALEM VILLAGE DR	APEX NC 27502-4728
1524 SALEM VILLAGE DR	0741047848	WILLOUGHBY, TIMOTHY WILLOUGHBY, ANN	1524 SALEM VILLAGE DR	APEX NC 27502-4727
2047 STANWOOD DR	0741033289	WILSON, STEVEN E WILSON, LESLEY H	2047 STANWOOD DR	APEX NC 27502-4784
148 ANTERBURY DR	0741251104	WOLCOTT, CHERYL	148 ANTERBURY DR	APEX NC 27502-4706
361 ANTERBURY DR	0741241130	WRIGHT, ANTONIO	361 ANTERBURY DR	APEX NC 27502-4713
315 ANTERBURY DR	0741241662	WS LLC	1511 PIAZZO CT	APEX NC 27502-3704
1474 WRAGBY LN	0741160000	XU, QINGHONG SI, JING	1474 WRAGBY LN	APEX NC 27502-6605
130 ANTERBURY DR	0741251300	YAIR, GUY	130 ANTERBURY DR	APEX NC 27502-4706
320 ANTERBURY DR	0741240544	YIN MOU LLC	114 STANSBURY CT	CARY NC 27518-9097
116 ANTERBURY DR	0741251405	YU, LIANG TANG, XIAOTING	5468 APEX PEAKWAY STE 337	APEX NC 27502-3924
314 ANTERBURY DR	0741240540	ZARDAS, MARY	314 ANTERBURY DR	APEX NC 27502-4712
120 SHELTER HAVEN DR	0741262153	ZHANG, HANGYU QI, WENYI	1168 LAS PALMAS DR	SANTA CLARA CA 95051-3922
1525 SALEM VILLAGE DR	0741049712	ZHAO, LINGLING	1525 SALEM VILLAGE DR	APEX NC 27502-4728
313 PORT HAVEN DR	0741251872	ZHAO, WENJI TRUSTEE LUO, LAN TRUSTEE	915 DOMINION HILL DR	CARY NC 27518-9348
347 ANTERBURY DR	0741241255	ZUK, VICTORIA JANELLE	347 ANTERBURY DR	APEX NC 27502-4713
		STEPHEN MILLER	1208 SHACKLETON RD	APEX NC 27502
		Current Tenant	100 Anterbury DR	APEX NC 27502
		Current Tenant	106 Anterbury DR	APEX NC 27502
		Current Tenant	118 Anterbury DR	APEX NC 27502
		Current Tenant	120 Anterbury DR	APEX NC 27502
		Current Tenant	124 Anterbury DR	APEX NC 27502
		Current Tenant	141 Anterbury DR	APEX NC 27502
		Current Tenant	142 Anterbury DR	APEX NC 27502
		Current Tenant	200 Anterbury DR	APEX NC 27502
		Current Tenant	202 Anterbury DR	APEX NC 27502
		Current Tenant	208 Anterbury DR	APEX NC 27502
		Current Tenant	310 Anterbury DR	APEX NC 27502
		Current Tenant	315 Anterbury DR	APEX NC 27502
		Current Tenant	318 Anterbury DR	APEX NC 27502
		Current Tenant	319 Anterbury DR	APEX NC 27502
		Current Tenant	320 Anterbury DR	APEX NC 27502
		Current Tenant	338 Anterbury DR	APEX NC 27502
		Current Tenant	342 Anterbury DR	APEX NC 27502
		Current Tenant	343 Anterbury DR	APEX NC 27502
		Current Tenant	345 Anterbury DR	APEX NC 27502
		Current Tenant	348 Anterbury DR	APEX NC 27502
		Current Tenant	351 Anterbury DR	APEX NC 27502
		Current Tenant	357 Anterbury DR	APEX NC 27502
		Current Tenant	101 Fanwood CT	APEX NC 27502
		Current Tenant	102 Fanwood CT	APEX NC 27502
		Current Tenant	107 Fanwood CT	APEX NC 27502
		Current Tenant	109 Fanwood CT	APEX NC 27502
		Current Tenant	238 Harbor Haven DR	APEX NC 27502
		Current Tenant	1003 Irongate DR	APEX NC 27502
		Current Tenant	1027 Irongate DR	APEX NC 27502
		Current Tenant	1955 Mostyn LN	APEX NC 27502
		Current Tenant	302 Port Haven DR	APEX NC 27502
		Current Tenant	310 Port Haven DR	APEX NC 27502
		Current Tenant	313 Port Haven DR	APEX NC 27502
		Current Tenant	317 Port Haven DR	APEX NC 27502
		Current Tenant	318 Port Haven DR	APEX NC 27502
		Current Tenant	321 Port Haven DR	APEX NC 27502
		Current Tenant	327 Port Haven DR	APEX NC 27502

Current Tenant		120 Shellar Haven DR	APEX NC 27502
Current Tenant		1801 Tingen RD	APEX NC 27502

Created by Town of Apex Planning Department
Date Created: 5/2/2023

NOTICE OF 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.

May 24, 2023
Date

Dear Neighbor:
You are invited to a neighborhood meeting to review and discuss the development proposal at

See attached Exhibit A | See attached Exhibit A
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. If you are unable to attend, please refer to the Project Contact Information page for ways to contact the applicant. Notified neighbors may request that the applicant provide updates and send plans via email or mail. 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 http://www.apexnc.org/180. Applications for Rezoning must hold a second Neighborhood Meeting in the month prior to the anticipated public hearing date.

A Neighborhood Meeting is required because this project includes (check all that apply):

	Application Type	Approving Authority
☑	Rezoning (including Planned Unit Development)	Town Council
☑	Major Site Plan	Technical Review Committee (staff)
☐	Minor Site Plan for the uses "Day care facility", "Government service", "School, public or private", "Restaurant, drive-through", or "Convenience store with gas sales"	Technical Review Committee (staff)
☐	Special Use Permit	Board of Adjustment (QJPH*)
☑	Residential Master Subdivision Plan (excludes exempt subdivisions)	Technical Review Committee (staff)

*Quasi-Judicial Public Hearing: The Board of Adjustment 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 applicant is proposing to rezone the property to Planned Unit Development-Conditional Zoning (PUD-CZ) to facilitate a mixed-use development consisting of single-family homes, townhomes, apartments, and office/commercial uses.

Estimated submittal date: July 3, 2023

MEETING INFORMATION:

Property Owner(s) name(s):	See attached Exhibit A
Applicant(s):	Barnett Properties, LLC c/o Matthew Carpenter
Contact information (email/phone):	matthewcarpenter@parkerpoe.com; (919) 835-4032
Meeting Address:	Virtual (Zoom) - See attached notice letter
Date/Time of meeting**:	June 7, 2023 (6:00 PM - 8:00PM)

Welcome: 6:00 PM Project Presentation: between 6:00 - 8:00 PM Question & Answer: between 6:00 - 8:00 PM

**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.

Parker Poe
Attorneys & Counselors at Law

To: Neighboring Property Owners and Tenants
From: Matthew J. Carpenter
Date: May 24, 2023

Re: Notice of Virtual Neighborhood Meeting

You are invited to attend a neighborhood meeting on June 7, 2023 at 6:00 PM to discuss an upcoming application to rezone 3 parcels of land located at 0 Tingen Road (PIN 0741142574), 0 Tingen Road (PIN 0741152543), and 0 Tingen Road (PIN 0741155913) (collectively, the "Property"). The Property is currently zoned Residential Agricultural (RA) and High Density Single-Family Residential (HDSF), and is proposed to be rezoned to Planned Unit Development-Conditional Zoning (PUD-CZ). A corresponding annexation petition will be filed with the rezoning application.

The purpose of the proposed rezoning is to facilitate a mixed-use development consisting of single-family homes, townhomes, apartments, and office/commercial uses. During the meeting, the applicant will describe the nature of the rezoning request and field any questions from the public. Enclosed are: (1) a vicinity map outlining the location of the subject parcel; (2) a zoning map of the subject area; (3) a preliminary concept plan; (4) a project contact information sheet; and (5) a common construction issues & who to call information sheet.

The meeting will be held virtually. You can participate online via Zoom or by telephone. To participate in the Zoom online meeting:

Visit:	https://zoom.us./join
Enter the following meeting ID:	864 9985 0519
Enter the following password:	846255

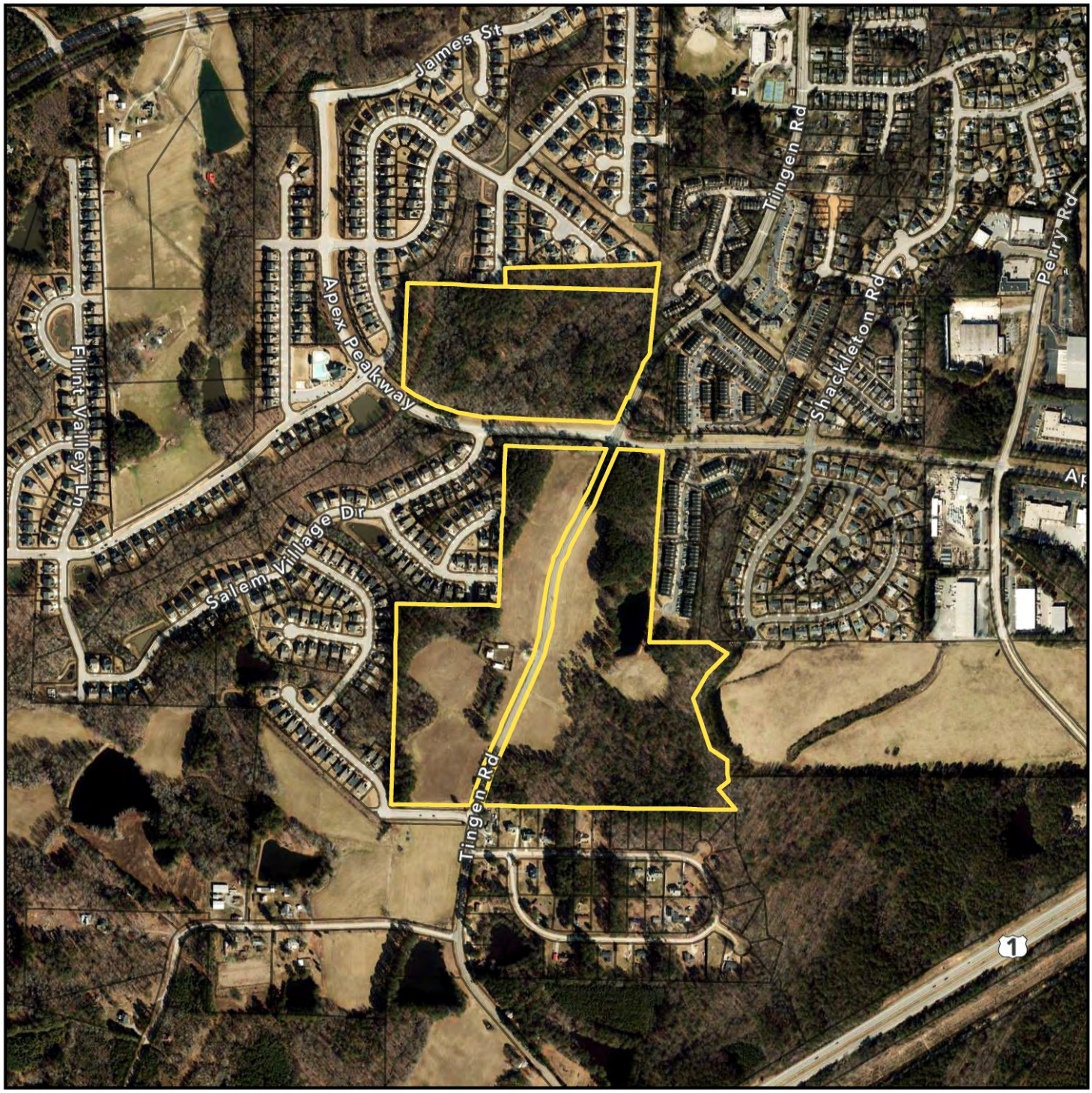
To participate by telephone:

Dial:	1 929 205 6099
Enter the following meeting ID:	864 9985 0519 #
Enter the Participant ID:	#
Enter the Meeting password:	846255 #

If you have any questions about this rezoning, please contact me at (919) 835-4032 or via email at matthewcarpenter@parkerpoe.com.

Sincerely,

Matthew Carpenter



0; 0; & 0 Tingen Road

Vicinity Map

N

0 400 800 1600 ft

1 inch equals 800 feet

Disclaimer

*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.*



0; 0; & 0 Tingen Road

Zoning Map

N

0 400 800 1600 ft

1 inch equals 800 feet

Current Zoning: RA & HDSF

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BARNETT PROPERTIES
Developers of Commercial Real Estate
Since 1972

PRELIMINARY
DO NOT USE FOR CONSTRUCTION

TINGEN PUD

TINGEN RD & APEX PEAKWAY
APEX, NC

ISSUE SEQUENCE		
NO.	DATE	DESCRIPTION

1"= 200'

Exhibit A

Tingen Road Rezoning

Owner Information Addendum

Parcel 1

Site Address: 0 Tingen Road
PIN: 0741142574
Deed Reference (book/page): 12054/774
Acreage: 57.92
Owner: Seymour Farm Properties LLC, a North Carolina limited liability company
Owner Address: PO Box 177, Apex, NC 27502

Parcel 2

Site Address: 0 Tingen Road
PIN: 0741152543
Deed Reference (book/page): 18392/326
Acreage: 21.59
Owner: Tracey Seymour Hedrick
Owner Address: 117 Ribbon Walk Lane, Holly Springs, NC 27540

Parcel 3

Site Address: 0 Tingen Road
PIN: 0741155913
Deed Reference (book/page): Estate File
Acreage: 2.44
Owner: Susan Seymour Mills and Maureen Q Seymour
Owner Address: 107 S. Salem Street, Apex, NC 27502

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: Tingen Road Assemblage Zoning: RA & HDSF

Location: See attached Exhibit A

Property PIN(s): See attached Exhibit A Acreage/Square Feet: 81.95 ac

Property Owner: See attached Exhibit A

Address:

City: State: Zip:

Phone: Email:

Developer: Barnett Properties, LLC c/o Matthew Carpenter

Address: 301 Fayetteville Street, Suite 1400

City: Raleigh State: NC Zip: 27601

Phone: (919) 835-4032 Fax: N/A Email: matthewcarpenter@parkerpoe.com

Engineer: Peak Engineering & Design, PLLC, attn: Jeff Roach

Address: 1125 Apex Peakway

City: Apex State: NC Zip: 27502

Phone: (919) 439-0100 Fax: N/A Email: jroach@peakengineering.com

Builder (if known): Barnett Properties, LLC c/o Matthew Carpenter

Address: 301 Fayetteville Street, Suite 1400

City: Raleigh State: NC Zip: 27601

Phone: (919) 835-4032 Fax: N/A Email: matthewcarpenter@parkerpoe.com

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 Planning Project Manager	(919) 372-7468
Public Works - Transportation Russell Dalton, Traffic Engineering Manager	(919) 249-3358
Water Resources Department Jessica Bolin, Environmental Engineering Manager (Stormwater, Sedimentation & Erosion Control) Matt Echols, Utility Engineering Manager (Water & Sewer)	(919) 249-3537 (919) 372-7505
Electric Utilities Division Rodney Smith, Electric Technical Services Manager	(919) 249-3342

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**	**919-362-8661**

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**	**919-372-7470**

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**	**919-362-8661**

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**	**919-372-7470**

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**	**919-372-7470**
	Danny Smith	**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.

Dust:	**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.

Trash:	**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**	**919-249-3537**

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.

Summary of Neighborhood Meeting Discussion
Seymour Mixed-Use PUD
June 7, 2023

During the meeting, the following questions were received via chat and answered by the development team. Answer summaries are provided in blue.

- Will there be a land buffer between neighborhoods? Single family attached/detached and Salem Village? And if so how large?
    - Yes, the UDO requires planted perimeter buffers for the project. The required width and planting standards are based on the type and intensity of adjacent uses. For example, townhomes adjacent to townhomes will have a narrower perimeter buffer than non-residential adjacent to residential. Here, all of the perimeter uses will be residential adjacent to residential and the UDO requires buffers between 10-15 feet. We haven't settled on a final buffer widths and planting standards but will include those in our PUD Text. Where there is existing tree coverage, we try to work with Town staff to leave existing trees and supplement plantings where necessary.

- Will there be a stoplight on Tingen/Apex Peakway?
    - As part of our rezoning application, we are required to complete a Traffic Impact Analysis (TIA) which analyzes the proposed traffic impact of the project and recommends certain improvements to mitigate those impacts. The TIA scope and methodology is reviewed and agreed to by the Town's transportation engineers. The TIA has not been finalized yet, but it's possible that a stoplight at Tingen Road and Apex Peakway could be recommended.

- What infrastructure improvements other than bike lanes will be done to the existing roadway?
    - The project will be required to include Tingen Road for the length of the property's frontage. Since the property is on both sides of Tingen Road, the entire section will be improved to Town of Apex standards with curb and gutter, bike lanes, and sidewalks.

- Regarding connection of through streets into Salem Village - Tice Hurst Lane / Hawkes Dr. - how much tree buffer will remain to existing conditions?
    - The UDO requires the project to connect and provide cross access to all existing adjacent stub streets. In areas where there is not a street connection, the project will have perimeter buffers.

- Does Traffic Impact Analysis include accident risk mitigation?
    - Yes, the TIA will include required road improvements to help prevent accidents. Typically, recommendations include things like additional turn lanes, wider lanes, more storage, stop signs, stop lights, etc. A big part of accident risk mitigation is also the design of the street to encourage vehicles to slow down through residential areas.

- Will we be told about the results of the impact survey?
    - Yes, the entire TIA and recommendations will be submitted with our rezoning application and publicly available. Once finalized, the TIA will be included in meeting agenda packets.

- Once construction starts will it NOT come thru the already established neighborhoods?
    - Yes, the intent is for construction traffic to use Tingen Road and Apex Peakway as primary entrances. One thing I've seen done in the past, is the Town can put up road blocks to close the cross-access connection until construction is complete. That's something that would require staff approval.

- What kind of transition can we expect between the end of Tice Hurst and the new area? It looks prone not having a distinctive trans r.
    - Currently, that area is shov mes and single-family homes. We're still working on

final mix of housing types in that area but are working to ensure a smooth transition between Salem Village and the project. There will be a perimeter buffer in this location. Also, the Land Use Map recommends up to 14 units/acre in that location and we are proposing significantly less density to ensure the project is compatible with existing neighborhoods.

- Is the Commercial in Orange a Gas Station?
    - No, gas stations will not be permitted. The intent for the non-residential area is for scale neighborhood non-residential uses like daycares, medical office, or restaurants. The PUD Text will include a table of permitted uses for this error. Those uses will be the only allowed uses and will specifically exclude more intense commercial uses like gas stations, warehousing, etc.

- Per TOA, hwy55 will be shut down eventually to add 2 additional lanes through town from Olive Chapel to Apex Peakway. All of this traffic will be diverted for about 2 years, how is this being addressed?
    - The TIA takes into account planned roadway improvement and development projects in the area and will recommend appropriate road improvements to mitigate future traffic.

- I live in the Irongate community, right next to where the apartments are shown. This neighborhood is 26 single family homes, how are you planning to integrate 400 units right next to this neighborhood?
    - Although we haven't decided on a width yet, there will be an undisturbed buffer along the property's shared property line with Iron Gate. I know much of that area is currently forested, so the plan is to leave as many trees as we can and supplement the buffer with new plantings. Our goal is also to have sufficient building separation between Iron Gate and the proposed apartment buildings.

- Will the yellow and green sections connect?
    - We don't know for sure yet since there are potential wetlands and stream buffers in that are that prevent environmental challenges.

- Would you be able to answer the questions about the tree line buffers between the green single-family homes section and existing Salem Village homes that back up to that section?
    - Yes, there will be a planted buffer between the two neighborhoods, likely between 10-20 feet. The planted buffer will keep existing trees where possible and supplement plantings as needed.

- Has a demographic study been done to illustrate the impact on our schools?
    - As part of our rezoning application, we will submit a school impact form to Wake County with the number of planned units and estimated completion dates. During the staff review process, Wake County will issue a letter indicating whether existing schools are anticipated to have sufficient capacity or whether new school construction over the next 5 years will help. Recently, there has been a lot of progress made in this area with several new elementary and high schools in the pipeline.

- Will there be detached units in the purple zone?
    - Yes, we don't know the final mix of housing types in this area, but the plan is for there to be townhomes and single-family detached homes.

- Who in the town should we talk to about reviewing the stub connections with roads like drumlin drive that are a cul-de-sac currently (not a stub)?
    - Russell Dalton, Traffic Services Manager, or another member of Town staff. Once the case is filed, it will be assigned a case planner who can also help direct your questions.

- You will be providing a traffic study [illegible]endent of the towns traffic study? Will these traffic

plans take into account the current vision zero plan?

- Our TIA specifically analyzes the traffic impact of our proposed project in context of existing and planned development projects in the area and other roadway improvement plans. The scope of the study is determined by our engineers and the Town's engineers and the recommendations are reviewed and signed off on by the Town. I presume, the Town's review of the project does take into account Vision Zero. The general goal of the TIA is to reduce vehicle and pedestrian conflicts. The proposed road improvement including the separated sidewalks and bike lanes will help improve pedestrian safety.

- So if the UDO requirement is that our street (Wragby) become a through street then our only option is to contest the rezoning?
  - No, you can speak to Town staff about your desire to not have the connection, but staff rarely allow deviations from cross-access requirements.

- Will you preserve the large, beautiful Oak Tree on Tingen Rd
  - I'm not sure of the exact location of the tree, but we are having a tree survey done which will identify locations of mature trees. We take the tree survey into account when determining where to prioritize RCAs.

- What impact will your concept impact irongate? Will I be able to obtain detail map?
  - As discussed previously, we are trying to mitigate impacts to Iron Gate through buffers and building placement. The final Concept Plan will be included in our rezoning application. I've put my contact information on the screen and Jeff's is in the chat. Feel free to reach out to either of us directly with questions or for updates maps.

- Could you provide the data showing the need for apartments and this growth? Seems there are areas that could be rejuvenated in Apex preserving wildlife vs mass development of the land.
  - There has been a lack of apartment supply in Apex for years while single-family detached homes and townhomes have been developed. The Town is now trying to catch up. Generally, developers don't develop apartments when there is not sufficient demand. The Town's Land Use Map also acknowledges the need for apartments and greater density in this area - recommending up to 14 units/acre for most of the site and 20 units/acre for the apartments.

- The studies are public and we can FOIA them easily
  - No need to submit a FOIA request. The application and TIA will be available once filed. You can reach out to us or Town planning staff with questions or for copies.

- Will the new homes have their own recreational amenities?
  - Yes, although the final type and design of amenities has not been finalized.

- For the detached/attached section will detached home be next to current detached homes and then transition into attached homes? When is this decision made?
  - That's a possibility. Right now, we wanted to keep this section flexible as we work on the mix of housing types. Final locations of housing types, lot lines, and streets will be determined at the Master Subdivision phase, following rezoning.

- You keep **saying "planted buffer". Please specify if you mean depth of 25', 50' or what.**
  - Based on the planned uses, the UDO would require a 10' buffer in some places and a 15' buffer in others. The plan is to specific a specific buffer standards in the PUD Text.

- For Drumlin Drive will the cul-de-sac already established remain intact? More information on driveways impacted with layout would be helpful.
  - As discussed, we are required to make the cross-access connection. The design of the existing cul-de-sac type tur[illegible]mething we will need to discuss with you and Town transportation staff.

- How many years do you expect completion of all the phases?
    - We don't know for sure at this time, but expect construction could begin as early as early 2025 and be completed in 2027/2028. Obviously, construction timing could change based on any number of factors.

- Would the developer consider additional buffer depth near the connections at Tice Hurst and Drumlin? Those lots are specifically impacted.
    - That's something we can consider and discuss as a team.

- Define RCA
    - RCA stands for Resource Conservation Areas. These are typically undisturbed and include environmentally sensitive areas, riparian buffers, tree conservation areas, etc. The UDO requires a set % of the site be set aside as RCA.

- The driveway at Apex Peakway appears to be aimed right at the stream. Do you plan a crossing?
    - We don't know for sure until we have feedback from the Army Corps. That sort of engineering is typically done at Subdivision Plan, following the zoning stage.

- How much wooded land will you keep between the back side of Bradley Terrace (Anterbury Dr) and the new development?
    - There will be a 10-15' buffer in this location.

- Do you plan to put SF detached homes at the top of the green section above the stream area that splits the green section?
    - We don't know yet. It will depend on the ability to cross the stream.

- These 3 tracts stop at the south side of SV and north side of Widger Ln. There is another similar RA tract on the south side of Widger. Do you have any insight to the rezoning/disposition of this tract as it will affect SV too?
    - I'm not aware of any plans for that property. The Town does have an interactive development map which is updated regularly and includes pending development plan applications.

- Can you share preliminary layouts? We want to understand the potential for cut thru traffic at Drumlin/ Tice Hurst.
    - We don't have a subdivision plan at this time. Specific lot locations and streets will be determined at the Master Subdivision phase.

- Does the required 10 foot buffer mean 10 feet from current Salem Village property lines to the new development property line or to the actual homes?
    - The buffer is not included in the individual lots. So in the case of a 10-foot buffe, it would be the Salem Village property lines, the 10-foot buffer, and then the rear property line of the individual Seymour lot lines. The buffer will be separate and owned and maintained by the HOA, to prevent disturbances form property owners.

- How is construction safety handled on areas such as Wragby and Padstone where not connected to Peakway (lots of children live on these roads) is all construction traffic for the "green section" be through the existing neighborhood?
    - The intent is for construction traffic to use Apex Peakway and Tingen Road. Some construction equipment and vehicles may need to access Wragby to get to the green portion before a stream crossing is complete. We will look into this further to ensure construction traffic on neighborhood roads is minimized.
- How often and in what form will yo[illegible]nicating with this group in the coming months?
    - Following this meeting, we will file our rezoning application which will then undergo several

months of staff review. During that time, you can contact Town staff or us directly with updates. Prior to Planning Board we will also have a second neighborhood meeting to provide updates. After the second neighborhood meeting, the case will go to Planning Board and Town Council where there will be public hearings.

- Will all single family detached/attached be under the control of a HOA at the completion?
  - Yes, there will be an HOA. Typically, the HOA is set up by the developer and then turned over to the Association once the neighborhood is complete.

- The buffer would have to be crossed to access the green single family area, else all construction traffic will have to go through much of Salem Village to access the site. (which you have committed to avoiding earlier in the meeting). This is a request on behalf of Salem Village neighbors to the developers and Town of Apex to include that design element.
  - Thank you. We will work with you and transportation staff to minimize construction traffic through Salem Village.

- What was the requirement for a homeowner to receive the USPS mailing that went out last week? While I received it, other neighbors said they did not receive it so we wondered how that was decided. Can someone ask to be added? How?
  - The Town's UDO requires neighbors and HOAs within 300' of the subject property to be notified. We get the list from the Town and then we mail the notices. The easiest way to stay up to date is through contacting us directly via email.

- Seen the proposed greenway, would that be in talks during development
  - Yes, the Town will require an easement for the planned greenway across the property which we will be discussing with Town staff as the case progresses.

- Would stubs that are currently full culdesacs (I am on the end of Padstone) be modified to change them to regular streets with "straight" sides?
  - That's something we'll need to discuss with Town transportation staff. We've seen this in other projects in Apex and the town has handled it different ways depending on the desires of the property owners and safety concerns.

- Do we have the option to protest/contest the rezoning effort?
  - Yes, there are several ways to participate - through the neighborhood meetings like we're holding tonight and in the public hearings that will be at Planning Board and Town Council.

- So, will Tingen be widened to be 4 lane?
  - The Town's Transportation Plan calls for a 4-lane divided section. We're currently working with the Town on the final agreed to street section for Tingen Road. Our goal is to agree on a section that enhances pedestrian safety while also allowing sufficient traffic flow.

- When the traffic study include the impact of Grace Christian will have on Tingen?
  - Our TIA will include all development in process or currently under review. I'm not sure of the timing of Grace Christian's plans. If they file before us, our TIA will include their traffic volume and recommend appropriate improvements. If they file after us, then their TIA will include our proposed traffic and recommended improvements. Either way, all planned development is taken into account.

- Do we make the request now to keep the temporary turn around at Drumlin (Jeff Roach)?
  - Yes, recommend talking to Russell Dalton.

- I heard best guesses at this point - Rezoning and site plans and permits through 2024. Build start early 2025 with completion in 202[illegible] BD. Is that accurate?
  - Yes, with the caveat that ti[illegible] change based on a number of factors.

- Is the water located by the SV entrance a retention pond?
    - Yes, the areas labeled "SCM" are potential stormwater ponds. The other blue areas are potential wetlands, streams, and stream buffers.

- Who is the developer?
    - Barnett Properties

- is there a buffer required for the pond?
    - Yes, I don't know the standard off the top of my head, but the UDO requires stormwater pond buffers.

- Would Barnett Properties hire other developers for the actual work (since different types of development)? Are they a management company or actual developer?
    - Barnett Properties is an actual developer and is developing the overall site. However, Barnett may partner with other developers/builders later in the process for parts of the project.

- Does the arrow off drumlin directly connect to the arrow off Tingen?
    - That's the plan, although the final street network has not been designed yet.

- Philip Bradford: Do you have a specific contact with the town of Apex that we should reach out to with concerns/questions about the street planning with the stub streets?
    - Yes, Russell Dalton. You can also reach out to the assigned planner for the project who can direct your questions.

- Did the town provide any input/guidance on site zoning/usage? For example, did they request apartments (as you mentioned, there is a "need")?
    - Yes, the Town follows the 2045 Land Use Map which recommends specific development types for property across the Town. For this Property the Land Use Map recommends apartments, townhomes, single-family detached, and office uses across the site. The recommended apartment density is up to 20 units/acre and townhomes up to 14 units/acre. The Land Use Map is the general policy document for reviewing rezonings and was passed after years of public input.

- Can we request that only single family homes abut to the existing SF homes above the purple?
    - Yes, we will take that into account as we move forward.

Neighbor Questions Submitted Prior to Neighborhood Meeting
Applicant Responses Provided During Neighborhood Meeting
Seymour Mixed-Use PUD

1. Process
   a) What is the process schedule for rezoning?
      - This is the very first stage of the rezoning process. After this meeting, we will prepare our rezoning application and plan to file July 3. After we file, the application will go through 2-3 months of staff review. Once all staff comments have been addressed, the case will go to Planning Board. Planning Board will hold a public hearing, review the case, and vote whether to recommend approval to Town Council. Following the Planning Board meeting, Town Council will hold a public hearing and make the ultimate decision on the application. From filing to final vote, the process could take between 4-6 months or longer.

   b) What is the process schedule for development approval?
      - The rezoning is primarily to approve the proposed mix of uses, densities, and zoning conditions. If the rezoning is approved, the developer will then file a Master Subdivision Application which includes greater engineering detail as to site layout, lot lines, etc. The Master Subdivision Plan is reviewed and approved by staff.

   c) Time frame for project
      - Relative to Apex Peakway bridge over Salem Street and RR tracks.
        - NDOT website shows construction 2023. Our project will likely not start construction until 2025 or later.
      - Will rezoned areas be developed in phases.
        - Yes
      - If so, sequence of phases
        - **We don't have a phasing schedule at this time, but it's likely the single-**family/townhomes and multifamily will be developed in separate phases.

2. Infrastructure
   a) Will stormwater be retained on rezoned property and not flow onto the Salem Village?
      - **Yes, this is required by the Town's UDO**. We will have on site stormwater ponds that treat stormwater runoff for the site. Exact locations will be determined at the subdivision phase (after rezoning).

   b) Where will the sanitary treatment be handled for these properties?
   c) If use the sanitary treatment plant in Salem Village (intersection of Salem Village Dr.and Flint Valley Ln) is there enough capacity to handle all the new homes?
      - The Salem Village pump station has capacity and will serve the portion of the project east of Tingen Road. For the other areas of the property there are several possible solutions that are being considered. Utility engineering and design typically takes place in later stages of the development review process and plans cannot be approved unless there is identified sewer capacity available to serve the project.

   d) Impact on schools, student loading. Where will these students be sent for schools?
      - Build-out for this project is expected to occur between 2025-2027. As part of the rezoning process, Wake County Public schools will issue a school impact letter that addresses whether schools are capped and whether new cool construction is expected to address capacity issues. We will receive that latter following submittal of our rezoning application during [redacted]view process.

3. Traffic and Safety

   As part of the rezoning, we are required to complete a Traffic Impact Analysis which estimates the predicted traffic generated by the proposed uses and recommends certain transportation infrastructure improvements to mitigate traffic generated. The analysis is performed by a traffic engineer and reviewed and agreed to by the Town's traffic engineers. We've started the TIA process, but since it's not complete, we don't yet have the recommended improvements.

   a) Traffic at Tingen and Apex Peakway is already congested and dangerous during morning and evening commute periods. A traffic light is needed now and will be even more critical with increased housing and completion of Apex Peakway bridge.

      The TIA will study this intersection and recommend needed improvements.

   b) Padstone and Apex Peakway
      - Nobody wants to see unfortunate accidents such as the recent death of child in the Woodall Estates subdivision.
      - This is a request for traffic light at Padstone/Apex Peakway and Salem Village/Apex Peakway (traffic triggered) OR red stop light which is triggered by push button. An example is the golf course crossing on Morrisville Parkway.
      - We can't give you a commitment to any specific improvements at this time. Once the TIA is finalized, we will have a list of recommended improvements.

   c) Rezoning map shows arrows at end of existing streets. Are these proposed connections?
      - Yes, the arrows are cross access connections. At the rezoning stage, we use arrows to indicate approximate locations for driveways and cross access connections, both of which will be more specifically located at subdivision (following the rezoning).
      - Wragby to Salem Village Drive
      - Drumlin Dr into rezoned area
      - Tice Hurst into rezoned area
      - Hawkes Dr into rezoned area
      - Yes, the Apex UDO requires that the development connect to all existing stub streets adjacent to the property. Typically, the Town does not allow relief from this requirement. However, if there are specific connections that are problematic, you can reach out to Town staff.

   d) Will there be any other entrances into the rezoned areas adjacent to Salem Village other than from the above mentioned connecting streets
      - Yes, the project will have multiple access points on Tingen Road that will serve as the primary ingress/egress points. The cross-access connections are meant to improve overall circulation, not to serve as primary entrances.

   e) Where will entrances off of Tingen be located?
      - In the approximate locations shown with arrows on the Concept Plan. These may move depending on conversations with Town staff.

   f) How will traffic to/from driveways be handled before and after Apex Peakway bridge?
      - The project will include improvements as recommended by the TIA. The TIA takes into account pending roadway projects and other development in the area including the bridge connection. Thus, completion of bridge will not change how traffic is handled to and from the project.

   g) Impact on schools traffic pattern
      - Tingen and James Street ar[illegible]ngested with school drop-off and pick-up. What are the plans to relie[illegible]estion?

- Improvements as recommended by TIA.

Will there be bike lanes along Apex Peakway once the Apex Peakway bridge is completed? Currently, there are none that will accommodate biking activity withmore housing.
The Town's long range bike and pedestrian plan shows a 10' side path along the north side of Apex Peakway. Typically, those improvements are required by the developer for the length of the development's frontage. Here, we have very limited frontage on Apex Peakway and the majority of frontage is owned by the Salem Village HOA.

The Bike and Ped plan also shows bike lanes on both sides of Tingen Road. As part of the project, we'll be required to improve Tingen Road which will include construction of the bike lanes.

4. Housing consistency
   a) The rezoned areas adjacent to Salem Village need to be consistent with Salem Village.
      - Housing on Salem Village side of Tingen should all be single-family detached.
      - Minimum lot size of 0.19 acres
      - Minimum house size of 2,400 square feet
      - Driveways from garage to street with minimum width of double-wide garage door.
      - We haven't finalized the final configuration of single-family detached and townhomes in the purple area adjacent to Salem Village. As we work on our submittal over the next month, we will consider your comments and consistency with Salem Village as we lay out the site.
   b) Price point of housing should be consistent with Salem Village.
      - We don't know specific price points at this time, as sales won't occur for several years.
   c) Will there be an HOA for the all the developments (detached and attached)?
      - Yes

5. Commercial rezoning
   a) What type of commercial. Is it offices or shops?
      - The area is intended for neighborhood scale non-residential uses. Things like daycare, medical offices, etc.
   b) Storage facilities or warehouse would not be consistent with adjacent housing.
      - See above. The project is not proposing any warehouse or storage uses. We are aiming for uses that complement existing and planned residential. Our PUD submittal will include a list of permitted uses which are the only permitted uses in the non-residential area. The list will specifically exclude warehousing, storage, and other high intensity commercial uses that may be inconsistent with existing and future neighborhoods.

6. RCA and drainage
   a) Continuation of Riparian Buffer from SV to Apex Peakway.
      - Standard Pacific construction drawing to Town of Apex shows 100' buffer at edge of SV property widening to 200' buffer closer to Apex Peakway. This buffer should be maintained.
      - There is an existing stream in this area and 50' riparian buffers are required on each side of the stream. Ultimately, the Army Corps will determine which areas are jurisdictional wetlands.
      - Salem Village RCA is 350' w[illegible]s to the proposed rezoning area and on the south side of Apex Pea[illegible]ain the 350' width of RCA between SV

RCA and south of Apex Peakway.

- RCAs will be provided across the site. Conceptual locations will be shown on the Concept Plan and finalized at the subdivision stage.

7. Recreational amenities
   a) What amenities, such as playground, swimming pool, clubhouse, etc. are planned for each group of housing units?
      - **We don't know yet. Amenities will include a combination and will be finalized at** subdivision plan.
   b) What about RCAs/greenspace in all the rezoned areas? Would prefer **RCA's** to ensure continued unaltered wooded areas.
      - We will provide RCAs that will be shown on the Concept Plan.
        - UDO Requirement
          - S of Apex Peakway: 20%
          - N of Apex Peakway: 10%
      - We will likely include in the PUD a set RCA requirement for the entire site.
   c) Will greenways, bike lanes and parks be required of developer? If so, where will they be located?
      - Sidewalks will be required throughout. As discussed above, bike lanes will be required along Tingen Road.
   d) If there are greenways, where will parking be for the greenway?
      - For the property south of Apex Peakway, the planned greenway corridor is to the east of the Bradley Terrace townhomes east of the site. For the property north of Apex Peakway, there is a planned greenway corridor crossing the property diagonally. **There's** typically not on site dedicated parking for the greenway.

Neighborhood Meeting Attendance List

Seymour Mixed-Use PUD

June 7, 2023

1. Raghav Erabelly
2. Kristy Sallusto
3. John Walser
4. Fred McNeil
5. Sally Mackie
6. David Royal
7. Hemda Frankl-Rotem
8. Blaine Janas
9. Frank Binaco
10. Ja Hindle
11. Adam Cribbs
12. Michael B
13. Joseph Mayer-Salman
14. Terry Ryan
15. Mandy Gee
16. Maria Chase
17. Patrick Stevens
18. Andriy Kalyna
19. Klena K
20. Kendall Cuthbertson
21. Tammy Feingertz
22. Michael Carpenter
23. Steven Mitchell
24. Philip Bradford
25. Sarah Moore
26. John White
27. Dan Senko
28. Julia Douglas
29. Ashley Kuehl-Binder
30. Kim Rademacher
31. Samuel Nye
32. David Elster
33. Imma Piccolo
34. Charity Thompson
35. Stephanie Teeter
36. Jesse Kaluka
37. Patricia Jenas-Ciak
38. JB
39. Thomas Rickenbaker
40. William Grotzinger
41. William Binder
42. Jesse Beaumont
43. JoAnn Garry
44. M McDonaghm

45. Arno Zegerman
46. Mike D'Aurelio
47. Jean Radke
48. Holden Hair Valls
49. JR
50. Dan Beynon
51. Minerva Matos-Garner
52. Vanessa Lassiter
53. Mic
54. Hernan Perez
55. Bruce Biehl
56. Mary Hollyday

*Contact information was received but has been redacted for filing

APEX ENVIRONMENTAL ADVISORY BOARD
Suggested Zoning Conditions

Project Name: Seymour Mixed-Use PUD Date: 6-30-2023

The Town of Apex Environmental Advisory Board offers this general list of suggested rezoning conditions for rezoning applicants to consider before filling a rezoning petition. The purpose of this list is to encourage and recommend implementation of exceptional environmental practices for future development that exceeds Town requirements. The Board will review each rezoning pre-application request and expand on suggested conditions by offering specific recommendations on a case-by-case basis.

The decision to include any of the recommendations below is voluntary by the applicant and the Board does not expect applicants to add all of the suggested conditions. Planning staff will include all zoning conditions suggested by this Board and will note which conditions have been added by the applicant in the staff reports to the Planning Board and Town Council. Applicants should review this list before meeting with the Board. NOTE: Text in green indicates suggested zoning condition language from Planning Staff. Underlined text indicates text or numbers that may be changed based on the specific project. Additional conditions may be suggested by the EAB at the meeting.

This document is divided into two parts:

- Part I – Residential applies to single-family dwellings and townhome subdivisions, but does not include the parking lots, exterior building lights or exterior architecture.
- Part II – Non-Residential includes condominiums, apartments, and multi-family, common areas in residential developments (e.g. amenity areas, parking lots, exterior building lights, and exterior architecture), commercial, office, and industrial areas. Your development may include elements of each part.

Please be sure to read and complete the entire document. Please provide a response to each goal and/or sub-goal. Any proposed modifications to the green zoning language should be listed in the section at the end of the document.

Part I – Residential

Single-family dwelling and townhome subdivisions (excluding parking lots, exterior building lights and exterior architecture).

STORMWATER AND WATER CONSERVATION – WATER QUALITY (1-5)	YES	NO	N/A
Goal 1. Increase riparian buffer widths from surface waters in environmentally sensitive areas. The project shall increase the riparian buffer width by at least ____ feet above the minimum required by the Unified Development Ordinance. The additional buffer width shall be measured from the top of bank on each side of the stream.	☐	☑	☐
Goal 2. Install signage near environmental sensitive areas in order to reduce pet waste and excess nutrient inputs near Stormwater Control Measure (SCM) drainage areas.			

STORMWATER AND WATER CONSERVATION – WATER QUALITY (1-5)	YES	NO	N/A
The project shall install one (1) sign per SCM to reduce pet waste and prohibit fertilizer, in locations that are publicly accessible, such as adjacent to amenity centers, sidewalks, greenways, or side paths.	☑	☐	☐
Goal 3. Implement Low Impact Development (LID) techniques as defined by the NC Department of Environmental Quality. The project shall install a minimum of _____ Low Impact Development Technique as defined and approved by the NC Department of Environmental Quality. The specific type of LID technique shall be reviewed and approved by the Water Resources Department at site or subdivision plan review.	☐	☑	☐
Goal 4. Increase pervious surface to reduce stormwater runoff and pollutant concentrations. *Option 5.1:* Install pervious pavements where practicable (e.g. when parking maximums are exceeded). The Department of Public Works & Transportation does not currently support these options within the right-of-way (ROW). These may be done on private sites, but not within the public ROW. a. The project shall utilize pervious pavement when constructing the parking spaces for parking lot-style townhomes. The specific type of pervious pavement system shall be reviewed and approved by the Water Resources Department at site or subdivision plan review. The selected system shall be maintained by the developer and/or owner's association. **AND/OR** b. The project shall utilize pervious pavement when constructing the driveways for residential units. The specific type of pervious pavement system shall be reviewed and approved by the Water Resources Department at site or subdivision plan review. The selected system shall be maintained by the developer and/or owner's association.	☐ ☐	☑ ☑	☐ ☐
Goal 5. Use the stormwater captured in the on-site SCM to irrigate landscaping within the development. At least _____ SCM shall be designed and constructed to provide irrigation to the surrounding landscaping on site. The design shall be reviewed and approved by the Water Resources Department at site plan.	☐	☑	☐

PLANTING AND LANDSCAPING (6-13)	YES	NO	N/A
Goal 6. Preserve tree canopy and prioritize medium to large, healthy, desirable species. *Option 6.1:* Preserve existing trees (percentage-based). Numbers shown may be changed based on project. The project shall preserve a minimum of _____% of the existing tree canopy. Where the project abuts adjacent developments, special effort shall be taken to locate the preserved trees adjacent to areas of preserved open space, including but not limited to, RCA, perimeter landscape buffers, riparian buffers, and/or HOA maintained open spaces. *Option 6.2:* Replace canopy (percentage- or DBH size-based) where there is sufficient space. The project shall replace any large type trees, that measure 18-inches in caliper size or larger, and small type trees, that measure 8-inches in caliper size or larger, that are removed as a part of the development. The ratio of replacement shall be 1 large tree to 1 replacement tree of similar species or mature size. The UDO's required landscaping may be used to satisfy this requirement. To determine the number of trees that must be replaced, a tree survey for the full property shall be provided to the Planning Department. The survey shall be independently verified by a third-party licensed arborist.	☐ ☐	☑ ☑	☐ ☐

PLANTING AND LANDSCAPING (6-13)	YES	NO	N/A
Goal 7. Plant trees to improve energy efficiency.			
Option 7.1: Plant deciduous shade trees on southern side of buildings. To improve energy efficiency, a combination of large and small deciduous shade trees shall be planted on the southern side of any buildings.	☐	☑	☐
Option 7.2: Plant evergreen trees as a windbreak on northern side of buildings. To improve energy efficiency, the project shall plant evergreen trees on the northern side of all buildings to act as a windbreak.	☐	☑	☐
Goal 8. Increase biodiversity. Note: **Invasive species are prohibited. Please see the Town's** Design and Development Manual for a link to the list of prohibited species.			
Option 8.1: Plant pollinator-friendly flora. Provide diverse and abundant pollinator and bird food sources (e.g. Snectar, pollen, and berries from blooming plants) that bloom in succession from spring to fall. (Refer to the Apex Design & Development Manual for suggested native species). a. The project shall ensure that _____% of the landscaping shall be native species, which shall provide diverse and abundant pollinator and bird food sources. Special attention shall be paid to providing diverse and abundant pollinator and bird food sources, including plants that bloom in succession from spring to fall. Landscaping shall be coordinated with and approved by the Planning Department at site or subdivision review.	☑	☐	☐
Option 8.2: Provide and allow for undisturbed spaces (e.g. leaf piles, unmown fields, fallen trees) for nesting and overwintering for native pollinators and wildlife. In order to support wildlife and pollinators, HOA covenants shall not require that fallen leaves or dormant plants be removed during the winter on areas without turf grass, including individual homes and HOA owned common areas.	☐	☑	☐
Option 8.3: Retain and protect old ponds if the dam is structurally sound. To preserve and protect existing species, existing ponds shall be preserved if structurally sound.	☐	☐	☑
Option 8.4: Increase the number of native trees and shrubs. a. The project shall increase biodiversity within perimeter buffers, common owned open space, and other landscape areas by providing a variety of native and adaptive species for the canopy, understory and shrub levels. A minimum of 75 % of the species selected shall be native or a native of North Carolina.	☑	☐	☐
AND/OR			
b. No single species of native or adaptive vegetation shall constitute more than 20% of the plant material of its type within a single development site.	☐	☑	☐
Goal 9. Implement xeriscaping in design, which will use landscaping that requires less irrigation and chemical use. Contact Planning for assistance, if needed. a. The project commits to planting only drought tolerant plants, of which _____% of the plants selected shall be native. Landscaping shall be coordinated with and approved by the Planning Department at site or subdivision review.	☐	☑	☐
OR			
b. To reduce irrigation requirements, the project shall select and plant only warm season grasses.	☑	☐	☐
Goal 10. Promote the benefits of native pollinators. The project shall plant at least _____ native pollinator demonstration garden within the development. The developer shall coordinate with a local or state agency that specializes in the design or certification of such gardens. Informational signage regarding the purpose of the garden and selected vegetation shall be provided. The pollinator garden shall be maintained by the developer or HOA.	☐	☑	☐
Goal 11. Improve soil quality to be amenable for a variety of native and non-invasive plantings.			

PLANTING AND LANDSCAPING (6-13)	YES	NO	N/A
To encourage the establishment of healthy plants, reduce fertilizers, and reduce stormwater runoff, topsoil shall be retained on site and a minimum of 4 inches of topsoil shall be placed on each lot and within disturbed common areas.	☐	☑	☐
Goal 12. Increase perimeter buffer requirements, especially in transitional areas (nonresidential to residential areas). The UDO requires a 10-foot buffer along the _____perimeter of the property. The applicant shall add 15-foot buffer in that location, which would be an increase of 5-feet above the requirement.	☑	☐	☐
Goal 13. Reduce impacts to resource conservation Areas (RCAs). a. The project shall install signage adjacent to wooded or natural condition Resource Conservation Area. The signage shall indicate that the area is RCA and is to be preserved in perpetuity and not disturbed.	☐	☑	☐
OR			
b. A farm-style split rail fence shall be installed where wooded or natural condition Resource Conservation Area (RCA) abuts individual residential lots.	☐	☑	☐

SUSTAINABLE BUILDINGS (14)	YES	NO	N/A
Goal 14. Apply for green building certifications, such as LEED, Energy Star, BREEAM, Green Globes, NGBS Green, or GreenGuard. The project shall be designed to meet the requirements for one of the green building certifications listed above. A third-party consultant shall be hired to evaluate the project and certify to the Town of Apex that the project meets the standards for the certification. The applicant shall forward a copy of the certification application to the Town of Apex Planning Department to verify that the application has been submitted.	☐	☑	☐

WASTE MANAGEMENT (15)	YES	NO	N/A
Goal 15. Encourage the proper disposal of pet waste to reduce environmental impacts. ***Numbers shown may be changed based on project.*** The project shall install at least one (1) pet waste station per 25 residential units throughout the community in locations that are publicly accessible, such as adjacent to amenity centers, SCMs, sidewalks, greenways or side paths. If there fewer than 25 homes, at least one (1) pet waste station shall be installed.	☑	☐	☐

CLEAN ENERGY (16-18)	YES	NO	N/A
Goal 16. Install rooftop solar on buildings. a. A solar PV system of at least _____kW shall be installed on at least _____homes within the development. All solar installation required by this condition shall be completed or under construction prior to 90% of the building permits being issued for the development. The lot(s) on which this home/these homes is/are located shall be identified on the Master Subdivision Plat, which may be amended from time to time.	☐	☑	☐
AND/OR			
b. A solar PV system shall be installed on a minimum of _____model home. All solar installation required by this condition shall be completed or under construction prior to _____% of the building permits being issued for the development. The lot(s) on which this home/these homes is/are located shall be identified on the Master Subdivision Plat, which may be amended from time to time.	☐	☑	☐
AND/OR			

CLEAN ENERGY (16-18)	YES	NO	N/A
c. The amenity center for the project shall include a rooftop solar PV system with a capacity of at least _____kWHs.	☐	☑	☐
Goal 17. Include solar conduit in building design. All homes shall be pre-configured with conduit for a solar energy system.	☑	☐	☐
Goal 18. Encourage clean transportation. The developer shall install at least _____electric vehicle charging station in amenity centers or common area parking lots.	☐	☑	☐

Part II - Non-Residential

Includes condominiums, apartments, and multi-family, common areas in residential developments (e.g. amenity areas, parking lots, exterior building lights, and exterior architecture), commercial, office, and industrial areas.

STORMWATER AND WATER CONSERVATION – WATER QUANTITY (1)	YES	NO	N/A
Goal 1. Increase design storm for retention basin in flood-prone areas. The UDO requires that treatment for the first 1-inch of runoff will be provided such that the removal of 85% Total Suspended Solids is achieved. Each option is intended to be used as an improvement to the minimum UDO requirements. If an area is already required to mitigate the 25-year storm, option b should not be selected.			
a. Post-development peak runoff shall not exceed pre-development peak runoff for the 24-hour, 1-year, 10-year, 25-year and 100-year storm events in accordance with the Unified Development Ordinance.	☐	☑	☐
OR			
b. 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.	☑	☐	☐

STORMWATER AND WATER CONSERVATION – WATER QUALITY (2-7)	YES	NO	N/A
Goal 2. Increase riparian buffer widths from surface waters in environmentally sensitive areas. The project shall increase the riparian buffer width by at least _____feet above the minimum required by the Unified Development Ordinance. The additional buffer width shall be measured from the top of bank on each side of the stream.	☐	☑	☐
Goal 3. Limit tree clearing, stormwater control measures (SCM), or infrastructure in either zone of the riparian buffer. No clearing or land disturbance shall be permitted within the riparian buffer, except the minimum necessary to install required sewer infrastructure and SCM outlets. The SCM water storage and treatment area shall not be permitted within the riparian buffer. The sewer shall be designed to minimize impacts to the riparian buffer.	☑	☐	☐
Goal 4. Install signage near environmental sensitive areas in order to reduce pet waste and excess nutrient inputs near Stormwater Control Measure (SCM) drainage areas. The project shall install one (1) sign per SCM to reduce pet waste and prohibit fertilizer, in locations that are publicly accessible, such as adjacent to amenity centers, sidewalks, greenways, or side paths.	☑	☐	☐
Goal 5. Implement low impact development (LID) techniques as defined by the NC Department of Environmental Quality. The project shall install a minimum of _____Low Impact Development Technique as defined and approved by the NC Department of Environmental Quality. The specific	☐	☑	☐

STORMWATER AND WATER CONSERVATION – WATER QUALITY (2-7)	YES	NO	N/A
type of LID technique shall be reviewed and approved by the Water Resources Department at site or subdivision plan review.			
Goal 6. Increase pervious surface to reduce stormwater runoff and pollutant concentrations. The Department of Public Works & Transportation does not currently support these options within the ROW. These may be done on private sites, but not within the public ROW. *Option 6.1:* Install pervious pavements where practicable (e.g. when parking maximums are exceeded). a. The project shall utilize pervious pavement when constructing parking spaces that are in excess of the minimum parking requirement. The specific type of pervious pavement system shall be reviewed and approved by the Water Resources Department at site or subdivision plan review.	☐	☑	☐
AND/OR			
b. The project shall utilize pervious pavement for all of the parking spaces provided. The specific type of pervious pavement system shall be reviewed and approved by the Water Resources Department at site or subdivision plan review.	☐	☑	☐
Option 6.2: Modify curb and gutters to provide stormwater infiltration and evaporation, such as swale-only, reverse curbs, Silva cells, or curb cuts with rain gardens. To increase stormwater infiltration and evaporation, the project shall use modified curb and gutter designs to direct driveway runoff to one or more stormwater device, such as, but not limited to, bioswales, Silva cells, or rain gardens. The specific type and design shall be selected at site or subdivision plan review. The proposal shall be reviewed and approved by the Water Resources Department and Department of Public Works and Transportation.	☐	☑	☐
Option 6.3: Utilize green street design. May be done within the public ROW if it's in the form of a bioretention cell within a landscaped median or large roundabout. Will require approval by the Department of Public Works and Transportation. The project shall design and install one or more bioretention cells within the landscape median or roundabout along the primary road. The specific type and design shall be determined at site or subdivision plan review. The proposal shall be reviewed and approved by the Water Resources Department and Department of Public Works and Transportation.	☐	☑	☐
Goal 7. Stormwater re-use application: Integrate irrigation from the SCM (wet pond) on site.			
At least one _____SCM shall be designed and constructed to provide irrigation to the surrounding landscaping on site. The design shall be reviewed and approved by the Water Resources Department at site plan.	☐	☑	☐

PLANTING AND LANDSCAPING (8-15)	YES	NO	N/A
Goal 8. Preserve tree canopy and prioritize medium to large, healthy, desirable species. *Option 8.1:* Preserve existing trees (percentage-based). Numbers shown may be changed based on project**. The EAB's preference is for a minimum of 50%.** a. The project shall preserve a minimum of _____% of the existing tree canopy. Preserved areas may include, but are not limited to, RCA, perimeter buffers, riparian buffers and/or HOA maintained open space throughout the neighborhood.	☐	☑	☐
OR			
b. The project shall preserve a minimum of _____% of the existing tree canopy. Where the project abuts adjacent developments, special effort shall be taken to	☐	☑	☐

PLANTING AND LANDSCAPING (8-15)	YES	NO	N/A
locate the preserved trees adjacent to areas of existing preserved open space, including but not limited to, RCA, perimeter landscape buffers, riparian buffers, and/or HOA maintained open spaces.			
Option 8.2: Replace canopy (percentage- or DBH size-based) where there is sufficient space. The project shall replace any large type trees, that measure 18-inches in caliper size or larger, and small type trees, that measure 8-inches in caliper size or larger, that are removed as a part of the development. The ratio of replacement shall be 1 large tree **to 1 replacement tree. The UDO's required landscaping may be used to satisfy this** requirement. To determine the number of trees that must be replaced, a tree survey for the full property shall be provided to the Planning Department. The survey shall be independently verified by a third-party licensed arborist.	☐	☑	☐
Goal 9. Plant trees for improved energy efficiency.			
Option 9.1: Plant deciduous shade trees on southern side of buildings. To improve energy efficiency, a combination of large and small deciduous shade trees shall be planted on the southern side of any buildings.	☐	☑	☐
Option 9.2: Plant evergreen trees as a windbreak on northern side of buildings. To improve energy efficiency, the project shall plant evergreen trees on the northern side of all buildings to act as a windbreak.	☐	☑	☐
Goal 10. Increase biodiversity.			
Option 10.1: Plant pollinator-friendly flora. Provide diverse and abundant pollinator and bird food sources (e.g. nectar, pollen, and berries from blooming plants) that bloom in succession from spring to fall. (Refer to the Apex Design & Development Manual for suggested native species).			
a. The project shall select and install 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. The project shall ensure that 75 % of the landscaping shall be native species. Landscaping shall be coordinated with and approved by the Planning Department at site or subdivision review.	☑	☐	☐
Option 10.2: Retain and protect old ponds if the dam is structurally sound. To preserve and protect existing species, existing ponds shall be preserved if structurally sound.	☐	☐	☑
Option 10.3: Increase the number of native tree and shrub species selected.			
a. The project shall increase biodiversity within perimeter buffers, common owned open space, and other landscape areas by providing a variety of native and adaptive species for the canopy, understory and shrub levels. A minimum of _____% of the species selected shall be native or a native of North Carolina.	☑	☐	☐
OR			
b. No invasive species shall be permitted. No single species of tree or shrub shall constitute more than 20% of the plant material of its type within a single development site.	☑	☑	☐
Goal 11. Implement green infrastructure.			
Option 11.1: Plant rain gardens. The project shall install one or more rain gardens throughout the site.	☐	☑	☐
Option 11.2: Install vegetated rooftops.			
a. The project shall install a vegetated rooftop, aka green roof, on each building.	☐	☑	☐
OR			
b. The project shall install a vegetated rooftop, aka green roof, on at least _____ ft^2 of each building.	☐	☑	☐

PLANTING AND LANDSCAPING (8-15)	YES	NO	N/A
Option 11.3: Implement xeriscaping in design.			
a. The project commits to planting _____% drought tolerant native plants. Landscaping shall be coordinated with and approved by the Planning Department at site or subdivision review.	☐	☑	☐
OR			
b. The project commits to planting only drought tolerant plants. At least _____% of the plants selected shall be native. Landscaping shall be coordinated with and approved by the Planning Department at site or subdivision review.	☐	☑	☐
OR			
c. To reduce irrigation requirements, the project shall select and plant only warm season grasses.	☑	☐	☐
Goal 12. Install community gardens and native pollinator demonstration gardens. The project shall plant at least _____ native pollinator demonstration garden within the development. The developer shall coordinate with a local or state agency that specializes in the design or certification of such gardens. Informational signage regarding the purpose of the garden and selected vegetation shall be provided.	☐	☑	☐
Goal 13. Improve soil quality to be amenable for a variety of native and non-invasive plantings. To encourage the establishment of healthy plants, reduce fertilizers, and reduce stormwater runoff, topsoil shall be retained on site and a minimum of 4 inches of topsoil shall be placed within disturbed areas.	☐	☑	☐
Goal 14. Increase perimeter buffer requirements, especially in transitional areas (nonresidential to residential areas). The UDO requires a _____-foot buffer along the _____perimeter of the property. The applicant is proposing a _____-foot buffer in that location, which would be an increase of _____-feet above the requirement.	☐	☑	☐
Goal 15. Add information signage or other marking at the boundary of lots when they are adjacent to a wooded or natural condition resource conservation area (RCA) indicating that the area beyond the sign is RCA and is not to be disturbed.			
a. The project shall install signage adjacent to wooded or natural condition Resource Conservation Area. The signage shall indicate that the area is RCA and is to be preserved in perpetuity and not disturbed.	☐	☑	☐
OR			
b. A farm-style split rail fence shall be installed where wooded or natural condition Resource Conservation Area (RCA) abuts individual residential lots.	☐	☑	☐

SUSTAINABLE BUILDINGS (16)	YES	NO	N/A
Goal 16. Apply for green building certifications, such as LEED, Energy Star, BREEAM, Green Globes, NGBS Green, or GreenGuard. The project shall be designed to meet the requirements for _____green building certification. A third-party consultant shall be hired to evaluate the project and certify to the Town of Apex that the project meets the standards for the certification. The applicant shall forward a copy of the certification application to the Town of Apex Planning Department to verify that the application has been submitted.	☐	☑	☐

WASTE REDUCTION (17)	YES	NO	N/A
Goal 17. Install pet waste stations in public areas for multi-family, apartments, or condominiums or dog friendly businesses.			

WASTE REDUCTION (17)	YES	NO	N/A
The project shall install at least _____ pet waste stations throughout the community, in locations that are publicly accessible, such as adjacent to amenity centers, SCMs, sidewalks, greenways or side paths.	☐	☑	☐

CLEAN ENERGY (18-20)	YES	NO	N/A
Goal 18. Install rooftop solar on buildings.			
a. A solar PV system shall be incorporated into buildings to be constructed on the property. Such PV systems shall have a capacity of not less than 2 kW/1,000 heated square feet of building floor area.	☐	☑	☐
OR			
b. A solar PV system of at least 3.5kW shall be installed on at least _____% of or _____ buildings within the development. All solar installation required by this condition shall be completed or under construction prior to _____% of the building permits being issued for the development. The buildings on which these PV systems are located shall be identified on the Site Plan, which may be amended from time to time.	☐	☑	☐
OR			
c. The amenity center for the project shall include a rooftop solar PV system with a capacity of at least _____ kWHs.	☐	☑	☐
Goal 19. Include solar conduit in building design.			
The project shall install conduit for solar energy systems for all non-residential buildings. The roof shall also be engineered to support the weight of a future rooftop solar PV system.	☐	☑	☐
Goal 20. Encourage clean transportation.			
a. The installation of EV charging spaces shall not reduce the width of adjacent sidewalk to less than 5 feet.	☐	☑	☐
AND/OR			
b. EV charging spaces shall be located such that the cords shall not cause a trip hazard.	☐	☑	☐
AND/OR			
c. The developer shall provide 5% of all parking spaces as EV charging spaces.	☐	☑	☐

LIGHTING EFFICIENCY (21-24)	YES	NO	N/A
Goal 21. Include energy efficient lighting in building design.			
Option 21.1: *Increase the use of LEDs.* The exterior lighting for all multi-family and commercial buildings and parking lots will consist entirely of LED fixtures.	☐	☑	☐
Option 21.2: Lower maximum foot-candles outside of buildings. On the lighting plan, the average footcandle measurement for parking, building lighting and driveways shall be at least 0.5 footcandles lower than the UDO requires.	☐	☑	☐
Goal 22. Install timers or light sensors or smart lighting technology.			
a. The project shall install light timers, motion sensors, or other smart lighting technology for all exterior lighting.	☐	☑	☐
Goal 23. Include International Dark Sky Association compliance standards.			
The project shall use full cutoff LED fixtures that have a maximum color temperature of 3000K for all exterior lighting, including, but not limited to, parking lot and building mounted fixtures.	☐	☑	☐

Applicant Clarification/Additional Language:
Several conditions have been added in the PUD Text. Pursuant to the new Environmental Advisory Board review process, additional environmental conditions will be evaluated following the EAB meeting which will occur after initial staff review of the rezoning application.
Additional Board Recommendations:

Exhibit B

Seymour Mixed-Use PUD
Owner Information Addendum

PIN: 0741142574
Site Address: 0 Tingen Road
Deed Reference (book/page): 12054/774
Acreage: 57.878
Owner: Seymour Farm Properties LLC, a North Carolina limited liability company
Owner Address: PO Box 177, Apex, NC 27502

PIN: 0741155913
Site Address: 0 Tingen Road
Deed Reference (book/page): 18392/326; Estate File 09-E-2614
Acreage: 2.426
Owner: Tracey Seymour Hedrick; Susan Seymour Mills
Owner Address: 107 S. Salem Street, Apex, NC 27502

PIN: 0741152543
Site Address: 0 Tingen Road
Deed Reference (book/page): 18392/326; Estate File 09-E-2614
Acreage: 21.597
Owner: Thomas E. Seymour; Susan Seymour Mills; Tracey Seymour Hedrick; Jason Mills
Owner Address: 117 Ribbon Walk Lane, Holly Springs, NC 27540

Second Neighborhood Meeting Mailing List - Seymour Mixed-Use PUD

OWNER	MAILING ADDRESS		
ACKERMAN, MARK A ACKERMAN, NANCY	1215 LEXINGTON FARM RD	APEX NC 27502-5308	
ADIB, BEHNAM	7712 UMSTEAD FOREST DR	RALEIGH NC 27612-7361	
AGARWAL ASSOCIATES LLC	2000 KILLEARN MILL CT	CARY NC 27513-4293	
AIKEN, JOHN RICHARDSON, JEFFREY	1789 YATELEY LN	APEX NC 27502-6561	
ANDERSON, BETTIE J	1026 IRONGATE DR	APEX NC 27502-6505	
ANDERSON, MARTIN SCOTT TRUSTEE ANDERSON, ANNA REBECCA TRUSTEE	206 ANTERBURY DR	APEX NC 27502-4710	
ANDRICH, PETAR ANDRICH, DJURDJA	1300 PADSTONE DR	APEX NC 27502-6607	
ANJUM, IJAZ AHMED	105 FANWOOD CT	APEX NC 27502-4722	
APEX FIRST BAPTIST CHAPEL TRUSTEES	PO BOX 64	APEX NC 27502-0064	
APEX FIRST BAPTIST CHURCH TRUSTEE	PO BOX 64	APEX NC 27502-0064	
APEX TOWN OF	PO BOX 250	APEX NC 27502-0250	
ASHTON, STEVEN ASHTON, KRISTINA	1463 WRAGBY LN	APEX NC 27502-6605	
ATKINS, JOHN T	108 ARAPANO CIRCLE	DARLINGTON SC 29532	
AVIKKAL, SREEJITH GOPALAN, GEETHARTHI	1946 MOSTYN LN	APEX NC 27502-6509	
AYALA, JOHN	122 SHELTER HAVEN DR	APEX NC 27502-4725	
BAILEY, JOSHUA M BAILEY, CHRISTINA R	1589 TICE HURST LN	APEX NC 27502-6500	
BALDRIDGE, CLIFFORD BALDRIDGE, NICHOLE	1939 MOSTYN LN	APEX NC 27502-6509	
BASSI, ELOISA TRUSTEE BASSI FAMILY TRUST	323 ANTERBURY DR	APEX NC 27502-4713	
BEATTY, RICHARD ALLAN JR BEATTY, KERRI ANNE	353 ANTERBURY DR	APEX NC 27502-4713	
BEAUMONT, JESSE ROBERT BEAUMONT, SHARON WADE	1976 DRUMLIN DR	APEX NC 27502-6502	
BELL, KAREN E BELL, DAVID S	336 ANTERBURY DR	APEX NC 27502-4712	
BEYNON, DANIEL P	302 ANTERBURY DR	APEX NC 27502-4712	
BHAVSAR, HARSHIT HARISH BHAVSAR, ROSHNIBEN HARSHIT	411 TREYBROOKE DR	MORRISVILLE NC 27560-5504	
BIANCO, FRANK J BIANCO, ANNE	1557 TICE HURST LN	APEX NC 27502-6500	
BIEHL, BRUCE	1959 MOSTYN LN	APEX NC 27502-6509	
BLANTON, JOHNATHON A BLANTON, JORDAN S	2040 STANWOOD DR	APEX NC 27502-4785	
BOND, KENNETH L	306 PORT HAVEN DR	APEX NC 27502-4706	
BOUVERIE, WILLIAM C BOUVERIE, KATHERINE M	1530 SALEM VILLAGE DR	APEX NC 27502-4727	
BRADFORD, PHILIP DAVID BRADFORD, JENNIFER ROGERS	1308 PADSTONE DR	APEX NC 27502-6607	
BRADLEY TERRACE HMOWNRS ASSOC INC	TALIS MANAGEMENT	PO BOX 99149	RALEIGH NC 27624-9149
BRADLEY TERRACE HOMEOWNERS ASSN INC	TALIS MANAGEMENT	PO BOX 99149	RALEIGH NC 27624-9149
BRADLEY TERRACE HOMEOWNERS ASSOCIATION INC	3308 WHITTINGHAM DR	NEW HILL NC 27562-8985	
BRITTON, CHERYL Y.	1923 MOSTYN LN	APEX NC 27502-6509	
BROWN, WORTH T BROWN, KATHLEEN M	1577 TICE HURST LN	APEX NC 27502-6500	
BURKE, DANIEL P BURKE, KRISTEN J	1556 TICE HURST LN	APEX NC 27502-6500	
BYRD, LEVANDER	1735 TINGEN RD	APEX NC 27502-7206	
CARPENTER, MICHAEL CARPENTER, ERIN	1980 DRUMLIN DR	APEX NC 27502-6502	
CASH, BART T CASH, LORIE M	140 ANTERBURY DR	APEX NC 27502-4708	
CASSARO, PHILIP J CASSARO, JING	1511 PADSTONE DR	APEX NC 27502-6521	
CASTELINO, RUBEN TRUSTEE CASTELINO, SHAROL TRUSTEE	1940 MOSTYN LN	APEX NC 27502-6509	
CAVALIERE, CHRISTINE	148 ANTERBURY DR	APEX NC 27502-4708	
CHASE, DYLAN CHASE, MARIA FERNANDA	1458 WRAGBY LN	APEX NC 27502-6605	
CHAUBEY, NISHITH K TIWARY, MUDITA	16702 SUMMIT VISTA DR	SAN DIEGO CA 92127-3434	
CHMIEL, DAWN	359 ANTERBURY DR	APEX NC 27502-4713	
CHRISTOPHER, STEVEN MICHAEL CHRISTOPHER, SUZANNE	1756 MINLEY WAY	APEX NC 27502-5776	
CLINKSCALE, TRACI L	3364 KYLEE DAWN CIR	LAWRENCEVILLE GA 30045-2762	
CORDER, MEGHAN P CORDER, PRESTON D	339 ANTERBURY DR	APEX NC 27502-4713	
CORLEY, KYLE FRANK CORLEY, HALLEY JOY	333 ANTERBURY DR	APEX NC 27502-4713	
CORVIN, ALEXANDER C CORVIN, RACHEL S	1462 WRAGBY LN	APEX NC 27502-6605	
CRIBBS, ADAM CRIBBS, MELISSA	1943 MOSTYN LN	APEX NC 27502-6509	
CULL, KRISTA M	1226 SHACKLETON RD	APEX NC 27502-5317	
DASS, YARANAMA VENKATA RAMAN KHUBCHANDANI, SHARDA KISHIN	132 ANTERBURY DR	APEX NC 27502-4708	
DAUM, ERIC R DAUM, JULIA	1947 MOSTYN LN	APEX NC 27502-6509	
D'AURELIO, MICHAEL J D'AURELIO, CAROLINE M	1793 YATELEY LN	APEX NC 27502-6561	
DEFILIPPO, SOPHIA	354 ANTERBURY DR	APEX NC 27502-4712	
DEMARCO, SARA E	341 ANTERBURY DR	APEX NC 27502-4713	
DIAZ, LEZLEIGH DIAZ, BRIAN	110 ANTERBURY DR	APEX NC 27502-4708	
DONOHOE, RYAN JOHANSON, STEPHANIE	1510 SALEM VILLAGE DR	APEX NC 27502-4727	
DOUGLAS, GEOFFREY DOUGLAS, JULIA	1466 WRAGBY LN	APEX NC 27502-6605	
DREW, NED E DREW, MILDRED JANE	1524 PADSTONE DR	APEX NC 27502-6520	
ELLIS, MATTHEW H ELLIS, RHONDA E	363 ANTERBURY DR	APEX NC 27502-4713	
ELSTER, DAVID W ELSTER, MARLENE B	1516 PADSTONE DR	APEX NC 27502-6520	
ENG, DENNIS A TRUSTEE DENNIS A ENG DECLARATION OF TRUST	350 OAKS LN APT 122	POMPANO BEACH FL 33069-3781	
ENIS, KRISTIE MICHELLE	144 ANTERBURY DR	APEX NC 27502-4708	
ERABELLY, RAGHAVENDER RAO DANNAMANENI, KEERTHI	1322 PADSTONE DR	APEX NC 27502-6607	
ERWINE, STEPHEN MERLE ERWINE, JANET ELLEN	2052 STANWOOD DR	APEX NC 27502-4785	
EUDAILEY, LORI ELAINE	230 HARBOR HAVEN DR	APEX NC 27502-4602	
FARAJ, SAM JEANNE TRUSTEE TRUSTEE OF SJF LIVING TRUST	308 KNIGHT AVE	CARY NC 27511-3109	
FEINGERTZ, STEVEN FEINGERTZ, TAMMY LYNNE	1988 DRUMLIN DR	APEX NC 27502-6502	
FELTY, CHRISTINA A	118 SHELTER HAVEN DR	APEX NC 27502-4725	
FETZER, MARGARET	1216 LEXINGTON FARM RD	APEX NC 27502-5307	
FISH, ROGER BILDA, JENNIFER	1520 PADSTONE DR	APEX NC 27502-6520	
FORDHAM, MARK FRANK, DEBORAH	1984 DRUMLIN DR	APEX NC 27502-6502	
FOUST, CHARLES ROBERT II	334 ANTERBURY DR	APEX NC 27502-4712	
FRANZEL, NICHOLAS A FRANZEL, CARMELA	1557 TICE HURST LN	APEX NC 27502-6500	
FRONZAGLIA, ELIZABETH	114 ANTERBURY DR	APEX NC 27502-4708	

FROST, ERIC	304 PORT HAVEN DR	APEX NC 27502-4706
FULLER, STEPHEN H FULLER, LINDA S	1919 MOSTYN LN	APEX NC 27502-6509
GAEBEL, MINDY	204 SHELTER HAVEN DR	APEX NC 27502-4790
GALLINGER, SCOTT	1561 TICE HURST LN	APEX NC 27502-6500
GARCIA, RAUL GARCIA, NICOLE MARIE	104 ANTERBURY DR	APEX NC 27502-4708
GARNER, DAMON MATOS GARNER, MINERVA	1548 TICE HURST LN	APEX NC 27502-6500
GARNER, VALERIE L	300 PORT HAVEN DR	APEX NC 27502-4706
GARRY, JO ANN	356 ANTERBURY DR	APEX NC 27502-4712
GAUTREAU, TIM	337 ANTERBURY DR	APEX NC 27502-4713
GEE, DANNY LYNN GEE, AMANDA B	1968 DRUMLIN DR	APEX NC 27502-6502
GILBERT, JACQUES K GILBERT, MESHARA M	1224 SHACKLETON RD	APEX NC 27502-5317
GONZALEZ, DENISSE BURGOS IRIZARRY, JIMMY TORRES	122 ANTERBURY DR	APEX NC 27502-4708
GREENE, MARGARET	1007 IRONGATE DR	APEX NC 27502-6506
GREGERSEN, SHARON J	128 ANTERBURY DR	APEX NC 27502-4708
GROTZINGER, WILLIAM GERARD TRUSTEE GROTZINGER, BARBARA FLACK TRUSTEE	13073 GLEN BRAE DR	SARATOGA CA 95070-4400
HELD, ANDRE THOMPSON, CHARITY LEIGH	204 ANTERBURY DR	APEX NC 27502-4710
HENDRICKS, COURTNEY ANN	306 ANTERBURY DR	APEX NC 27502-4712
HILL, JONATHAN HILL, LIBERTY	2027 STANWOOD DR	APEX NC 27502-4784
HINDLE, JEFFREY HINDLE, JENNIFER	1471 WRAGBY LN	APEX NC 27502-6605
HOLLAND, FLORA ANN	708 WALNUT WOODS DR	MORRISVILLE NC 27560-6792
HOLLYDAY, MARY	300 ANTERBURY DR	APEX NC 27502-4712
HONSBERGER, ERIC M HONSBERGER, KATIE L	1964 DRUMLIN DR	APEX NC 27502-6502
HOOGAR, GIRISHPURUSHOTTAM H HOOGAR, MAMATA G	2036 STANWOOD DR	APEX NC 27502-4785
HOWARD, ALEXANDER III	304 ANTERBURY DR	APEX NC 27502-4712
HUMMEL, CADE HANES JURGEN TINNIN, SHANNON LYNETTE	604 COPPERLINE DR UNIT 101	CHAPEL HILL NC 27516-4469
INGHAM, CHRISTOPHER INGHAM, AMANDA	1935 MOSTYN LN	APEX NC 27502-6509
JACKSON, PETER GREGORY JACKSON, SANDRA LOLETTA	1006 IRONGATE DR	APEX NC 27502-6505
JO CE ASSOCIATES LIMITED PARTNERSHIP	2714 SAINT MARYS ST	RALEIGH NC 27609-7641
JOHNSON WHITE, JOHN HAYDEN JOHNSON WHITE, CARISSA BETH	1478 WRAGBY LN	APEX NC 27502-6605
JOHNSON, DAVID R TRUSTEE JOHNSON, SHERRIE A TRUSTEE	1473 PADSTONE DR	APEX NC 27502-6524
JOHNSON, WILLIAM S III JOHNSON, BETTY F	1963 MOSTYN LN	APEX NC 27502-6509
JOSEPHSON, DAVID W JOSEPHSON, JAMIE M	309 ANTERBURY DR	APEX NC 27502-4713
KAFLE, DHIRAJ SHARMA, SIKHA	1581 TICE HURST LN	APEX NC 27502-6500
KALUKA, JESSE E KALUKA, MIRANDA P	1811 BROOMHURST LN	APEX NC 27502-1250
KALYNA, ANDRIY KALYNA, TETYANA	1553 TICE HURST LN	APEX NC 27502-6500
KASINATHAN, ARULCHELVAN KRISHNAN, ARCHANA MOHAN	350 ANTERBURY DR	APEX NC 27502-4712
KENDLER, ROBERT S RADEMACHER, KIM M	1565 TICE HURST LN	APEX NC 27502-6500
KINSEY, CYNTHIA D DAWSON, RALPH E	346 ANTERBURY DR	APEX NC 27502-4712
KOCHIKUNNEL, JOBIN	600 DOWNING GLEN DR	MORRISVILLE NC 27560-5734
KOVIC, STEPHEN THOMAS KOVIC, CHERYL ANN	2048 STANWOOD DR	APEX NC 27502-4785
KUEHL BINDER, ASHLEY R BINDER, WILLIAM ALAN	1528 PADSTONE DR	APEX NC 27502-6520
KUHN, MARY ANNE	1501 INGRAHAM DR	APEX NC 27502-4765
LAIRD, STEPHANIE MARIE	315 PORT HAVEN DR	APEX NC 27502-4707
LARKIN, TIMOTHY LARKIN, KELLEY	1459 WRAGBY LN	APEX NC 27502-6605
LASSITER, ROBERT M SR	1011 IRONGATE DR	APEX NC 27502-6506
LASSITER, ROBERT MCCOY	1011 IRONGATE DR	APEX NC 27502-6506
LASSITER, ROBERT MCCOY LASSITER, VANESSA JOHNSON	1011 IRONGATE DR	APEX NC 27502-6506
LASSITER, ROBERT MCCOY SR	1011 IRONGATE DR	APEX NC 27502-6506
LATOUR, STEPHEN ALEXIS /TR HOULDEN, PAULINE JANE /TR	1560 TICE HURST LN	APEX NC 27502-6500
LE, TRI-TIN PHAM LE, YEN LUU	PO BOX 684	HOLLY SPRINGS NC 27540-0684
LE, YEN LUU LE, TRI-TIN PHAM	PO BOX 684	HOLLY SPRINGS NC 27540-0684
LI, PING-AN ANDY QINGPING, HE	102 AMIABLE LOOP	CARY NC 27519-5566
LILES, JOHN E LILES, SUSAN M	111 BONITA LN	CAPE CARTERET NC 28584-8443
LOPEZ, ANDRES ESTRADA, ESTELA MARIA	206 SHELTER HAVEN DR	APEX NC 27502-4790
LOTT, MARK A LOTT, SARAH E	305 ANTERBURY DR	APEX NC 27502-4713
MAIKAI 5 LLC	4101 TAYLOR HALL PL	CHAPEL HILL NC 27517-7454
MAJKA, PETER W JR MAJKA, ALINA D	1967 MOSTYN LN	APEX NC 27502-6509
MANGINO, REED MANGINO, BONNIE J	1512 PADSTONE DR	APEX NC 27502-6520
MARROW, LAWRENCE MARROW, EDNA MAE	1222 SHACKLETON RD	APEX NC 27502-5317
MATHUR, TUSHAR MEHTA, MEGHA	1467 WRAGBY LN	APEX NC 27502-6605
MAY, CORI ELIZABETH	202 SHELTER HAVEN DR	APEX NC 27502-4790
MAYER-SALMAN, JOSEPH MORRIS MAYER-SALMAN, ELIZABETH DAWN	1971 DRUMLIN DR	APEX NC 27502-6501
MCDANIELS, JERRY	352 ANTERBURY DR	APEX NC 27502-4712
MCDONAGH, MICHAEL MCDONAGH, NICOLE	1585 TICE HURST LN	APEX NC 27502-6500
MCKEAN, JOHN B MCKEAN, DAWN M	1931 MOSTYN LN	APEX NC 27502-6509
MCLAUGHLIN, SHIRLEY SCHENCK, SCOTT TODD JR.	1951 MOSTYN LN	APEX NC 27502-6509
MEDERO, ANGEL O SIERRA-TORRES, TAMIA T	113 WATERTREE LN	APEX NC 27502-4180
MERRIWEATHER, MARILYN	102 ANTERBURY DR	APEX NC 27502-4708
METRO, DANIEL A	316 ANTERBURY DR	APEX NC 27502-4712
MICKYS, MONTE MICKYS, LISA ALAIMO	325 ANTERBURY DR	APEX NC 27502-4713
MILANA, SUSAN R	138 ANTERBURY DR	APEX NC 27502-4708
MILLS, SUSAN S SEYMOUR, MAUREEN Q	107 S SALEM ST	APEX NC 27502-1822
MISERTINO, MARY	126 SHELTER HAVEN DR	APEX NC 27502-4725
MOGILI, SUJATHA SOMASUNDARAM, RAVIKUMAR	1785 YATELEY LN	APEX NC 27502-6561
MOORE, STEVEN T MOORE, SARAH B	1965 DRUMLIN DR	APEX NC 27502-6501
MOORE, TERRY L. MOORE, SHONAGH OLEARY	1582 TICE HURST LN	APEX NC 27502-6500
MORGAN, DAVID S SCHIPPER, JASMIN	1810 BROOMHURST LN	APEX NC 27502-1251

MOSLEY, CHRISTOPHER THOMAS	329 PORT HAVEN DR	APEX NC 27502-4707
MUSCARO, ANTHONY M MUSCARO, REBECCA L	1572 TICE HURST LN	APEX NC 27502-6500
NAPIER, SHARON ARIAS, FERNANDO	1328 PADSTONE DR	APEX NC 27502-6607
NAVARRO, ALICIA R	335 ANTERBURY DR	APEX NC 27502-4713
NEELABH, APOORVA NEELABH, MAMTA	1505 SALEM VILLAGE DR	APEX NC 27502-4728
NIELSEN, TRICIA L SHAW, MARK A	1759 MINLEY WAY	APEX NC 27502-5776
O'BRIEN, MOLLY	327 ANTERBURY DR	APEX NC 27502-4713
PARIKH, TANMAY SHAH, BHURNI	2133 BLUFF OAK DR	CARY NC 27519-0105
PATEL, MUKESHBHAI PATEL, KUSUMBEN	331 ANTERBURY DR	APEX NC 27502-4713
PEARCE, NICHOLE M	124 SHELTER HAVEN DR	APEX NC 27502-4725
PERRY, LEON PERRY, PATRICIA	1578 TICE HURST LN	APEX NC 27502-6500
PERSAUD, COLIN F	2034 E 41ST ST	BROOKLYN NY 11234-2905
PHELPS, MARK AARON PHELPS, ASHLEY NICOLE	1500 PADSTONE DR	APEX NC 27502-6520
PHILLIPS, SHAWN R PHILLIPS, CHRISTA	1508 PADSTONE DR	APEX NC 27502-6520
PIEDMONT INVESTMENTS LLC	1025 DRESSER CT	RALEIGH NC 27609-7323
PINKERTON, DIANA A	134 ANTERBURY DR	APEX NC 27502-4708
PLATT, WAYNE L SHAW, ASHLEE M	1501 PADSTONE DR	APEX NC 27502-6521
POKHREL BROTHERS REALTY LLC	4507 VIENNA CREST DR	RALEIGH NC 27613-3352
PORTRAIT HOMES WEST HAVEN LLC	3903 EDWARDS MILL RD	RALEIGH NC 27612-4244
POWELL, ANDRE POWELL, TERESA	311 ANTERBURY DR	APEX NC 27502-4713
PRESNALL, HUNTER PRESNALL, SHERRY	1801 BROOMHURST LN	APEX NC 27502-1250
PROSSER, RICHARD WILLIAM PROSSER, ANNE WAYNE	1109 CROSSWAY LN	HOLLY SPRINGS NC 27540-6856
PROVOST, NANCY A. SHOCKLEY, DEBRA J.	2023 STANWOOD DR	APEX NC 27502-4784
QIN, JUN JIE FENG, HUI LING	6239 MARY LEE WAY	HIGH POINT NC 27265-3299
RADA, ROBERTO JR	313 ANTERBURY DR	APEX NC 27502-4713
RADKE, JEAN MARIE	340 ANTERBURY DR	APEX NC 27502-4712
RAND, MELANIE J	308 ANTERBURY DR	APEX NC 27502-4712
RASAKULASURIAR, ROHINI	1927 MOSTYN LN	APEX NC 27502-6509
RAVAL, DEEPA J	1300 SHACKLETON RD	APEX NC 27502-5309
RICHARDSON, DORA C	1018 IRONGATE DR	APEX NC 27502-6505
RICKENBAKER, THOMAS R RICKENBAKER, HEATHER M	1005 IRONGATE DR	APEX NC 27502-6506
RICKS, GAIL A	1022 IRONGATE DR	APEX NC 27502-6505
RICKS, GAIL ANDERSON	1022 IRONGATE DR	APEX NC 27502-6505
RIDDLE, CONNIE ROSSER	200 SHELTER HAVEN DR	APEX NC 27502-4790
ROBERT, DEBRA MITCHELL, STEVEN J	349 ANTERBURY DR	APEX NC 27502-4713
ROBINETTE, ELIZABETH ROGERS	365 ANTERBURY DR	APEX NC 27502-4713
ROE, PAUL SYKES-ROE, JENNIFER	1569 TICE HURST LN	APEX NC 27502-6500
ROESCH, DANIEL EDWARD KHAN, RUBAIYAT AREFIN	1518 SALEM VILLAGE DR	APEX NC 27502-4727
ROMVARI, GERGO TAMAS	312 ANTERBURY DR	APEX NC 27502-4712
ROTEM, AMIT A. TRUSTEE AMIT A. ROTEM REVOCABLE LIVING TRUST	2506 RAMBLING CREEK RD	APEX NC 27523-7805
ROYAL, DAVID ROYAL, NETA YOSEF	1549 TICE HURST LN	APEX NC 27502-6500
RYAN, TERRENCE WAYNE TRUSTEE RHODES-RYAN, GINGER ANNE TRUSTEE	1781 YATELEY LN	APEX NC 27502-6561
SALEM VILLAGE OWNERS ASSC INC	1100 PERIMETER PARK DR STE 112	MORRISVILLE NC 27560-9119
SALEM VILLAGE OWNERS ASSOCIATION INC	1100 PERIMETER PARK DR STE 112	MORRISVILLE NC 27560-9119
SALEM VILLAGE OWNERS ASSOCIATION INC	PO BOX 97243	RALEIGH NC 27624-7243
SANDERS, DERRICK SANDERS, TAWANA BROWN	1504 PADSTONE DR	APEX NC 27502-6520
SANLOUP, NICOLAS PARRA, MARCELA MILAN	2051 STANWOOD DR	APEX NC 27502-4784
SARCAN, CANSU	323 PORT HAVEN DR	APEX NC 27502-4707
SCALES, JOSEPH TYLER SCALES, SARAH PUCKETT	345 ANTERBURY DR	APEX NC 27502-4713
SENKO, DANIEL SENKO, LYNNE M	1508 INGRAHAM DR	APEX NC 27502-4766
SETLIFF, MARION F	108 ANTERBURY DR	APEX NC 27502-4708
SEYMOUR FARM PROPERTIES LLC	PO BOX 177	APEX NC 27502-0177
SEYMOUR, THOMAS E MILLS, SUSAN S	PO BOX 177	APEX NC 27502-0177
SHAKED, KEREN SHAKED, MOSHE	232 HARBOR HAVEN DR	APEX NC 27502-4602
SHARPE, ADAM SHARPE, JAMIE	1922 MOSTYN LN	APEX NC 27502-6509
SHERWOOD, MICHAEL SHERWOOD, YITING	1470 WRAGBY LN	APEX NC 27502-6605
SHRESTHA, RAMESH KUMAR SAINJU, DRISTEE	100 FANWOOD CT	APEX NC 27502-4722
SHU, YI FU, XIAOMING	1316 PADSTONE DR	APEX NC 27502-6607
SILVA-COMPOS, WILITZA	325 PORT HAVEN DR	APEX NC 27502-4707
SIMS, MARK A SIMS, JANIS	2750 PANGBORN RD	DECATUR GA 30033-2326
SITAPARA, HIREN PATEL, VANEE	1513 SALEM VILLAGE DR	APEX NC 27502-4728
SITZLER, JANNA	332 ANTERBURY DR	APEX NC 27502-4712
SMILEY, MONICA	36 OLD GROVE LN	APEX NC 27502-1894
SMITH, CHANTA R	1600 HIGH SCHOOL RD UNIT B	CHAPEL HILL NC 27516-9238
SOOD, KARAN SHETH, ALPA	1800 BROOMHURST LN	APEX NC 27502-1251
SPALDING, YVONNE	322 ANTERBURY DR	APEX NC 27502-4712
SPENCE, SHANNON	234 HARBOR HAVEN DR	APEX NC 27502-4602
SPULLER, RICHARD E SPULLER, ALISON B	1020 IRONGATE DR	APEX NC 27502-6505
STANCIL, ERIKA H	1526 VANDER OLDHAM RD	BEAR CREEK NC 27207-8628
STEINHOFF, BRADLEY A STEINHOFF, SHEILA A	1573 TICE HURST LN	APEX NC 27502-6500
STILLEY, ERIC L	307 ANTERBURY DR	APEX NC 27502-4713
STUMP, TIMOTHY J STUMP, ERICA B	329 ANTERBURY DR	APEX NC 27502-4713
SULLIVAN, MICHAEL C SULLIVAN, CAROL A	1932 MOSTYN LN	APEX NC 27502-6509
SURE & STEADFAST PROP LTD PTNRP	1201 BUCK JONES RD	RALEIGH NC 27606-5635
SWINK, DAVID C	308 PORT HAVEN DR	APEX NC 27502-4706
TEETER, STEPHANIE	103 FANWOOD CT	APEX NC 27502-4722
THAMBI, ASHOK K BYSANI, SIRISHA	1552 TICE HURST LN	APEX NC 27502-6500

THE ARDOLINO FAMILY TRUST /BY TR	5004 CEDAR GLEN CT	APEX NC 27539-9740	
TORO, GERMAN ANTONIO CABAN CABAN, ELIZABETH	321 ANTERBURY DR	APEX NC 27502-4713	
TRIPATHI, RAJESH	1052 BRANCH LINE LN	APEX NC 27502-2421	
TROCINO, JOHN E TROCINO, JORJA J	1517 SALEM VILLAGE DR	APEX NC 27502-4728	
UNITED DEVELOPMENT ORGANIZATION LLC	SIMON NATH	677 ALLEN AVE	PORTLAND ME 04103-3705
URBEN, STEPHEN MITCHELL	311 PORT HAVEN DR	APEX NC 27502-4707	
VUYYURU, SUDHEER VUYYURU, SANTHI	1507 INGRAHAM DR	APEX NC 27502-4765	
WAGNER, NADINE R	104 FANWOOD CT	APEX NC 27502-4722	
WALKER, NANCY L	2708 TINGEN RD	APEX NC 27502-8745	
WALSER, JOHN F SR WALSER, DEBORAH A	2044 STANWOOD DR	APEX NC 27502-4785	
WANG, ZHANXIAN LIN, LI	1505 PADSTONE DR	APEX NC 27502-6521	
WARD, BRIAN MICHAEL TRUSTEE WARD, MONICA BERRY TRUSTEE	1972 DRUMLIN DR	APEX NC 27502-6502	
WEATHERTREE 2 LLC	302 ABBEY OAK LN	APEX NC 27502-2301	
WELCH, CHRISTINE	1509 SALEM VILLAGE DR	APEX NC 27502-4728	
WESTHAVEN TOWNHOMES HOMEOWNERS ASSN	PPM	11010 RAVEN RIDGE RD	RALEIGH NC 27614-8837
WIJESINGHE, ANUPA SARANGA GUNAWARDHANA, CHINTHANI LALANIKA LIYANA	1521 SALEM VILLAGE DR	APEX NC 27502-4728	
WILLOUGHBY, TIMOTHY WILLOUGHBY, ANN	1524 SALEM VILLAGE DR	APEX NC 27502-4727	
WILSON, STEVEN E WILSON, LESLEY H	2047 STANWOOD DR	APEX NC 27502-4784	
WOLCOTT, CHERYL	146 ANTERBURY DR	APEX NC 27502-4708	
WRIGHT, ANTONIO	361 ANTERBURY DR	APEX NC 27502-4713	
WS LLC	1511 PIAZZO CT	APEX NC 27502-3704	
XU, QINGHONG SI, JING	1474 WRAGBY LN	APEX NC 27502-6605	
YAIR, GUY	130 ANTERBURY DR	APEX NC 27502-4708	
YIN MOU LLC	114 STANSBURY CT	CARY NC 27518-9097	
YU, LIANG TANG, XIAOTING	5488 APEX PEAKWAY STE 337	APEX NC 27502-3924	
ZARDAS, MARY	314 ANTERBURY DR	APEX NC 27502-4712	
ZENDZIAN, ELENA	205 HASSELLWOOD DR	CARY NC 27518-3011	
ZHANG, HANGYU QI, WENYI	1168 LAS PALMAS DR	SANTA CLARA CA 95051-3922	
ZHAO, LINGLING	1525 SALEM VILLAGE DR	APEX NC 27502-4728	
ZHAO, WENJI TRUSTEE LUO, LAN TRUSTEE	915 DOMINION HILL DR	CARY NC 27519-9348	
ZUK, VICTORIA JANELLE	347 ANTERBURY DR	APEX NC 27502-4713	
STEPHEN MILLER	1208 SHACKLETON RD	APEX NC 27502	
Current Tenant	100 Anterbury DR	APEX NC 27502	
Current Tenant	106 Anterbury DR	APEX NC 27502	
Current Tenant	116 Anterbury DR	APEX NC 27502	
Current Tenant	118 Anterbury DR	APEX NC 27502	
Current Tenant	120 Anterbury DR	APEX NC 27502	
Current Tenant	124 Anterbury DR	APEX NC 27502	
Current Tenant	141 Anterbury DR	APEX NC 27502	
Current Tenant	142 Anterbury DR	APEX NC 27502	
Current Tenant	200 Anterbury DR	APEX NC 27502	
Current Tenant	202 Anterbury DR	APEX NC 27502	
Current Tenant	208 Anterbury DR	APEX NC 27502	
Current Tenant	310 Anterbury DR	APEX NC 27502	
Current Tenant	315 Anterbury DR	APEX NC 27502	
Current Tenant	318 Anterbury DR	APEX NC 27502	
Current Tenant	319 Anterbury DR	APEX NC 27502	
Current Tenant	320 Anterbury DR	APEX NC 27502	
Current Tenant	338 Anterbury DR	APEX NC 27502	
Current Tenant	342 Anterbury DR	APEX NC 27502	
Current Tenant	343 Anterbury DR	APEX NC 27502	
Current Tenant	348 Anterbury DR	APEX NC 27502	
Current Tenant	351 Anterbury DR	APEX NC 27502	
Current Tenant	357 Anterbury DR	APEX NC 27502	
Current Tenant	101 Fanwood CT	APEX NC 27502	
Current Tenant	102 Fanwood CT	APEX NC 27502	
Current Tenant	107 Fanwood CT	APEX NC 27502	
Current Tenant	109 Fanwood CT	APEX NC 27502	
Current Tenant	236 Harbor Haven DR	APEX NC 27502	
Current Tenant	238 Harbor Haven DR	APEX NC 27502	
Current Tenant	1003 Irongate DR	APEX NC 27502	
Current Tenant	1027 Irongate DR	APEX NC 27502	
Current Tenant	1955 Mostyn LN	APEX NC 27502	
Current Tenant	1341 Perry RD	APEX NC 27502	
Current Tenant	302 Port Haven DR	APEX NC 27502	
Current Tenant	310 Port Haven DR	APEX NC 27502	
Current Tenant	313 Port Haven DR	APEX NC 27502	
Current Tenant	317 Port Haven DR	APEX NC 27502	
Current Tenant	319 Port Haven DR	APEX NC 27502	
Current Tenant	321 Port Haven DR	APEX NC 27502	
Current Tenant	327 Port Haven DR	APEX NC 27502	
Current Tenant	120 Shelter Haven DR	APEX NC 27502	
Current Tenant	1801 Tingen RD	APEX NC 27502	

NOTICE OF 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.

November 29, 2023
Date

Dear Neighbor:
You are invited to a neighborhood meeting to review and discuss the development proposal at

See attached Exhibit A — Address(es)

See attached Exhibit A — 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. If you are unable to attend, please refer to the Project Contact Information page for ways to contact the applicant. Notified neighbors may request that the applicant provide updates and send plans via email or mail. 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 http://www.apexnc.org/180. Applications for Rezoning must hold a second Neighborhood Meeting in the month prior to the anticipated public hearing date.

A Neighborhood Meeting is required because this project includes (check all that apply):

	Application Type	Approving Authority
☑	Rezoning (including Planned Unit Development)	Town Council
☑	Major Site Plan	Technical Review Committee (staff)
☐	Minor Site Plan for the uses "Day care facility", "Government service", "School, public or private", "Restaurant, drive-through", or "Convenience store with gas sales"	Technical Review Committee (staff)
☐	Special Use Permit	Board of Adjustment (QJPH*)
☑	Residential Master Subdivision Plan (excludes exempt subdivisions)	Technical Review Committee (staff)

*Quasi-Judicial Public Hearing: The Board of Adjustment 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 applicant is proposing to rezone the property to Planned Unit Development-Conditional Zoning (PUD-CZ) to facilitate a mixed-use development consisting of single-family homes, townhomes, apartments, and office/commercial uses.

Estimated submittal date: Application was submitted on July 3, 2023

MEETING INFORMATION:

Property Owner(s) name(s): See attached Exhibit A
Applicant(s): Barnett Properties, LLC c/o Matthew Carpenter
Contact information (email/phone): matthewcarpenter@parkerpoe.com; (919) 835-4032
Meeting Address: Virtual (Zoom) - See attached notice letter
Date/Time of meeting**: December 13, 2023
Welcome: 6:00 PM Project Presentation: 6:00 PM Question & Answer: 6:30 PM

**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.

Parker Poe
Attorneys & Counselors at Law

To: Neighboring Property Owners and Tenants
From: Matthew J. Carpenter
Date: November 29, 2023

Re: Notice of Second Virtual Neighborhood Meeting

You are invited to attend a second neighborhood meeting on December 13, 2023 at 6:00 PM to discuss 23CZ13, the proposed rezoning of 3 parcels of land located at 0 Tingen Road (PIN 0741142574), 0 Tingen Road (PIN 0741152543), and 0 Tingen Road (PIN 0741155913) (collectively, the "Property"). The Property is currently zoned Residential Agricultural (RA) and High Density Single-Family Residential (HDSF), and is proposed to be rezoned to Planned Unit Development-Conditional Zoning (PUD-CZ). A corresponding annexation petition has been filed with the rezoning application.

The purpose of the proposed rezoning is to facilitate a mixed-use development consisting of single-family homes, townhomes, apartments, and office/commercial uses. During the meeting, the applicant will describe the nature of the rezoning request, provide updates since the first neighborhood meeting, and field any questions from the public. Enclosed are: (1) a vicinity map outlining the location of the subject parcel; (2) a zoning map of the subject area; (3) an updated preliminary concept plan; (4) a project contact information sheet; and (5) a common construction issues & who to call information sheet.

The meeting will be held virtually. You can participate online via Zoom or by telephone. To participate in the Zoom online meeting:

Visit:	https://zoom.us./join
Enter the following meeting ID:	850 9808 2747
Enter the following password:	961849

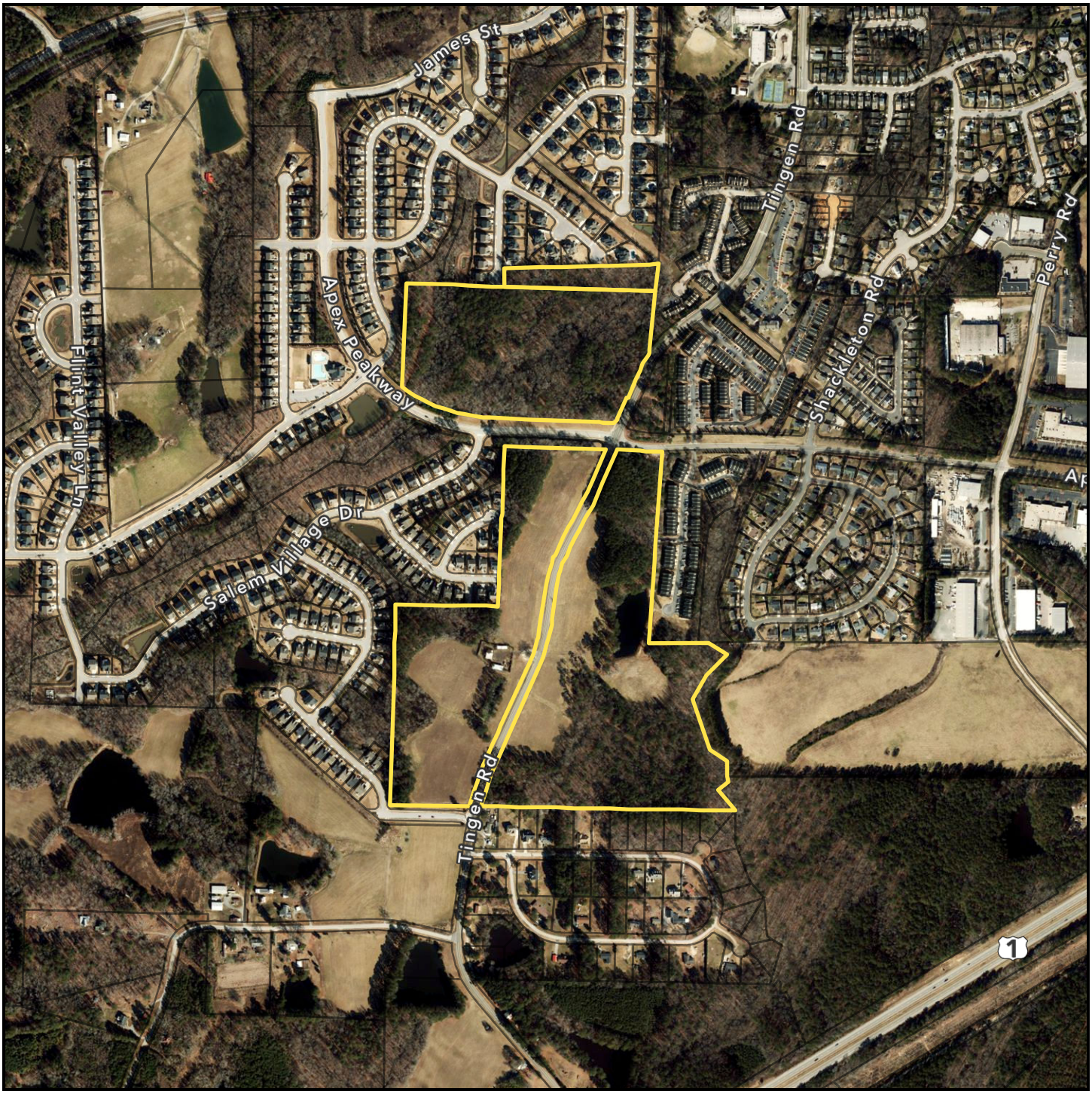
To participate by telephone:

Dial:	1 929 205 6099
Enter the following meeting ID:	850 9808 2747 #
Enter the Participant ID:	#
Enter the Meeting password:	961849 #

If you have any questions about this rezoning, please contact me at (919) 835-4032 or via email at matthewcarpenter@parkerpoe.com.

Sincerely,

Matthew Carpenter



0; 0; & 0 Tingen Road

Vicinity Map

N

0 400 800 1600 ft

1 inch equals 800 feet

Disclaimer

*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.*



0; 0; & 0 Tingen Road

Zoning Map

N

0 400 800 1600 ft

1 inch equals 800 feet

Current Zoning: RA & HDSF

Disclaimer

*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.*

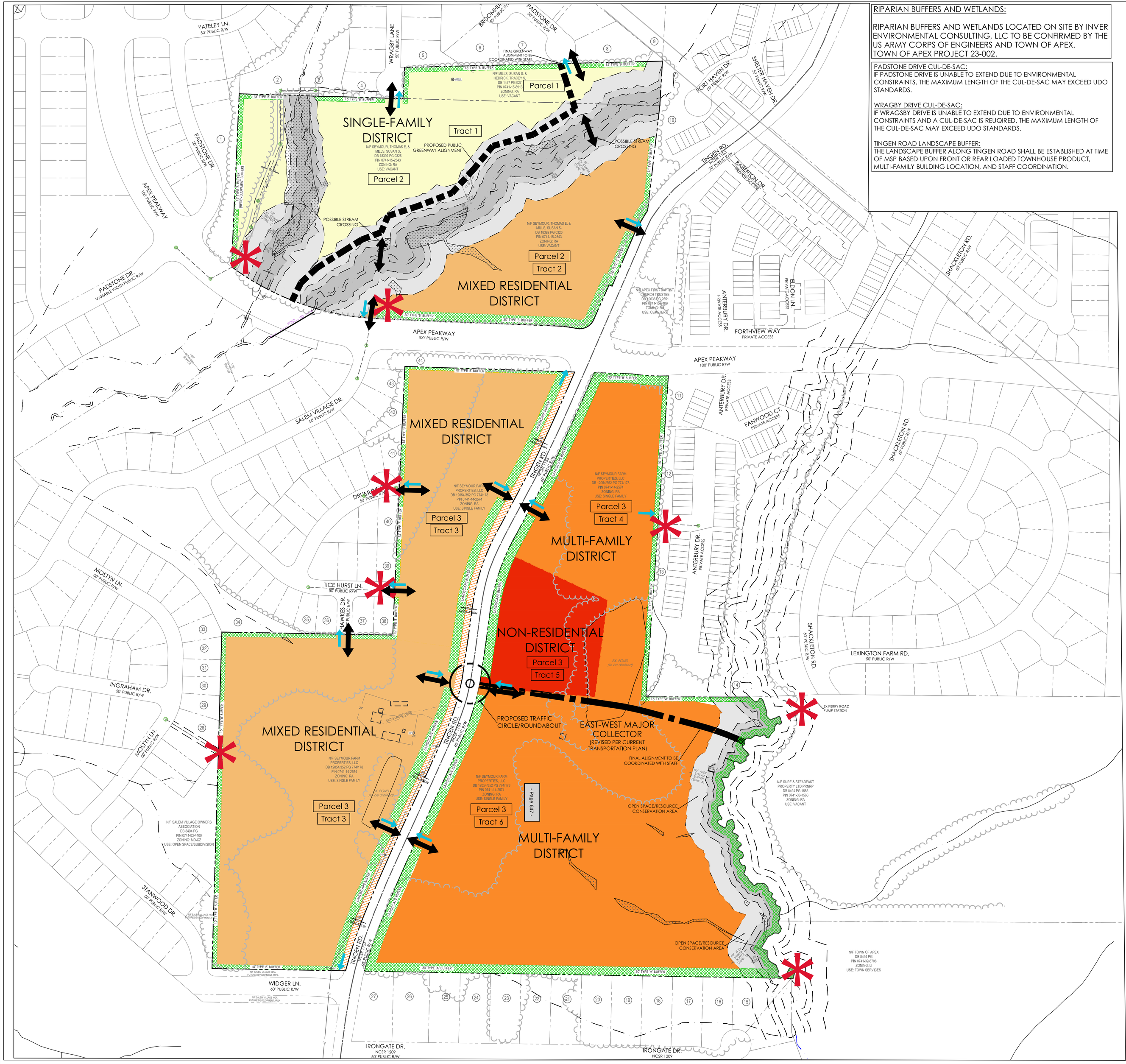

SINGLE-FAMILY DISTRICT
Tract 1
Parcel 2
MIXED RESIDENTIAL DISTRICT
Parcel 2
Tract 2
MIXED RESIDENTIAL DISTRICT
Parcel 3
Tract 3
MULTI-FAMILY DISTRICT
Parcel 3
Tract 4
NON-RESIDENTIAL DISTRICT
Parcel 3
Tract 5
MIXED RESIDENTIAL DISTRICT
Parcel 3
Tract 3
MULTI-FAMILY DISTRICT
Parcel 3
Tract 6
PROPOSED PUBLIC GREENWAY ALIGNMENT
POSSIBLE STREAM CROSSING
POSSIBLE STREAM CROSSING
PROPOSED TRAFFIC CIRCLE/ROUNDABOUT
EAST-WEST MAJOR COLLECTOR
(REVISED PER CURRENT TRANSPORTATION PLAN)
FINAL ALIGNMENT TO BE COORDINATED WITH STAFF
OPEN SPACE/RESOURCE CONSERVATION AREA
OPEN SPACE/RESOURCE CONSERVATION AREA
FINAL GREENWAY ALIGNMENT TO BE COORDINATED WITH STAFF
EX. POND (To be retained)
EX. POND (To be retained)
EX PERRY ROAD PUMP STATION
YATELEY LN.
50' PUBLIC R/W
WRAGBY LANE
50' PUBLIC R/W
BROOMHILL
50' PUBLIC R/W
PADSTONE DR.
50' PUBLIC R/W
PADSTONE DR.
50' PUBLIC R/W
PADSTONE DR.
VARIABLE WIDTH PUBLIC R/W
APEX PEAKWAY
100' PUBLIC R/W
APEX PEAKWAY
100' PUBLIC R/W
APEX PEAKWAY
100' PUBLIC R/W
PORT HAVEN DR.
50' PUBLIC R/W
SHELTER HAVEN DR.
50' PUBLIC R/W
TINGEN RD.
50' PUBLIC R/W
BARBERTON DR.
PRIVATE ACCESS
ANTERBURY DR.
PRIVATE ACCESS
ELDON LN.
PRIVATE ACCESS
FORTHVIEW WAY
PRIVATE ACCESS
FANWOOD CT.
PRIVATE ACCESS
SHACKLETON RD.
60' PUBLIC R/W
SHACKLETON RD.
60' PUBLIC R/W
LEXINGTON FARM RD.
50' PUBLIC R/W
SALEM VILLAGE DR.
50' PUBLIC R/W
DRUMMOND DR.
50' PUBLIC R/W
TICE HURST LN.
50' PUBLIC R/W
HAWKES DR.
50' PUBLIC R/W
MOSTYN LN.
50' PUBLIC R/W
INGRAHAM DR.
50' PUBLIC R/W
MOSTYN LN.
50' PUBLIC R/W
STANWOOD DR.
50' PUBLIC R/W
TINGEN RD.
50' PUBLIC R/W
TINGEN RD.
50' PUBLIC R/W
WIDGER LN.
60' PUBLIC R/W
IRONGATE DR.
NCSR 1209
60' PUBLIC R/W
IRONGATE DR.
NCSR 1209
N/F SEYMOUR, THOMAS E. & MILLS, SUSAN S. DB 18392 PG 0326 PIN 0741-15-2543 ZONING: RA USE: VACANT
N/F MILLS, SUSAN S. & HEDRICK, TRACEY J. DB 1457 PG 027 PIN 0741-15-0513 ZONING: RA USE: VACANT
N/F APEX FIRST BAPTIST CHURCH TRUSTEE DB 13636 PG 2551 PIN 0741-15-0239 ZONING: RA USE: CEMETERY
N/F SEYMOUR FARM PROPERTIES, LLC DB 12004352 PG 774178 PIN 0741-14-2574 ZONING: RA USE: SINGLE FAMILY
N/F SEYMOUR FARM PROPERTIES, LLC DB 12004352 PG 774178 PIN 0741-14-2574 ZONING: RA USE: SINGLE FAMILY
N/F SEYMOUR FARM PROPERTIES, LLC DB 12004352 PG 774178 PIN 0741-14-2574 ZONING: RA USE: SINGLE FAMILY
N/F SEYMOUR FARM PROPERTIES, LLC DB 12004352 PG 774178 PIN 0741-14-2574 ZONING: RA USE: SINGLE FAMILY
N/F SALEM VILLAGE OWNERS ASSOCIATION DB 8494 PG PIN 0741-03-4400 ZONING: MX-C2 USE: OPEN SPACE/SUBDIVISION
N/F BURE & STEADFAST PROPERTY LTD PRNRP DB 8494 PG 1565 PIN 0741-12-1566 ZONING: RA USE: VACANT
N/F TOWN OF APEX DB 8494 PG PIN 0741-12-0706 ZONING: LI USE: TOWN SERVICES
N/F SALEM VILLAGE HOA FUTURE DEVELOPMENT AREA
N/F SALEM VILLAGE HOA FUTURE DEVELOPMENT AREA
Parcel 1
Parcel 2
Parcel 3
Parcel 3
Parcel 3

Exhibit A

Tingen Road Rezoning

Owner Information Addendum

Parcel 1

Site Address: 0 Tingen Road
PIN: 0741142574
Deed Reference (book/page): 12054/774
Acreage: 57.92
Owner: Seymour Farm Properties LLC, a North Carolina limited liability company
Owner Address: PO Box 177, Apex, NC 27502

Parcel 2

Site Address: 0 Tingen Road
PIN: 0741152543
Deed Reference (book/page): 18392/326
Acreage: 21.59
Owner: Tracey Seymour Hedrick
Owner Address: 117 Ribbon Walk Lane, Holly Springs, NC 27540

Parcel 3

Site Address: 0 Tingen Road
PIN: 0741155913
Deed Reference (book/page): Estate File
Acreage: 2.44
Owner: Susan Seymour Mills and Maureen Q Seymour
Owner Address: 107 S. Salem Street, Apex, NC 27502

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: Tingen Road Assemblage Zoning: RA & HDSF

Location: See attached Exhibit A

Property PIN(s): See attached Exhibit A Acreage/Square Feet: 81.95 ac

Property Owner: See attached Exhibit A

Address:

City: State: Zip:

Phone: Email:

Developer: Barnett Properties, LLC c/o Matthew Carpenter

Address: 301 Fayetteville Street, Suite 1400

City: Raleigh State: NC Zip: 27601

Phone: (919) 835-4032 Fax: N/A Email: matthewcarpenter@parkerpoe.com

Engineer: Peak Engineering & Design, PLLC, attn: Jeff Roach

Address: 1125 Apex Peakway

City: Apex State: NC Zip: 27502

Phone: (919) 439-0100 Fax: N/A Email: jroach@peakengineering.com

Builder (if known): Barnett Properties, LLC c/o Matthew Carpenter

Address: 301 Fayetteville Street, Suite 1400

City: Raleigh State: NC Zip: 27601

Phone: (919) 835-4032 Fax: N/A Email: matthewcarpenter@parkerpoe.com

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 Planning Project Manager	(919) 372-7468
Public Works - Transportation Russell Dalton, Traffic Engineering Manager	(919) 249-3358
Water Resources Department Jessica Bolin, Environmental Engineering Manager (Stormwater, Sedimentation & Erosion Control) Matt Echols, Utility Engineering Manager (Water & Sewer)	(919) 249-3537 (919) 372-7505
Electric Utilities Division Rodney Smith, Electric Technical Services Manager	(919) 249-3342

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** **919-362-8661**

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** **919-372-7470**

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** **919-362-8661**

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** **919-372-7470**

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** **919-372-7470**
Danny Smith **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.

Dust: **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.

Trash: **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** **919-249-3537**

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.

Second Neighborhood Meeting Attendance List
Seymour Mixed-Use PUD
December 13, 2023

1. D Free
2. Paula Bradin
3. Martin Anderson
4. Patrick Lieszkovszky
5. Nichole Baldridge
6. Clifford Baldridge
7. John Walser
8. Kurt Pfeifer
9. Ivan Edwards
10. Thomas Rickenbaker
11. Mike D'Aureilo
12. Clarett Damm
13. Lawrence Kevin
14. JoAnn Garry
15. Dan Senko
16. Kelley Larkin
17. Al Francia
18. Nicolas Sanloup
19. D Gee
20. Emily Iz
21. Joe Barry
22. David Royal
23. Hunter Presnnall
24. Clifford Castelino
25. Lynne Senko
26. Kendall Cuthbertson
27. Steven Cockman
28. Rick Kubsch
29. Viktoriya Kesel
30. Andriy Kalyna
31. Adam Cribbs
32. Mike Matulewicz
33. Frank Binaco
34. Diana Pinkerton
35. Jeff Hindle
36. Michael Sherwood
37. George Gragg
38. Krissy Lusardi
39. Kate Nappi
40. David Upton
41. James Hampton

42. Jenni Bradford
43. Julia Douglas
44. Geoffrey Douglas
45. Amina Mouline
46. Carissa White
47. Adam Morgan
48. Raghav Erab
49. Henry Chinaski
50. Arno Zegerman
51. M McDonaghm
52. Stephanie Teeter
53. Michelle Causey
54. Michelle Payne
55. Katie Lopez
56. TM
57. John McKean
58. CL
59. Amit Rotem
60. Biju CK
61. Shasin Mantode
62. Steven Laux
63. Wendy Baker
64. Harrison H
65. Joseph Mayer-Salman
66. Apoorva
67. John Trocino
68. Sarah Moore
69. Trace Galloway
70. Janis Snyder
71. Suprajaa reddy
72. Joseph Stein
73. Chris Hilmey
74. Joseph Harper
75. Mindy Sorboro
76. Terry Ryan
77. Judith Clark
78. Elizabeth Robinette
79. Damaris Perez
80. Andy Doyle
81. Dandan Zu
82. Hernan Perez
83. Stephen Ibrahim
84. Cassie Upton
85. Jeannette Frazier
86. Sharon Napier

87. Sam Nye
88. Deborah Fordham
89. Cheryl Britton
90. Angie Edwards
91. Jesse Beaumont
92. Dan Beynon

*Contact information was received but has been redacted for filing

Summary of Second Neighborhood Meeting Discussion
Seymour Mixed-Use PUD
December 13, 2023

During the meeting, the following questions were received via chat and answered by the development team. Answer summaries are provided in blue. The recording of the meeting has been shared with neighbors who requested it.

- What does the buffer around lot 38 look like? 60 feet?
  - There will be a 15-foot Type B buffer along the shared property line. Existing trees in the buffer will be preserved to the greatest extent practicable. Where there aren't existing trees, we will supplement with additional plantings. It appears there are existing trees adjacent to Lot 38 that will be kept. We also have a condition that no townhomes can be located closer than 60 feet to existing homes in Salem Village.
- In the plans, the height was listed as 47 feet. Is that the height of the three stories?
  - Max height differs per district. For townhomes and single-family, the max is 3 stories, 45 feet.
- Infrastructure is not set to receive the volume of people you plan to build. How do you manage traffic?
  - As part of the rezoning request, we were required to submit a Traffic Impact Analysis (TIA) which recommends certain improvements the developer is required to fund and construct to mitigate traffic generated by the project. Those recommended improvements are incorporated into the PUD as conditions of the rezoning. This case includes significant transportation infrastructure improvements that mitigate traffic generated by the project, and some that go beyond that, including:
    - Improving over a half mile of Tingen Road into a 3-lane median divided section with side path and bike lanes;
    - Constructing an east/west Major Collector across the property as shown on the Transportation Plan;
    - Installation of a traffic light at the intersection of Apex Peakway and Tingen Road;
    - Payment of a fee in lieu towards costs to install a traffic light at the intersection of Apex Peakway and Perry Road;
    - Construction of a round about and crosswalks at the intersection of Tingen Road and the new Major Collector;
    - Construction of two public bus stops on Tingen Road.
- You have between singles, mixed and apartments. This mix is not bringing any quality of life to us.
  - As discussed in the presentation, the LUM recommends a mix of housing types at different densities and price points to meet the growing demand for housing in Apex. In working with staff, staff has continually recommended a mix of housing types, and in some instances has requested a greater mix than originally proposed.
- What is the metric for existing tree canopy on the site?
  - I don't know the exact acreage of existing tree cover. As part of our PUD, we are proposing 20% of the site as Resource Conservation Area (RCA) which will generally be a combination of undisturbed open space and tree canopy.
- Our schools are already at capacity. What are you going to do about schools for the children?
  - This area is districted to Apex Elementary, Apex Middle School, and Apex Friendship High. Although Apex Elementary and Apex High are capped, Apex Middle is not. Based on approval timelines, residents will not move into the project until 2026 at the earliest. Wake County is working on the school issue and there are two new schools in this area that will help relieve capacity concerns:
    - Felton Grove High which will take students in 2025, and
    - Pleasant Plains Elementary which will take students in 2025.
  - Both of these schools will likely be available before any residents move into the project.
- Will a connecting road tie into the [redacted] Anterbury Drive?
  - No, there is no planned ve[redacted]ction to Anterbury. The arrow shown on the Concept

Plan is for a utility connection.

- Was consideration taken of the new school that will be built on Tingen? This plan, along with the plans proposed, will bring an enormous amount of traffic.
    - Yes, we have been in communication with Grace Christian School and the Town is also aware of their plans. Also, TIAs account for the iterative nature of development and generally, each TIA studies all existing background traffic for existing development and approved projects at the time the TIA is completed.
- It does not make sense to have a 4 lane road that condenses to two to cross the freeway, and does not provide any safe passage for pedestrians or bicycles.
    - Agree. The Transportation Plan requires Tingen Road to be improved as each section is redeveloped. We will be constructing a 10-foot sidepath for the length of our Tingen Road frontage. The long term goal for the Town is for that path to extend south to provide greater pedestrian connectivity.
- Any consideration for duplex housing instead of apartments or townhomes?
    - Yes, duplexes are permitted in the Mixed Residential district.
- When will the construction start?
    - After rezoning, we will go through Master Subdivision and construction drawing review which typically takes around year. So, we expect construction to start around 2025 with the understanding that the full project will involve several phases.
- Are there plans for greenways for recreational use?
    - Yes, there is planned greenway shown in the northern section of the project running from Salem Village, following the stream, to Apex Peakway.
- How would you accommodate for the cut through the preserve area behind homes on Tice Hurst Lane and Hawkes Drive?
    - It will likely be easier for residents of our project to exit directly to Tingen rather than cut through Salem Village. We are showing the connections to Tice Hurst Lane and Hawkes Drive because they are required by the Town's UDO. We are agnostic to these connections as long as the project has adequate circulation, but are required to meet the UDO requirement.
- Could you explain planned improvements to the Tingen/Apex Peakway intersection?
    - Yes, we will be installing a traffic signal at the intersection with pedestrian connections. We will also be widening the northern section of Apex Peakway and are still working on plans for the widening. We're also paying a fee in lieu for future installation of a traffic signal at Apex Peakway and Perry Road.
- When will the environmental study be available for review?
    - We have initial stream delineation data from our consultants but will not have a determination from the Army Corps until after rezoning at Master Subdivision Plan.
- Construction hours are from 7 AM to 8:30 PM which is quite late and could be disruptive to families with young kids. Please consider a change to the hours and stop construction by 7:00 PM.
    - Understood. We'll discuss as a team whether there's anything we can do on construction hours.
- How many homes are proposed? Price of home?
    - Densities will be determined by the maximum per acre density prescribed for each district. However, we've also included a project wide maximum of 800 units, which is significantly less than the maximum of 1,064 units recommended by the Land Use Map designations.
- Why is it that Salem Village gets a 60 ft. buffer to the townhomes, but Irongate, a single-family neighborhood with bigger lots gets a 30 ft. buffer next to apartments? Furthermore, why are apartments being planned next to Irongate instead of the higher density housing that currently exists to the east?
    - The buffer and the 60-foot townhome are two different conditions. The buffer is a planted undisturbed buffer. In contrast, the townhome condition states that there cannot be any townhomes within 60 feet of existing homes in Salem Village. The Irongate buffer is a 30-foot Type A buffer which is double the buffer adjacent to Salem Village and has much stricter planting requirements. We're also working to place the apartment buildings as far north of Irongate as possible.
- The construction also requires you to improve plans of water lines, power delivery.

- That's correct. We will be required to extend utilities for water, sewer, and electric throughout the development. Generally, the developer is required to pay for all of these improvements.

- How can you justify a single-family 6 unit/acre transition on the northwest side, but not along the property that borders Salem Village?
  - The maximum per acre density in the section with Salem Village to the west is 8 units/acre, only 2 units/acre more than the Mixed-Residential section south of Apex Peakway. The LUM recommends up to 14 units/acre in this location, so we are requesting significantly less density than recommended because we understand the impact to existing neighborhoods.
- Exist from Westhaven community on Shelter Haven Road into Tingen road is already dangerous. Substantially increasing traffic during and after construction might result in traffic accidents. Any plans of placing traffic signs/lights/traffic mirrors to help avoiding any such accidents?
  - Our project does not include improvements at this intersection but the traffic light we're installing at Apex Peakway/Tingen Road should help.
- Aren't the land use map just suggestions, not a guide?
  - No, the Land Use Map is the primary policy document used by the Town to evaluate rezoning requests. It was passed by the Town after years of public input and deliberation and generally guides development in Town.
- What is the minimum single-family home size in sf?
  - We don't have a minimum home square footage, but we do have a minimum lot size of 5,000 sf. There will be a variety of lot and home sizes - larger homes on larger lots and smaller more compact homes on smaller lots.
- Do you have a plan that shows how Salem Village stub streets will connect to Tingen Road?
  - We're still working on this and won't have roads fully engineered until Master Subdivision Plan.
- Light pollution from Grace Christian School, Parking lots and Athletic facilities. We are already experiencing light pollution from Pleasant Park. LED street lamps installed to reduce energy consumption and light pollution.
  - Agree. We don't want light pollution either in the residential communities. The Town does have a lighting ordinance that helps with light pollution. Also, we don't control street lighting that will be located along public streets. Those are handled by the Town.
- For the parcel north of the Peakway, are there any restrictions on how many times you can cross the creek? I would be opposed to more than 1.
  - There is not a set number, but we're not sure whether the Army Corps will allow two crossings. We won't know until Master Subdivision Plan when we submit stream crossing requests to the Corps.
- There are already a bunch of apartments being built near Walmart and now I see a mix being built here. I would prefer to see mansions and higher end types of construction than a volume of construction.
  - Apex needs different types of housing at different price points to accommodate it's rapid growth. If we only build large lot, custom homes, the price of housing in Apex will continue to rise to a level where only the wealthy can live in Apex. The proposed mix of housing types is what's recommended by the Land Use Map.
- Additional housing density helps bring down the overall costs of housing and helps reduce environmental impacts by requiring less grading and land disturbance per unit.
  - We agree.
- Will the construction be done one phase at a time or multiple phases in parallel?
  - There will be multiple phases. We don't know the exact timing of phases at this time but expect some phases will overlap.
- Will the apartments be bought by family owners or owned by the developer?
  - The apartments could be rental apartments or condominiums under the proposed zoning, although it's likely they will be rentals. Overall, there will be a mix of for sale and for rent housing types across the project.
- What will be done to mitigate stor[illegible]f from going into peoples properties?
  - We are required to handle all runoff from our project and will be installing stormwater ponds

to treat for the 25-year storm event.

- Are you planning to sell the development to big builders like Lennar?
    - Although the developer has built homes in the past, they may partner with one or more builders and have worked with local custom builders and larger builders like Lennar in the past. At this time, there's no chosen builder for the project.
- Who are your shareholders/stakeholders? Looks like people in the neighborhoods are not happy with this plan, people who actually live here and have families here.
    - I grew up in Apex and Cary and Jeff Roach (civil engineer) and Alan Maness (developer) both live and work in Apex and have a vested interest in the community. The LUM was adopted after a lengthy public engagement process and involved feedback from all types of shareholders/stakeholders in the Town. This engagement and feedback led to the LUM designations we've been discussing. I certainly acknowledge that when you take all stakeholder feedback into account, there are folks who want more density and change and those who don't.
- What do the black arrows on the Concept Plan represent?
    - Conceptual street connections.
- Will all three components have pool/clubhouse areas?
    - At least two will likely have pools/clubhouses, but these haven't been designed or finalized at this point.
- How many acres are in the single-family section? Trying to get an idea for how many homes will be in this area.
    - There are 14.88 acres in the single-family district with a max density of 6 units/acre, so technically, the PUD would permit up to 89 units. Now, we have to work within the site constraints, like the stream and existing topo, so it's very unlikely we'll be able to build 89 units in that location.
- If you can't cross the stream in light yellow area, will construction traffic flow through Wragby and Padstone Lanes?
    - Yes, but we expect at least one stream crossing will be permitted which will provide access to Tingen and/or Apex Peakway.
- In the northern single family area above Apex Peakway, what is the plan for the westernmost strip of land west of the creek? It is currently wooded and it doesn't look to be large enough to develop. Will it be left wooded or developed?
    - As you suggest, the current plan is to leave that area wooded.
- Salem Village was not line with 2045 Land Use Map because higher density could not be supported by sewer infrastructure.
    - Right. And, we are aware of the sewer infrastructure challenges in this area. Generally, the portion of the project west of Tingen Road can be served by existing sewer infrastructure. The portion east of Tingen will need to contribute to sewer improvements that will be funded and completed by several developers/stakeholders in this area. That solution is still being developed.
- What will be done for stormwater development during the construction phase?
    - The project will be required to have silt fence and other erosion control measures that minimize/prevent runoff during construction.
- Are there any plans for development of 55+ communities?
    - There are no current plans for an age restricted community, but the proposed zoning would allow it if there is a market need.
- Who is your case planner at Apex?
    - Shelly Mayo and June Cowles
- There is a huge iconic oak tree at the roundabout. Any chance we can keep that beautiful tree?
    - Unfortunately, this tree will likely have to be removed to allow the Tingen Road improvements. And, it's likely in the future right of way as shown on the Transportation Plan, so it will have to be removed regardless of what type of development is approved.
- Can you explain what a "Buffer Type B" is? What trees will be kept?
    - Yes, we try to keep as many trees as possible. Generally, more mature hardwood trees. The full planting schedule is in the UDO but Type B typically includes evergreen trees

and bushes.

- City services cannot support the development being proposed, not just this development. The Town staff are remarkably doing an admirable job with the resources they have. The scaling of housing is not sustainable for Town services. Even at the affordable housing costs, the future staff cannot afford to live here and commute great distances to provide Town services.
    - Agree, especially on the costs of housing. We have to keep building affordable and market rate housing to help housing supply meet market demand and hopefully slow down the rising cost of housing in Apex.
- The Drumlin Drive connection lining up directly with the driveway on Tingen Rd. is concerning. I would like to see cut thru connections thru Salem Village between Peakway and Tingen as circuitous as possible. The proposed driveway location is a straight shot.
    - Agree, we are working on options for how to avoid a straight shot connection, but are hindered by the narrow nature of the site and the location of the Drumlin stub street.

SEYMOUR MIXED-USE

Planned Unit Development

Apex, North Carolina

Submittal Dates
First Submittal: July 3, 2023
Second Submittal: September 8, 2023
Third Submittal: October 6, 2023
Fourth Submittal: November 3, 2023
Fifth Submittal: December 1, 2023
Sixth Submittal: December 20, 2023
Seventh Submittal: January 3, 2024
Eighth Submittal: January 11, 2024

Developer
Barnett Properties, LLC
7610 Falls of Neuse Road
Suite 150
Raleigh, NC 27615

Civil Engineer
Jeff Roach
Peak Engineering & Design
1125 Apex Peakway
Apex, NC 27502

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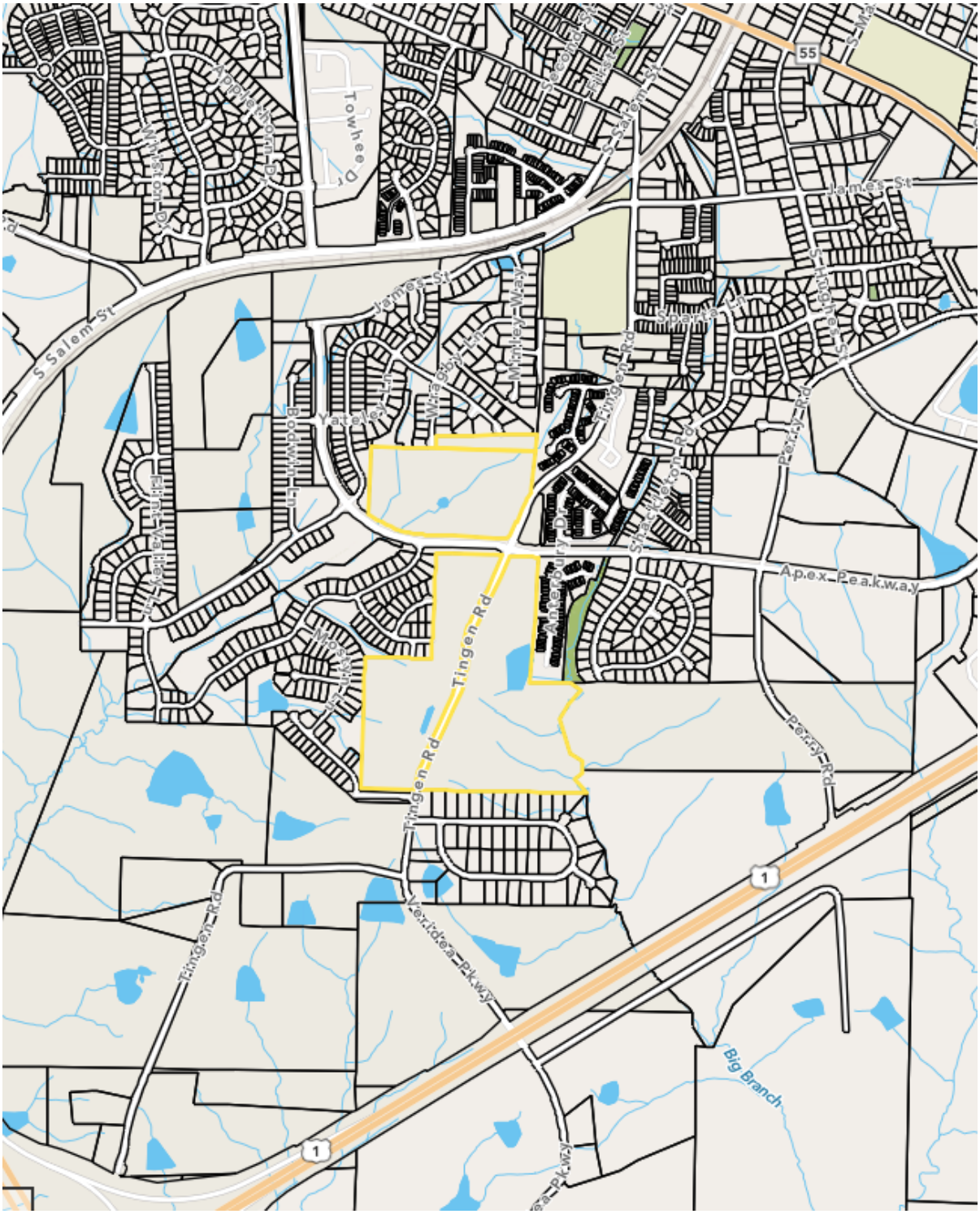
TABLE OF CONTENTS

VICINITY MAP....3
PROJECT DATA....4
PURPOSE STATEMENT....6
PERMITTED USES....9
AFFORDABLE HOUSING....11
DESIGN CONTROLS....12
ARCHITECTURAL STANDARDS....16
PARKING AND LOADING....19
SIGNAGE....19
CONSTRUCTION TRAFFIC....20
NATURAL RESOURCES AND ENVIRONMENTAL DATA....20
STORMWATER MANAGEMENT....22
PARKS AND RECREATION....22
PUBLIC FACILITIES....23
PHASING....26
CONSISTENCY WITH LAND USE PLAN....26
COMPLIANCE WITH UDO....29

VICINITY MAP



PROJECT DATA

Name of Project:	Seymour Mixed-Use PUD
Property Owner:	See attached **Exhibit B**
Developer:	Barnett Properties, LLC 7610 Falls of Neuse Road Suite 150 Raleigh, NC 27615
Prepared by:	Parker Poe Adams & Bernstein LLP 301 Fayetteville Street, Suite 1400 Raleigh, NC 27601 Peak Engineering & Design 1125 Apex Peakway Apex, NC 27502
Current Zoning:	Residential Agricultural (PINs 0741142574 & 0741152543); High Density Single Family (PIN 0741155913)
Proposed Zoning:	Planned Unit Development Conditional Zoning (PUD-CZ)
Current 2045 LUM Designations:	PIN 0741155913: Medium Density Residential PIN 0741152543: Medium Density Residential & Medium-High Density Residential/High Density Residential PIN 0741142574 (west of Tingen Road): Medium-High Density Residential PIN 0741142574 (east of Tingen Road): Medium-High Density Residential & Office Employment
Proposed 2045 LUM Designations:	PIN 0741155913: Medium Density Residential PIN 0741152543: Medium Density Residential & Medium-High Density Residential PIN 0741142574 (west of Tingen Road): Medium-High Density Residential PIN 0741142574 (east of Tingen Road): Medium-High Density Residential, High Density Residential, and Office Employment/Commercial Services

	For more information regarding LUM designations, see Table on pg. 26.
Site Address:	0 Tingen Road
Property Identification Number:	0741142574; 0741152543; 0741155913 (the "Property")
Total Acreage:	81.9 acres
Area Designated as Mixed Use on LUM:	None
Area Proposed as Non-Residential:	Approximately 3.37 acres

PURPOSE STATEMENT

This document and the accompanying exhibits submitted herewith (collectively, the "PUD") are provided pursuant to the Town of Apex Unified Development Ordinance ("UDO") Planned Unit Development provisions. This PUD addresses the development of an approximately 81.9-acre infill site along Tingen Road and Apex Peakway. The Property is undeveloped and within the Town's Extraterritorial Jurisdiction. Seymour Mixed-Use PUD will be a mixed-use community with four districts - the Single-Family District, the Mixed Residential District, the Multi-Family District, and the Non-Residential District as shown on the attached Concept Plan (the "Concept Plan").

Seymour Mixed-Use PUD will feature a mix of single-family homes, rear loaded townhouses, front loaded townhouses, multi-family, and neighborhood office and commercial uses with walking paths and open space. The mix of housing types will serve residents with varying budgets, backgrounds, and family needs. The community will be conveniently located to existing goods and services and have access to highways and existing infrastructure. The PUD is intended to create flexibility in design and land uses to deliver a high-quality mixed-use development that fits the context of existing development in the area.

As discussed in greater detail on pg. 25 of this PUD, The Town of Apex 2045 Land Use Map (the "LUM") provides a variety of LUM designations which generally recommend medium to high density residential uses (including single-family, townhouses, and apartments) across the property, and office/non-residential uses on a portion of the property. The four districts set forth in this PUD - and the related development standards, housing types, and densities applicable to each district - are designed to achieve the mix of uses and housing types envisioned by the LUM.

CONSISTENCY WITH PLANNED UNIT DEVELOPMENT STANDARDS

(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

RESPONSE: The uses permitted within this PUD are permitted within this designation in the UDO Section 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 2045 Land Use Map. The location of the 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.

RESPONSE: The Seymour Mixed-Use PUD is a mixed-use community with a mix of housing types and non-residential uses outlined in this PUD. None of the parcels in the PUD have three stripes on the LUM. Accordingly, this PUD is not required to designate 30% of the property as non-residential.

(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.

RESPONSE: This PUD specifies intensity and dimensional standards for the project. The proposed PUD is consistent with the UDO Planned Unit Development standards – to provide site specific, high-quality neighborhoods that preserve natural features and exhibit compatibility with, and connectivity to, surrounding land uses. Except as specifically stated in this PUD, the development will comply with all requirements of the UDO and will comply with all applicable requirements of the North Carolina Building Code and the 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 Advance Apex: The 2045 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 Advance Apex: The 2045 Transportation Plan. In addition, sidewalks shall be provided on both sides of all streets for single-family detached homes.

RESPONSE: The development has been designed to prioritize pedestrians and will include the construction of over 2,000 feet of new sidewalk on the east side Tingen Road and a 10-foot side path on the west side of Tingen Road. As discussed on pg. 24, the project proposes an amendment to the 2045 Transportation Plan to construct Tingen Road as a median divided road with a 10-foot side path and roundabout; a reduced street section that prioritizes pedestrian safety and helps reduce vehicle speeds in residential areas.

(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.

RESPONSE: The proposed street layout has been designed to enhance pedestrian and vehicular connectivity while protecting sensitive environmental features and being mindful of existing residential development. The development will facilitate the vision of the Transportation Plan by improving Tingen Road into a multi-modal street. The development will also complete several cross-access connections by connecting to existing stub streets within adjacent subdivisions.

(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.

RESPONSE: The proposed development is compatible with the character of the existing and planned uses in the surrounding area. This area of the Town is at the intersection between growing sections of downtown Apex and increasing development activity in southern Wake County.

Adjacent properties are largely residential subdivisions. Nearby residential developments include James Street Station, Salem Village, Iron Gate, and Bradley Terrace. James Street Station, Salem Village, and Iron Gate are all single-family subdivisions and Bradley Terrace is a townhome community. To the south of the property, south of US-1, is the Veridea project which will include 8,000 residential units, 12 million square feet of office/industrial, 3.5 million square feet of retail, and unrestricted hospitality, healthcare, and community uses. Seymour Mixed-Use PUD will provide a mix of housing types and neighborhood serving commercial uses that offer a logical transition between existing neighborhoods and future development to the east and south.

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

RESPONSE: The development will feature high quality and thoughtful design. Architectural standards, design controls, and conceptual elevations are included in this PUD.

CONSISTENCY WITH CONDITIONAL ZONING STANDARDS

Seymour Mixed-Use PUD is consistent with the conditional zoning standards set forth in UDO Section 2.3.3.F.1-10. Please see the accompanying PUD-CZ Application for the statements of consistency addressing each standard.

PERMITTED USES

The Property may be used for the uses listed 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. Homeowners Association covenants shall not restrict the construction of accessory dwelling units.

The following uses shall be permitted:

	Single-Family District:	***Mixed Residential District****:	***Multi-Family District:***	***Non-Residential District:***
Residential				
Single-family	P	P		
Townhouse		P	P	
Duplex		P	P	
Small-scale multi-family*			P**	
Multi-family or apartment			P**	
Condominium			P	
Accessory apartment	P	P	P	
Recreational Uses				
Park, active	P	P	P	
Greenway	P	P	P	
Park, passive	P	P	P	
Recreation facility, private	P	P	P	
Utility, minor	P	P	P	
Non-Residential Uses				
Restaurant, general				P
Restaurant, drive-through				P****
Medical or dental office or clinic				P
Medical or dental laboratory				P
Office, business or professional				P
Publishing office				P
Artisan Studio				P
Barber and beauty shop				P
Book store				P
Convenience store				P
Dry cleaners and laundry service				P
Financial institution				P

	Single-Family District:	***Mixed Residential District******:	***Multi-Family District:***	***Non-Residential District:***
Floral shop				P
Grocery, general				P
Grocery, specialty				P
Health/fitness center or spa				P
Newsstand or gift shop				P
Personal service				P
Pharmacy				P
Printing and copying service				P
Real estate sales				P
Retail sales, general				P
Studio for art				P
Tailor shop				P
Upholstery shop				P
Pet services				P
Day care facility				P
Drop-in or short-term day care				P
Veterinary clinic or hospital				P
Utility, minor				P

*Small scale multi-family shall be defined as: a building constructed to accommodate between two and ten dwelling units that are vertically or horizontally integrated. Multiple small-scale multi-family buildings may be located on one Lot.

**Multi-family or apartment is only permitted south of the East-West Major Collector as shown on the Concept Plan. Small scale multi-family is permitted throughout the Multi-Family District.

***The portion of the Mixed Residential District south of Apex Peakway and west of Tingen Road shall have a minimum of two residential uses.

****Standalone restaurant drive-throughs shall not be permitted. However, restaurant drive-throughs as part of a multi-tenant building are permitted.

AFFORDABLE HOUSING

The following affordable housing commitment shall apply to apartments in the Multi-Family District (but shall not apply to Small-Scale Multifamily units):

A minimum of five percent (5%) of the total residential apartment units (as shown on the first site plan submittal for apartments) shall be designated as restricted low-income affordable housing rental units (the "Affordable Units") for a minimum affordability period of ten (10) years starting from the date of issuance of the first residential Certificate of Occupancy (the "Affordable Restriction Period").

- The Affordable Units shall be occupied by low-income households earning no more than eighty percent (80%) of the Raleigh, NC Metropolitan Statistical Area (MSA) Area Median Income, adjusted for family size, as most recently published by the U.S. Department of Housing and Urban Development (HUD)(the "AMI").

- The Affordable Units shall be rented to low-income households during the Affordable Restriction Period at maximum rent limits per bedroom size, no greater than eighty percent (80%) AMI and stipulated by the most recently published North Carolina Housing Finance Agency Low-Income Housing Tax Credit Multifamily Tax Subsidy Program income and rent limits for the Wake County Metropolitan Area.

- If the Affordable Units calculation results in a fraction between 0.50 and 0.99, the number of Affordable Units shall be rounded up to the nearest whole number.

- Prior to issuance of the first residential Certificate of Occupancy for the Apartment District, a restrictive covenant between the Town and property owner shall be executed and recorded in the Wake County Registry to memorialize the affordable housing terms and conditions.

- During the Affordable Restriction Period, the property owner shall be responsible for performing all property management and administration duties to ensure compliance with this affordable housing condition and shall submit annual compliance reports to the Town verifying compliance.

- Following expiration of the Affordable Restriction Period, this affordable housing condition shall expire, and the property owner shall be relived of all obligations set forth in this affordable housing condition, and the Affordable Units may be freely marketed and leased at market-rate rents.

DESIGN CONTROLS

Acreages for each district are approximate and may increase or decrease by up to 20% based on updated surveys at Master Subdivision Plan.

Development shall comply with the following minimum design controls:

- All dwelling units shall be pre-configured with conduit for a solar energy system.
- For multi-family (but not Small-Scale Multi-Family), the project shall install at least one (1) pet waste station per multi-family building. For single-family, the project shall install at least one (1) pet waste station per 25 homes.

ALL DISTRICTS	
Maximum Residential Units	800

SINGLE-FAMILY DISTRICT	
Approximate Acreage	14.88 acres
Maximum Density	6 units/acre
Maximum Built-Upon Area	60%
Single-Family	
Minimum Lot Size	5,000 square feet
Minimum Lot Width	50 ft.
Minimum Setbacks	
Front	20 ft.
Side	5 ft.
Rear	10 ft.
Corner Side	10 ft.
Maximum Building Height	3 stories; 45 ft.
Minimum Buffer/RCA Setbacks	Buildings: 10 ft. Parking: 5 ft.

MIXED RESIDENTIAL DISTRICT		
Approximate Acreage	33.28 acres	
Maximum Residential Density	8 units/acre	
Maximum Built-Upon Area	65%	
	Townhouses*	**Single-Family**
Minimum Lot Size	None	5,000 square feet
Minimum Lot Width	20 ft.	50 ft.
Minimum Setbacks		

Front	10 ft.: Rear loaded and parking lot style 20 ft.: Front loaded	20 ft.
Side	0 ft. (3 ft. for end units)	5 ft.
Rear	10 ft.	10 ft.
Corner Side	10 ft.	10 ft.
Minimum Building Separation	10 ft.	
Maximum Building Height	3 stories; 45 ft.	3 stories; 45 ft.
Minimum Buffer/RCA Setbacks	Buildings: 10 ft. Parking: 5 ft.	Buildings: 10 ft. Parking: 5 ft.

*Townhouses shall not be located within 65 feet of existing single-family lots in Salem Village that share a property line with the property and front the existing stub streets of Drumlin Drive, Tice Hurst Lane, and Hawkes Drive.

MULTI-FAMILY DISTRICT			
Approximate Acreage	30.39 acres		
Maximum Built-Upon Area	70%		
	Multi-family or apartment	**Small Scale Multi-family**	**Townhouses**
Maximum Density	20 units/acre	12 units/acre	12 units/acre
Minimum Lot Size	N/A	N/A	None
Minimum Lot Width	N/A	20 FT.	20 ft.
Minimum Setbacks			
Front	10 ft.	10 ft.	10 ft.: Rear loaded and parking lot style 20 ft.: Front loaded
Side	20 ft.	0 ft. (3 ft. for end units)	0 ft. (3 ft. for end units)
Rear	20 ft.	10 ft.	10 ft.
Corner Side	20 ft.	10 ft.	10 ft.
Minimum from Buffer/RCA	Buildings: 10 ft. Parking: 5 ft.	Buildings: 10 ft. Parking: 5 ft.	Buildings: 10 ft. Parking: 5 ft.
Maximum Building Height	4 stories; 60 ft.*	3 stories; 45 ft.	3 stories; 45 ft.
Minimum Building Separation	N/A	10 ft.	10 ft.

*Multi-family or apartment building facades that face Tingen Road, the Iron Gate neighborhood, or the Bradley Terrace neighborhood, shall not exceed a maximum height of three stories and 50 feet.

In the portion of the Multi-family District south of the Major Collector, parking lots shall not be permitted between apartment buildings and Tingen Road. All other development shall comply with minimum parking standards set forth in UDO Section 8.3.

NON-RESIDENTIAL DISTRICT DESIGN CONTROLS	
Approximate Acreage	3.37 acres
Maximum Square Footage	50,000 sf
Maximum Built-Upon Area	70%
Minimum Setbacks	
Front	20 ft.
Side	20 ft.
Rear	20 ft.
Minimum Buffer/RCA Setbacks	Buildings: 10 ft. Parking: 5 ft.
Maximum Building Height	48 ft.

The Non-Residential District shall have at least two uses.

RESIDENTIAL PRIVATE AMENITY DESIGN CONTROLS	
Maximum Square Footage	50,000 sf
Maximum Built-Upon Area	70%
Minimum Setbacks	
Front	20 ft.
Side	20 ft.
Rear	20 ft.
Minimum Buffer/RCA Setbacks	Buildings: 10 ft. Parking: 5 ft.
Maximum Building Height	48 ft.

LANDSCAPING, BUFFERING, AND SCREENING

Perimeter buffers shall be built and planted to the following lot width and planting standards:

Location:	**Buffer Size & Type:**
Adjacent to existing single-family homes, Townhouses, or HOA Common Area (unless set forth more specifically below)	15 ft. Type B
Adjacent to Salem Village common area (PIN 0741034400) parallel with Widger Lane	15 ft. Type A
Adjacent to Salem Village common area (PIN 0741153031)	10 ft. Type B
Along the shared property line with Iron Gate subdivision	30 ft. Type A

Location:	Buffer Size & Type:
Along the north side of Apex Peakway and the south side of Apex Peakway east of Tingen Road	30 ft. Type B
Along the east side of Tingen Road north of the Non-Residential District	30 ft. Type B
Along the west side of Tingen Road and the east side of Tingen Road from the northern boundary of the Non-Residential District to the southernmost boundary of the Multi-Family District	30 ft. Type B but may be reduced to 15 ft. Type E as shown below*

*Where rear loaded townhouse units front Tingen Road, developer may elect, at the time of Master Subdivision/Site Plan review, to reduce the Tingen Road Thoroughfare buffer to a 15 ft. Type E buffer. Buffer reduction shall be in accordance with UDO Section 8.1.2.C.7.

Along Tingen Road on the western side from Driveway #3 to the roundabout, utility easements shall be counted towards required RCA and buffer standards.

At least 75% of plants shall be native species. Landscaping will be coordinated with and approved by the Planning Department at site or subdivision review.

Landscaping shall include at least four (4) native hardwood tree species throughout the Development.

The project shall plant drought resistant warm season grasses or clover lawns throughout the development to minimize irrigation and chemical use.

HOA rules may not prohibit the installation of clover lawns within the single-family and townhome portions of the development.

ARCHITECTURAL STANDARDS

Seymour Mixed-Use PUD 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. Elevations included are conceptual examples. Final elevations must comply with these architectural standards but may vary from the conceptual elevations. Further details may be provided at the time of Residential Master Subdivision Plan submittal.

RESIDENTIAL DESIGN GUIDELINES

Single-Family:

1. Vinyl siding is not permitted; however, vinyl windows, decorative elements and trim are permitted.

2. Garage doors shall have windows, decorative details or carriage-style adornments on them.
3. The garage shall not protrude more than 1 foot out from the front façade and front porch. However, the garage may protrude beyond 1 foot out from the front façade and front porch if the garage is accessed from the side via a J-driveway.
4. The visible side of a home 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
5. 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.
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. No more than 25% of lots may be accessed with J-driveways. There shall be no more than 3 such homes in a row on any single block. Any lots eligible for a J-driveway home shall be identified on the Final Plat.
8. All single-family garages will be wired with a 220/240-volt electric outlet.

Townhouses (front and rear loaded) and Small-Scale Multi-Family:

1. Vinyl siding is not permitted; however, vinyl windows, decorative elements and trim are permitted.
2. The roofline for townhouses and small-scale multi-family cannot be a single mass; it must be broken up horizontally and vertically between every other unit.
3. Front facing garage doors must have windows, decorative details or carriage-style adornments on them.
4. The project shall include a minimum of two (2) or more garage door styles for the front-loaded townhouses.
5. Entrances shall have a covered porch/stoop area leading to the front door.
6. The garage cannot protrude more than 1 foot out from the front façade or front porch.
7. The visible side of a townhome or small-scale multi-family building 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

8. 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.
9. The rear and side elevations of the units facing public right-of-way shall have trim around the windows.
10. Side and rear elevations shall include architectural features to break up the flat walls both vertically and horizontally.
11. Townhouse buildings shall have no more than one unadorned side-gabled roof in a row within a single building.

Multi-Family/Apartments/Condominiums:

1. Vinyl siding is not permitted; however, vinyl windows, decorative elements, and trim are permitted.
2. Rear and side elevations of units that have right-of-way frontage shall have trim around the windows.
3. A minimum of four of the following decorative features shall be used on each building:
   a. Decorative shake
   b. Board and batten
   c. Decorative porch railing/posts
   d. Shutters
   e. Decorative/functional air vents on roof or foundation
   f. Recessed windows
   g. Decorative windows
   h. Decorative brick/stone
   i. Decorative gables
   j. Decorative cornices
   k. Tin/metal roof
4. Garage doors must have windows, decorative details, or carriage-style adornments on them.
5. Siding materials shall be varied in type and/or color on at least 30% of each façade on each building.
6. Windows must vary in size and/or type.
7. Windows that are not recessed must be trimmed.
8. To reduce the Urban Heat Island Effect and conserve energy, for multi-family and non-residential buildings, all flat roofs shall be light or white colored or utilize a cool roof material.

NON-RESIDENTIAL DESIGN GUIDELINES

1. Architectural treatments such as varying roof forms, façade articulation, breaks in roof, walls with texture materials and ornamental details shall be incorporated to add visual interest.
2. Large expanses of blank walls greater than 25 feet in length or height shall be broken up with windows or other architectural features to reduce visual impacts.
3. Roof features may include flat roofs with parapet, hip roofs or awnings with metal or canvas material.
4. Non-residential exteriors shall incorporate variation in materials. The front façade and other facades located along a public right-of-way may include:
    a. Brick and/or stone masonry
    b. Decorative concrete block (integral color or textured)
    c. Stone accents
    d. Aluminum storefronts with anodized or pre-finished colors
    e. EIFS cornices, and parapet trim
    f. 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
    g. Precast concrete
    h. Soffit and fascia materials to be considered include EIFS with crown trim elements
    i. Cementitious siding

5. Rear elevations 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, or EIFS trim.

6. To reduce the Urban Heat Island Effect and conserve energy, for multi-family and non-residential buildings, all flat roofs shall be light or white colored or utilize a cool roof material.

PARKING AND LOADING

Multi-Family and Small-Scale Multi-family buildings shall provide the following minimum parking spaces per dwelling unit based on the number of bedrooms:

Bedrooms per unit	**Minimum ratio**
1 or 2	1.3 spaces per dwelling unit
3	1.8 spaces per dwelling unit

In the portion of the Multi-family District south of the Major Collector, parking lots shall not be permitted between apartment buildings and Tingen Road. All other development shall comply with minimum parking standards set forth in UDO Section 8.3.

SIGNAGE

Signage shall comply with UDO Section 8.7.

CONSTRUCTION TRAFFIC

To the greatest extent practicable, all heavy-duty construction traffic shall enter and exit the site via Tingen Road and Apex Peakway. "No Construction Traffic" signage shall be posted at the intersection of Drumlin Drive and the Property line and Tice Hurst Lane and the Property line.

NATURAL RESOURCES AND ENVIRONMENTAL DATA

RIVER BASINS AND WATERSHED PROTECTION OVERLAY DISTRICTS

The property is in the Secondary Watershed Protection Overlay District as shown on the Town of Apex Watershed Protection Overlay Map 2019. This PUD will comply with all built upon area, vegetated conveyances, structural SCMs and riparian stream buffer requirements of UDO Section 6.1.8.

Resource Conservation Areas (RCA)

The Property is divided by Apex Peakway with approximately 24.03 acres north of Apex Peakway and 57.92 acres south of Apex Peakway. UDO Section 8.1.2 requires minimum Resource Conservation Area ("RCA") of 10% for property north of Apex Peakway and 20% for property south of Apex Peakway. To provide a uniform standard and greater RCA than required by the UDO, the development shall designate a minimum of 20% of the Property as RCA.

If the development is mass graded, it shall not be required to provide the additional 5% RCA required for mass grading under UDO Section 7.2.5.B.8. The RCA requirement shall apply to the entire property. For example, a Site Plan for a portion of the property may provide less than 20% on-site RCA provided a minimum of 20% of the total property acreage is RCA. Otherwise, designated RCAs will be consistent with UDO Section 8.1.2(B). Preserved streams, wetlands, and associated riparian buffers provide the primary RCAs throughout the Property. Additional RCAs may include portions of the stormwater control measures permitted by the UDO, side paths, and perimeter buffers.

No clearing or land disturbance shall be permitted within the riparian buffer, except the minimum necessary to install required road and utility infrastructure and SCM outlets. The SCM water storage and treatment shall not be permitted within the riparian buffer. Sewer infrastructure shall be designed to minimize impacts to riparian buffers.

Floodplain

The project site does not sit within a designated current or future 100-year floodplain as shown on the Town of Apex Watershed & FEMA Map dated April 2015. FIRM Panel 3720072200J dated May 2, 2006 does not include a floodplain within the property boundary.

Historic Structures

There are no known historic structures present on the Property.

Environmental Commitments Summary

As shown elsewhere in the PUD, the following environmental conditions shall apply to the Development:

- All dwelling units shall be pre-configured with conduit for a solar energy system.
- The project shall install at least one (1) sign per SCM discouraging the use of fertilizer and to reduce pet waste near SCM drainage areas. The sign(s) shall be installed in locations that are publicly accessible, such as adjacent to, but outside of public property and/or public easement(s), amenity centers, sidewalks, greenways, or side paths.
- For multi-family, the project shall install at least one (1) pet waste station per multi-family building. For single-family, the project shall install at least one (1) pet waste station per 25 homes.
- The project shall plant drought resistant warm season grasses or clover lawns throughout the development to minimize irrigation and chemical use.
- HOA rules may not prohibit the installation of clover lawns within the single-family and townhome portions of the development.
- Stormwater control devices shall be designed and constructed so that post development peak runoff does not exceed pre-development peak runoff conditions for the 24-hour, 1-year, 10-year, and 25-year storm events.
- Landscaping shall include at least four (4) native hardwood tree species throughout the Development.
- No clearing or land disturbance shall be permitted within the riparian buffer, except the minimum necessary to install required road and utility infrastructure and SCM outlets. The SCM water storage and treatment shall not be permitted within the riparian buffer. Sewer infrastructure shall be designed to minimize impacts to riparian buffers.
- At least 75% of plants shall be native species. Landscaping will be coordinated with and approved by the Planning Department at site or subdivision review.
- To reduce the Urban Heat Island Effect and conserve energy, for multi-family and non-residential buildings, all flat roofs shall be light or white colored or utilize a cool roof material.
- All single-family garages will be wired with a 220/240-volt electric outlet.

- Apartments (excluding Small Scale Multi-family) south of the Major Collector street shall be designed to meet the requirements for one of the following green building certifications: LEED, Energy Star, BREEAM, Green Globes, NGBS Green, NAHB, or GreenGuard. A third-party consultant shall be hired to evaluate the project and certify to the Town of Apex that the project meets the standards for the certification. The applicant shall forward a copy of

the certification application to the Town of Apex Planning Department to verify that the application has been submitted.

STORMWATER MANAGEMENT

Stormwater control devices shall be designed and constructed to exceed UDO standards so that post development peak runoff does not exceed pre-development peak runoff conditions for the 24-hour, 1-year, 10-year, and 25-year storm events. Otherwise, the Development shall meet all stormwater management requirements for quality and quantity treatment in accordance with Section 6.1 of the UDO.

Acceptable stormwater structures shall include detention ponds, constructed wetlands, bio-retention areas, or other approved devices consistent with the NC DEQ Stormwater Design Manual and the Town of Apex UDO**.**

No clearing or land disturbance shall be permitted within the riparian buffer, except the minimum necessary to install required road and utility infrastructure and SCM outlets. The SCM water storage and treatment shall not be permitted within the riparian buffer. Sewer infrastructure shall be designed to minimize impacts to riparian buffers.

The project shall install at least one (1) sign per SCM discouraging the use of fertilizer and to reduce pet waste near SCM drainage areas. The sign(s) shall be installed in locations that are publicly accessible, such as adjacent to, but outside of public property and/or public easement(s), amenity centers, sidewalks, greenways, or side paths.

PARKS AND RECREATION

On September 27, 2023, the Parks, Recreation, and Cultural Resources Advisory Commission recommended a fee-in-lieu of dedication with credit for construction of greenway for a maximum combination of 740 single-family detached, single-family attached and multi-family residential units. The current 2023 rate of $4,016.66 per single-family unit, $2,705.23 per single-family attached unit, and $2,381.87 per multi-family or apartment unit which shall be deposited with the Town at final plat. Rates are adjusted each year and the rate shall be updated at final plat when the fee is due. The greenway shall be completed and accepted prior to 50% of the units West of Tingen Road receiving a building permit.

Single-family Units:	$4,016.66/Unit x ____ Units = $ _____
Single-family attached Units:	$2,705.23/Unit x ____ Units = $ _____
Multi-family and Apartment Units	$2,381.87/Unit x ____ Units = $ _____
Total residential fee in lieu:	**$ _____**

Acres of Land Dedication _____ acres

Public Greenway Trail Construction YES

The final unit count and total fee-in-lieu will be calculated at Master Subdivision Plan and Construction Document review.

In addition, the project shall convey to the town a greenway easement (the "Greenway Easement") over the property to facilitate a future pedestrian connection to the planned Big Branch Greenway corridor over PIN 0741243405. The exact location of the Greenway Easement shall be determined by the Developer and Town during Master Subdivision Plan review but shall generally be located along the southern property line of PIN 0741240185 west of the existing stream.

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 to comply with the Town's Sewer and Water Master Plan and Standards and Specifications. Road and utility infrastructure shall be as follows:

TRANSPORTATION IMPROVEMENTS

The following conditions regarding transportation improvements apply and shall be phased consistent with the Traffic Impact Analysis that has been performed for this rezoning, which is on file with the Town of Apex. All proposed driveway access and improvements on state-maintained roadways are subject to both Apex and NCDOT review and approval. Except as set forth herein, all proposed roadway infrastructure and right-of-way dedications will be consistent with the Town of Apex Comprehensive Transportation Plan, as amended with this rezoning.

Developer shall:

1. Improve Tingen Road for the length of the Property's Tingen Road frontage to a 3-Lane Thoroughfare street section as shown in the attached **Exhibit C** (the "Tingen Road Section"), including a 10-foot side path on the west side of Tingen Road. The Director of Transportation and Infrastructure Development may administratively approve modifications to dimensions and design elements of the Tingen Road Section.
2. Construct a Major Collector Street with marked and signed bike lanes from Tingen Road to the eastern Property boundary. If the Army Corps of Engineers, or other applicable governing body, does not permit construction of the road through the existing stream buffer along the eastern Property line, Developer shall pay a fee in lieu based on estimated construction costs of the remaining extension plus permitting and design fees for half of the stream crossing.
3. Construct a single-lane roundabout at the intersection of the Major Collector Street and Tingen Road.
4. Widen Apex Peakway through the intersection with Tingen Road westward to provide the ultimate section width that terminates at the eastern boundary of Site Driveway 1, with

lane transitions eastbound and westbound as shown in the attached **Exhibit D** (the "Peakway Section"). The Director of Transportation and Infrastructure Development may administratively approve modifications to dimensions and design elements of the Peakway Section. In addition, Developer shall construct the following improvements:

a. install a metal strain pole traffic signal at the intersection of Apex Peakway and Tingen Road when permitted by NCDOT. A warrant study shall be performed prior to platting 300 single-family residential units or site plan final plat for up to 300 apartment dwelling units, at the direction of Apex staff. If NCDOT does not permit the traffic signal at that time, Developer shall pay a fee-in-lieu for the estimated cost of design and installation of the metal strain pole traffic signal and dedicate all necessary easements and rights of way based on a conceptual engineering layout to be provided by Developer. Minimum turn lane lengths shall be constructed/striped as follows:
   i. Northbound left turn lane with 150 feet of storage, plus deceleration and taper
   ii. Northbound right turn lane with 100 feet of storage, plus deceleration and taper
   iii. Southbound left turn lane with 175 feet of storage, plus deceleration and taper
   iv. Eastbound left turn lane with 175 feet of storage, plus deceleration and taper
   v. Westbound left turn lane with 150 feet of storage, plus deceleration and taper

b. Widen the westbound approach to Tingen Road to provide a left turn lane and taper/transition to set the curb line, as shown in the attached Peakway Section (the "Taper"), within the existing Apex Peakway right of way adjacent to PINs 0741159109 and 0741250245 (the "Cemetery Property"). Provided, however, that if plans for the Taper (a) require grading that disturbs existing graves on the Cemetery Property or in the right-of-way, or (b) require relocation of one or more existing graves on the Cemetery Property or in the right-of-way, Developer may narrow the curb width for the Taper (the "Revised Taper") to avoid any impact on existing graves. In no event shall Developer be required to relocate existing graves. If the Revised Taper is required, Developer may reduce the width of the Peakway Section west of the intersection of Apex Peakway and Tingen Road to provide an appropriate transition from the Revised Taper.

c. Construct a 10-foot side path along the property's Apex Peakway frontage along the north side of Apex Peakway (the "Peakway Side Path") that terminates at Padstone Drive. The Peakway Side Path will require one or more permits from the appropriate governmental agencies to permit crossing the existing stream and culvert that crosses Apex Peakway (the "Permits"). If Developer cannot obtain the Permits, the Peakway Side Path shall terminate at the eastern boundary of Site Driveway 1 and Developer shall pay a fee in lieu to the Town for the unconstructed portion of the Peakway Side Path from the eastern boundary of Site Driveway 1 to Padstone Drive.

5. Construct Site Driveway 1 at Apex Peakway/Salem Village Drive including:
   a. an eastbound left turn lane with 50 feet of storage, plus deceleration and taper
   b. a continuous westbound right turn lane
6. Construct Site Driveway 2 at Tingen Road (north of Apex Peakway) as right-in/right-out only.
7. Construct Site Driveway 3 at Tingen Road (south of Apex Peakway) as right-in/right-out only on both driveway approaches.
8. Construct Site Driveway 4/Major Collector Street at Tingen Road (south of Site Driveway 3) as a single-lane roundabout.
9. Construct Site Driveway 5 at Tingen Road (south of Site Driveway 4/Major Collector Street) as right-in/right-out only on both driveway approaches.
10. Developer shall extend the Side Path along the western boundary of Tingen Road south of PIN 0741142574 to stub to the northern boundary of the Grace Christian School Property (PIN 0741019204)(the "Grace Connection"). The Grace Connection may require acquisition of off-site rights of way and/or easements over off-site property including, but not limited to, PIN 0741034400, PIN 0741026971, PIN 0741023701, and PIN 0741022140 (collectively, the "Off-Site Rights-of-way"). Developer shall work to acquire the Off-Site Rights-of-way prior to Master Subdivision Plan approval. If Developer is unable to acquire the Off-Site Rights-of-way for market value, in Developer's discretion, the Developer shall pay a fee-in-lieu in the amount of the estimated cost of the Grace Connection.
11. Developer shall pay a fee in lieu to the Town for Developer's share of the estimated costs to design and install a metal strain pole traffic signal at the intersection of Apex Peakway and Perry Road (the "Perry Road Signal"). Developer's share shall be 18% of the total estimated costs to design and install the Perry Road Signal.

The project shall construct two public bus stops along Tingen Road with exact locations to be determined at the time of Site Plan or Master Subdivision Plan and according to the specifications outlined below. The bus stops shall meet the approved Town of Apex bus stop standard construction specifications ("Town Standards") and be located in the public right of way, subject to approval of Town and NCDOT staff.

- If no bus service is in operation along the Property's Tingen Road frontage at the time of Master Subdivision Construction Drawing approval, developer shall only be required to construct the concrete pad to Town standards. No other amenities (bench, trash receptable, bike racks) shall be required.

- If bus service is in operation along the Property's Tingen Road frontage at the time of Master Subdivision Construction Drawing approval, developer shall construct the complete bus stop to Town Standards including a bench, trash receptable, and two bike racks.

- The bus stops shall comply with all ADA and PROWAG accessibility guidelines.

CROSS ACCESS/STREAM BUFFERS

There are two existing street stubs, Wragby Lane and Padstone Drive (collectively, the "Street Stubs" and each, a "Street Stub"), along the northern property line of the portion of the Property north of Apex Peakway (the "Northern Section"). There is an existing stream running diagonally across the Northern Section as shown on the Concept Plan (the "Stream"). The project intends to construct internal streets that will connect to the Street Stubs, cross the Stream, and connect to Apex Peakway and/or Tingen Road. These connections will require approval of one or more stream crossings from the Army Corps of Engineers and/or other applicable government agencies. If the Army Corps or other government agency does not permit the stream crossing necessary to extend a Street Stub, the Street Stub may be extended south onto the Property to serve the project and terminate as a cul-de-sac north of the Stream (the "New Cul-de-sac"), in which case the New Cul-de-sac shall not be required to meet UDO maximum cul-de-sac length regulations and shall not be in violation of any other UDO provision that requires cross-access. If a street connection is not permitted across the stream, a pedestrian connection shall be constructed to link the two sides of the subdivision, subject to approval of the Town and any other applicable governing body.

Developer shall construct an internal street and 5-foot sidewalk within PIN 0741142574 that terminates at or before the existing private stub street in Bradley Terrace extending west from Anterbury Drive over PIN 0741241622 in a manner that allows the Bradley Terrace Homeowners' Association to complete the cross-access connection if connectivity is desired in the future.

PEDESTRIAN AND BICYCLE IMPROVEMENTS

Per the Town of Apex Bicycle and Pedestrian System Plan Map and UDO requirements, the developer shall construct sidewalks, side paths, bike lanes, and marked bike buffers as follows:

- Sidewalks shall be provided along both sides of all streets other than Tingen Road which shall have a 10-foot Side Path on the west side in lieu of a sidewalk. In addition to on street sidewalks, The Mixed Residential District west of Tingen Road and south of Apex Peakway shall provide a minimum of two pedestrian connections to the Tingen Road Side Path.
- Tingen Road shall include bike lanes and bike buffers consistent with the Tingen Road streetscape recommended by the Transportation Plan, as amended.
- The project shall include marked and signed bike lanes on the Major Collector Street and signalized pedestrian crosswalks at the intersection of Apex Peakway and Tingen Road.

WATER AND SANITARY SEWER

All lots within the Development will be served by Town of Apex water and sanitary sewer. The utility design will be finalized at the time of Master Subdivision Plan or Site Plan approval and be based on available facilities adjacent to the site at that time. The design will meet the current Town of Apex Sewer and Water Master Plan and Standards and Specifications. A conceptual utility plan is included in the PUD Concept Plan for reference.

OTHER UTILITIES

Electricity will be provided by Apex Electric. Phone, cable, and gas will be provided by the Developer and shall meet Town of Apex standards as outlined in the UDO.

PHASING

The Development will be completed in phases. Final locations of phases will be determined at the time of Master Subdivision Review and Approval.

CONSISTENCY WITH LAND USE PLAN

The proposed Development is consistent with Advance Apex, the 2045 Plan and the 2045 Land Use Map ("LUM"). The LUM recommends a mix of housing types and densities across the Property. As shown in the chart below, the housing types and densities proposed by this PUD are generally consistent with the requisite LUM designations, with one change. The LUM designates the eastern portion of the Property north of Apex Peakway as Medium-High Density Residential/High Density Residential which recommends single-family homes, Townhouses, and apartments at an overall density between 14 and 20 units/acre. This PUD proposes to move the apartment designation south. The primary justifications for the change are:

- PIN 0741152543 has a stream and possible wetlands running diagonally across the property from south to north. Development of apartments - and the required parking - on this parcel would require disturbance of the stream. Townhouses and single-family homes can be more easily laid out to avoid unnecessary disruptions to the stream.

- The proposed new location of the Apartments will allow residents to travel south along Tingen Road to access US-1 rather than coming out onto Apex Peakway.

- The goal was to place the apartments near the office/commercial uses. Because PIN 0741142574 is narrow between Tingen Road and Bradley Terrace, it is difficult to locate a driveway on Apex Peakway. Accordingly, the Office/Services District has been placed in the center of the Multi-Family District along the future Tingen Road to Perry Road Collector Street.

Parcel	Approx Acreage	LUM Designation	LUM Recommended Housing Types	LUM Recommended Density (DU/Acre)	LUM Max Units	Proposed LUM Designation	Proposed PUD Housing Types	Proposed PUD Density (DU/Acre)	PUD Max Units
Tract 1	14.88	Medium Density Residential	Single-Family; Townhouses	3-7	104	Medium Density Residential	Single-Family	6	89
Tract 2	9.14	Medium-High Density Residential/ High Density Residential	Single-Family; Townhouses; Multi-Family	8 - 14; Min. 14	146	Medium-High Density Residential	Single-Family; Townhouses	8	73
Tract 3	24.084	Medium-High Density Residential	single-family homes, duplexes, triplexes, quadplexes, townhomes,	8 - 14	337	Medium-High Density Residential	Single-Family; Townhouses	8	193
Tracts 4 & 5	13.724	Medium-High Density Residential Office Employment	Single-Family; Townhouses; Office	8 - 14	192	Medium-High Density Residential Office Employment	Small Scale Multi-Family; Townhouses; Commercial Services	12	165
Tract 6	20.08	Medium-High Density Residential /Office Employment	Townhomes, triplexes, quadplexes, and apartments Office Uses	8 - 14	281	High Density Residential	Multi-Family; Small Scale Multi-Family	20	402
Total Res. Units:					1,061				800 per zoning condition

COMPLIANCE WITH UDO

The development standards proposed for this PUD comply with those set forth in the Town's Unified Development Ordinance (UDO). This PUD shall be the primary governing document for the development of Seymour Mixed-Use PUD. All standards and regulations in this PUD shall control over general standards of the UDO. Provided, however, that if a specific regulation is not addressed in this PUD, UDO regulations shall control.

EXHIBIT A
Legal Description
The Property

PIN 0741142574; 57.878 acres

Tract 1A (portion of PIN west of Tingen Road)

Beginning at a point on the centerline of Tingen Road (SR 1153) (60' Public R/W), said point having NC grid coordinates (NAD 83 – 2011) of N=714,981.31, E=2,041,723.24, thence from said beginning point with said centerline South 23°25'02" West 63.24 feet to a point, thence South 23°57'24" West 97.36 feet to a point, thence South 24°26'36" West 92.47 feet to a point, thence South 25°06'17" West 59.76 feet to a point, thence South 26°16'53" West 52.09 feet to a point, thence South 27°57'15" West 99.30 feet to a point, thence South 28°01'32" West 106.09 feet to a point, thence along a curve to the left having a radius of 715.88 feet, an arc length of 280.03 feet, and a chord bearing and distance of South 19°19'56" West 278.25 feet to a point, thence South 07°37'37" West 107.82 feet to a point, thence South 08°28'32" West 130.97 feet to a point, thence along a curve to the right having a radius of 814.07 feet, an arc length of 217.77 feet, and a chord bearing and distance of South 17°59'27" West 217.12 feet to a point, thence South 24°06'54" West 110.88 feet to a point, thence South 24°35'47" West 103.44 feet to a point, thence South 24°35'57" West 106.01 feet to a point, thence South 24°26'31" West 102.75 feet to a point, thence South 23°49'47" West 90.16 feet to a point, thence South 22°33'59" West 106.51 feet to a point, thence along a curve to the left having a radius of 1,423.87 feet, an arc length of 182.99 feet, and a chord bearing and distance of South 19°00'25" West 182.86 to a point, thence South 15°37'11" West 15.50 feet to a point, thence leaving said centerline North 89°01'35" West 471.57 feet to a point, thence North 01°40'54" East 1,109.12 feet to an existing iron pipe, thence South 89°00'54" East 563.31 feet to an existing iron pipe, thence North 02°35'35" East 886.13 feet to a new iron pipe, thence South 88°06'47" East 592.52 feet to the point and place of beginning, containing an area of 25.548 acres (1,112,857 Sq Ft) more or less.

Save and Except the following Public Right of Way:

Beginning at a point on the centerline of Tingen Road (SR 1153) (60' Public R/W), said point having NC grid coordinates (NAD 83 – 2011) of N=714,981.31, E=2,041,723.24, thence from said beginning point with said centerline South 23°25'02" West 63.24 feet to a point, thence South 23°57'24" West 97.36 feet to a point, thence South 24°26'36" West 92.47 feet to a point, thence South 25°06'17" West 59.76 feet to a point, thence South 26°16'53" West 52.09 feet to a point, thence South 27°57'15" West 99.30 feet to a point, thence South 28°01'32" West 106.09 feet to a point, thence along a curve to the left having a radius of 715.88', an arc length of 280.03', and a chord bearing and distance of South 19°19'56" West 278.25 feet to a point, thence South 07°37'37" West 107.82 feet to a point, thence South 08°28'32" West 130.97 feet to a point, thence along a curve to the right having a radius of 814.07 feet, an arc length of 217.77 feet, and a chord bearing and distance of South 17°59'27" West 217.12 feet to a point, thence South 24°06'54" West 110.88 feet to a point, thence South 24°35'47" West 103.44 feet to a point, thence South 24°35'57" West 106.01 feet to a point, thence South 24°26'31" West 102.75 feet to a point, thence South 23°49'47" West 90.16 feet to a point, thence South 22°33'59" West 106.51 feet to a point, thence along a curve to the left having a radius of 1,423.87 feet, an arc length of 182.99 feet, and a chord bearing and distance of South 19°00'25" West 182.86 feet to a point, thence South 15°37'11" West 15.50 feet to a point, thence leaving said centerline North 89°01'35" West 31.01 feet to a new iron pipe on the western right of way of

Tingen Road (SR 1153) (60’ Public R/W), thence with said right of way North 15°37'11" East 23.27 feet to a new iron pipe, thence along a curve to the right having a radius of 1,453.87 feet, an arc length of 186.74 feet, and a chord bearing and distance of North 19°00'28" East 186.61 feet to a new iron pipe, thence North 22°33'59" East 106.81 feet to a new iron pipe, thence North 23°49'47" East 90.66 feet to a new iron pipe, thence North 24°26'31" East 102.95 feet to a new iron pipe, thence North 24°35'57" East 106.05 feet to a new iron pipe, thence North 24°35'47" East 103.31 feet to a new iron pipe, thence North 24°06'54" East 111.16 feet to a new iron pipe, thence along a curve to the left having a radius of 784.07 feet, an arc length of 209.66 feet, and a chord bearing and distance of North 18°01'22" East 209.04 feet to a point, thence North 08°28'32" East 130.26 feet to a new iron pipe, thence North 07°37'37" East 107.73 feet to a new iron pipe, thence along a curve to the right having a radius of 745.88 feet, an arc length of 291.24 feet, and a chord bearing and distance of North 19°18'06" East 289.39 feet to a new iron pipe, thence North 28°01'32" East 105.42 feet to a new iron pipe, thence North 27°57'15" East 98.85 feet to a new iron pipe, thence North 26°16'53" East 51.35 feet to a new iron pipe, thence North 25°06'17" East 59.28 feet to a new iron pipe, thence North 24°26'36" East 92.17 feet to a new iron pipe, thence North 23°57'24" East 97.09 feet to a new iron pipe, thence North 23°25'02" East 51.27 feet to a new iron pipe, thence leaving said right of way South 88°06'47" East 32.25 feet to the point and place of beginning, containing an area of 1.464 acres (63,756 Sq Ft) more or less.

Tract 1B (portion of PIN east of Tingen Road)

Beginning at a point on the centerline of Tingen Road (SR 1153) (60’ Public R/W), said point having NC grid coordinates (NAD 83 – 2011) of N=714,981.31, E=2,041,723.24, thence from said beginning point leaving said centerline South 88°06'47" East 155.35 feet to a new iron pipe on the southern right of way of Apex Peakway (Variable Width Public R/W), thence with said right of way along a curve to the left having a radius of 617.60 feet, an arc length of 121.30 feet, and a chord bearing and distance of South 86°52'28" East 121.10 feet to a new iron pipe, thence South 03°58'40" West 624.02 feet to a new iron pipe, thence leaving said right South 04°00'20" West 436.18 feet to a new iron pipe, thence South 89°53'29" East 342.63 feet to the centerline of Reedy Branch creek, thence with said centerline South 45°59'57" East 23.54 feet to a point, thence North 72°48'38" East 3.15 feet to a point, thence North 75°15'06" East 7.35 feet to a point, thence North 33°10'05" East 10.52 feet to a point, thence South 87°46'19" East 4.17 feet to a point, thence South 54°39'36" East 5.14 feet to a point, thence South 26°52'35" East 6.27 feet to a point, thence South 20°43'30" East 5.83 feet to a point, thence South 17°30'23" East 26.61 feet to a point, thence South 00°46'07" West 17.43 feet to a point, thence South 41°53'01" East 17.39 feet to a point, thence South 80°40'52" East 3.58 feet to a point, thence North 64°11'19" East 10.70 feet to a point, thence North 77°37'26" East 8.01 feet to a point, thence North 57°26'38" East 10.89 feet to a point, thence South 39°31'24" East 5.85 feet to a point, thence South 16°35'15" East 18.37 feet to a point, thence South 52°00'14" West 6.84 feet to a point, thence South 86°55'46" West 2.50 feet to a point, thence North 72°28'55" West 7.42 feet to a point, thence South 49°09'46" West 4.26 feet to a point, thence South 30°48'02" West 9.18 feet to a point, thence South 05°29'05" West 12.58 feet to a point, thence South 45°26'24" West 14.06 feet to a point, thence South 31°17'05" West 17.08 feet to a point, thence North 73°30'37" West 8.10 feet to a point, thence North 23°04'10" West 5.83 feet to a point, thence North 58°50'48" West 5.96 feet to a point, thence South 67°39'22" West 14.33 feet to a point, thence North 75°24'16" West 12.70 feet to a point, thence South 75°30'50" West 6.52 feet to a point, thence South 50°39'50" West 9.78 feet to a point, thence South 70°43'21" West 6.02 feet to a point, thence North 84°04'50" West 7.27 feet to a point, thence South 88°14'07" West 6.43 feet to a point, thence South 32°57'14" West 12.23 feet to a point, thence South 09°13'26" East 11.02 feet to a point, thence South

63°40'59" West 7.26 feet to a point, thence South 35°43'18" West 2.50 feet to a point, thence South 22°56'31" East 6.85 feet to a point, thence South 43°58'43" East 22.14 feet to a point, thence South 33°07'42" East 6.85 feet to a point, thence South 44°25'37" West 4.93 feet to a point, thence South 51°32'26" West 7.42 feet to a point, thence South 02°43'51" West 11.17 feet to a point, thence South 61°27'14" West 19.32 feet to a point, thence North 82°36'48" West 5.54 feet to a point, thence North 53°31'02" West 9.54 feet to a point, thence South 88°36'59" West 9.49 feet to a point, thence South 22°02'30" West 5.70 feet to a point, thence South 18°20'34" East 15.39 feet to a point, thence South 25°37'43" West 3.15 feet to a point, thence South 54°07'06" West 13.28 feet to a point, thence South 34°52'02" West 10.35 feet to a point, thence South 09°23'18" West 10.61 feet to a point, thence South 44°07'39" West 4.22 feet to a point, thence South 89°47'26" West 8.89 feet to a point, thence North 80°07'48" West 5.77 feet to a point, thence South 65°53'06" West 5.32 feet to a point, thence South 15°32'10" West 4.41 feet to a point, thence South 23°55'15" East 10.55 feet to a point, thence South 15°11'19" East 21.46 feet to a point, thence South 35°01'48" West 6.12 feet to a point, thence South 26°01'17" West 9.60 feet to a point, thence South 06°36'28" East 12.87 feet to a point, thence South 11°03'20" West 10.19 feet to a point, thence South 25°40'29" East 14.41 feet to a point, thence South 34°17'23" West 5.28 feet to a point, thence South 79°48'16" West 9.03 feet to a point, thence South 65°51'20" West 8.26 feet to a point, thence South 52°11'41" West 1.76 feet to a point, thence South 08°11'55" West 9.70 feet to a point, thence South 26°03'32" East 24.42 feet to a point, thence South 35°44'54" East 8.26 feet to a point, thence South 24°23'03" West 5.72 feet to a point, thence North 89°45'08" West 3.90 feet to a point, thence South 73°20'10" West 4.45 feet to a point, thence South 61°29'12" West 2.31 feet to a point, thence South 21°12'21" West 6.40 feet to a point, thence South 33°05'35" East 10.05 feet to a point, thence South 59°21'18" East 21.66 feet to a point, thence North 54°11'23" East 2.39 feet to a point, thence North 42°50'40" East 3.89 feet to a point, thence North 10°37'44" East 16.46 feet to a point, thence North 40°30'56" East 6.51 feet to a point, thence North 77°03'47" East 11.15 feet to a point, thence South 71°44'26" East 2.27 feet to a point, thence South 31°13'39" East 9.65 feet to a point, thence South 07°04'43" East 19.93 feet to a point, thence South 41°22'14" West 12.19 feet to a point, thence South 12°53'55" East 5.36 feet to a point, thence South 68°10'25" East 14.80 feet to a point, thence South 43°34'27" East 6.47 feet to a point, thence South 22°10'19" East 2.68 feet to a point, thence South 32°04'22" West 9.18 feet to a point, thence South 10°02'38" West 3.84 feet to a point, thence South 51°23'30" East 17.86 feet to a point, thence South 14°34'28" East 4.76 feet to a point, thence South 26°55'19" West 2.80 feet to a point, thence South 48°09'33" West 11.86 feet to a point, thence South 15°13'15" West 4.85 feet to a point, thence South 40°38'00" East 4.46 feet to a point, thence South 78°40'18" East 3.42 feet to a point, thence South 56°50'32" East 11.21 feet to a point, thence South 16°28'14" East 9.82 feet to a point, thence South 02°23'20" West 2.19 feet to a point, thence South 32°26'48" West 9.27 feet to a point, thence South 80°13'52" West 7.07 feet to a point, thence South 44°01'57" West 2.27 feet to a point, thence South 02°34'15" East 6.80 feet to a point, thence South 31°15'37" East 13.55 feet to a point, thence South 75°12'40" East 11.31 feet to a point, thence South 21°53'48" East 3.77 feet to a point, thence South 08°57'43" East 4.34 feet to a point, thence South 09°09'45" West 7.09 feet to a point, thence South 21°58'35" West 8.02 feet to a point, thence South 32°59'50" West 3.04 feet to a point, thence South 23°58'52" East 5.48 feet to a point, thence South 52°07'55" East 13.11 feet to a point, thence South 25°26'04" East 13.81 feet to a point, thence South 51°03'25" East 11.15 feet to a point, thence South 35°51'01" East 8.96 feet to a point, thence South 71°58'21" East 3.42 feet to a point, thence North 51°21'46" East 12.63 feet to a point, thence South 85°48'11" East 21.94 feet to a point, thence South 61°09'23" East 5.40 feet to a point, thence South 37°21'25" East 12.74 feet to a point, thence South

05°25'52" East 10.46 feet to a point, thence South 57°01'18" East 17.03 feet to a point, thence South 18°45'31" West 10.60 feet to a point, thence South 25°18'11" East 4.17 feet to a point, thence South 44°04'01" East 3.46 feet to a point, thence South 59°21'42" East 12.66 feet to a point, thence South 04°30'56" West 1.71 feet to a point, thence South 28°38'46" West 6.53 feet to a point, thence South 26°16'08" East 9.09 feet to a point, thence South 65°13'05" East 13.27 feet to a point, thence South 14°08'04" East 8.89 feet to a point, thence South 18°40'48" West 16.78 feet to a point, thence South 10°41'09" East 15.70 feet to a point, thence South 34°15'35" West 10.32 feet to a point, thence South 03°55'21" East 7.89 feet to a point, thence South 41°45'42" East 9.95 feet to a point, thence South 23°51'26" East 8.02 feet to a point, thence South 16°12'37" West 10.57 feet to a point, thence South 49°58'33" West 8.82 feet to a point, thence North 86°38'37" West 12.88 feet to a point, thence South 60°11'38" West 24.51 feet to a point, thence South 31°05'54" West 41.51 feet to a point, thence South 43°09'26" East 9.06 feet to a point, thence South 75°45'47" East 13.08 feet to a point, thence South 00°06'38" West 19.75 feet to a point, thence South 25°10'31" East 16.98 feet to a point, thence South 59°36'47" East 25.37 feet to a point, thence South 21°55'00" East 21.34 feet to a point, thence South 10°42'09" West 10.94 feet to a point, thence South 16°29'47" East 6.15 feet to a point, thence South 65°32'43" East 10.64 feet to a point, thence North 72°03'41" East 10.80 feet to a point, thence North 51°29'17" East 5.64 feet to a point, thence North 28°19'04" East 27.17 feet to a point, thence North 65°19'26" East 3.68 feet to a point, thence South 80°11'52" East 5.79 feet to a point, thence South 50°54'22" East 9.76 feet to a point, thence South 28°29'33" East 7.14 feet to a point, thence South 30°59'48" West 10.68 feet to a point, thence South 11°44'49" West 13.20 feet to a point, thence leaving said centerline of creek North 89°01'35" West 1,444.72 feet to a point on the centerline of Tingen Road (SR 1153) (60’ Public R/W),thence with said centerline of road North 15°37'11" East 15.50 feet to a point, thence along a curve to the right having a radius of 1,423.87 feet, an arc length of 182.99 feet, and a chord bearing and distance of North 19°00'25" East 182.86 feet to a point, thence North 22°33'59" East 106.51 feet to a point, thence North 23°49'47" East 90.16 feet to a point, thence North 24°26'31" East 102.75 feet to a point, thence North 24°35'57" East 106.01 feet to a point, thence North 24°35'47" East 103.44 feet to a point, thence North 24°06'54" East 110.88 feet to a point, thence along a curve to the left having a radius of 814.07 feet, an arc length of 217.77 feet, and a chord bearing and distance of North 17°59'27" East 217.12 feet to a point, thence North 08°28'32" East 130.97 feet to a point, thence North 07°37'37" East 107.82 feet to a point, thence along a curve to the right having a radius of 715.88 feet, an arc length of 280.03 feet, and a chord bearing and distance of North 19°19'56" East 278.25 feet to a point, thence North 28°01'32" East 106.09 feet to a point, thence North 27°57'15" East 99.30 feet to a point, thence North 26°16'53" East 52.09 feet to a point, thence North 25°06'17" East 59.76 feet to a point, thence North 24°26'36" East 92.47 feet to a point, thence North 23°57'24" East 97.36 feet to a point, thence North 23°25'02" East 63.24 feet to the point and place of beginning, containing an area of 35.258 acres (1,535,852 Sq Ft) more or less.

Save and Except the following Public Right of Way:

Beginning at a point on the centerline of Tingen Road (SR 1153) (60’ Public R/W), said point having NC grid coordinates (NAD 83 – 2011) of N=714,981.31, E=2,041,723.24, thence from said beginning point leaving said centerline South 88°06'47" East 32.25 feet to a new iron pipe on the eastern right of way of Tingen Road (SR 1153) (60’ Public R/W), thence with said right of way South 23°25'02" West 75.22 feet to a new iron pipe, thence South 23°57'24" West 97.63 feet to a new iron pipe, thence South 24°26'36" West 92.77 feet to a new iron pipe, thence South 25°06'17" West 60.24 feet to a new iron pipe, thence South 26°16'53" West 52.84 feet to a new iron pipe, thence South 27°57'15" West 99.76 feet to a new iron pipe, thence

South 28°01'32" West 106.77 feet to a new iron pipe, thence along a curve to the left having a radius of 685.88 feet, an arc length of 268.82 feet, and a chord bearing and distance of South 19°21'53" West 267.10 feet to a new iron pipe, thence South 07°37'37" West 107.91 feet to a new iron pipe, thence South 08°28'32" West 131.67 feet to a new iron pipe, thence along a curve to the right having a radius of 844.07 feet, an arc length of 225.87 feet, and a chord bearing and distance of South 17°57'37" West 225.20 feet to a new iron pipe, thence South 24°06'54" West 110.60 feet to a new iron pipe, thence South 24°35'47" West 103.57 feet to a new iron pipe, thence South 24°35'57" West 105.97 feet to a new iron pipe, thence South 24°26'31" West 102.55 feet to a new iron pipe, thence South 23°49'47" West 89.67 feet to a new iron pipe, thence South 22°33'59" West 106.21 feet to a new iron pipe, thence along a curve to the left having a radius of 1,393.87 feet, an arc length of 179.24 feet, and a chord bearing and distance of South 19°00'21" West 179.12 feet to a new iron pipe, thence South 15°37'11" West 7.74 feet to a new iron pipe, thence leaving said right of way North 89°01'35" West 31.01 feet to a point on the centerline of Tingen Road (SR 1153) (60' Public R/W), thence with said centerline North 15°37'11" East 15.50 feet to a point, thence along a curve to the right having a radius of 1,423.87 feet, an arc length of 182.99 feet, and a chord bearing and distance of North 19°00'25" East 182.86 feet to a point, thence North 22°33'59" East 106.51 feet to a point, thence North 23°49'47" East 90.16 feet to a point, thence North 24°26'31" East 102.75 feet to a point, thence North 24°35'57" East 106.01 feet to a point, thence North 24°35'47" East 103.44 feet to a point, thence North 24°06'54" East 110.88 feet to a point, thence along a curve to the left having a radius of 814.07 feet, an arc length of 217.77 feet, and a chord bearing and distance of North 17°59'27" East 217.12 feet to a point, thence North 08°28'32" East 130.97 feet to a point, thence North 07°37'37" East 107.82 feet to a point, thence along a curve to the right having a radius of 715.88 feet, an arc length of 280.03 feet, and a chord bearing and distance of North 19°19'56" East 278.25 feet to a point, thence North 28°01'32" East 106.09 feet to a point, thence North 27°57'15" East 99.30 feet to a point, thence North 26°16'53" East 52.09 feet to a point, thence North 25°06'17" East 59.76 feet to a point, thence North 24°26'36" East 92.47 feet to a point, thence North 23°57'24" East 97.36 feet to a point, thence North 23°25'02" East 63.24 feet to a point, which is the point and place of beginning, containing an area of 1.464 acres (63,753 Sq Ft) more or less.

PIN 0741155913; 2.426

Beginning at an existing rebar, said rebar having NC grid coordinates (NAD 83 – 2011) of N=715,860.13, E=2,041,971.52, thence from said beginning point North 88°24'37" West 847.05 feet to a point, thence North 02°57'16" East 102.53 feet to an existing iron pipe, thence North 88°35'52" East 850.23 feet to an existing iron pipe, thence South 03°19'54" West 146.95 feet to the point and place of beginning, containing an area of 2.426 acres (105,669 Sq Ft) more or less.

PIN 0741152543; 21.597

Beginning at an existing rebar, said rebar having NC grid coordinates (NAD 83 – 2011) of N=715,860.13, E=2,041,971.52, thence from said beginning point South 06°39'18" West 348.46 feet to a new iron pipe on the western right of way of Tingen Road (SR 1153) (Variable Width Public R/W), thence with said right of way South 35°13'07" West 9.66 feet to a new iron pipe, thence South 30°40'58" West 57.42 feet to a new iron pipe, thence South 25°24'31" West 15.82 feet to a new iron pipe, thence South 23°19'17" West 26.54 feet to a new iron pipe, thence South 23°01'21" West 54.24 feet to a new iron pipe, thence South 23°02'29" West 103.42 feet to a new iron pipe, thence South 23°14'49" West 8.44 feet to a new iron pipe, thence North 66°11'00" West 10.66 feet to a new iron pipe, thence South 23°49'00" West 125.59 feet to a new iron pipe,

thence leaving said right of way along a curve to the right having a radius of 50.00 feet, an arc length of 67.55 feet, and a chord bearing and distance of South 62°31'20" West 62.53 feet to an existing iron pipe on the northern right of way of Apex Peakway (Variable Width Public R/W), thence with said right of way along a curve to the left having a radius of 450.00 feet, an arc length of 69.82 feet, and a chord bearing and distance of North 83°13'01" West 69.75 feet to an existing iron pipe, thence North 87°39'41" West 584.19 feet to an existing iron pipe, thence along a curve to the right having a radius of 876.00 feet, an arc length of 522.41 feet, and a chord bearing and distance of North 70°34'37" West 514.71 feet to a new iron pipe, thence leaving said right of way North 02°33'05" East 570.82 feet to an existing iron pipe, thence South 88°20'16" East 539.99 feet to a point, thence South 88°24'37" East 847.05 feet to the point and place of beginning, containing an area of 21.597 acres (940,753 Sq Ft) more or less.

EXHIBIT B
Property Information

PIN: 0741142574
Site Address: 0 Tingen Road
Deed Reference (book/page): 12054/774
Acreage: 57.878
Owner: Seymour Farm Properties LLC, a North Carolina limited liability company
Owner Address: PO Box 177, Apex, NC 27502

PIN: 0741155913
Site Address: 0 Tingen Road
Deed Reference (book/page): 18392/326; Estate File 09-E-2614
Acreage: 2.426
Owner: Tracey Seymour Hedrick; Susan Seymour Mills
Owner Address: 107 S. Salem Street, Apex, NC 27502

PIN: 0741152543
Site Address: 0 Tingen Road
Deed Reference (book/page): 18392/326; Estate File 09-E-2614
Acreage: 21.597
Owner: Thomas E. Seymour; Susan Seymour Mills; Tracey Seymour Hedrick; Jason Mills
Owner Address: 117 Ribbon Walk Lane, Holly Springs, NC 27540

EXHIBIT C

The Tingen Road Section

EXHIBIT D
The Peakway Section

<PUD REZONING>

SEYMOUR MIXED-USE

TINGEN ROAD @ APEX PEAKWAY
APEX, NORTH CAROLINA 27502
PROJECT NUMBER: 221101

RIPARIAN BUFFERS AND WETLANDS:

RIPARIAN BUFFERS AND WETLANDS LOCATED ON SITE BY INVER ENVIRONMENTAL CONSULTING, LLC TO BE CONFIRMED BY THE US ARMY CORPS OF ENGINEERS AND TOWN OF APEX. TOWN OF APEX PROJECT 23-002.

811 Know what's below. Call before you dig.

APPLICANT
BARNETT PROPERTIES, LLC
ALAN MANESS, P.E.
7610 FALL OF NEUSE ROAD SUITE 150
RALEIGH, NC 27615
(919) 846-8708
www.BarnettProp.com

LAND USE ATTORNEY
PARK, POE, ADAMS, & BERNSTEIN LLP
MATTHEW CARPENTER
301 FAYETTEVILLE STREET SUITE 1400
RALEIGH, NC 27601
(919) 835-4032
www.ParkerPoe.com

ENGINEER/LAND PLANNER
PEAK ENGINEERING & DESIGN, PLLC
JEFF ROACH, P.E.
1125 APEX PEAKWAY
APEX, NC 27502
(919) 439-0100
www.PeakEngineering.com

SURVEYOR
WITHERSRAVENEL, INC.
TIM BOWES, PLS
115 MacKENAN DRIVE
CARY, NC 27511
(919) 469-3340
www.WithersRavenel.com

ENVIRONMENTAL CONSULTANT
INVER ENVIRONMENTAL CONSULTANTS, LLC
PHIL MAY
105 WEST 4TH STREET SUITE 700
WINSTON-SALEM, NC 27101
(336)946-1269
www.InverEnv.com

TRAFFIC ENGINEER
KIMLEY-HORN AND ASSOCIATES
LYLE OVERCASH, P.E.
421 FAYETTEVILLE STREET SUITE 600
RALEIGH, NC 27601
(919) 677-2000
www.Kimley-Horn.com

PROPERTY DATA

Parcel	Property Owner	Site Address	PIN	Deeded Acreage	Deed Book/Plat Book
Parcel 1	Mills, Susan S. Hedrick, Tracey Seymour 107 S. Salem Street Apex, NC 27502-1822	0 Tingen Road	0741-15-5913	2.426 acres	Estate File 09-E-2614 DB18392 Pg326
Parcel 2	Seymour, Thomas E. Tracey Seymour Hedrick Mills, Susan S. / Jason Mills PO Box 177 Apex, NC 27502-0177	0 Tingen Road	0741-15-2543	21.597 acres	DB18392 Pg326 BM2009 Pg1350
Parcel 3	Seymour Farm Properties, LLC P.O. Box 177 Apex, NC 27502-177	0 Tingen Road	0741-14-2574	57.878 acres	DB12054 Pg774 DB352 PG178 BM2006 Pg706
		Total Surveyed Acreage:		**81.901 acres**	**3,567,607 sf**
		(Deeded information and final Survey data may vary slightly)			

INDEX OF DRAWINGS:

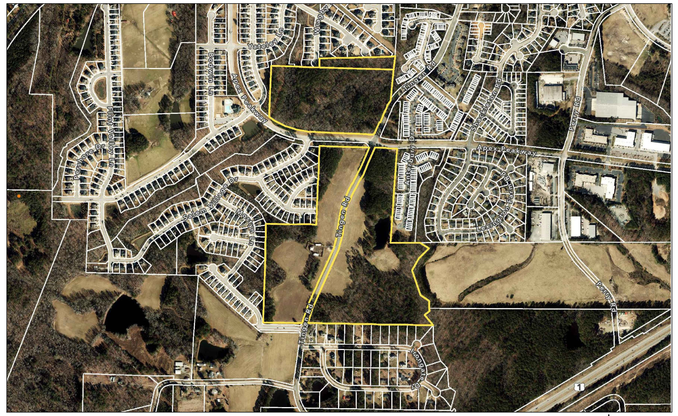
C000 COVER SHEET

C001 EXISTING CONDITIONS
C002 EXISTING CONDITIONS TREE SURVEY

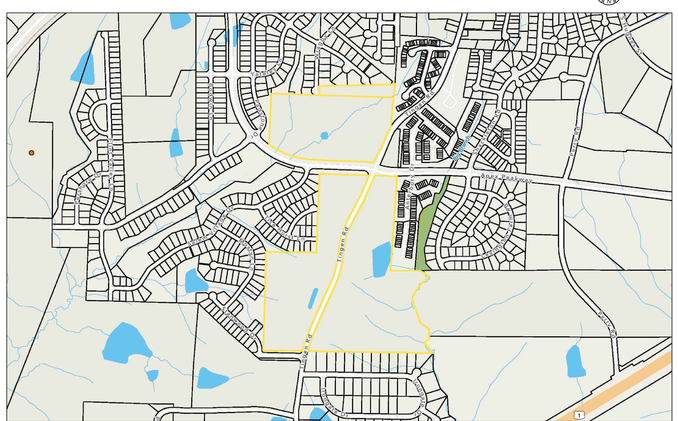
C100 CONCEPTUAL SITE PLAN/
CONCEPTUAL UTILITY PLAN

C120 BUILDING ELEVATIONS - RESIDENTIAL
C121 BUILDING ELEVATIONS - TOWNHOUSE & SMALL SCALE MULTI-FAMILY
C122 BUILDING ELEVATIONS - NON-RESIDENTIAL/ MULTI-FAMILY CLUBHOUSE
C123 BUILDING ELEVATIONS - MULTI-FAMILY

REZONING CASE #23CZ13
SUBMITTED JULY 3, 2023



PROJECT AERIAL SCALE: 1" = 800'



VICINITY MAP SCALE: 1" = 800'

PARKS AND RECREATION DATA TABLE

DATE REVIEWED BY PRCR ADVISORY COMMISSION: **SEPTEMBER 27, 2023**
FEE-IN-LIEU: 2022-2023 RATES
SINGLE-FAMILY DETACHED UNITS $4,016.66 / DWELLING UNIT x ???? UNITS = $_____
SINGLE-FAMILY ATTACHED UNITS $2,705.23 / DWELLING UNIT x ???? UNITS = $_____
MULTI-FAMILY UNITS $2,381.87 / DWELLING UNIT x ???? UNITS = $_____

ACRES OF LAND DEDICATION: _____ACRES
PUBLIC GREENWAY TRAIL CONSTRUCTION YES XX NO___.

The Parks, Recreation, and Cultural Resources Advisory Commission on September 27, 2023 recommended a fee-in-lieu of dedication with credit for construction of greenway for a maximum combination of 740 single-family detached, single-family attached and multi-family residential units. The current 2023 rate of $4,016.66 per single-family detached, $2,705.23 per single-family attached, and $2,381.87 per multi-family units which would be deposited with the Town at the time of the final plat. If the project is not approved by Town Council this year, the rates would be adjusted in January to the 2024 rate. Staff supports the request to have the construction timing of the greenway to be completed and accepted prior to 50% of the units West of Tingen Road receiving a building permit.

SITE DATA TABLE

Township:	White Oak Township
Flood Zone Information:	Firm Panel 3720074100J effective May 2, 2006 does not show the presence of flood zones on the properties (flood zones are not located within 100' of the property)
Watershed Information:	Secondary Watershed Protection Overlay District, Big Branch Creek, Harris Lake Watershed, Cape Fear River
Historical:	NC SHPO does not show any existing historical structures
Annexation:	Annexation required prior to Construction Document approval (located within the Apex ETJ)
Existing Zoning:	Residential Agricultural (RA) - Town of Apex [PIN 0741-14-2574 & 0741-15-2543] High-Density Single-Family (HDSF) - Town of Apex [PIN 0741-15-5913]
Proposed Zoning:	PUD - CZ (Planned Unit Development - Conditional Zoning)
Existing 2045 Land Use Map:	Medium Density Residential Medium/High Density and High Density Residential High Density Residential High Density Residential and Office Employment (No areas within the LUM are shown with 3-stripes for mixed use requirements)
Proposed 2045 Land Use Map:	Medium/High Density Residential; High Density Residential; Office Employment,Commercial
Existing Use:	Vacant Residential Property
Proposed Uses:	**Single-Family District**

Accessory apartment * | Single-family
Park, active | Park, passive | Greenway | Recreation facility, private | Utility, minor
* Homeowners Association covenants shall not restrict the construction of Accessory apartments

Mixed Residential Districts

Accessory apartment * | Single-family | Townhouse
Park, active | Park, passive | Greenway | Recreation facility, private | Utility, minor
* Homeowners Association covenants shall not restrict the construction of Accessory apartments

Multi-Family District

Accessory apartment * | Multi-family or apartment | Townhouse | Small Scale Multi-Family
Park, active | Park, passive | Greenway | Recreation facility, private | Utility, minor
* Homeowners Association covenants shall not restrict the construction of Accessory apartments

Non-Residential District

Restaurant, general | **Restaurant, drive-through | Medical or dental office or clinic | Medical or dental laboratory | Office, business or professional
Publishing office | Artisan Studio | Barber and beauty shop | Book store | Convenience store
Dry cleaners and laundry service | Financial institution | Floral shop | Grocery, general | Grocery, specialty
Health/fitness center or spa | 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
Day care facility | Drop-in or short term day care | Veterinary clinic or hospital | Utility, minor | Recreation facility, private

* Refer to PD Text for a list of uses and other zoning standards
** Restaurant, drive-thru only permitted if within a multi-tenant commercial building

District Standards	Single-Family	Mixed Residential		Multi-Family	Small Scale Multi-Family	Non-Residential (includes private amenity)
		Townhouse (front loaded)	Townhouse (rear loaded/parking lot style)			
Max Density / Max SF	6 DU/acre	8 DU/acre	8 DU/acre	20 DU/acre	12 DU/acre	50,000 SF
Minimum Lot Size	5,000 SF	N/A	N/A	N/A	N/A	N/A
Minimum Lot Width	50 feet	20 feet	20 feet	N/A	20 feet	N/A
Front Setback	20 feet	20 feet	10 feet	20 feet	10 feet	20 feet
Side Setback	5 feet	0 feet (int)/3 feet (end)	0 feet (int)/3 feet (end)	20 feet	0 feet (iint)/3 feet (end)	20 feet
Side (corner) Setback	10 feet	10 feet	10 feet	20 feet	10 feet	20 feet
Rear Setback	10 feet	10 feet	10 feet	20 feet	10 feet	20 feet
Minimum building separation	N/A	10 feet	10 feet	N/A	10 feet	N/A
Buffer/RCA setback - building	10 feet	10 feet	10 feet	10 feet	10 feet	10 feet
Buffer/RCA setback - parking	5 feet	5 feet	5 feet	5 feet	5 feet	5 feet
Max Building Height	45 feet (3 story)	45 feet (3story)	45 feet (3 story)	*60 feet (4 story)	45 feet (3 story)	48 feet
Max BUA	60%	65%	65%	70%	70%	70%

* Multi-Family building facades facing Iron Gate, Bradley Terrace, and Tingen Road shall be limited to a maximum building height of three (3) stories (50 feet).

Parking Requirements:	Parking shall be provided as noted below or per UDO 8.3
Single-family	2 spaces/dwelling unit
Townhouse	2 spaces/dwelling unit + 0.25 guest spaces/unit (attached or detached)
Multi-family, apartment, Carriage House	1.3 spaces/dwelling unit for 1 and 2 bedroom units; 1.8 space/dwelling unit for 3 bedroom units
Private Recreation Facility	Parking is based upon UDO 8.3.2
Office Employment/Commercial	Parking is based upon UDO 8.3.2
RCA Required:	Project shall designate a minimum of 20% of the property as RCA. If the Residential (single-family) District is mass graded, it shall designate a minimum of 20% of the Property as RCA and shall not be required to provide an additional 5% RCA required for mass grading under UDO Section 7.2.5.B.8.
Grading:	Site to be "Mass Graded"
% of lots graded prior to first plat:	100% (grading limitations shall not apply due to existing site conditions)
% of pre-development drainage areas preserved within their natural basins:	90%

PEAK Engineering & Design
1125 Apex Peakway | Apex, NC 27502
ph: 919.439.0100
www.PeakEngineering.com
NC License #P-0673

project:
SEYMOUR MIXED-USE PUD
TINGEN ROAD @ APEX PEAKWAY
WHITE OAK TOWNSHIP
APEX, NORTH CAROLINA 27502

seal:
NORTH CAROLINA REGISTERED PROFESSIONAL ENGINEER TREVA A. ROACH
PRELIMINARY NOT FOR CONSTRUCTION

No.	DATE	REVISION	BY
1	October 6, 2023	TOWN OF APEX - ZONING COMMENTS	JR
2	November 3, 2023	TOWN OF APEX - ZONING COMMENTS	JR
3	December 1, 2023	TOWN OF APEX - ZONING COMMENTS	JR
4	December 20, 2023	TOWN OF APEX - ZONING COMMENTS	JR
5			

title:
PUD COVER SHEET

proj #:
221101
date:
JULY 3, 2023
dwg by: FS chkd by: JR
scale:
As Noted
sheet:
C000
(PUD PLAN)

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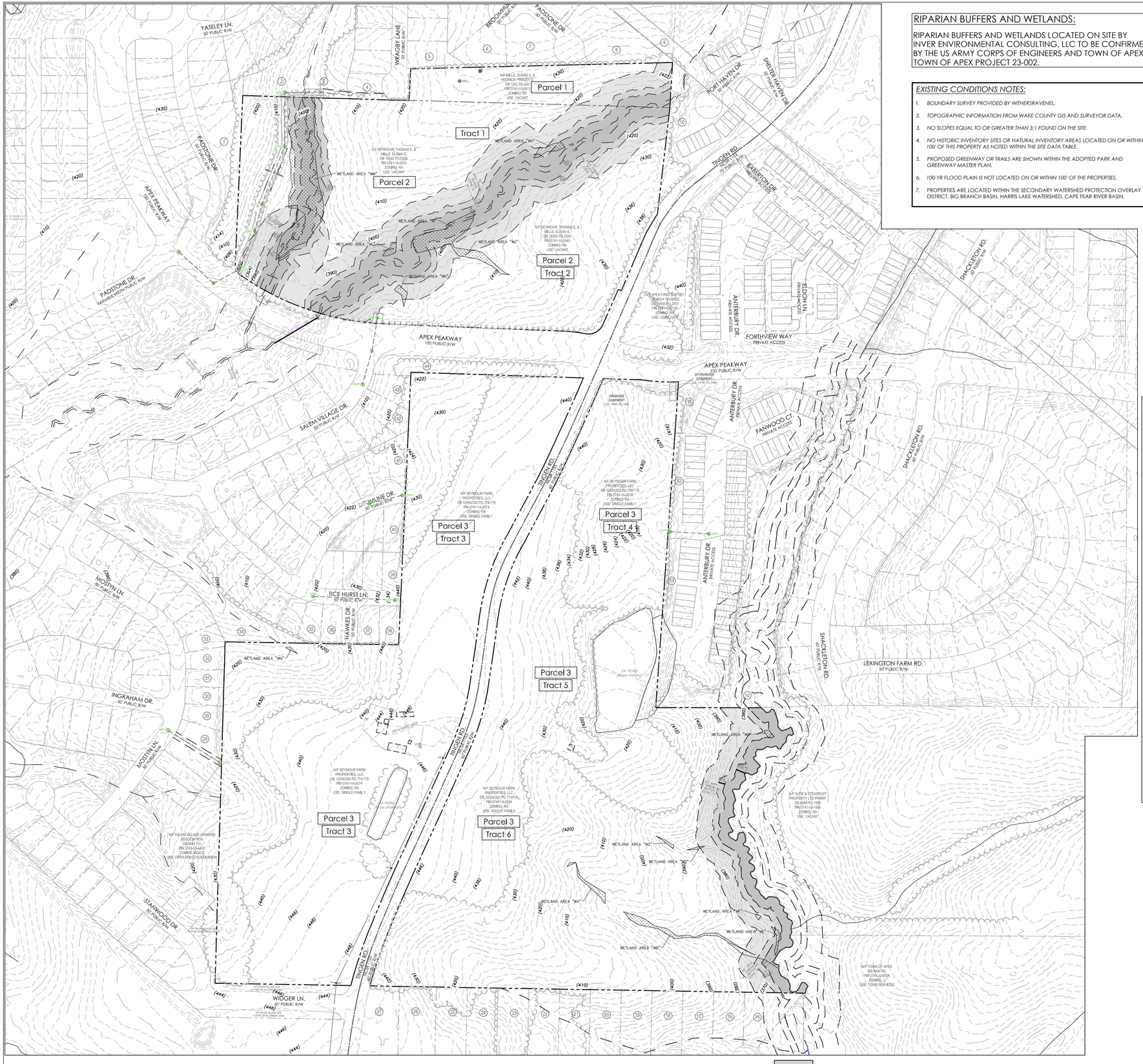

RIPARIAN BUFFERS AND WETLANDS:

RIPARIAN BUFFERS AND WETLANDS LOCATED ON SITE BY INVER ENVIRONMENTAL CONSULTING, LLC TO BE CONFIRMED BY THE US ARMY CORPS OF ENGINEERS AND TOWN OF APEX. TOWN OF APEX PROJECT 23-002.

EXISTING CONDITIONS NOTES:

1. *BOUNDARY SURVEY PROVIDED BY WITHERSRAVENEL.*
2. *TOPOGRAPHIC INFORMATION FROM WAKE COUNTY GIS AND SURVEYOR DATA.*
3. *NO SLOPES EQUAL TO OR GREATER THAN 3:1 FOUND ON THE SITE.*
4. *NO HISTORIC INVENTORY SITES OR NATURAL INVENTORY AREAS LOCATED ON OR WITHIN 100' OF THIS PROPERTY AS NOTED WITHIN THE SITE DATA TABLE.*
5. *PROPOSED GREENWAY OR TRAILS ARE SHOWN WITHIN THE ADOPTED PARK AND GREENWAY MASTER PLAN.*
6. *100-YR FLOOD PLAIN IS NOT LOCATED ON OR WITHIN 100' OF THE PROPERTIES.*
7. PROPERTIES ARE LOCATED WITHIN THE SECONDARY WATERSHED PROTECTION OVERLAY DISTRICT, BIG BRANCH BASIN, HARRIS LAKE WATERSHED, CAPE FEAR RIVER BASIN.

ZONE 1 | ZONE 2 | ZONE 3 — STREAM BUFFERS

PROJECT PERIMETER BOUNDARY

PROPOSED WATER CONNECTIONS

PROPOSED SEWER CONNECTIONS

POTENTIAL ACCESS POINTS

PLAN SHEETS ARE INTENDED FOR ILLUSTRATIVE PURPOSES ONLY

ADJACENT PROPERTY OWNERS

#	OWNER	PIN	USE	ZONING
1	SALEM VILLAGE OWNERS ASSOC	0741-05-5626	VACANT/FUT DEVELOPMENT	MD-CZ
2	SALEM VILLAGE OWNERS ASSOC	0741-06-7076	OPEN SPACE	MD-CZ
3	SALEM VILLAGE OWNERS ASSOC	0741-06-9223	OPEN SPACE	MD-CZ
4	JOHNSON WHITE, JOHN & CARISSA	0741-05-9982	SINGLE FAMILY	MD-CZ
5	HINDLE, JEFFREY & JENNIFER	0741-16-1092	SINGLE FAMILY	HD-SF
6	KALUKA, JESSE & MIRANDA	0741-16-3075	SINGLE FAMILY	HD-SF
7	PRESNALL, HUNTER & SHERRY	0741-16-5016	SINGLE FAMILY	HD-SF
8	MACDONAGH, MICHAEL & ALISON	0741-16-8015	SINGLE FAMILY	HD-SF
9	SALEM VILLAGE OWNERS ASSOC	0741-16-7239	OPEN SPACE	HD-SF
10	WESTHAVEN TOWNHOMES HOA	0741-26-1195	OPEN SPACE	HD-MF
11	BRADLEY TERRACE HOMEOWNERS ASSN	0741-24-2677	OPEN SPACE	HD-MF
12	BRADLEY TERRACE HOMEOWNERS ASSN	0741-24-1622	OPEN SPACE	HD-MF
13	BRADLEY TERRACE HOMEOWNERS ASSN	0741-24-0185	OPEN SPACE	HD-MF
14	TOWN OF APEX	0741-24-3405	STREAM BUFFER/OPEN SPACE	MH-CU
15	LASSITER, ROBERT M. SR	0741-22-2951	VACANT RESIDENTIAL	RR
16	CLINKSCALE, TRACI L.	0741-22-1859	VACANT RESIDENTIAL	RR
17	CLINKSCALE, TRACI L.	0741-22-0858	VACANT RESIDENTIAL	RR
18	HOLLAND, FLORA ANN	0741-12-9847	VACANT RESIDENTIAL	RR
19	LASSITER, ROBERT MCCOY	0741-12-8837	VACANT RESIDENTIAL	RR
20	SMITH, CHANTA R.	0741-12-7837	VACANT RESIDENTIAL	RR
21	LASSITER, ROBERT & VANESSA	0741-12-6837	VACANT RESIDENTIAL	RR
22	LASSITER, ROBERT & VANESSA	0741-12-5847	RESIDENTIAL	RR
23	ATKINS, JOHN T.	0741-12-4848	VACANT RESIDENTIAL	RR
24	GREENE, MARGARET	0741-12-3857	RESIDENTIAL	RR
25	RICKENBAKER, THOMAS & HEATHER	0741-12-2838	RESIDENTIAL	RR
26	MEDERO, ANGEL & SIERRA-TORRES, TAMIA	0741-12-1839	RESIDENTIAL	RR
27	BYRD, LEVANDER	0741-12-0818	RESIDENTIAL	RR
28	FRANZEL, NICHOALS & CARMELA	0741-03-4851	RESIDENTIAL	MD-CZ
29	MCLAUGHLIN, SHIRLEY & SCHENCK, SCOTT	0741-03-4868	RESIDENTIAL	MD-CZ
30	DAUM, ERIC & JULIA	0741-03-4964	RESIDENTIAL	MD-CZ
31	CRIBBS, ADAM & MELISSA	0741-04-4060	RESIDENTIAL	MD-CZ
32	BALDRIDGE, CLIFFORD & NICHOLE	0741-04-4066	RESIDENTIAL	MD-CZ
33	INGHAM, CHRISTOPHER & AMANDA	0741-04-4153	RESIDENTIAL	MD-CZ
34	SALEM VILLAGE OWNERS ASSOC	0741-04-3481	OPEN SPACE	MD-CZ
35	GALLINGER, SCOTT	0741-04-8108	RESIDENTIAL	MD-CZ
36	BIANCO, FANK & ANNE	0741-04-8178	RESIDENTIAL	MD-CZ
37	KALYNA, ANDRIY & TETYANA	0741-04-9197	RESIDENTIAL	MD-CZ
38	ROYAL, DAVID & NETA	0741-14-0167	RESIDENTIAL	MD-CZ
39	GARNER, DAMON & MINERVA	0741-14-0375	RESIDENTIAL	MD-CZ
40	MOORE, STEVEN & SARAH	0741-14-0479	RESIDENTIAL	MD-CZ
41	BUNCE, MICHAEL & MICHELLE	0741-14-0781	RESIDENTIAL	MD-CZ
42	WELCH, CHRISTINE	0741-14-0857	RESIDENTIAL	MD-CZ
43	NEELABH, APOORVA & MAMTA	0741-14-0974	RESIDENTIAL	MD-CZ
44	SALEM VILLAGE OWNERS ASSOC	0741-15-3034	OPEN SPACE/BUFFER/SIGN ESMT	MD-CZ/R

N

0 75 150 300
SCALE: 1" = 150'

1 C001 EXISTING CONDITIONS PLAN
SCALE: 1"=150'

PEAK Engineering & Design
1125 Apex Peakway | Apex, NC 27502
ph: 919.439.0100
www.PeakEngineering.com
NC License #P-0673

project:
SEYMOUR MIXED-USE PUD
TINGEN ROAD @ APEX PEAKWAY
WHITE OAK TOWNSHIP
APEX, NORTH CAROLINA 27502

seal:
NORTH CAROLINA REGISTERED LANDSCAPE ARCHITECT FRED A. ROACH
PRELIMINARY NOT FOR CONSTRUCTION

No.	DATE	REVISION	BY
1	October 6, 2023	TOWN OF APEX - ZONING COMMENTS	FR
2	November 3, 2023	TOWN OF APEX - ZONING COMMENTS	FR
3	December 1, 2023	TOWN OF APEX - ZONING COMMENTS	FR
4	December 20, 2023	TOWN OF APEX - ZONING COMMENTS	FR
5			BY

title:
EXISTING CONDITIONS PLAN

proj #: 221101
date: JULY 3, 2023
dwg by: FS chkd by: JR
scale: As Noted
sheet: *C001*
(PUD PLAN)

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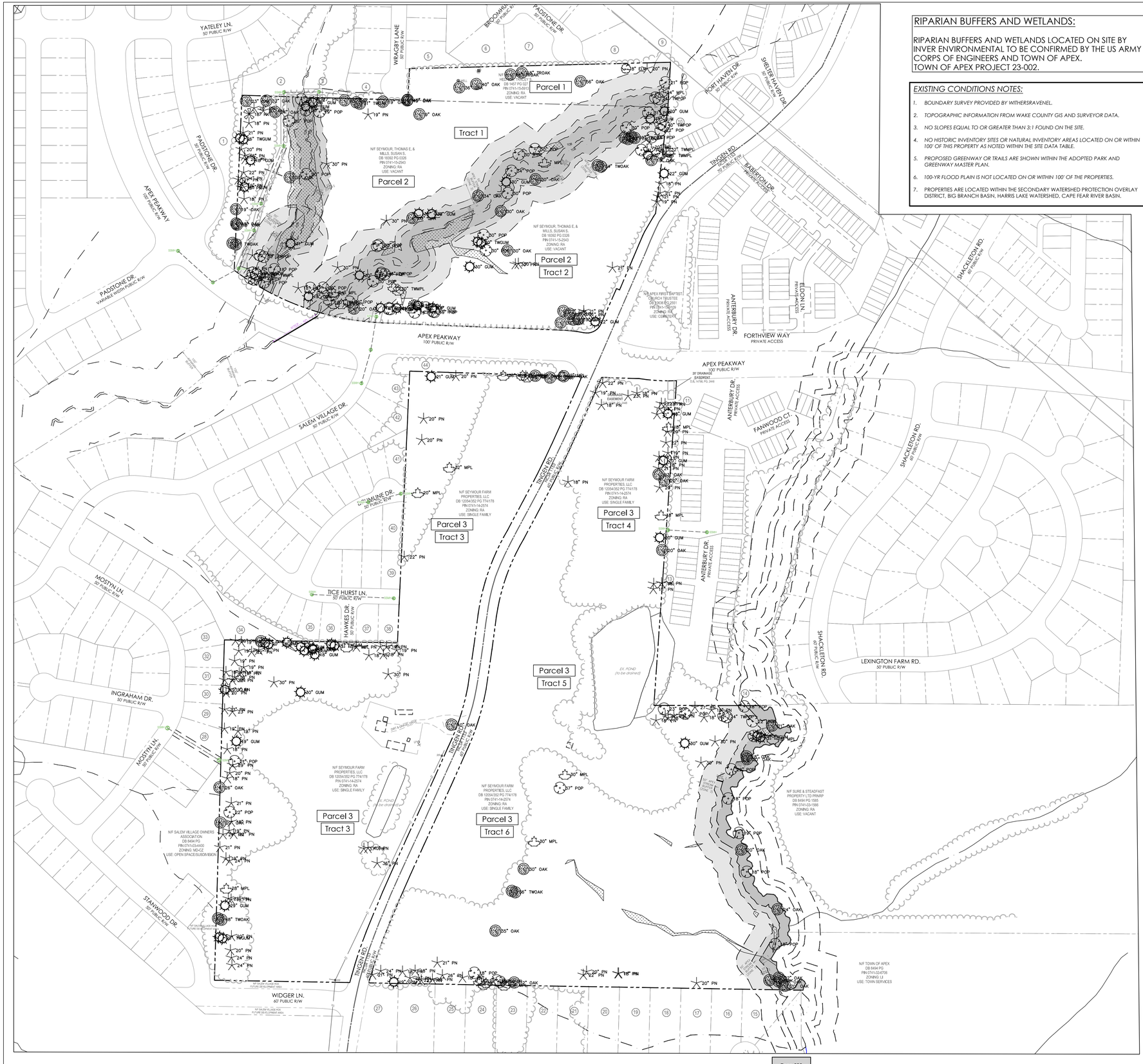
YATELEY LN.
50' PUBLIC R/W
WRAGBY LANE
50' PUBLIC R/W
BROOMHILL DR.
50' PUBLIC R/W
PADSTONE DR.
50' PUBLIC R/W
PORT HAVEN DR.
50' PUBLIC R/W
SHELTER HAVEN DR.
50' PUBLIC R/W
PADSTONE DR.
50' PUBLIC R/W
PADSTONE DR.
VARIABLE WIDTH PUBLIC R/W
APEX PEAKWAY
50' PUBLIC R/W
APEX PEAKWAY
100' PUBLIC R/W
TINGEN RD.
50' PUBLIC R/W
ABERTON DR.
PRIVATE ACCESS
SHACKLETON RD.
60' PUBLIC R/W
ANTERBURY DR.
PRIVATE ACCESS
ELDON LN.
PRIVATE ACCESS
FORTHVIEW WAY
PRIVATE ACCESS
APEX PEAKWAY
100' PUBLIC R/W
20' DRAINAGE EASEMENT
D.B. 14798, PG. 2448
ANTERBURY DR.
PRIVATE ACCESS
FANWOOD CT.
PRIVATE ACCESS
SHACKLETON RD.
60' PUBLIC R/W
SALEM VILLAGE DR.
50' PUBLIC R/W
LEMAIRE DR.
50' PUBLIC R/W
TICE HURST LN.
50' PUBLIC R/W
HAWKES DR.
50' PUBLIC R/W
MOSTYN LN.
50' PUBLIC R/W
INGRAHAM DR.
50' PUBLIC R/W
MOSTYN LN.
50' PUBLIC R/W
STANWOOD DR.
50' PUBLIC R/W
WIDGER LN.
60' PUBLIC R/W
TINGEN RD.
50' PUBLIC R/W
LEXINGTON FARM RD.
50' PUBLIC R/W
SHACKLETON RD.
60' PUBLIC R/W
Parcel 1
Tract 1
Parcel 2
Tract 2
Parcel 3
Tract 3
Parcel 3
Tract 4
Parcel 3
Tract 5
Parcel 3
Tract 6
N/F SEYMOUR, THOMAS E. & MILLS, SUSAN S. DB 18392 PG 0326 PIN 0741-15-2543 ZONING: RA USE: VACANT
N/F SEYMOUR FARM PROPERTIES, LLC DB 12054/352 PG 7741/78 PIN 0741-14-2574 ZONING: RA USE: SINGLE FAMILY
N/F SEYMOUR FARM PROPERTIES, LLC DB 12054/352 PG 7741/78 PIN 0741-14-2574 ZONING: RA USE: SINGLE FAMILY
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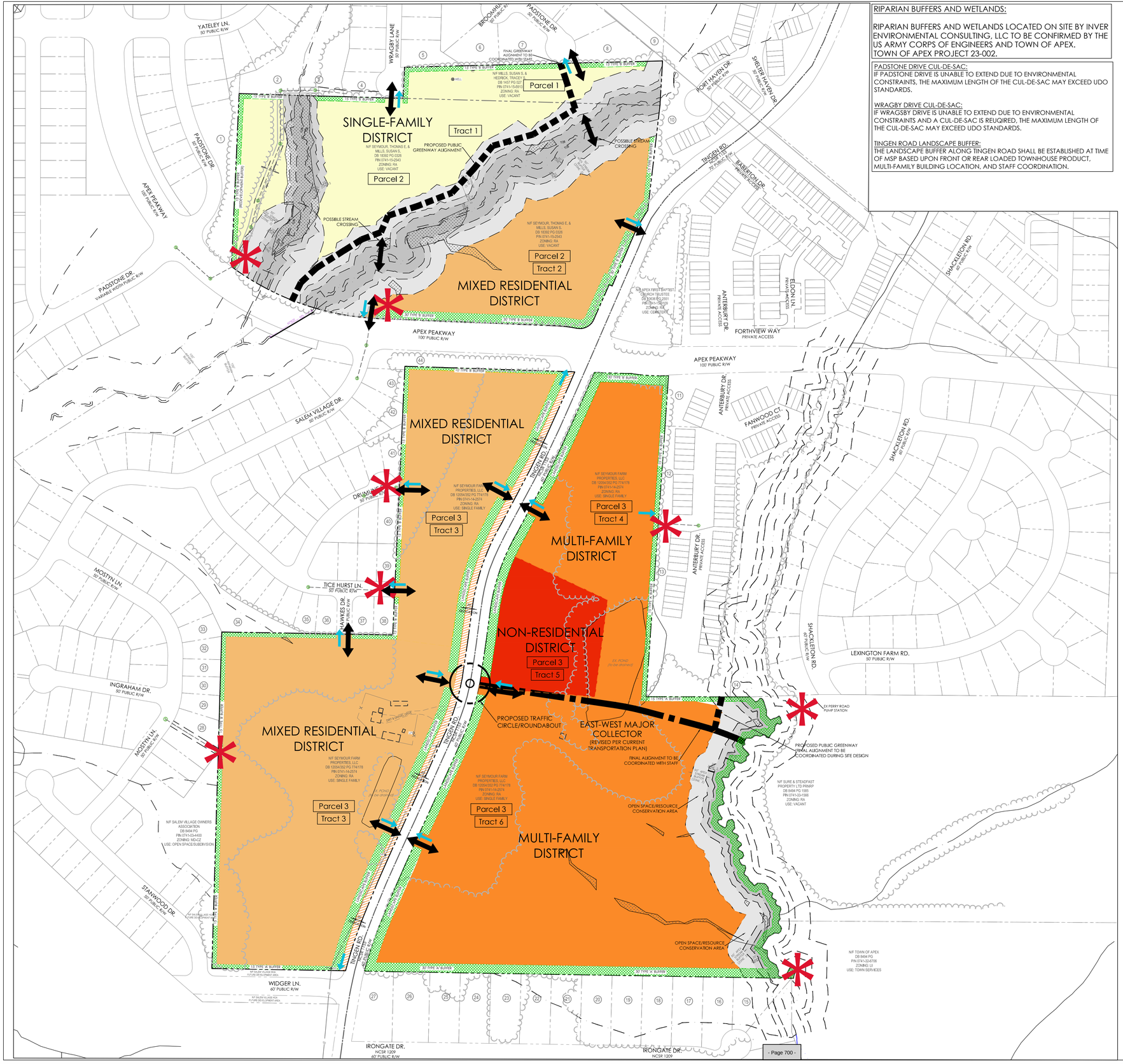
N/F SEYMOUR FARM PROPERTIES, LLC DB 12054/352 PG 7741/78 PIN 0741-14-2574 ZONING: RA USE: SINGLE FAMILY
N/F SALEM VILLAGE OWNERS ASSOCIATION DB 8494 PG PIN 0741-03-4440 ZONING: MX-CZ USE: OPEN SPACE/SUBDIVISION
N/F SURE & STEADFAST PROPERTY LTD PRP DB 8494 PG 1585 PIN 0741-33-1566 ZONING: RA USE: VACANT
N/F TOWN OF APEX DB 8494 PG PIN 0741-32-6706 ZONING: LI USE: TOWN SERVICES
N/F APEX FIRST BAPTIST CHURCH TRUSTEE DB 13636 PG 2551 PIN 0741-15-2038 ZONING: RA USE: CEMETERY
EX. POND (to be drained)
EX. POND (to be drained)
SAN. SEWER EASEMENT
WATER EASEMENT
WATER EASEMENT
EASEMENT
EASEMENT
SWIM BUFFER
SWIM BUFFER
SWIM BUFFER



RIPARIAN BUFFERS AND WETLANDS:

RIPARIAN BUFFERS AND WETLANDS LOCATED ON SITE BY INVER ENVIRONMENTAL CONSULTING, LLC TO BE CONFIRMED BY THE US ARMY CORPS OF ENGINEERS AND TOWN OF APEX. TOWN OF APEX PROJECT 23-002.

PADSTONE DRIVE CUL-DE-SAC:
IF PADSTONE DRIVE IS UNABLE TO EXTEND DUE TO ENVIRONMENTAL CONSTRAINTS, THE MAXIMUM LENGTH OF THE CUL-DE-SAC MAY EXCEED UDO STANDARDS.

WRAGBY DRIVE CUL-DE-SAC:
IF WRAGSBY DRIVE IS UNABLE TO EXTEND DUE TO ENVIRONMENTAL CONSTRAINTS AND A CUL-DE-SAC IS REUQIRED, THE MAXIMUM LENGTH OF THE CUL-DE-SAC MAY EXCEED UDO STANDARDS.

TINGEN ROAD LANDSCAPE BUFFER:
THE LANDSCAPE BUFFER ALONG TINGEN ROAD SHALL BE ESTABLISHED AT TIME OF MSP BASED UPON FRONT OR REAR LOADED TOWNHOUSE PRODUCT, MULTI-FAMILY BUILDING LOCATION, AND STAFF COORDINATION.

SINGLE-FAMILY (SINGLE-FAMILY)

MIXED RESIDENTIAL (SINGLE-FAMILY AND/OR TOWNHOUSE)

MULTI-FAMILY (MULTI-FAMILY/APARTMENT AND/OR SMALL SCALE MULTI-FAMILY)

NON-RESIDENTIAL DISTRICT

BUFFERS/RCA/ OPEN SPACE

RIGHT-OF-WAY DEDICATION

ZONE 1 | ZONE 2 | ZONE 3 STREAM BUFFERS

PROJECT PERIMETER BOUNDARY

PRELIMINARY PUBLIC GREENWAY (FINAL ALIGNMENT COORDINATED WITH STAFF)

POTENTIAL WATER CONNECTIONS

POTENTIAL SEWER CONNECTIONS

POTENTIAL ACCESS POINTS

PLAN SHEETS ARE INTENDED FOR ILLUSTRATIVE PURPOSES ONLY

SITE AND UTILITY NOTES:

1. DEVELOPMENT ACCESS AND STUB STREET LOCATIONS SHALL BE FINALIZED AT MASTER SUBDIVISION PLAN DESIGN AND APPROVAL.
2. FINAL RESOURCE CONSERVATION AREA (RCA), OPEN SPACE, AND PLAY LAWN LOCATIONS SHALL BE COORDINATED WITH STAFF AND BUILDER DURING MASTER SUBDIVISION PLAN DESIGN AND APPROVAL.
3. ALL ZONING PLAN SHEETS ARE PROVIDED FOR ILLUSTRATIVE PURPOSES ONLY. FINAL DESIGN COMPONENTS ARE DETERMINED AT MASTER SUBDIVISION PLAN.
4. REFER TO PD TEXT DOCUMENTS FOR A LIST OF ALLOWABLE USES, ZONING CONDITIONS, AND OTHER DESIGN STANDARDS FOR THE DEVELOPMENT.
5. ENVIRONMENTAL FEATURES ARE SUBJECT TO FINAL REVIEW CONCURRENCE WITH VARIOUS REGULATING AGENCIES.
6. PUBLIC PEDESTRIAN AND VEHICULAR ACCESS IS SHOWN FOR CONCEPTUAL PURPOSES AND ARE SUBJECT TO REVISIONS DURING THE MASTER SUBDIVISION PLAN DESIGN AND APPROVAL.
7. ALL SITE ELEMENTS ARE REQUIRED TO MEET OR EXCEED TOWN OF APEX, NCDOT, OR OTHER REVIEW AUTHORITY STANDARD DESIGN SPECIFICATIONS.
8. PROJECT WILL COMPLY WITH ADOPTED TOWN MASTER PLANS INCLUDING TRANSPORTATION, WATER, SEWER, AND GREENWAYS.
9. THE PROJECT IS REQUESTING FULL TOWN SERVICES, INCLUDING BUT NOT LIMITED TO WATER, SEWER AND ELECTRICITY.
10. THE PROJECT WILL NOT UTILIZE PRIVATE SEWAGE DISPOSAL.
11. NO SITE DEVELOPMENT ACTIVITY INCLUDING, BUT NOT LIMITED TO, TESTING, CLEARING, INSTALLATION OF S&E MEASURES, OR GRADING SHALL OCCUR UNTIL REQUIRED TREE PROTECTION FENCING HAS BEEN INSTALLED AND INSPECTED. A TREE PROTECTION FENCING INSTALLATION PERMIT MAY BE OBTAINED AT THE PLANNING DEPARTMENT OR ONLINE AT HTTP://WWW.APEXNC.ORG/215/APPLICATIONS-SCHEDULES.
12. TREE PROTECTION FENCING MUST BE PLACED:
    a. ONE FOOT AWAY FROM ANY SAVED TREE FOR EACH INCH OF DIAMETER AT BREAST HEIGHT;
    b. ALONG THE OUTSIDE LINE OF THE 100-YEAR FLOODPLAIN AND THE OUTSIDE EDGE OF ANY RIPARIAN BUFFER; AND
    c. AT LEAST 10 FEET AWAY FROM ANY OTHER DESIGNATED RCA SUCH AS, BUT NOT LIMITED TO, HISTORIC BUILDINGS AND STRUCTURES, WETLANDS, AND PONDS.
13. ADDITIONAL TREE PROTECTION FENCING MAY BE REQUIRED IN OTHER LOCATIONS CLOSE TO CONSTRUCTION ACTIVITY WHERE IT IS DEEMED NECESSARY BY THE ZONING ENFORCEMENT OFFICER. SUCH AREAS MAY INCLUDE, BUT ARE NOT LIMITED TO, COMMON PROPERTY LINES OR NEAR PUBLIC AREAS (SIDEWALKS, ETC.).

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N

0 75 150 300
SCALE: 1" = 150'

CONCEPTUAL SITE PLAN/ CONCEPTUAL UTILITY PLAN

1 C100 SCALE: 1"=150'

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project:
SEYMOUR MIXED-USE PUD
TINGEN ROAD @ APEX PEAKWAY
WHITE OAK TOWNSHIP
APEX, NORTH CAROLINA 27502

seal:
NORTH CAROLINA REGISTERED PROFESSIONAL ENGINEER GREY A. ROBINSON
PRELIMINARY PLAN SEAL NOT FOR CONSTRUCTION

No.	DATE	REVISION	BY
1	October 6, 2023	TOWN OF APEX – ZONING COMMENTS	FS
2	October 27, 2023	TOWN OF APEX – ZONING COMMENTS	FS
3	December 1, 2023	TOWN OF APEX – ZONING COMMENTS	FS
4	December 20, 2023	TOWN OF APEX – ZONING COMMENTS	FS
5			

title:
CONCEPTUAL SITE PLAN/ CONCEPTUAL UTILITY PLAN

proj #: 221101
date: JULY 3, 2023
dwg by: FS chkd by: JR
scale: As Noted
sheet: *C100*
(PUD PLAN)

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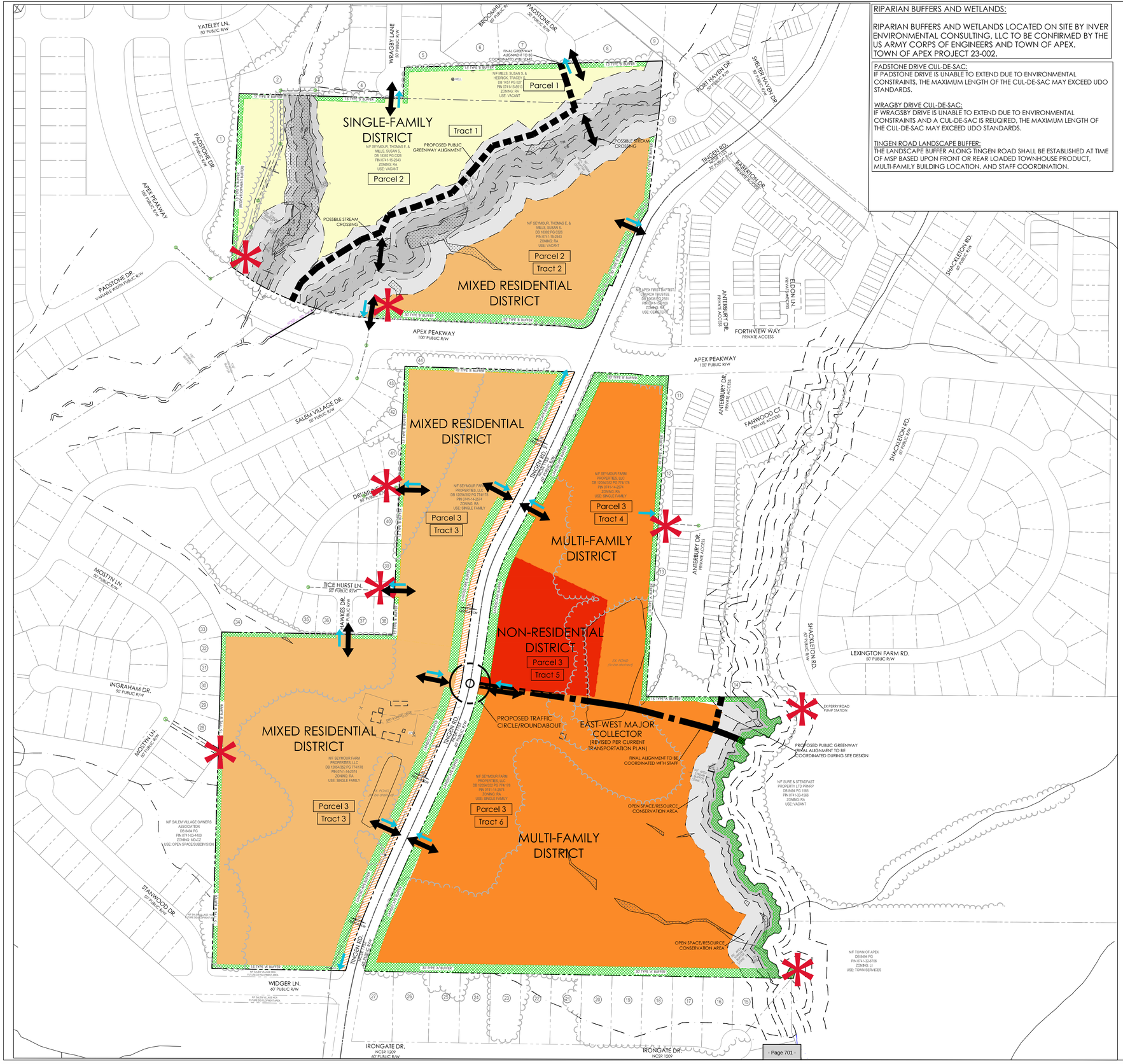

RIPARIAN BUFFERS AND WETLANDS:

RIPARIAN BUFFERS AND WETLANDS LOCATED ON SITE BY INVER ENVIRONMENTAL CONSULTING, LLC TO BE CONFIRMED BY THE US ARMY CORPS OF ENGINEERS AND TOWN OF APEX. TOWN OF APEX PROJECT 23-002.

PADSTONE DRIVE CUL-DE-SAC:

IF PADSTONE DRIVE IS UNABLE TO EXTEND DUE TO ENVIRONMENTAL CONSTRAINTS, THE MAXIMUM LENGTH OF THE CUL-DE-SAC MAY EXCEED UDO STANDARDS.

WRAGBY DRIVE CUL-DE-SAC:

IF WRAGSBY DRIVE IS UNABLE TO EXTEND DUE TO ENVIRONMENTAL CONSTRAINTS AND A CUL-DE-SAC IS REUQIRED, THE MAXIMUM LENGTH OF THE CUL-DE-SAC MAY EXCEED UDO STANDARDS.

TINGEN ROAD LANDSCAPE BUFFER:

THE LANDSCAPE BUFFER ALONG TINGEN ROAD SHALL BE ESTABLISHED AT TIME OF MSP BASED UPON FRONT OR REAR LOADED TOWNHOUSE PRODUCT, MULTI-FAMILY BUILDING LOCATION, AND STAFF COORDINATION.

SINGLE-FAMILY (SINGLE-FAMILY)

MIXED RESIDENTIAL (SINGLE-FAMILY AND/OR TOWNHOUSE)

MULTI-FAMILY (MULTI-FAMILY/APARTMENT AND/OR SMALL SCALE MULTI-FAMILY)

NON-RESIDENTIAL DISTRICT

BUFFERS/RCA/ OPEN SPACE

RIGHT-OF-WAY DEDICATION

ZONE 1 | ZONE 2 | ZONE 3 STREAM BUFFERS

PROJECT PERIMETER BOUNDARY

PRELIMINARY PUBLIC GREENWAY (FINAL ALIGNMENT COORDINATED WITH STAFF)

POTENTIAL WATER CONNECTIONS

POTENTIAL SEWER CONNECTIONS

POTENTIAL ACCESS POINTS

PLAN SHEETS ARE INTENDED FOR ILLUSTRATIVE PURPOSES ONLY

SITE AND UTILITY NOTES:

1. DEVELOPMENT ACCESS AND STUB STREET LOCATIONS SHALL BE FINALIZED AT MASTER SUBDIVISION PLAN DESIGN AND APPROVAL.
2. FINAL RESOURCE CONSERVATION AREA (RCA), OPEN SPACE, AND PLAY LAWN LOCATIONS SHALL BE COORDINATED WITH STAFF AND BUILDER DURING MASTER SUBDIVISION PLAN DESIGN AND APPROVAL.
3. ALL ZONING PLAN SHEETS ARE PROVIDED FOR ILLUSTRATIVE PURPOSES ONLY. FINAL DESIGN COMPONENTS ARE DETERMINED AT MASTER SUBDIVISION PLAN.
4. REFER TO PD TEXT DOCUMENTS FOR A LIST OF ALLOWABLE USES, ZONING CONDITIONS, AND OTHER DESIGN STANDARDS FOR THE DEVELOPMENT.
5. ENVIRONMENTAL FEATURES ARE SUBJECT TO FINAL REVIEW CONCURRENCE WITH VARIOUS REGULATING AGENCIES.
6. PUBLIC PEDESTRIAN AND VEHICULAR ACCESS IS SHOWN FOR CONCEPTUAL PURPOSES AND ARE SUBJECT TO REVISIONS DURING THE MASTER SUBDIVISION PLAN DESIGN AND APPROVAL.
7. ALL SITE ELEMENTS ARE REQUIRED TO MEET OR EXCEED TOWN OF APEX, NCDOT, OR OTHER REVIEW AUTHORITY STANDARD DESIGN SPECIFICATIONS.
8. PROJECT WILL COMPLY WITH ADOPTED TOWN MASTER PLANS INCLUDING TRANSPORTATION, WATER, SEWER, AND GREENWAYS.
9. THE PROJECT IS REQUESTING FULL TOWN SERVICES, INCLUDING BUT NOT LIMITED TO WATER, SEWER AND ELECTRICITY.
10. THE PROJECT WILL NOT UTILIZE PRIVATE SEWAGE DISPOSAL.
11. NO SITE DEVELOPMENT ACTIVITY INCLUDING, BUT NOT LIMITED TO, TESTING, CLEARING, INSTALLATION OF S&E MEASURES, OR GRADING SHALL OCCUR UNTIL REQUIRED TREE PROTECTION FENCING HAS BEEN INSTALLED AND INSPECTED. A TREE PROTECTION FENCING INSTALLATION PERMIT MAY BE OBTAINED AT THE PLANNING DEPARTMENT OR ONLINE AT HTTP://WWW.APEXNC.ORG/215/APPLICATIONS-SCHEDULES.
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N

0 75 150 300
SCALE: 1" = 150'

CONCEPTUAL SITE PLAN/ CONCEPTUAL UTILITY PLAN

1 C100 SCALE: 1"=150'

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project:
SEYMOUR MIXED-USE PUD
TINGEN ROAD @ APEX PEAKWAY
WHITE OAK TOWNSHIP
APEX, NORTH CAROLINA 27502

seal:

NORTH CAROLINA REGISTERED PROFESSIONAL ENGINEER JEFFREY A. ROSEN SEAL 044712 PRELIMINARY NOT FOR CONSTRUCTION

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4	December 20, 2023	TOWN OF APEX – ZONING COMMENTS	FS
5			

title:
CONCEPTUAL SITE PLAN/ CONCEPTUAL UTILITY PLAN

proj #: 221101

date: JULY 3, 2023

dwg by: FS chkd by: JR

scale: As Noted

sheet: *C100*

(PUD PLAN)

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SINGLE-FAMILY RESIDENTIAL 'A'



SINGLE-FAMILY RESIDENTIAL 'B'



SINGLE-FAMILY RESIDENTIAL 'C'



SINGLE-FAMILY RESIDENTIAL 'D'



SINGLE-FAMILY RESIDENTIAL 'E'



SINGLE-FAMILY RESIDENTIAL 'F'



SINGLE-FAMILY RESIDENTIAL 'G'



SINGLE-FAMILY RESIDENTIAL 'H'



SINGLE-FAMILY RESIDENTIAL 'I'



SINGLE-FAMILY RESIDENTIAL 'J'



SINGLE-FAMILY RESIDENTIAL 'K'



SINGLE-FAMILY RESIDENTIAL 'L'



SINGLE-FAMILY RESIDENTIAL 'M'

TYPICAL BUILDING ELEVATIONS. WINDOW CONFIGURATIONS, DOOR STYLES, COLORS, AND OTHER ARCHITECTURAL STANDARDS MAY VARY FROM HOME-TO-HOME AND BUILDING-TO-BUILDING.

ALL FLAT ROOFED NON-RESIDENTIAL BUILDINGS SHALL BE LIGHT OR WHITE COLORED OR UTILIZE A COOL ROOFING MATERIAL.

ELEVATIONS ARE FOR ILLUSTRATIVE PURPOSES ONLY. CONDITIONS ARE INCLUDED WITHIN THE ZONING PD TEXT DOCUMENT.

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APEX, NORTH CAROLINA 27502

seal:
NORTH CAROLINA REGISTERED LANDSCAPE ARCHITECT REVA A. ROACH
PRELIMINARY SEAL NOT FOR CONSTRUCTION

No.	DATE	REVISION	BY
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title:
CONCEPTUAL BUILDING ELEVATIONS SINGLE-FAMILY RESIDENTIAL

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date: JULY 3, 2023
dwg by: FS chkd by: JR
scale: As Noted
sheet: *C120*
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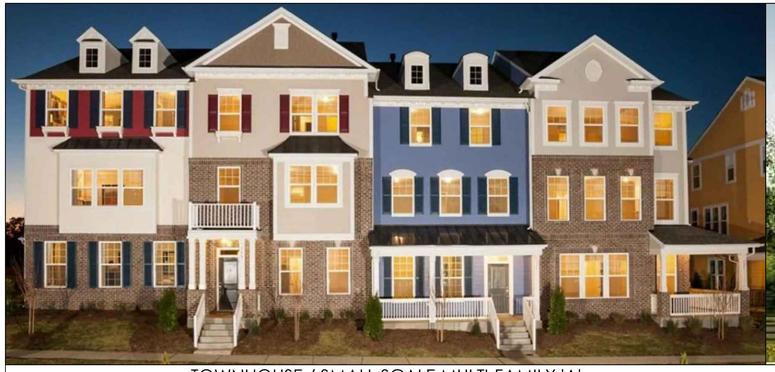

TOWNHOUSE / SMALL SCALE MULTI-FAMILY 'A'



TOWNHOUSE / SMALL SCALE MULTI-FAMILY 'B'



TOWNHOUSE / SMALL SCALE MULTI-FAMILY 'C'



TOWNHOUSE / SMALL SCALE MULTI-FAMILY 'D'

BUILDING ELEVATION REMOVED

TOWNHOUSE / SMALL SCALE MULTI-FAMILY 'E'

BUILDING ELEVATION REMOVED

TOWNHOUSE / SMALL SCALE MULTI-FAMILY 'F'



TOWNHOUSE / SMALL SCALE MULTI-FAMILY 'G'

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TOWNHOUSE / SMALL SCALE MULTI-FAMILY 'H'



TOWNHOUSE / SMALL SCALE MULTI-FAMILY 'I'



TOWNHOUSE / SMALL SCALE MULTI-FAMILY 'J'



TOWNHOUSE / SMALL SCALE MULTI-FAMILY 'K'



TOWNHOUSE / SMALL SCALE MULTI-FAMILY 'L'



TOWNHOUSE / SMALL SCALE MULTI-FAMILY 'M'

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TINGEN ROAD @ APEX PEAKWAY
WHITE OAK TOWNSHIP
APEX, NORTH CAROLINA 27502

seal:
NORTH CAROLINA PROFESSIONAL SEAL 14427 ENGINEER FREY A. ROACH
PRELIMINARY NOT FOR CONSTRUCTION

No.	DATE	REVISION	BY
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5	December 20, 2023	TOWN OF APEX – ZONING COMMENTS	JR

title:
CONCEPTUAL BUILDING ELEVATIONS TOWNHOUSE & SMALL SCALE MULTI-FAMILY

proj #: 221101
date: JULY 3, 2023
dwg by: FS
chkd by: JR
scale: As Noted
sheet: C121
(PUD PLAN)

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BUILDING ELEVATION REMOVED

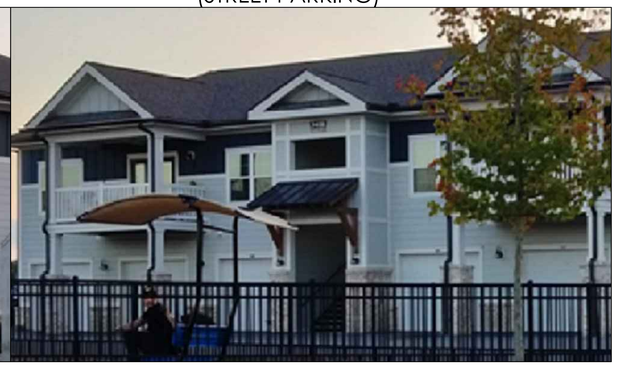
SMALL SCALE MULTI-FAMILY 'A'
(REAR GARAGE)

BUILDING ELEVATION REMOVED

SMALL SCALE MULTI-FAMILY 'B'
(STREET PARKING)



SMALL SCALE MULTI-FAMILY 'C'



SMALL SCALE MULTI-FAMILY 'D'



SMALL SCALE
MULTI-FAMILY 'E'



SMALL SCALE
MULTI-FAMILY 'G'

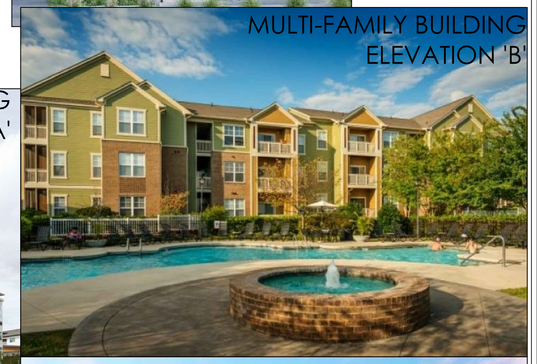


SMALL SCALE
MULTI-FAMILY 'F'



SMALL SCALE
MULTI-FAMILY 'H'









BOARD & BATTEN



SIDING



CEDAR SHAKES



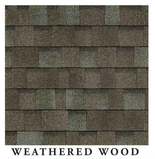
PAINT COLORS

BOARD & BATTEN | TRIM
SW7070 SITE WHITE

HORIZONTAL SIDING
SW7672 KNITTING NEEDLES

HORIZONTAL SIDING
SW7673 PEWTER CAST

SHINGLES



WEATHERED WOOD





BUILDING A1 SIDE ELEVATION



BUILDING A1 FRONT ELEVATION

RULE JOY TRAMMELL RUBIO
Architecture | Interior Design

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COMMISSION NO. 23-033.00 JUNE 19, 2023

MULTI-FAMILY BUILDING ELEVATION 'E'

TYPICAL BUILDING ELEVATIONS. WINDOW CONFIGURATIONS, DOOR STYLES, COLORS, AND OTHER ARCHITECTURAL STANDARDS MAY VARY FROM HOME-TO-HOME AND BUILDING-TO-BUILDING.

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project:
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WHITE OAK TOWNSHIP
APEX, NORTH CAROLINA 27502

seal:



No.	DATE	REVISION	BY
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title:
CONCEPTUAL BUILDING ELEVATIONS MULTI-FAMILY/ CARRIAGE HOUSE

proj #: 221101

date: JULY 3, 2023

dwg by: FS chkd by: JR

scale: As Noted

sheet:
C122
(PUD PLAN)

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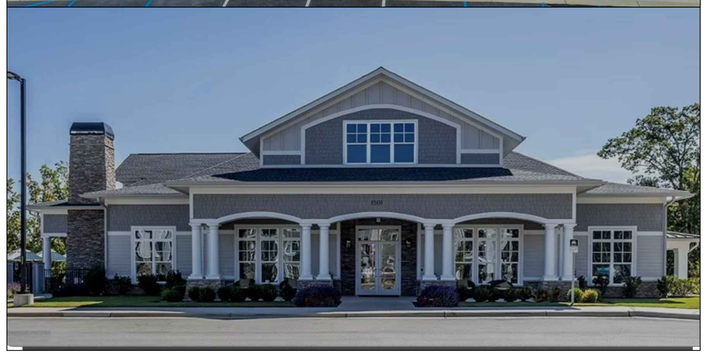
MULTI-FAMILY
CLUBHOUSE 'A'



MULTI-FAMILY
CLUBHOUSE 'B'



CLUBHOUSE PERSPECTIVE

MULTI-FAMILY CLUBHOUSE 'C'



CLUBHOUSE PERSPECTIVE

MULTI-FAMILY CLUBHOUSE 'D'



NON-RESIDENTIAL 'A'



NON-RESIDENTIAL 'B'



NON-RESIDENTIAL 'C'



NON-RESIDENTIAL 'D'



NON-RESIDENTIAL 'E'



NON-RESIDENTIAL 'F'

TYPICAL BUILDING ELEVATIONS. WINDOW CONFIGURATIONS, DOOR STYLES, COLORS, AND OTHER ARCHITECTURAL STANDARDS MAY VARY FROM HOME-TO-HOME AND BUILDING-TO-BUILDING.

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APEX, NORTH CAROLINA 27502

seal:
NORTH CAROLINA REGISTERED LANDSCAPE ARCHITECT TREVA A. ROACH
PRELIMINARY NOT FOR CONSTRUCTION

No.	DATE	REVISION	BY
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3	November 3, 2023	TOWN OF APEX - ZONING COMMENTS	TR
4	December 1, 2023	TOWN OF APEX - ZONING COMMENTS	TR
5	December 20, 2023	TOWN OF APEX - ZONING COMMENTS	TR

title:
CONCEPTUAL BUILDING ELEVATIONS NON-RESIDENTIAL/ MULTI-FAMILY CLUBHOUSE

proj #: 221101
date: JULY 3, 2023
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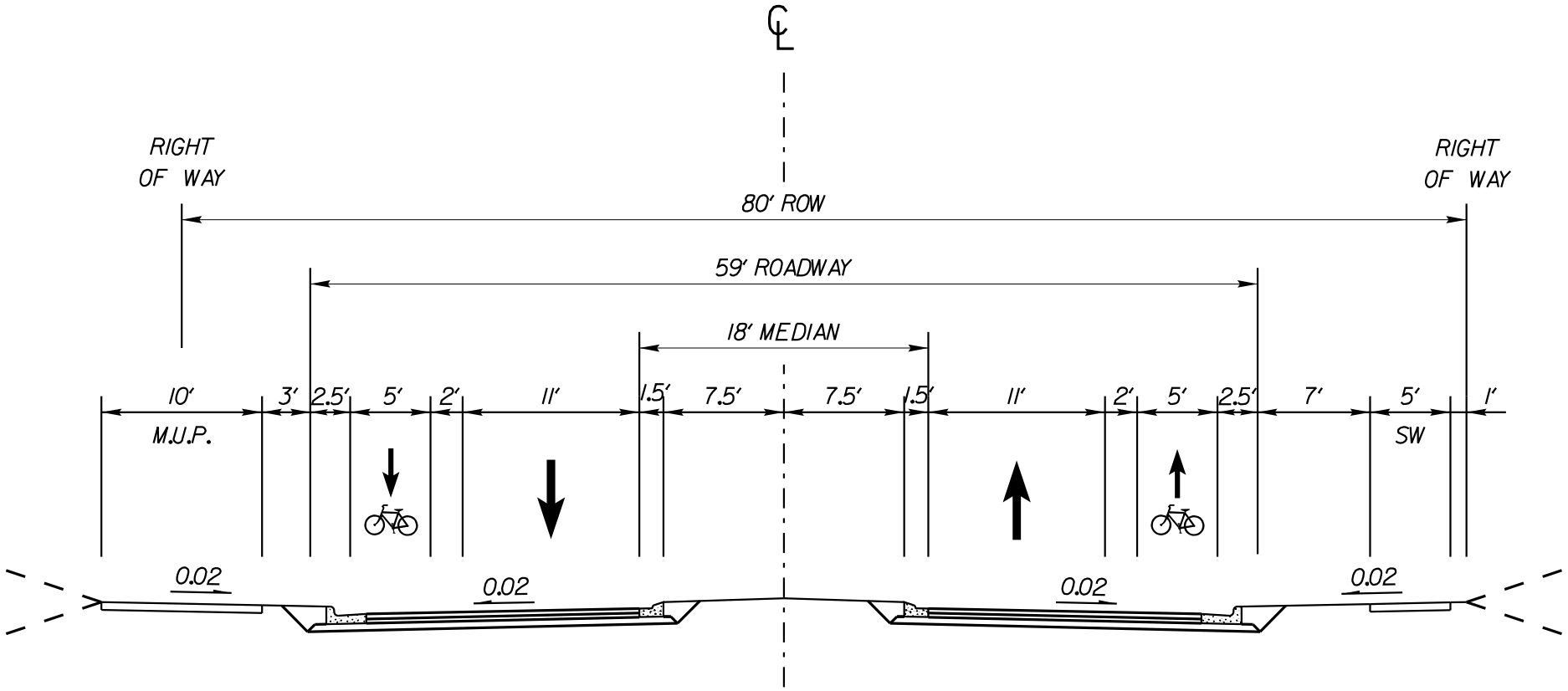

PAVEMENT DESIGN:

3" ASPHALT CONCRETE SURFACE COURSE
4" ASPHALT CONCRETE INTERMEDIATE COURSE
10" AGGREGATE BASE COURSE

Kimley»Horn
421 FAYETTEVILLE STREET
SUITE 600
RALEIGH, NC 27601
PHONE: (919) 677-2000
FAX: (919) 677-2050
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APEX SEYMOUR
OFFSITE IMPROVEMENTS
APEX PEAKWAY SECTION

CLIENT:
BARNETT PROPERTIES
Developers of Commercial Real Estate Since 1972

DATE: 12-14-2023

PROJECT #: 011483010

GRAPHIC SCALES
50 25 0 50 100


30' TYP A BUFFER
A.K. 2001, Pg. 2022
30' TYP B BUFFER
A.K. 2001, Pg. 2022
30' TYP B BUFFER
A.K. 2001, Pg. 2022
30' TYP B

Traffic Impact Analysis

Seymour PUD
Apex, NC

Prepared for:

Barnett Properties

Kimley»Horn

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Traffic Impact Analysis for

Seymour PUD

Apex, North Carolina

Prepared for:

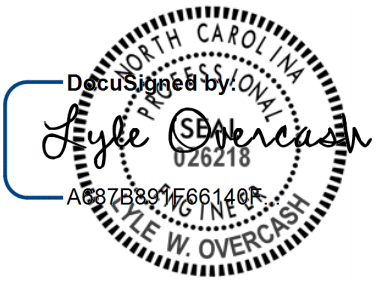
Barnett Properties
Raleigh, North Carolina

Prepared by:

Kimley-Horn and Associates, Inc.
NC License #F-0102
421 Fayetteville Street, Suite 600
Raleigh, NC 27601
(919) 677-2000

June 2023

011483010



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Executive Summary

Kimley-Horn and Associates, Inc. has performed a Traffic Impact Analysis for the Seymour PUD (Planned Unit Development), which is proposed to be located along Tingen Road and Apex Peakway in Wake County, NC. The property is currently vacant and as currently envisioned, will include approximately 100 single-family detached homes, 300 townhomes, and 400 multifamily (mid-rise) apartments. The commercial portion of the Seymour PUD development has not yet been determined. To provide a conservative analysis, a 15,000 square foot (sf) day care center will be analyzed as part of this study. The site is proposed to be accessed via two (2) right-in/right-out driveways along Tingen Road, one full movement driveway along Tingen Road, and via a future collector road along Tingen Road. Additionally, site access is also proposed via a connection to the intersection of Apex Peakway at Salem Village Drive. Build-out of the development is anticipated by 2027.

This report presents trip generation, distribution, traffic analyses, and recommendations for transportation improvements required to meet anticipated traffic demands in conjunction with the development. The traffic conditions studied include the existing (2023) traffic condition and the projected (2027) background and build-out traffic conditions. The improvements for build-out (2027) traffic conditions were also analyzed under future (2050) traffic conditions as the improvements consist of potential Apex Comprehensive Transportation Plan amendments. The weekday AM and PM peak hours were studied.

Trip Generation

The traffic generation potential of the proposed development was determined using the traffic generation rates published in *Trip Generation* (Institute of Transportation Engineers, Eleventh Edition, 2021). As shown in Table ES-1, the site is projected to generate approximately 5,822 net new daily trips, 553 net new AM peak hour trips, and 598 net new PM peak hour trips. No internal capture between the residential and commercial uses were assumed to be conservative.

Table ES-1
ITE Traffic Generation (Vehicles)

Land Use Code	Land Use	Intensity		Daily			AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total	In	Out	Total
210	Single-Family Detached Housing	100	units	505	505	1,010	19	55	74	62	37	99
215	Single-Family Attached Housing	300	units	1,118	1,118	2,236	46	103	150	100	76	176
220	Multifamily Housing (Mid-Rise)	400	units	931	931	1,862	38	126	164	95	61	156
565	Day Care Center	15,000	sf	357	357	714	87	78	165	78	89	167
Total Net New Trips				**2,911**	**2,911**	**5,822**	**191**	**362**	**553**	**335**	**263**	**598**

Capacity Analysis

Capacity analyses were performed using Synchro Version 11 software. Table ES-2 summarizes the operation of the study intersections for the AM and PM peak hour traffic conditions.

Table ES-2 - Level of Service Summary

Intersection and Approach/Movement	Traffic Control	Existing (2023) Traffic		Background (2027) Traffic		Build-out (2027) Traffic		Build-out (2027) Traffic - with Improvements	
		AM	PM	AM	PM	AM	PM	AM	PM
NC 55 at Apex Peakway	Signalized	B (12.6)	C (20.6)	D (35.6)	C (31.4)	D (45.5)	D (45.8)	N/A	
Eastbound		C (30.6)	E (61.5)	C (32.7)	D (36.5)	C (35.0)	D (39.1)		
Northbound		B (13.7)	C (22.8)	D (49.0)	D (41.7)	E (66.7)	E (70.4)		
Southbound		A (8.3)	B (10.9)	B (12.7)	B (14.1)	B (13.4)	B (14.8)		
Apex Peakway at S Hughes Street	Signalized	B (15.3)	A (9.4)	A (9.5)	B (12.8)	A (9.5)	B (13.0)	N/A	
Eastbound		D (47.5)	D (43.1)	D (42.2)	D (43.6)	D (42.2)	D (43.6)		
Westbound		D (40.2)	C (32.0)	D (38.6)	D (35.3)	D (38.6)	D (35.3)		
Northbound		A (4.2)	A (5.9)	A (7.0)	A (9.7)	A (7.5)	B (10.2)		
Southbound		B (16.6)	A (1.3)	A (6.5)	A (9.4)	A (6.7)	B (10.0)		
Apex Peakway at Perry Road	Unsignalized	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)	N/A	
Northbound		B (11.3)	B (10.5)	C (24.5)	C (21.8)	E (41.4)	D (34.8)		
Southbound		B (10.5)	B (10.7)	C (20.5)	D (25.1)	D (25.7)	E (42.3)		
Eastbound Left		A (7.5)	A (7.6)	A (8.8)	A (8.6)	A (9.2)	A (9.2)		
Westbound Left		A (7.7)	A (7.6)	A (8.7)	A (8.9)	A (9.2)	A (9.2)		
Apex Peakway at Tingen Road	Unsignalized/ Signalized (with Improvements)	- (-)	- (-)	F (59.1)	F (57.8)	F (179.0)	F (186.7)	C (27.3)	C (28.6)
Eastbound		B (13.4)	B (12.8)	C (21.7)	F (50.2)	F (59.4)	F (150.3)	C (27.8)	C (33.7)
Westbound		B (12.6)	B (12.6)	F (109.0)	F (93.6)	F (365.9)	F (340.6)	C (27.9)	C (24.8)
Northbound*		A (7.4)	A (7.5)	C (15.5)	C (15.7)	F (64.3)	E (38.8)	C (22.3)	B (17.9)
Southbound*		A (7.7)	A (7.5)	B (14.6)	C (17.4)	C (21.2)	D (25.1)	C (34.9)	D (38.7)
Apex Peakway at Salem Village Drive/Site Driveway 1	Unsignalized	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)
Northbound		A (9.0)	A (9.0)	C (18.2)	C (19.9)	D (29.4)	D (35.0)	D (29.4)	D (34.3)
Southbound		N/A	N/A	N/A	N/A	C (18.3)	C (19.5)	C (18.2)	C (19.2)
Eastbound Left						A (8.9)	A (8.4)	A (8.9)	A (8.4)
Westbound Left		A (7.4)	A (7.5)	A (8.3)	A (8.7)	A (8.4)	A (9.0)	A (8.4)	A (9.0)
Tingen Road at Widger Lane	Unsignalized	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)	N/A	
Eastbound		A (9.7)	A (9.8)	A (9.6)	A (9.8)	B (10.6)	B (10.7)		
Northbound Left		A (7.5)	A (7.6)	A (7.5)	A (7.6)	A (7.7)	A (7.7)		
Tingen Road at James Street	Unsignalized	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)	N/A	
Eastbound		D (29.5)	C (23.0)	B (10.8)	B (10.0)	B (10.9)	B (10.1)		
Westbound		D (26.1)	C (21.0)	B (11.4)	B (11.4)	B (11.7)	B (11.7)		
Northbound Left		A (7.7)	A (7.8)	A (7.3)	A (7.3)	A (7.3)	A (7.3)		
Southbound Left		A (8.1)	A (7.9)	A (7.5)	A (7.4)	A (7.5)	A (7.4)		
James Street at Minley Way	Roundabout	A (3.2) V/C - 0.061	A (3.2) V/C - 0.070	A (3.1) V/C - 0.057	A (3.1) V/C - 0.066	A (3.1) V/C - 0.057	A (3.1) V/C - 0.066	N/A	
Eastbound		A (3.2)	A (3.1)	A (3.2)	A (3.0)	A (3.2)	A (3.0)		
Westbound		A (3.2)	A (3.2)	A (3.1)	A (3.2)	A (3.1)	A (3.2)		
Northbound		A (3.2)	A (3.1)	A (3.2)	A (3.1)	A (3.2)	A (3.1)		
Apex Peakway at S Salem Street	Unsignalized	- (-)	- (-)	N/A					
Southbound		C (19.6)	D (28.4)						
Eastbound Left		A (8.8)	A (9.1)						
Apex Peakway at Apex Peakway Connector	Signalized	N/A		B (11.8)	A (9.9)	B (12.9)	B (11.3)	N/A	
Westbound				B (19.7)	B (17.0)	C (20.3)	B (18.2)		
Northbound				A (9.4)	A (9.1)	A (9.7)	B (11.7)		
Southbound				A (9.2)	A (7.3)	B (12.0)	A (7.7)		
S Salem Street at Apex Peakway Connector	Signalized	N/A		B (15.5)	B (14.6)	B (16.1)	B (15.6)	N/A	
Eastbound				B (17.4)	B (14.4)	B (18.6)	B (16.7)		
Westbound				B (10.6)	B (12.4)	B (11.3)	B (13.1)		
Southbound				B (19.5)	B (18.4)	B (18.5)	B (18.4)		
James Street at Apex Peakway Connector	Signalized	N/A		A (7.7)	A (5.8)	A (8.6)	A (5.9)	N/A	
Westbound				B (15.8)	B (16.3)	B (15.8)	B (16.3)		
Northbound				B (11.1)	A (8.8)	B (12.9)	A (9.6)		
Southbound				A (2.0)	A (2.0)	A (2.1)	A (1.9)		
Tingen Road at Site Driveway 2	Unsignalized	N/A				- (-)	- (-)	N/A	
Eastbound						B (10.2)	B (10.6)		
Northbound Left						A (7.6)	A (7.8)		
Tingen Road at Site Driveway 3	Unsignalized	N/A				- (-)	- (-)	N/A	
Eastbound						A (9.5)	B (10.4)		
Westbound						B (10.7)	B (10.0)		
Tingen Road at Site Driveway 4	Unsignalized/ Roundabout (with Improvements)	N/A				- (-)	- (-)	A (4.7) V/C - 0.194	A (5.1) V/C - 0.298
Eastbound						C (15.3)	C (18.3)	A (4.1)	A (4.5)
Westbound						B (13.4)	B (14.4)	A (5.2)	A (4.5)
Northbound Left**						A (7.5)	A (7.7)	A (4.7)	A (5.0)
Southbound Left**						A (7.8)	A (8.0)	A (4.4)	A (5.5)
Tingen Road at Site Driveway 5	Unsignalized	N/A				- (-)	- (-)	N/A	
Eastbound						A (9.3)	A (9.5)		
Westbound						A (9.4)	A (9.4)		

* In existing (2023) traffic conditions, the major street left-turn movements are reporte[illegible]s as this intersection is currently a Two-Way Stop-Controlled intersection.
**In build-out (2027) traffic conditions with improvements, each approach was analyze[illegible] major-street left-turn movements.

Proposed Improvements

The following improvements are proposed to be performed in conjunction with the proposed development:

Apex Peakway at Tingen Road

- Install a traffic signal when warranted.
- Provide a westbound left-turn lane with approximately 150 feet of storage and appropriate deceleration.
- Provide a northbound left-turn lane with approximately 100 feet of storage and appropriate deceleration.
- Restripe the southbound approach to provide an exclusive left-turn lane and a shared through/right-turn lane.

Apex Peakway at Salem Village Drive/Site Driveway 1

- Construct a northern leg with stop control and one ingress lane and one egress lane.
- Provide an eastbound left-turn lane with approximately 50 feet of storage and appropriate deceleration.
- Provide a full-length westbound right-turn lane that extends to Tingen Road.

Tingen Road at Site Driveway 2

- Construct an eastern leg with stop control and one ingress lane and one egress lane.

Tingen Road at Site Driveway 3

- Construct an eastern leg with stop control and one ingress lane and one egress lane.
- Construct a western leg with stop control and one ingress lane and one egress lane.

Tingen Road at Site Driveway 4:

- Construct a roundabout.
- Construct an eastern leg with yield control and one ingress lane and one egress lane.
- Construct a western leg with yield control and one ingress lane and one egress lane.

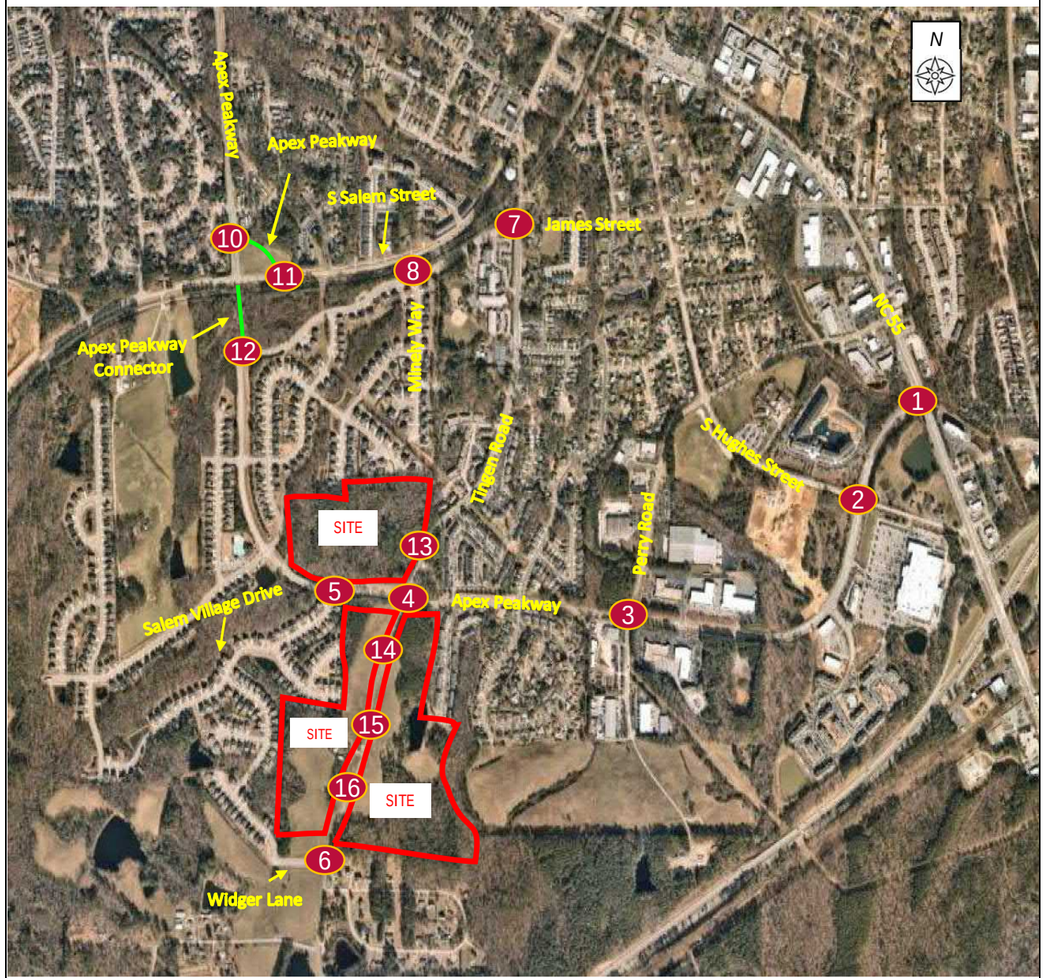
Tingen Road at Site Driveway 5

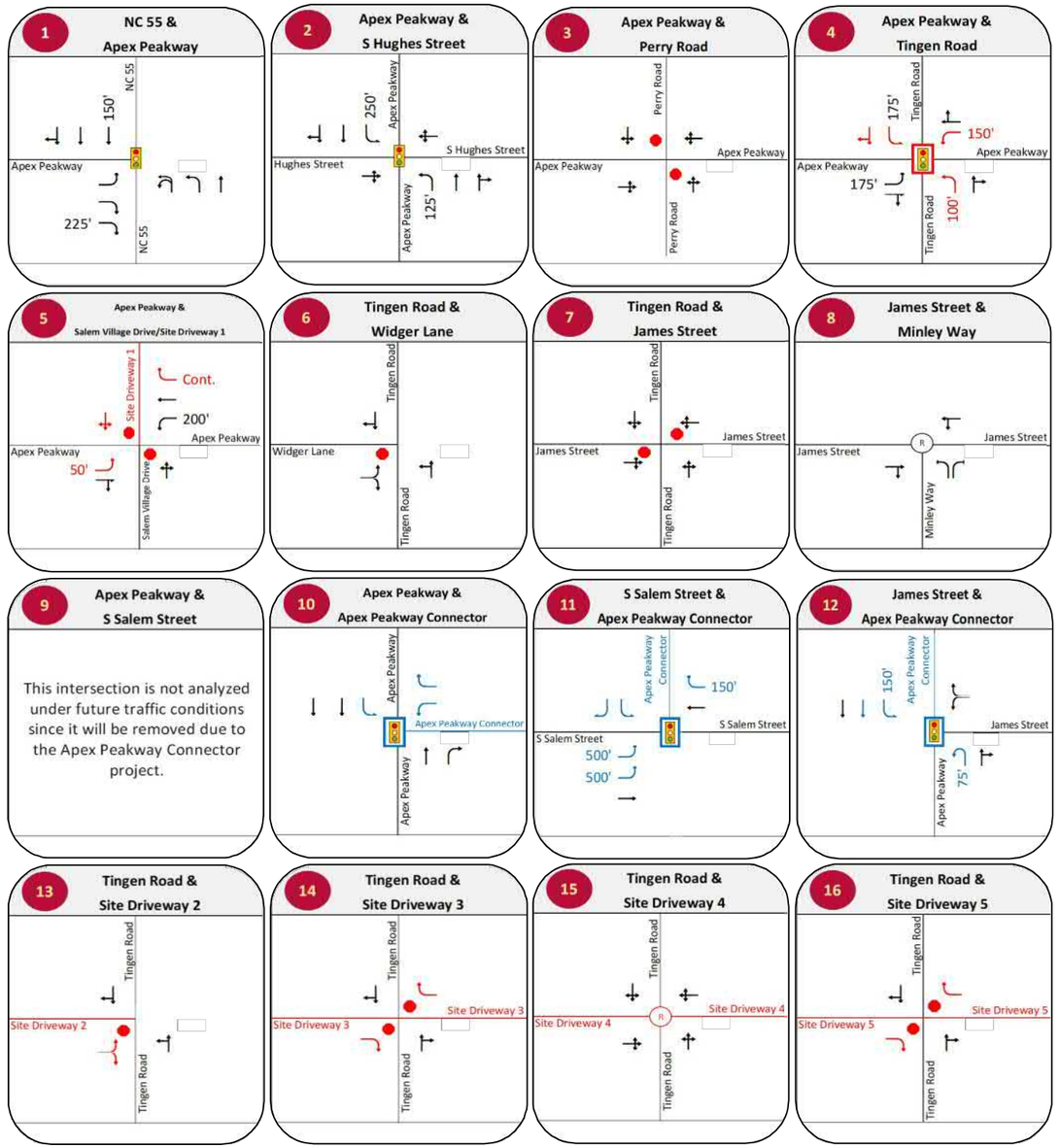
- Construct an eastern leg with stop control and one ingress lane and one egress lane.
- Construct a western leg with stop control and one ingress lane and one egress lane.

Conclusions

The study intersection of Apex Peakway at Tingen Road is projected to worsen in the future with increased delays and queuing, primarily due to the extension of Apex Peakway over to S Salem Street. However, with the installation of a traffic signal, addition of turn lanes, and restriping, this intersection is expected to operate with acceptable delays and queues. All other study intersections are expected to operate at an acceptable LOS in all traffic conditions analyzed with only minor increases in delays and queues due to site traffic. The recommended roadway laneage with the committed improvements is shown on **Figure ES-1**.

Figure ES-1 - Recommended Roadway Laneage





LEGEND

- # *Intersection ID*
- *Existing Laneage*
- XX' *Storage Length*
- *Existing Stop Control*
- *Existing Traffic Signal*
- R *Existing Roundabout*
- *Apex Peakway Connector Laneage*
- *Recommended Laneage*
- *Apex Peakway Connector Traffic Signal*
- *Recommended Traffic Signal*
- R *Recommended Roundabout*

TABLE OF CONTENTS

Page No.

1.0 INTRODUCTION 1

2.0 INVENTORY 2

2.1 STUDY AREA 2
2.2 EXISTING CONDITIONS 2
2.3 FUTURE ROADWAY IMPROVEMENTS 3

3.0 TRAFFIC GENERATION 7

4.0 SITE TRAFFIC DISTRIBUTION 8

5.0 PROJECTED TRAFFIC VOLUMES 10

5.1 EXISTING TRAFFIC 10
5.2 APPROVED DEVELOPMENT TRAFFIC 10
5.3 DIVERTED APEX PEAKWAY CONNECTOR TRAFFIC 11
5.4 HISTORIC GROWTH TRAFFIC 11
5.4 SITE TRAFFIC 11
5.5 BUILD-OUT TRAFFIC 11

6.0 CAPACITY ANALYSIS 18

6.1 NC 55 AT APEX PEAKWAY 20
6.2 APEX PEAKWAY AT S HUGHES STREET 21
6.3 APEX PEAKWAY AT PERRY ROAD 22
6.4 APEX PEAKWAY AT TINGEN ROAD 23
6.5 APEX PEAKWAY AT SALEM VILLAGE DRIVE/SITE DRIVEWAY 1 25
6.6 TINGEN ROAD AT WIDGER LANE 27
6.7 TINGEN ROAD AT JAMES STREET 28
6.8 JAMES STREET AT MINLEY WAY 29
6.9 APEX PEAKWAY AT S SALEM STREET 30
6.10 APEX PEAKWAY AT APEX PEAKWAY CONNECTOR 31
6.11 S SALEM STREET AT APEX PEAKWAY CONNECTOR 32
6.12 JAMES STREET AT APEX PEAKWAY CONNECTOR 33
6.13 TINGEN ROAD AT SITE DRIVEWAY 2 34
6.14 TINGEN ROAD AT SITE DRIVEWAY 3 35
6.15 TINGEN ROAD AT SITE DRIVEWAY 4 36
6.16 TINGEN ROAD AT SITE DRIVEWAY 5 37

7.0 CRASH DATA ANALYSIS 38

8.0 APEX COMPREHENSIVE TRANSPORTATION PLAN AMENDMENTS 39

9.0 RECOMMENDATIONS 42

APPENDICES

A. *APPROVED ASSUMPTIONS MEMORANDUM*
B. *TRIP GENERATION*
C. *TRAFFIC COUNT DATA*
D. *APPROVED DEVELOPMENT INFORMATION*
E. *APEX PEAKWAY CONNECTOR TRAFFIC VOLUMES*
F. *INTERSECTION SPREADSHEETS*
G. *SYNCHRO OUTPUT: EXISTING (2023)*
H. *SYNCHRO OUTPUT: BACKGROUND (2027)*
I. *SYNCHRO OUTPUT: BUILD-OUT (2027)*
J. *SYNCHRO OUTPUT: BUILD-OUT (2027) – WITH IMPROVEMENTS*
K. *SIMTRAFFIC REPORTS*
L. *SIGNAL PLANS AND TIMINGS*
M. *CRASH DATA REPORTS*

LIST OF TABLES

Table No.	Title	Page No.
Table 3.0	ITE Traffic Generation (Vehicles)	7
Table 6.0	Level-of-Service Control Delay Thresholds	18
Table 6.1	Level-of-Service: NC 55 at Apex Peakway	20
Table 6.2	Level-of-Service: Apex Peakway at S Hughes Street	21
Table 6.3	Level-of-Service: Apex Peakway at Perry Road	22
Table 6.4	Level-of-Service: Apex Peakway at Tingen Road	24
Table 6.5	Level-of-Service: Apex Peakway at Salem Village Drive/Site Driveway 1	26
Table 6.6	Level-of-Service: Tingen Road at Widger Lane	27
Table 6.7	Level-of-Service: Tingen Road at James Street	28
Table 6.8	Level-of-Service: James Street at Minley Way	29
Table 6.9	Level-of-Service: Apex Peakway at S Salem Street	30
Table 6.10	Level-of-Service: Apex Peakway at Apex Peakway Connector	31
Table 6.11	Level-of-Service: S Salem Street at Apex Peakway Connector	32
Table 6.12	Level-of-Service: James Street at Apex Peakway Connector	33
Table 6.13	Level-of-Service: Tingen Road at Site Driveway 2	34
Table 6.14	Level-of-Service: Tingen Road at Site Driveway 3	35
Table 6.15	Level-of-Service: Tingen Road at Site Driveway 4	36
Table 6.16	Level-of-Service: Tingen Road at Site Driveway 5	37

LIST OF FIGURES

Figure No. **Title** **Page No.**

Figure 2.1 – Site Location....4
Figure 2.2 – Conceptual Site Plan....5
Figure 2.3 – Existing Roadway Laneage....6
Figure 4.1 – Site Traffic Distribution and Percent Assignment....9
Figure 5.1 – Existing (2023) Peak Hour Traffic Volumes....12
Figure 5.2 – Approved Development Peak Hour Traffic Volumes....13
Figure 5.3 – Diverted Apex Peakway Connector Traffic....14
Figure 5.4 – Projected (2027) Background Peak Hour Traffic Volumes....15
Figure 5.5 – Projected AM & PM Peak Hour Site Traffic Volumes....16
Figure 5.6 – Projected (2027) Build-out Peak Hour Traffic Volumes....17
Figure 9.1 – Recommended Roadway Laneage....43

1.0 Introduction

Kimley-Horn and Associates, Inc. has performed a Traffic Impact Analysis for the Seymour PUD, which is proposed to be located along Tingen Road and Apex Peakway in Wake County, NC. The property is currently vacant and as currently envisioned, will include approximately 100 single-family detached homes, 300 townhomes, and 400 multifamily (mid-rise) apartments. The commercial portion of the Seymour PUD development has not yet been determined. To provide a conservative analysis, a 15,000 square foot (sf) day care center will be analyzed as part of this study. The site is proposed to be accessed via two (2) right-in/right-out driveways along Tingen Road, one full movement driveway along Tingen Road, and via a future connector road along Tingen Road. Additionally, site access is also proposed via a connection to the intersection of Apex Peakway at Salem Village Drive. Build-out of the development is anticipated by 2027.

This report presents trip generation, distribution, traffic analyses, and recommendations for transportation improvements required to meet anticipated traffic demands in conjunction with the development. The traffic conditions studied include the existing (2023) traffic condition and the projected (2027) background and build-out traffic conditions. The improvements for build-out (2027) traffic conditions were also analyzed under future (2050) traffic conditions as the improvements consist of potential Apex Comprehensive Transportation Plan amendments. The weekday AM and PM peak hours were studied.

North Carolina Department of Transportation (NCDOT) and Town of Apex (Town) transportation staff provided background data and were consulted regarding the elements to be covered in this analysis. The approved assumptions memorandum is included in the Appendix of this report.

2.0 Inventory

2.1 Study Area

The study area for this development in includes the following intersections:

- NC 55 at Apex Peakway
- Apex Peakway at S Hughes Street
- Apex Peakway at Perry Road
- Apex Peakway at Tingen Road
- Apex Peakway at Salem Village Drive/Site Driveway 1
- Tingen Road at Widger Lane
- Tingen Road at James Street
- James Street at Minley Way
- Apex Peakway at S Salem Street
- Apex Peakway at Apex Peakway Connector
- S Salem Street at Apex Peakway Connector
- James Street at Apex Peakway Connector
- Tingen Road at Site Driveway 2
- Tingen Road at Site Driveway 3
- Tingen Road at Site Driveway 4
- Tingen Road at Site Driveway 5

Figure 2.1 shows the site location. The preliminary site plan is shown on **Figure 2.2**.

2.2 Existing Conditions

The proposed Seymour PUD development is located along Tingen Road and Apex Peakway in Wake County, NC. Roadways in the study area NC 55, S Hughes Street, Perry Road, Tingen Road, Apex Peakway, James Street, and S Salem Street. The existing roadway laneage is shown in **Figure 2.3**.

NC 55 is a three-lane divided roadway with a posted speed limit of 35 miles per hour (mph) in the vicinity of the site. The reported 2021 Average Annual Daily Traffic (AADT) volume was 25,000 vehicles per day (vpd) north of Apex Peakway.

S Hughes Street is a two-lane undivided roadway with a posted speed limit of 35 mph in the vicinity of the site. The estimated 2023 AADT volume is approximately 2,300 vpd west of Apex Peakway.

Perry Road is a two-lane undivided roadway with a posted speed limit of 25 mph in the vicinity of the site. The reported 2015 AADT volume was approximately 1,400 vpd west of S Hughes Street.

Tingen Road is a two-lane undivided roadway with a posted speed limit of 35 mph, in the vicinity of the site. The estimated 2023 AADT volume is approximately 2,300 vpd south of Apex Peakway.

Apex Peakway is a two-way undivided roadway with an assumed unposed speed limit of 35 mph, in the vicinity of the site. The reported 2021 AADT volume was approximately 3,500 vpd east of Perry Road.

James Street is a two-way undivided roadway with an assumed unposted speed limit of 35 mph. The estimated 2023 AADT volume is approximately 4,400 vpd west of Tingen Road.

S Salem Street is a two-way undivided roadway with a posted speed limit of 45 mph, in the vicinity of the site. The reported AADT volume was approximately 11,500 vpd south of NC 55.

2.3 Future Roadway Improvements

State Transportation Improvement Program (TIP) project U-5928, also known as the Apex Peakway Southwest Connector, is proposing to construct a grade separated interchange for Apex Peakway at S Salem Street, as well as a railroad crossing. This project is expected to begin construction this year (2023) and is included and analyzed in this study as a future roadway improvement under all future (2027) traffic conditions. Refer to the Appendix for the signal plans for this TIP project used for the future analysis.

TIP project U-2901B is expected to widen NC 55 to a multi-lane facility. Right of way and construction of this TIP project is expected to occur after the build-out year for Seymour PUD; therefore, this future TIP project is not included in this study.

Figure 2.1 - Site Location

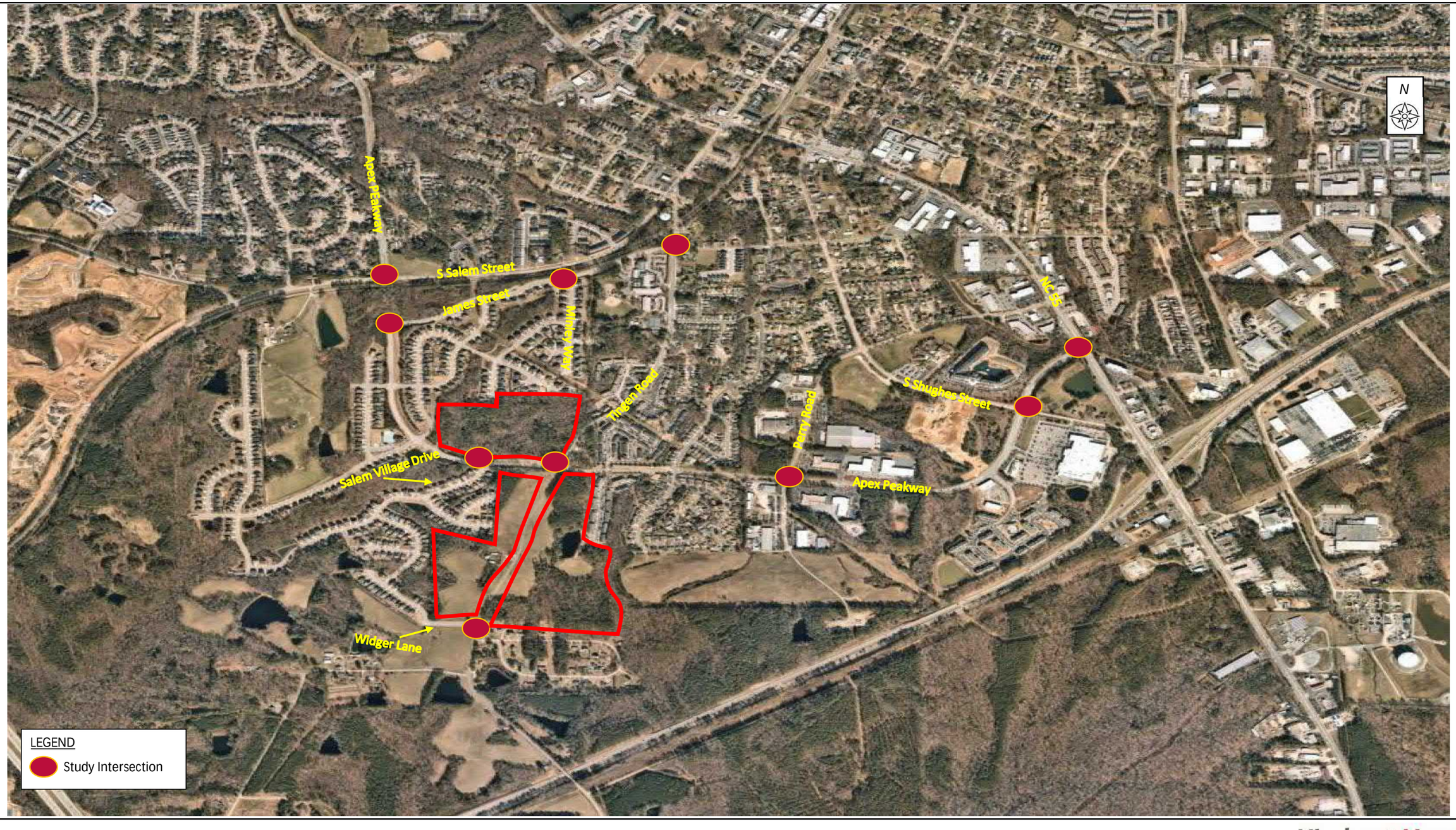


Figure 2.2 - Conceptual Site Plan

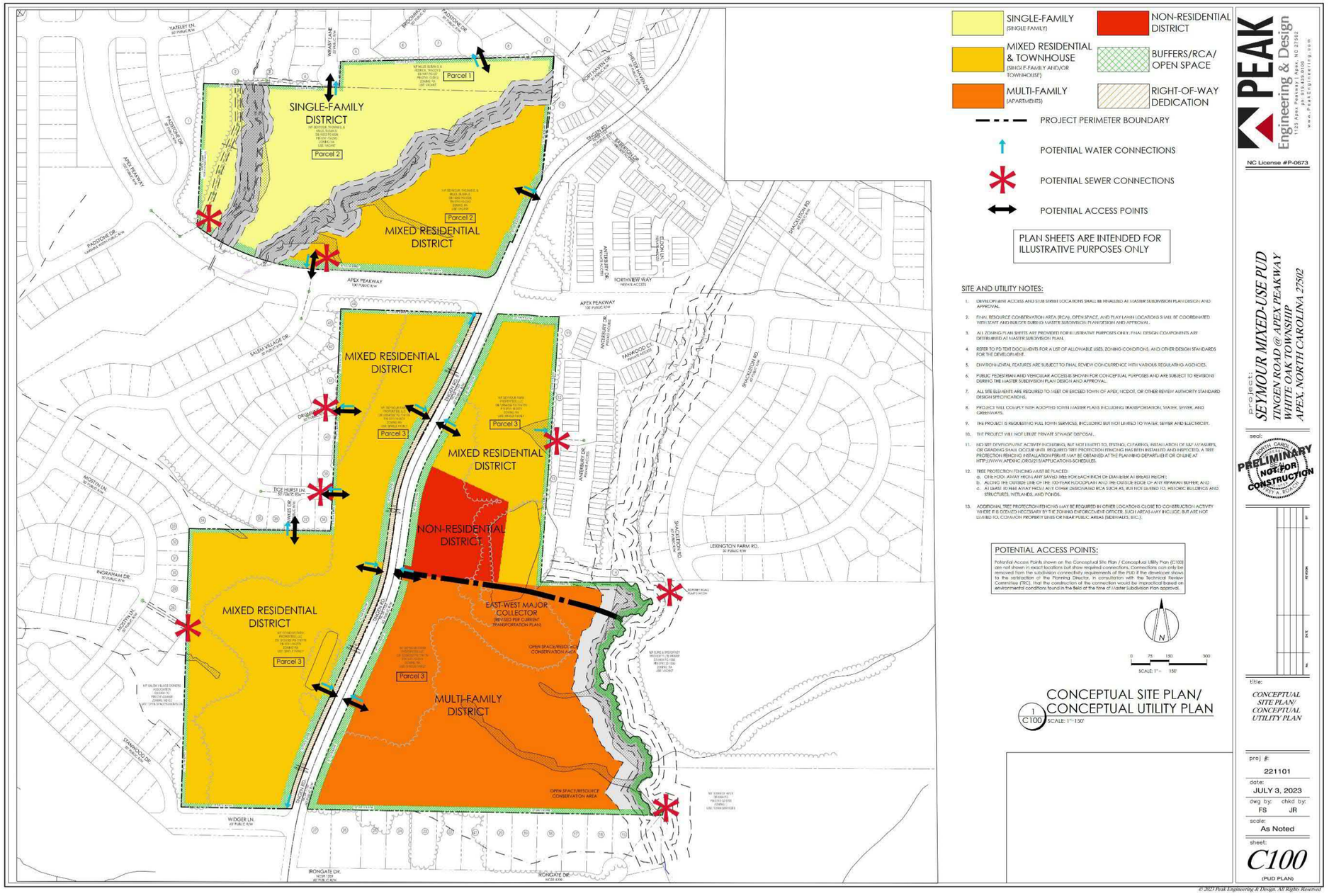


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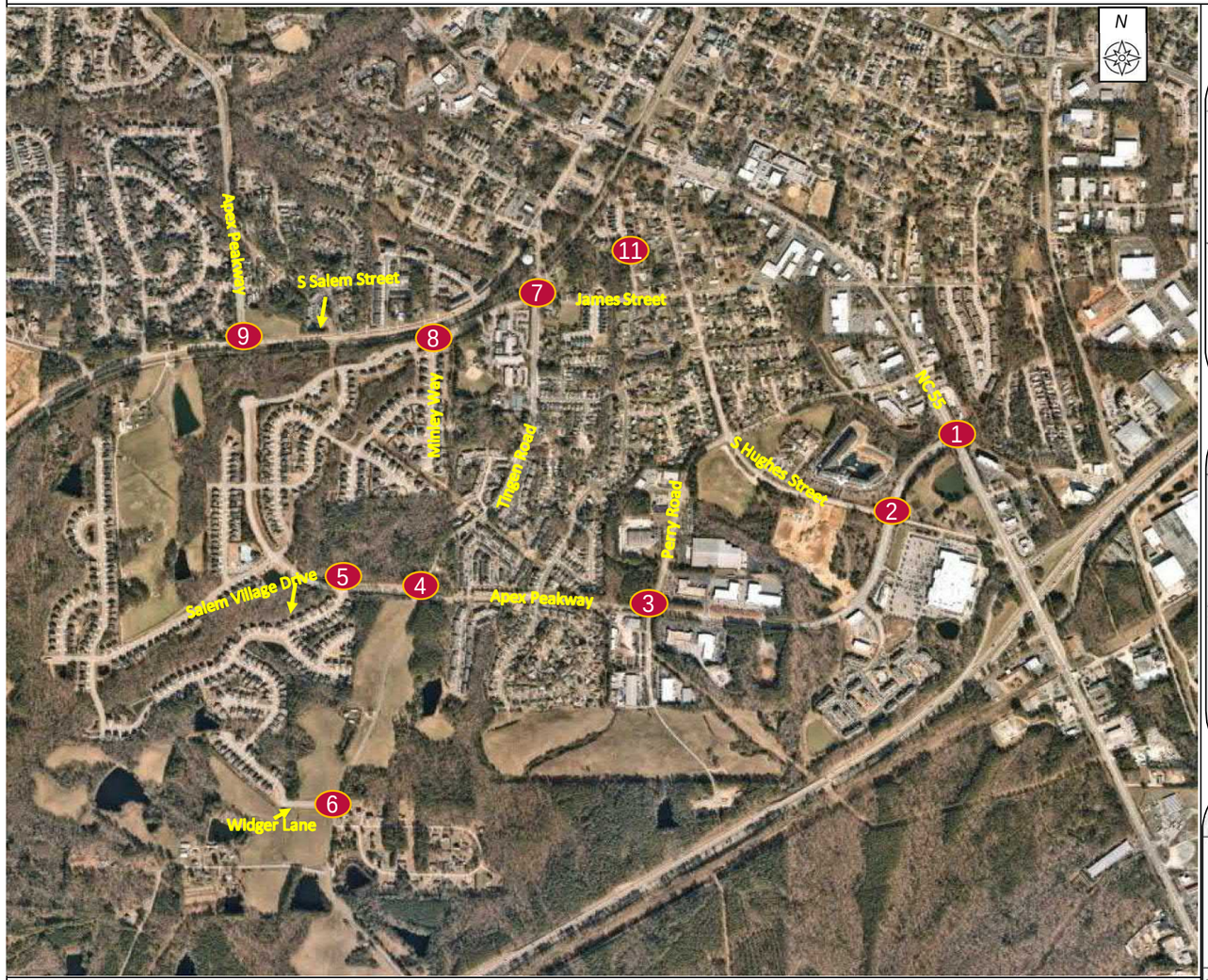
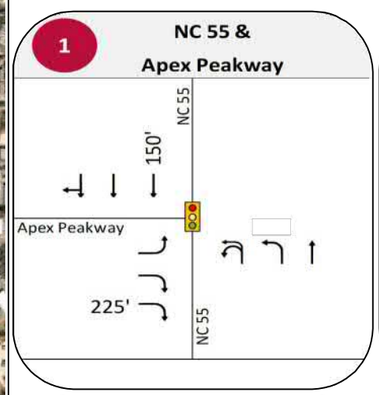
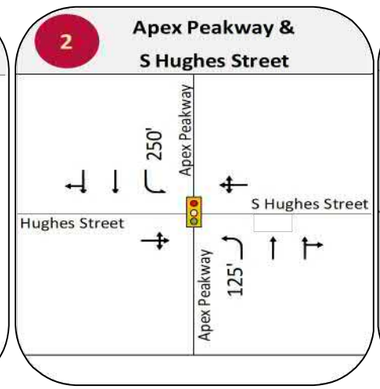
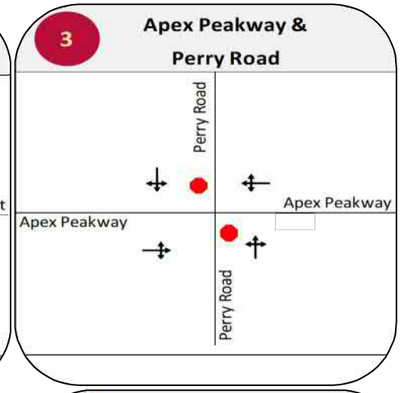
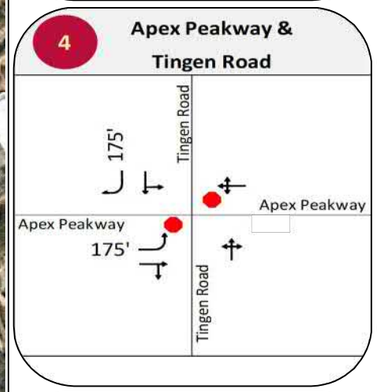
Figure 2.3 - Existing Roadway Laneage

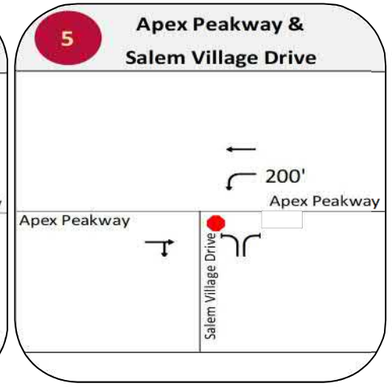


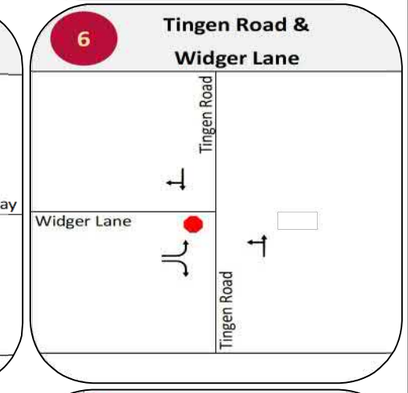


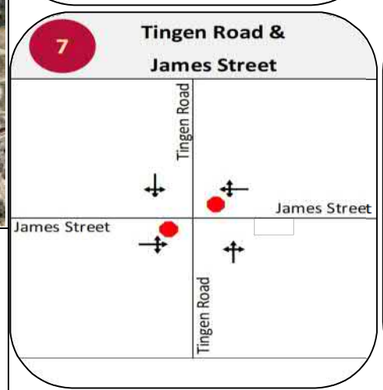


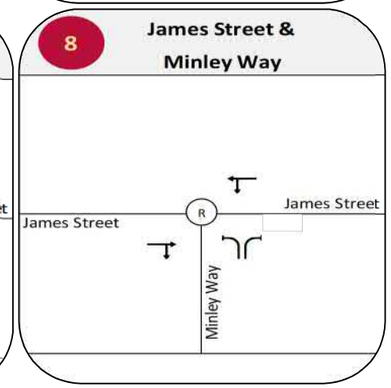


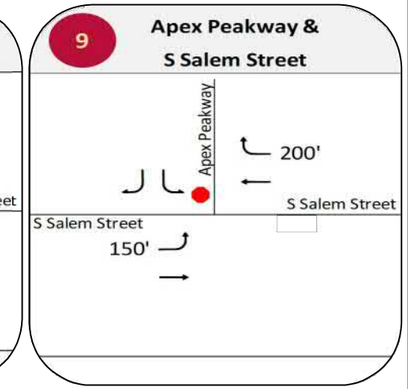












LEGEND

- # *Intersection ID*
- *Existing Laneage*
- XX' *Storage Length*
- *Existing Stop Control*
- *Existing Traffic Signal*
- R *Existing Roundabout*

3.0 Traffic Generation

The traffic generation potential of the proposed development was determined using the traffic generation rates published in *Trip Generation* (Institute of Transportation Engineers, Eleventh Edition, 2021). As currently envisioned, the proposed development is planned to consist of approximately 100 single-family detached homes, 300 townhomes, and 400 multifamily (mid-rise) apartments. The commercial portion of the Seymour PUD development has not yet been determined. To provide a conservative analysis, a 15,000 square foot (sf) day care center will be analyzed as part of this study. Table 3.0 summarizes the estimated traffic generation for the proposed development.

Table 3.0
ITE Traffic Generation (Vehicles)

Land Use Code	Land Use	Intensity		Daily			AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total	In	Out	Total
210	Single-Family Detached Housing	100	units	505	505	1,010	19	55	74	62	37	99
215	Single-Family Attached Housing	300	units	1,118	1,118	2,236	46	103	150	100	76	176
220	Multifamily Housing (Mid-Rise)	400	units	931	931	1,862	38	126	164	95	61	156
565	Day Care Center	15,000	sf	357	357	714	87	78	165	78	89	167
Total Net New Trips				**2,911**	**2,911**	**5,822**	**191**	**362**	**553**	**335**	**263**	**598**

Table 3.0 shows that the proposed development has the potential to generate 5,822 net new daily trips in a typical weekday with 553 net new trips during the AM peak hour and 598 net new trips during the PM peak hour.

No internal capture between the residential and commercial uses were assumed to be conservative. Detailed trip generation calculations are included in the Appendix of this report.

4.0 Site Traffic Distribution

The proposed site generated trips were assigned to the surrounding roadway network. The directional distribution and assignment are based on existing travel patterns.

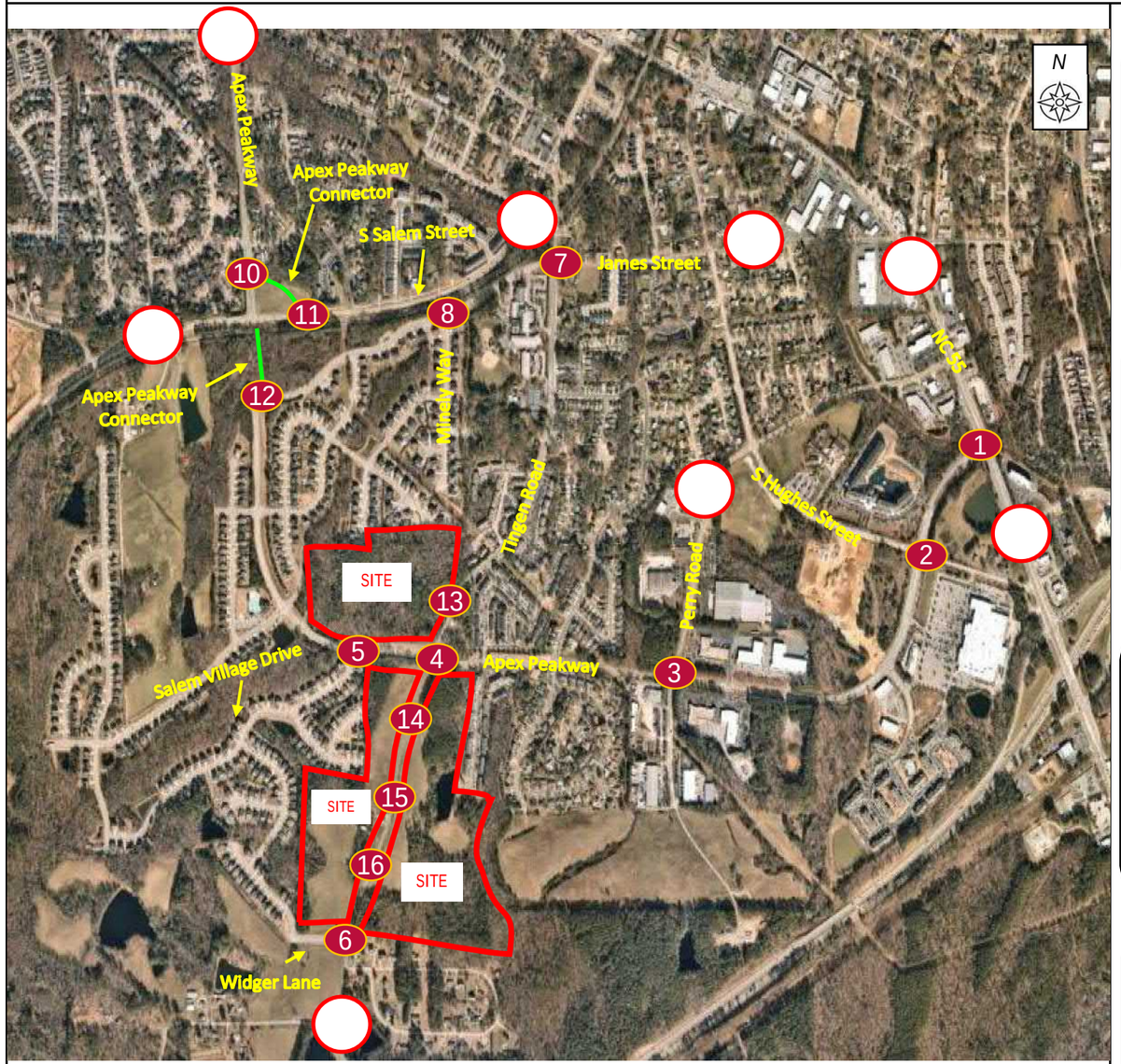
- 30% to/from the south on NC 55
- 25% to/from the south on Tingen Road
- 10% to/from the north on Apex Peakway Connector
- 10% to/from the north on Perry Road
- 10% to/from the west on S Salem Street
- 5% to/from the east on S Salem Street
- 5% to/from the east on James Street
- 5% to/from the north on NC 55

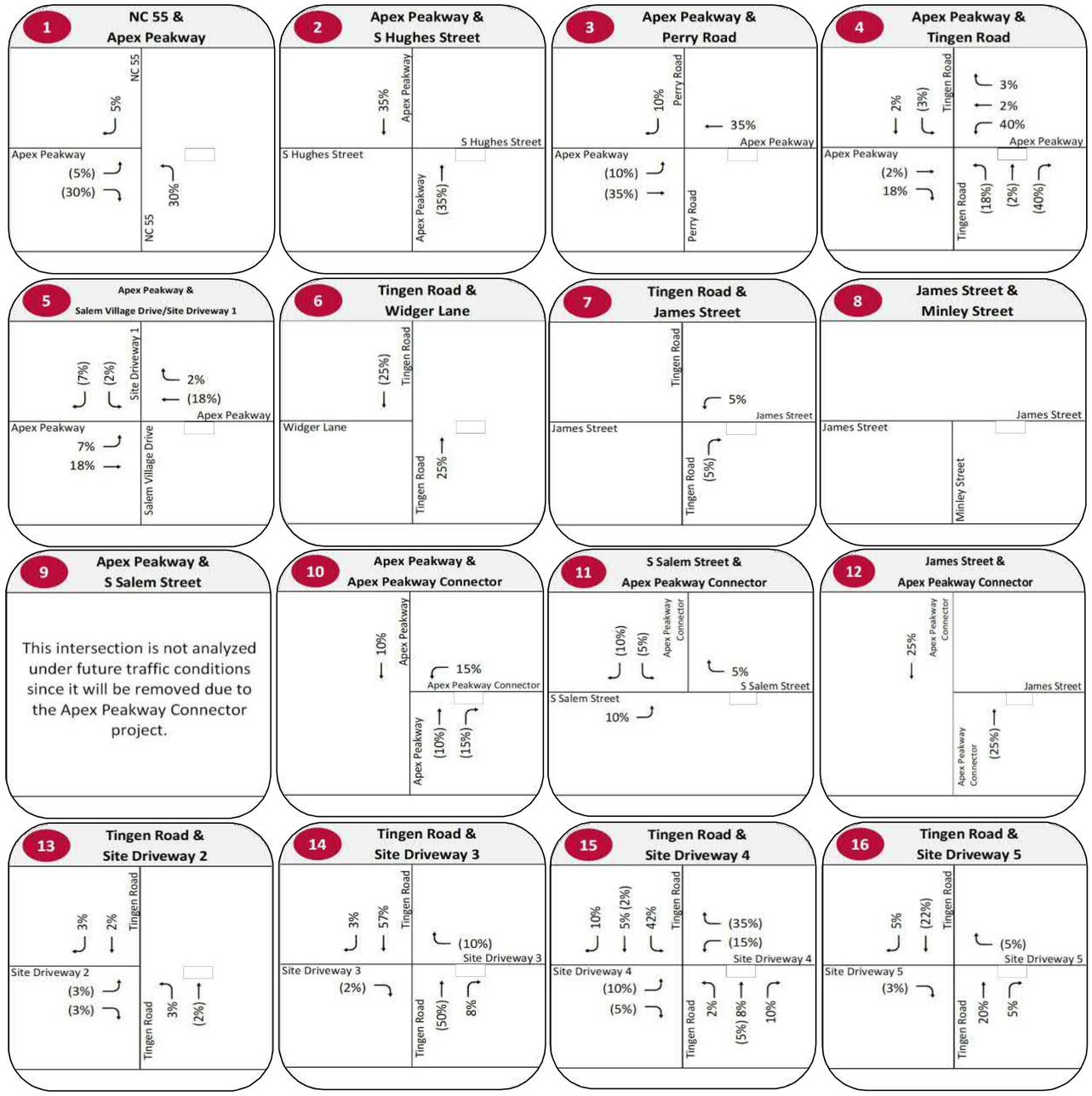
The proposed development is also expected to provide interconnections to the following adjacent streets:

- Hawkes Drive
- Tice Hurse Lane
- Drumlin Drive
- Wragby Lane
- Padstone Drive

Site traffic to these adjacent residential uses were assumed to be negligible; therefore, no site traffic was assigned to the interconnected streets. The site traffic distribution and assignment are shown in **Figure 4.1**.

Figure 4.1 - Site Traffic Distribution & Percent Assignment





LEGEND

#	*Intersection ID*	XX%	*Inbound Percent Assignment*
	Apex Peakway Connector	(XX%)	*Outbound Percent Assignment*

5.0 Projected Traffic Volumes

5.1 Existing Traffic

AM peak hour (7:00 to 9:00 AM) and PM peak hour (4:00 to 6:00 PM) turning movement counts were performed at the following existing intersections while area schools were in session:

- NC 55 at Apex Peakway May 10, 2023
- Apex Peakway at Perry Road May 10, 2023
- Apex Peakway at Salem Village Drive May 10, 2023
- Apex Peakway at Tingen Road May 10, 2023
- Tingen Road at Widger Lane May 10, 2023
- Tingen Road at James Street May 10, 2023
- James Street at Minley Way May 10, 2023
- Apex Peakway at S Salem Street May 10, 2023

It should be noted that traffic counts at the intersection of Apex Peakway at S Hughes Street were obtained from the *Fast-Food Restaurant TIA* (VHB, January 2023) and were grown to the existing year of 2023 using a 3% annual growth rate. The existing AM and PM peak hour traffic volumes are shown on **Figure 5.1**, and the traffic count data are included in the Appendix.

5.2 Approved Development Traffic

Approved development traffic is generated by approved but not yet constructed projects in the vicinity of the proposed project. Based on discussions with the Town and NCDOT, there were two approved developments in the study area that were identified for inclusion as background traffic. These approved developments include Fast-Food Restaurant (Chick-fil-a) and Veridea Phase 1.

Fast-Food Restaurant (Chick-fil-a)

- Location: Area generally northeast of the intersection of Apex Peakway at S Hughes Street
- Land Uses: 5,240 sf fast-food restaurant with a drive-through window
- Data Source: *Fast-Food Restaurant TIA* (VHB, January 2023)

Veridea Phase 1

- Location: Area generally west of NC 55 and along Williams Street
- Land Uses: 325 single-family homes, 800 townhomes, 1,500 apartment units, 1100,000 sf of retail space, and a 2,400-student community college
- Data Source: *Veridea Phase 1 – TIA Addendum* (Kimley-Horn & Associates, December 2022)

Approved development traffic volumes for the future year scenarios are shown on **Figure 5.2** for the AM and PM peak hours.

5.3 Diverted Apex Peakway Connector Traffic

To account for the future Apex Peakway Connector, the following adjustments were made at nearby study intersection:

- 50% of the northbound right-turn movement along Salem Village Drive (at Apex Peakway) will be moved to the northbound left-turn movement
- 25% of the northbound through movement along Tingen Road (at Apex Peakway) will be moved to the northbound left-turn movement
- 25% of the northbound through movement along Tingen Road (at Apex Peakway) will be moved to the northbound right-turn movement
- 25% of the westbound right-turn movement along Apex Peakway (at Tingen Road) will be moved to the westbound through movement.

Additionally, traffic volumes were balanced along Apex Peakway from the intersection of James Street at Apex Peakway Connector during the AM and PM peak hours to account for the traffic forecast volumes. These volumes assume traffic was diverted from NC 55. Diverted Apex Peakway Connector traffic volumes are shown on **Figure 5.3**.

5.4 Historic Growth Traffic

Historic growth traffic is the increase in traffic due to usage increases and non-specific growth throughout the area. In addition to the approved development traffic, an annual growth rate of 3% was applied to the existing volumes up to the studied horizon year of 2027.

Background (2027) traffic volumes for the intersections of Tingen Road at James Street, S Salem Street at Apex Peakway Connector, Apex Peakway at Apex Peakway Connector, and James Street at Apex Peakway Connector were determined by growing build (2016) AM and PM peak hour traffic volumes from the Apex Peakway SW Connector Traffic Capacity Analysis memorandum (October 2016, VHB) to the build-out year of 2027 using a 3% annual growth rate. The traffic volumes from the Apex Peakway Connector Memo are included in the Appendix.

Projected future year (2027) background AM and PM peak hour traffic volumes are shown on **Figure 5.4**. Background growth calculations are detailed on intersection spreadsheets in the Appendix of this report.

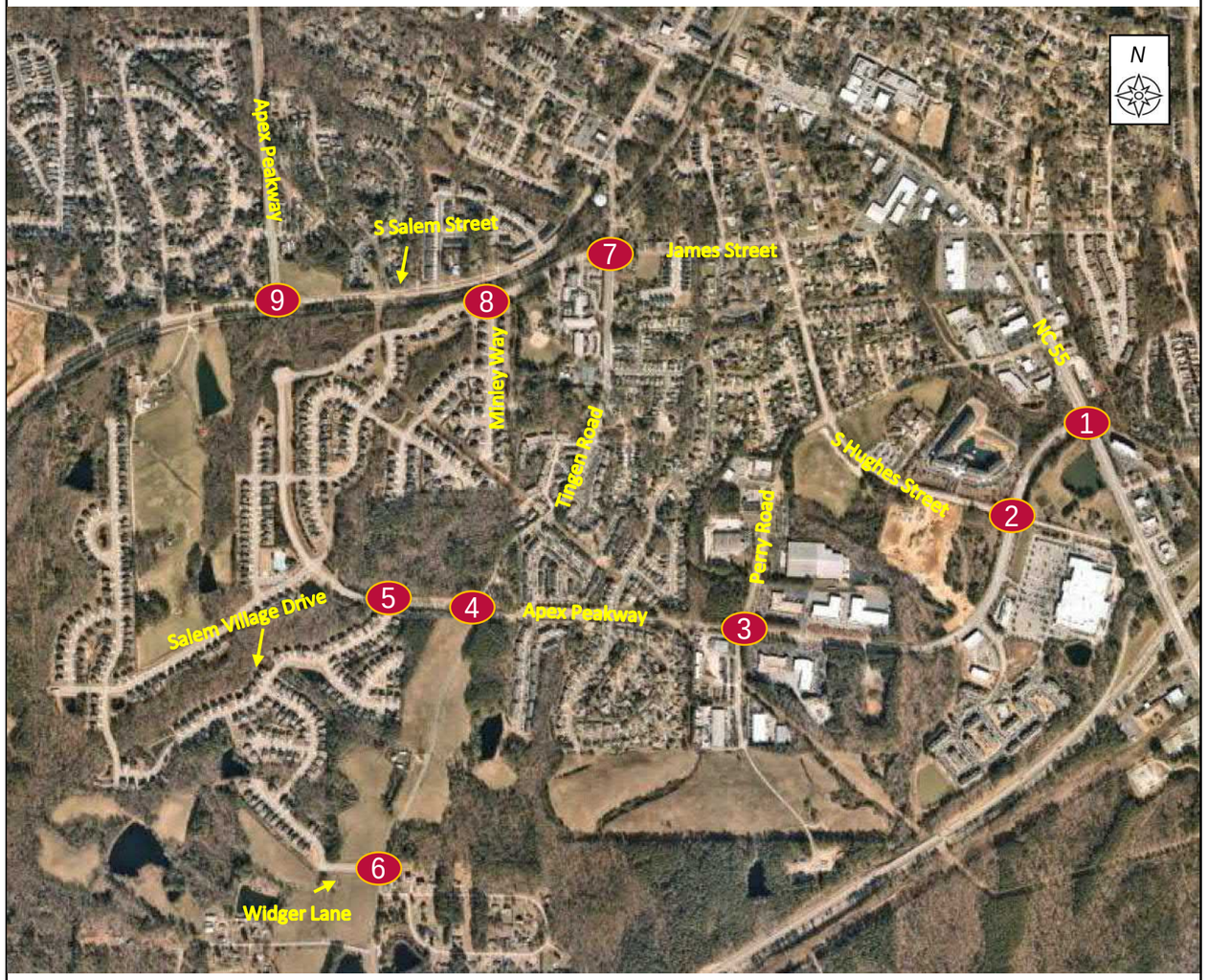
5.4 Site Traffic

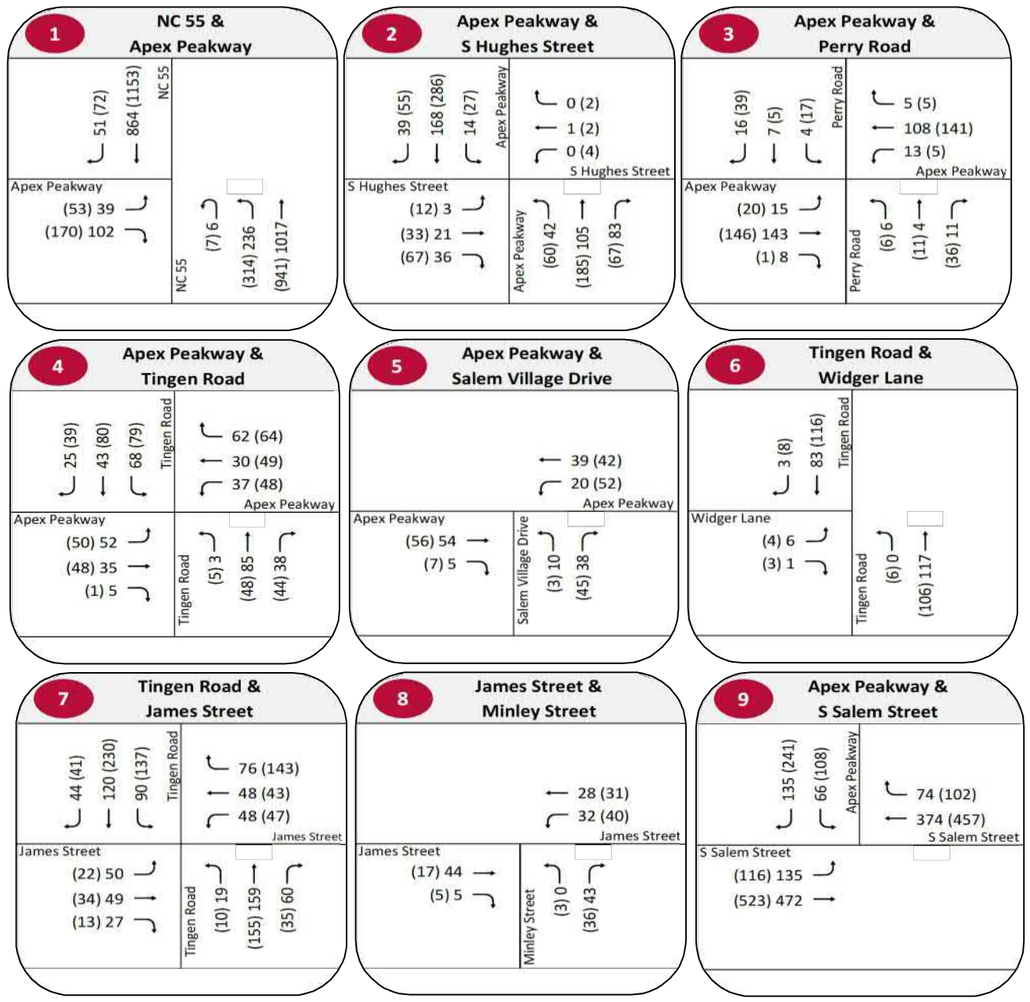
The proposed site traffic was generated and assigned to the adjacent roadway network according to the distributions discussed previously in Section 4.0. The projected AM and PM peak hour site traffic volumes are shown on **Figure 5.3** and **Figure 5.4,** respectively.

5.5 Build-Out Traffic

To obtain the projected (2027) build-out traffic volumes, the projected site traffic volumes were added to the projected (2027) background traffic. Traffic volume calculations are detailed in intersection spreadsheets in the Appendix of this report. **Figure 5.5** shows the projected (2027) AM and PM peak hour build-out traffic volumes.

Figure 5.1 - Existing (2023) Peak Hour Traffic Volumes



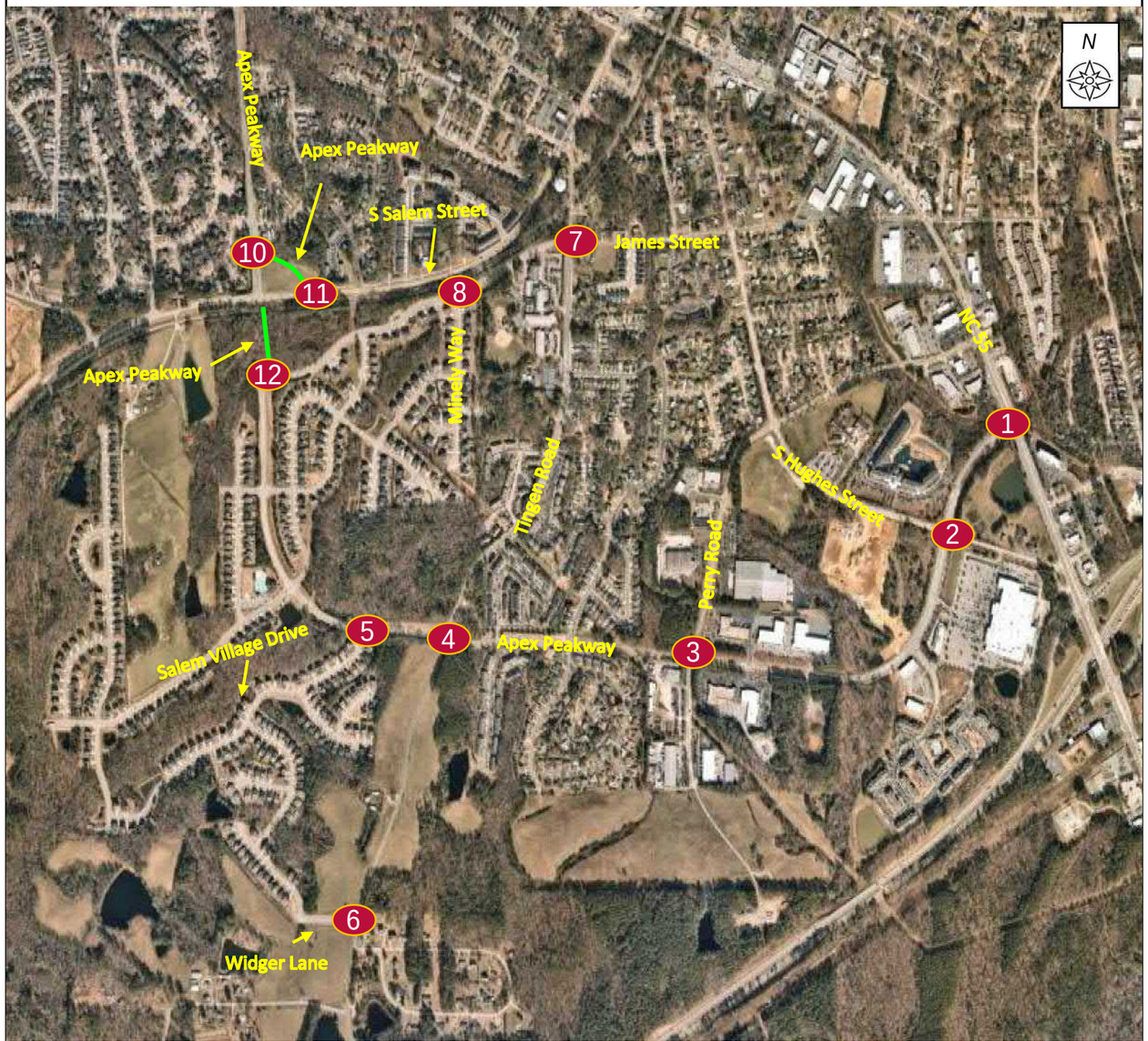


LEGEND

(#) *Intersection ID*

→ *AM (PM) Peak Hour Volumes*

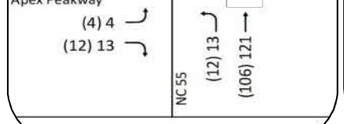
Figure 5.2 - Approved Development Traffic Volumes



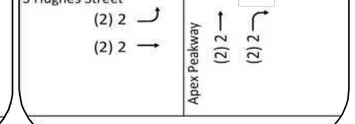
LEGEND

- # — *Intersection ID*
- → — *AM (PM) Peak Hour Volumes*
- — *Apex Peakway Connector*

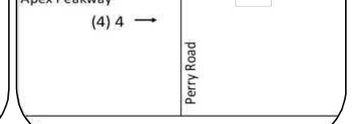
1 NC 55 & Apex Peakway



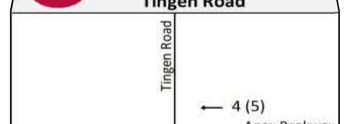
2 Apex Peakway & S Hughes Street



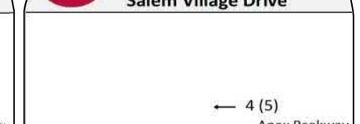
3 Apex Peakway & Perry Road



4 Apex Peakway & Tingen Road



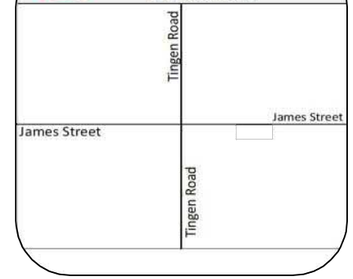
5 Apex Peakway & Salem Village Drive



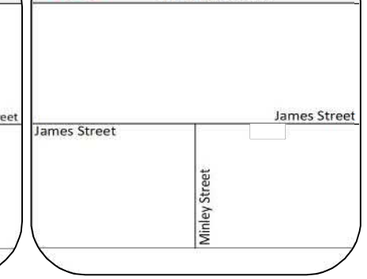
6 Tingen Road & Widger Lane



7 Tingen Road & James Street



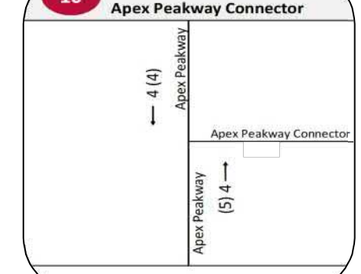
8 James Street & Minley Street



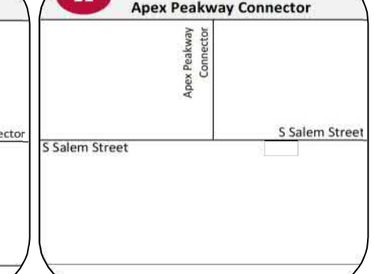
9 Apex Peakway & S Salem Street

This intersection is not analyzed under future traffic conditions since it will be removed due to the Apex Peakway Connector project.

10 Apex Peakway & Apex Peakway Connector



11 S Salem Street & Apex Peakway Connector



12 James Street & Apex Peakway Connector

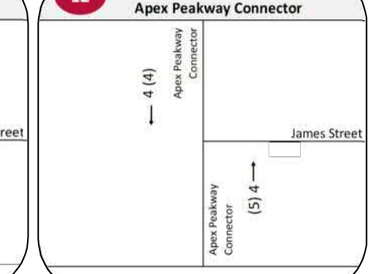
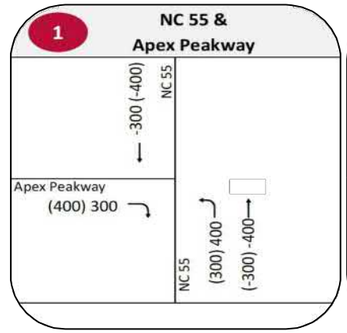


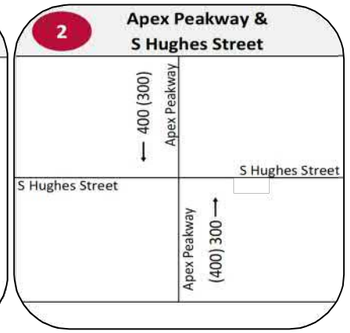
Figure 5.3 - Diverted Apex Peakway Connector Traffic

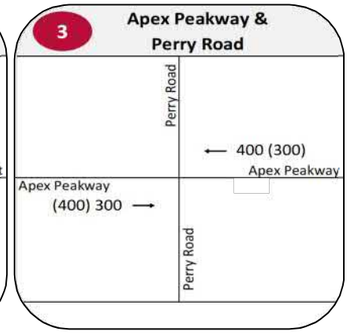


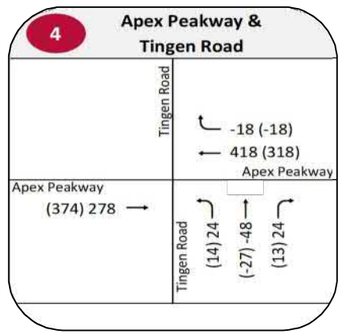
LEGEND

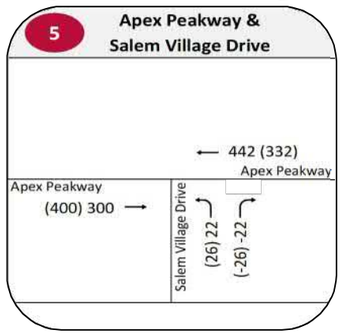
- # — *Intersection ID*
- → — *AM (PM) Peak Hour Volumes*
- — *Apex Peakway Connector*



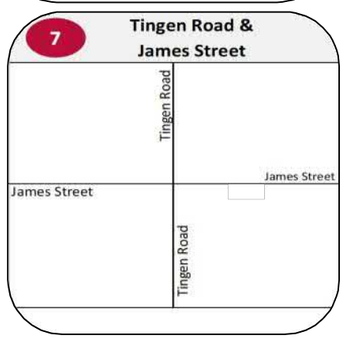


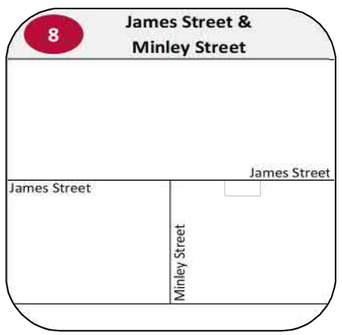


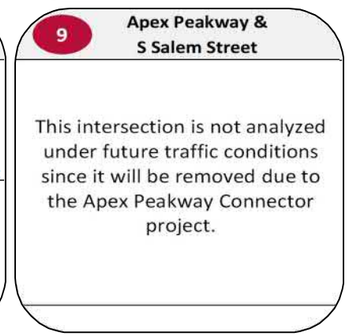


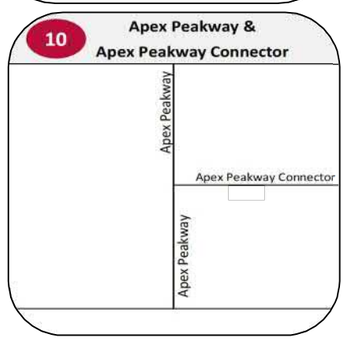














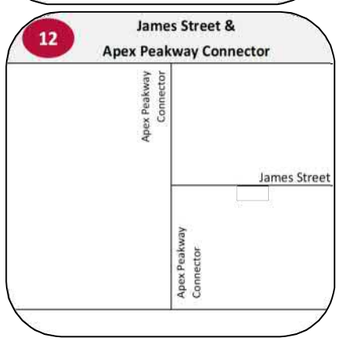
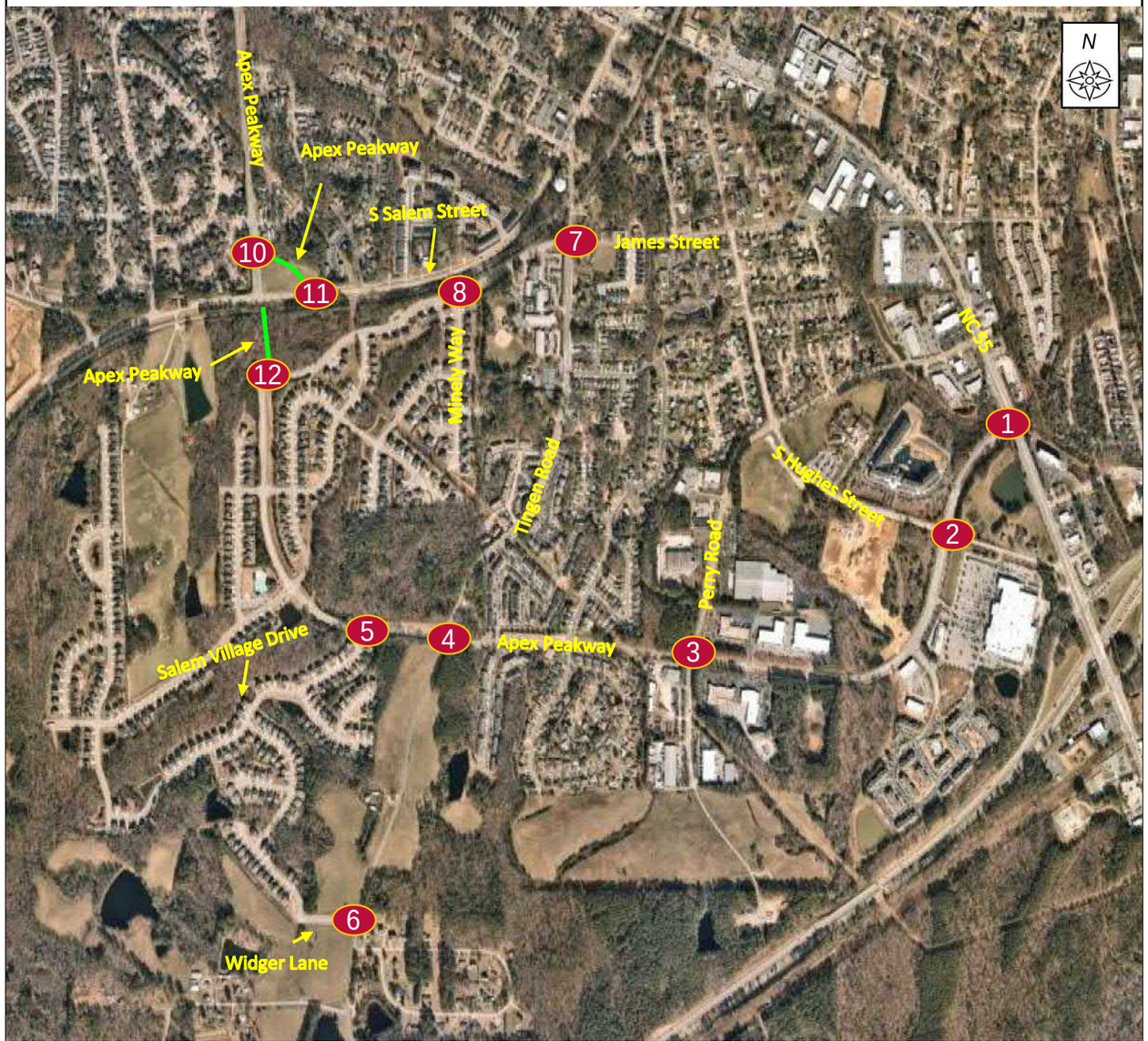
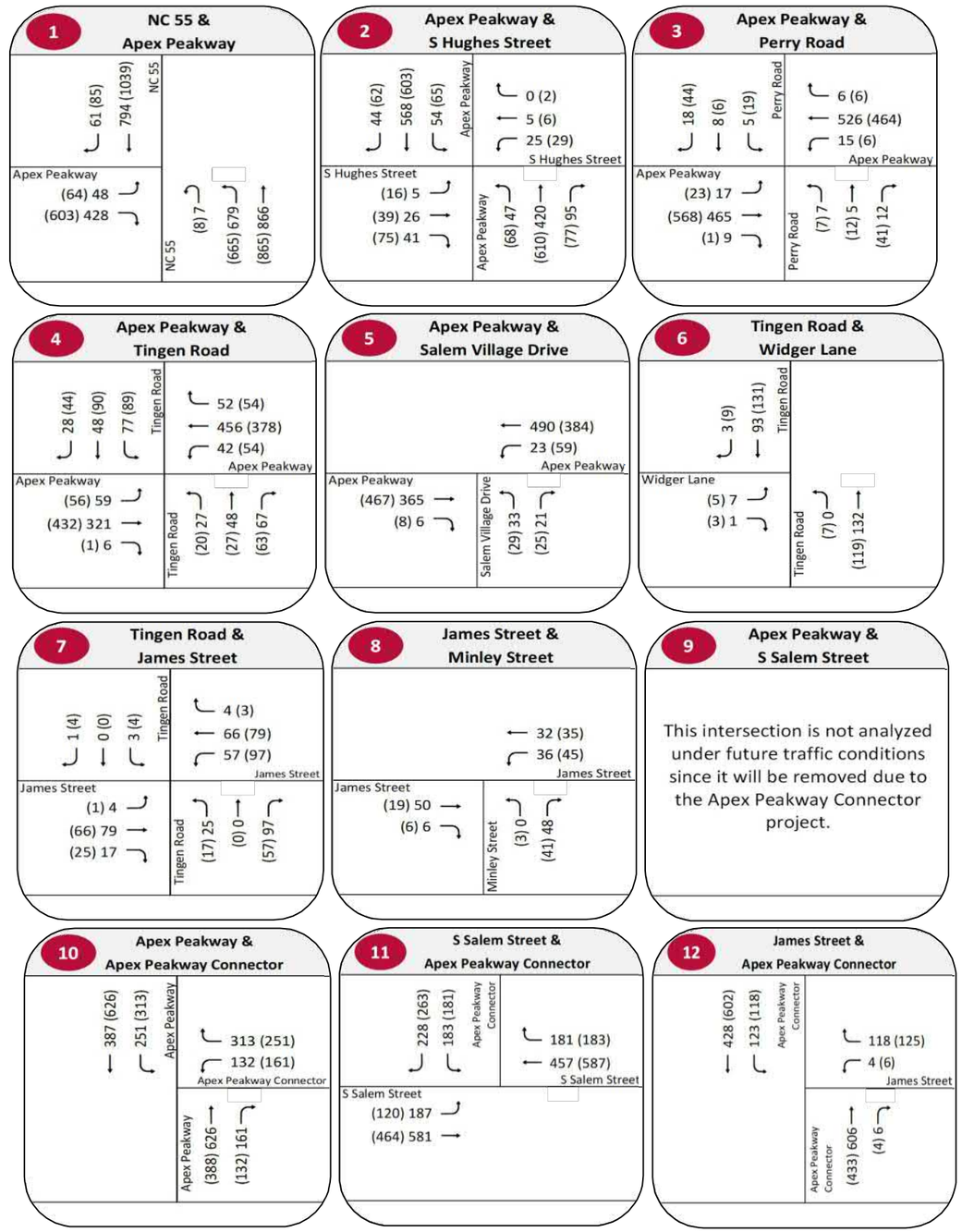


Figure 5.4 - Projected (2027) Background Peak Hour Traffic Volumes





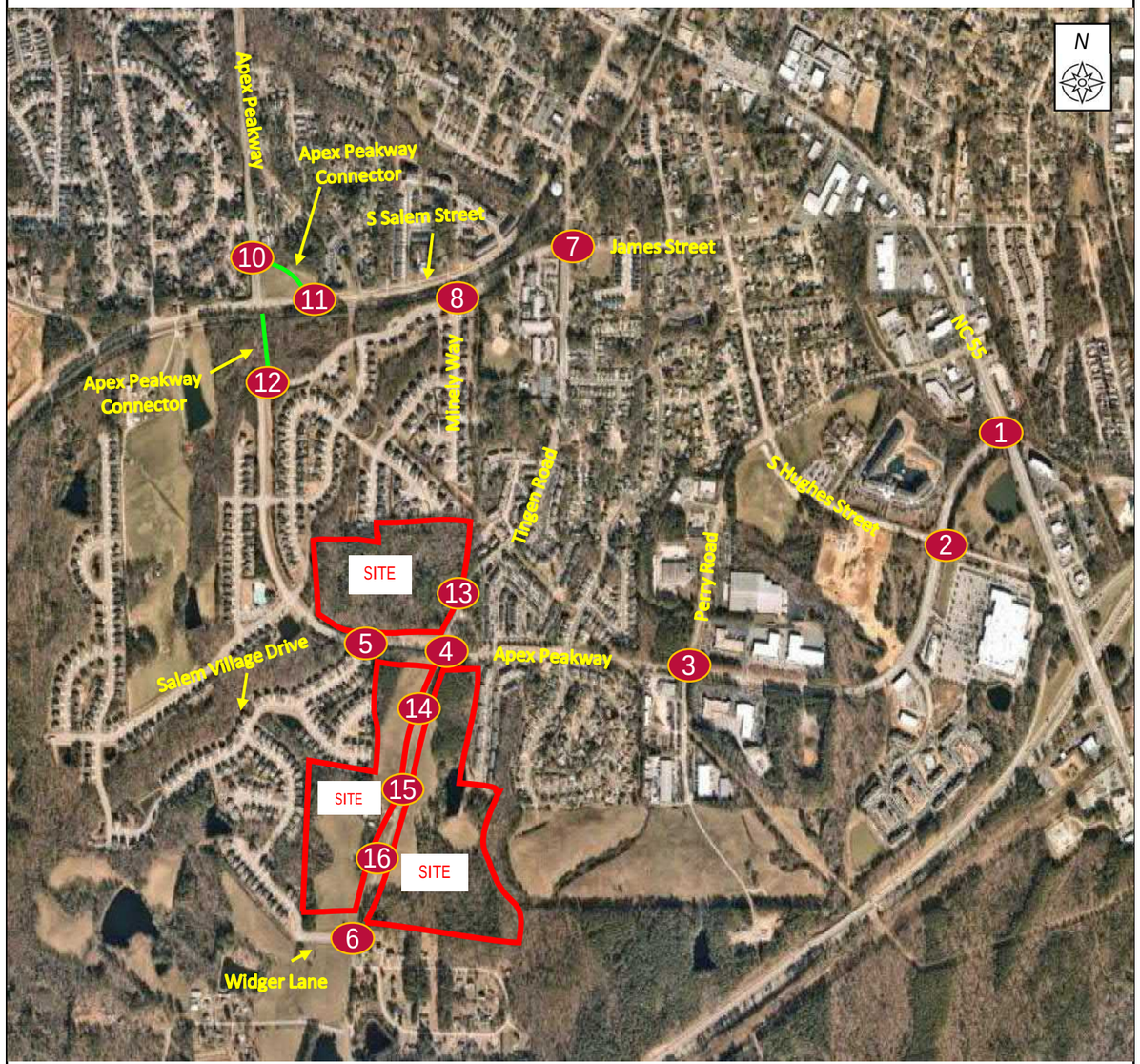
LEGEND

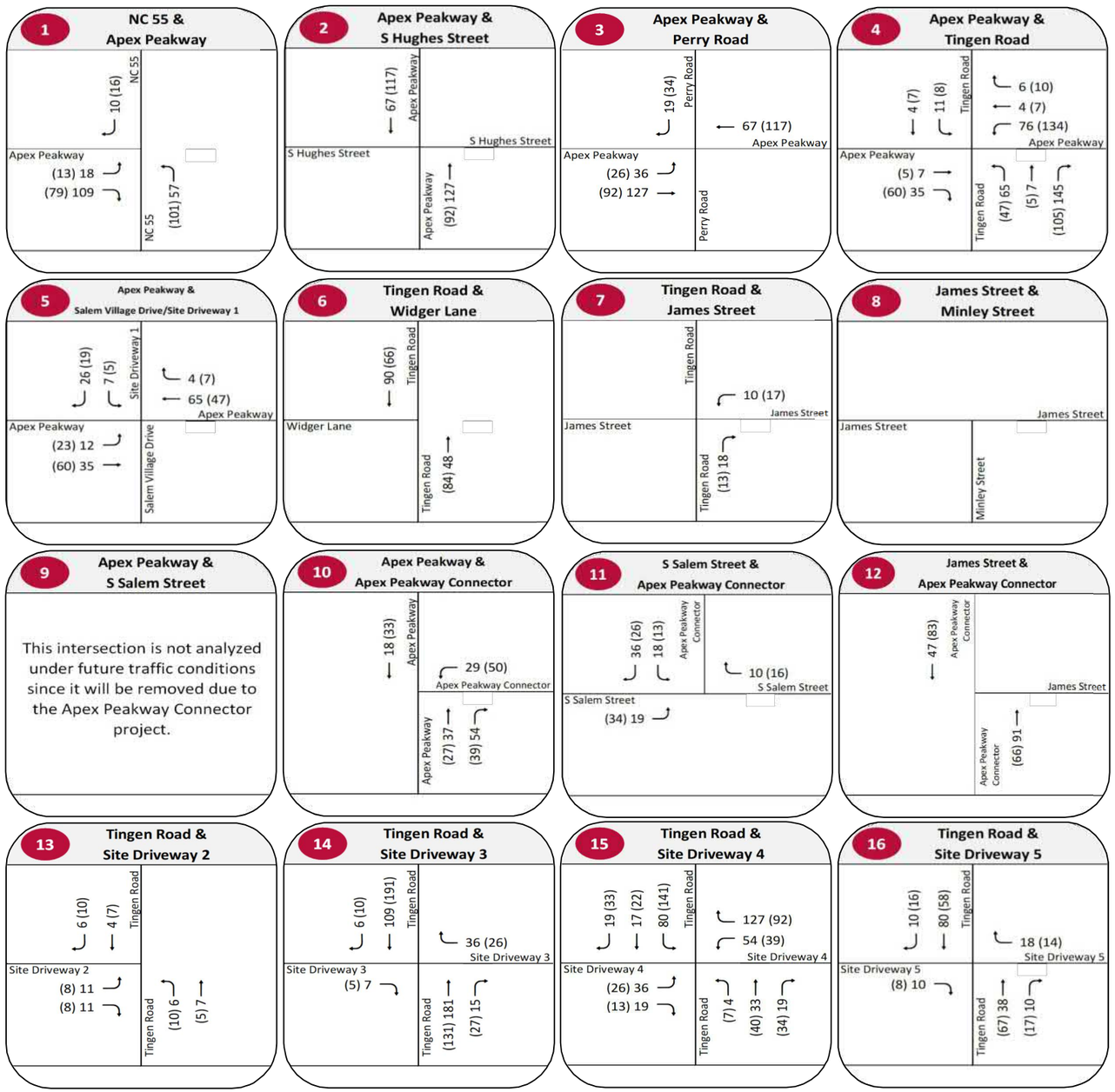
Intersection ID

AM (PM) Peak Hour Volumes

Apex Peakway Connector

Figure 5.5 - Projected AM & PM Peak Hour Site Traffic Volumes

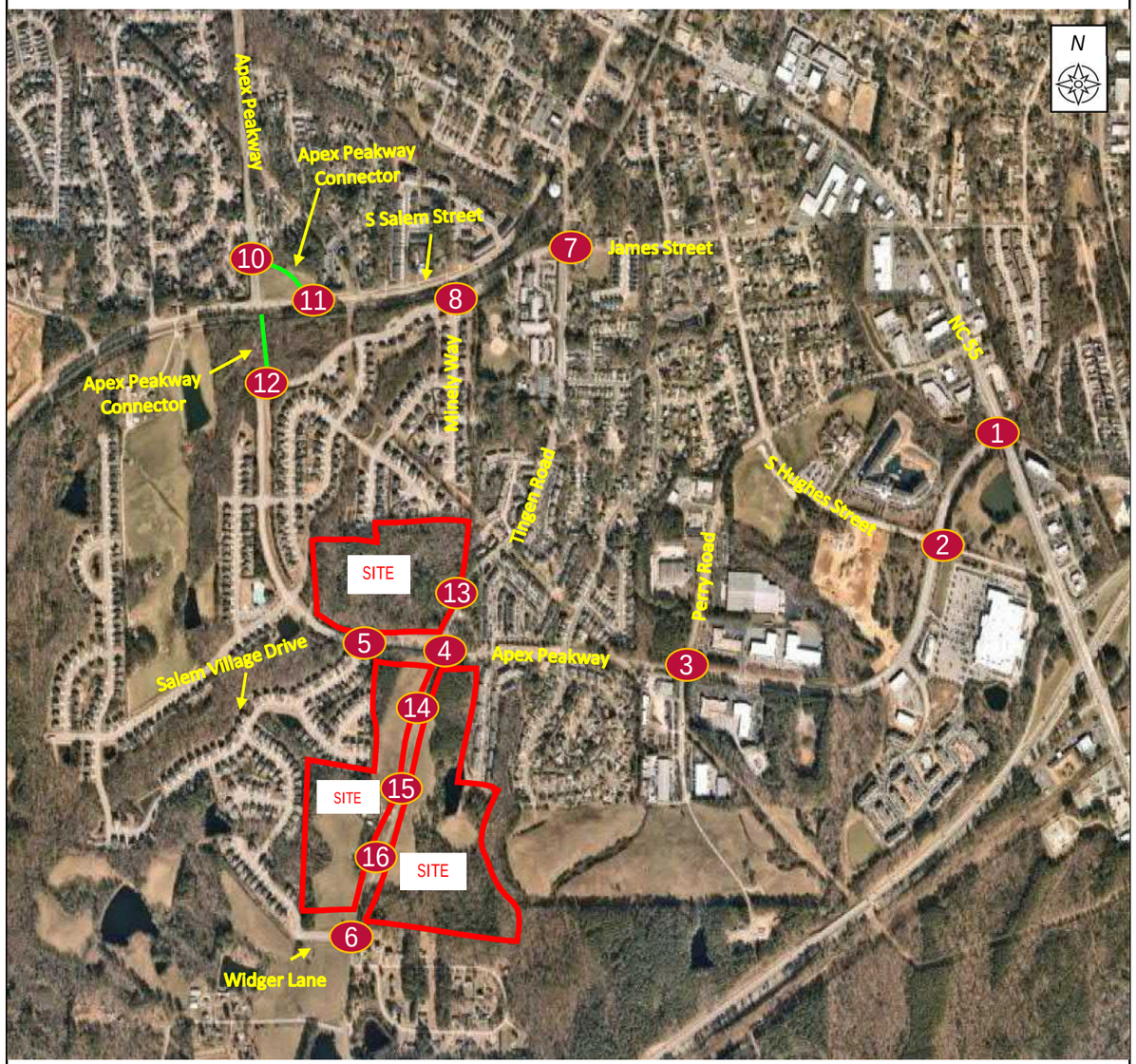




LEGEND

- # — *Intersection ID*
- *Apex Peakway Connector*
- *AM (PM) Peak Hour Volumes*

Figure 5.6 - Projected (2027) Build-out Peak Hour Traffic Volumes



1 NC 55 & Apex Peakway

		NC 55	
	71 (102) ↳	794 (1039) ←	
Apex Peakway		NC 55	
(77) 66 ↳		(8) 7 ↱	
(682) 537 ↰		(766) 736 →	(865) 866 →

2 Apex Peakway & S Hughes Street

	44 (62) ↳	635 (720) ←	54 (65) ↱ Apex Peakway
			0 (2) ↱
			5 (6) →
			25 (29) ↰ S Hughes Street
S Hughes Street			Apex Peakway
(16) 5 ↳			(68) 47 ↱
(39) 26 →			(702) 547 →
(75) 41 ↱			(77) 95 ↰

3 Apex Peakway & Perry Road

	37 (78) ↳	8 (6) ←	5 (19) ↱ Perry Road
			6 (6) ↱
			593 (581) →
			15 (6) ↰ Apex Peakway
Apex Peakway			Perry Road
(49) 53 ↳			(7) 7 ↱
(660) 592 →			(12) 5 →
(1) 9 ↱			(41) 12 ↰

4 Apex Peakway & Tingen Road

	28 (44) ↳	52 (97) ←	88 (97) ↱ Tingen Road
			58 (64) ↱
			460 (385) →
			118 (188) ↰ Apex Peakway
Apex Peakway			Tingen Road
(56) 59 ↳			(67) 92 ↱
(437) 328 →			(32) 55 →
(61) 40 ↱			(168) 212 ↰

5 Apex Peakway & Salem Village Drive

	25 (18) ↳	0 (0) ←	7 (5) ↱ Site Driveway 1
			4 (7) ↱
			555 (431) →
			23 (59) ↰ Apex Peakway
Apex Peakway			Salem Village Drive
(23) 13 ↳			(29) 33 ↱
(527) 399 →			(0) 0 →
(8) 6 ↱			(25) 21 ↰

6 Tingen Road & Widger Lane

	3 (9) ↳	184 (197) ←	Tingen Road
Widger Lane			Tingen Road
(5) 7 ↳			(7) 0 ↱
(3) 1 ↱			(203) 180 →

7 Tingen Road & James Street

	1 (4) ↳	0 (0) ←	3 (4) ↱ Tingen Road
			4 (3) ↱
			66 (79) →
			67 (114) ↰ James Street
James Street			Tingen Road
(1) 4 ↳			(17) 25 ↱
(66) 79 →			(0) 0 →
(25) 17 ↱			(70) 115 ↰

8 James Street & Minley Street

			32 (35) →
			36 (45) ↰ James Street
James Street			Minley Street
(19) 50 →			(3) 0 ↱
(6) 6 ↱			(41) 48 ↰

9 Apex Peakway & S Salem Street

This intersection is not analyzed under future traffic conditions since it will be removed due to the Apex Peakway Connector project.

10 Apex Peakway & Apex Peakway Connector

	406 (660) ←	251 (313) ↱ Apex Peakway	
			313 (251) ↱
			161 (211) ↰ Apex Peakway Connector
			Apex Peakway
			(414) 662 →
			(171) 215 ↱

11 S Salem Street & Apex Peakway Connector

	264 (289) ↳	201 (194) ↱ Apex Peakway Connector	
			191 (200) ↱
			457 (587) ←
			S Salem Street
S Salem Street			
(154) 206 ↳			
(464) 581 →			

12 James Street & Apex Peakway Connector

	476 (686) ←	123 (118) ↱ Apex Peakway Connector	
			118 (125) ↱
			4 (6) ↰
			James Street
			Apex Peakway Connector
			(499) 697 →
			(4) 6 ↱

13 Tingen Road & Site Driveway 2

	6 (10) ↳	157 (230) ←	Tingen Road
Site Driveway 2			Tingen Road
(8) 11 ↳			(10) 6 ↱
(8) 11 ↱			(142) 166 →

14 Tingen Road & Site Driveway 3

	6 (10) ↳	205 (336) ←	Tingen Road
			36 (26) ↰
			Site Driveway 3
Site Driveway 3			Tingen Road
(5) 7 ↱			(242) 323 →
			(27) 15 ↱

15 Tingen Road & Site Driveway 4

	19 (34) ↳	113 (167) ←	80 (141) ↱ Tingen Road
			127 (92) ↱
			0 (0) →
			54 (39) ↰ Site Driveway 4
Site Driveway 4			Tingen Road
(26) 36 ↳			(7) 4 ↱
(0) 0 →			(150) 175 →
(13) 18 ↱			(34) 19 ↰

16 Tingen Road & Site Driveway 5

	10 (17) ↳	176 (203) ←	Tingen Road
			18 (13) ↰
			Site Driveway 5
Site Driveway 5			Tingen Road
(8) 11 ↱			(177) 180 →
			(17) 10 ↱

LEGEND

- # — *Intersection ID*
- *Apex Peakway Connector*
- *AM (PM) Peak Hour Volumes*

6.0 Capacity Analysis

Capacity analyses (see Appendix) were performed for the AM and PM peak hours for the existing traffic condition (2023) and the projected (2027) background and build-out traffic conditions using Synchro/SimTraffic Version 11 software to determine the operating characteristics of the adjacent road network and the impacts of the proposed project.

Capacity is defined as the maximum number of vehicles that can pass over a particular road segment or through a particular intersection within a set time duration. Capacity is combined with Level-of-Service (LOS) to describe the operating characteristics of a road segment or intersection. LOS is a qualitative measure that describes operational conditions and motorist perceptions within a traffic stream. The *Highway Capacity Manual* defines six levels of service, LOS A through LOS F, with A representing the shortest average delays and F representing the longest average delays. LOS D is the typically accepted standard for signalized intersections in urbanized areas. For signalized intersections, LOS is defined for the overall intersection operation.

For unsignalized intersections, only the movements that must yield right-of-way experience control delay. Therefore, LOS criteria for the overall intersection is not reported by Synchro/SimTraffic Version 11 or computable using methodology published in the *Highway Capacity Manual*. It is typical for stop sign controlled side streets and driveways intersecting major streets to experience long delays during peak hours, while the majority of the traffic moving through the intersection on the major street experiences little or no delay. Table 6.0 lists the LOS control delay thresholds published in the *Highway Capacity Manual* for signalized and unsignalized intersections.

Table 6.0
Level-of-Service Control Delay Thresholds

Level-of-Service	Signalized Intersections – Control Delay Per Vehicle [sec/veh]	Unsignalized Intersections – Average Control Delay [sec/veh] & Qualitative Operational Description	
A	≤ 10	≤ 10	Short Delays
B	> 10 – 20	> 10 – 15	
C	> 20 – 35	> 15 – 25	
D	> 35 – 55	> 25 – 35	Moderate Delays
E	> 55 – 80	> 35 – 50	
F	> 80	> 50	Long Delays

Existing signal timings were obtained from the Town. Consistent with methodology previously approved by NCDOT Congestion Management, right-turns on red were permitted where currently allowed in the field.

Capacity analyses were performed for the existing (2023) traffic condition and projected (2027) background and build-out traffic conditions for the following intersections:

- NC 55 at Apex Peakway
- Apex Peakway at S Hughes Street

- Apex Peakway at Perry Road
- Apex Peakway at Tingen Road
- Apex Peakway at Salem Village Drive/Site Driveway 1
- Tingen Road at Widger Lane
- Tingen Road at James Street
- James Street at Minley Way
- Apex Peakway at S Salem Street
- Apex Peakway at Apex Peakway Connector
- S Salem Street at Apex Peakway Connector
- James Street at Apex Peakway Connector
- Tingen Road at Site Driveway 2
- Tingen Road at Site Driveway 3
- Tingen Road at Site Driveway 4
- Tingen Road at Site Driveway 5

All capacity analyses are included in the Appendix and are briefly summarized in the following sub-sections.

6.1 NC 55 at Apex Peakway

Analyses indicate that the signalized intersection of NC 55 at Apex Peakway currently operates at LOS B in the AM peak hour and LOS C in the PM peak hour.

It should be noted that traffic was diverted at this intersection from NC 55 to Apex Peakway as result of the Apex Peakway Connector TIP project. Under background (2027) traffic conditions, the intersection is projected to operate at LOS D in the AM peak hour and LOS C in the PM peak hour. Under build (2027) traffic conditions, the intersection is projected to operate at LOS D in the AM and PM peak hours.

As site traffic is expected to have minimal impact on the operation of this intersection, no improvements are recommended to accommodate projected site traffic.

Table 6.1 summarizes the operation of the intersection of NC 55 at Apex Peakway for the existing (2023), projected (2027) background, and build-out traffic conditions.

Table 6.1
NC 55 at Apex Peakway (Signalized)

Condition	AM Peak Hour LOS (Delay)	PM Peak Hour LOS (Delay)
Existing (2023) Traffic	Overall - B (12.6) EB - C (30.6) NB - B (13.7) SB - A (8.3)	Overall - C (20.6) EB - E (61.5) NB - C (22.8) SB - B (10.9)
Background (2027) Traffic	Overall - D (35.6) EB - C (32.7) NB - D (49.0) SB - B (12.7)	Overall - C (31.4) EB - D (36.5) NB - D (41.7) SB - B (14.1)
Build-out (2027) Traffic	Overall - D (45.5) EB - C (35.0) NB - E (66.7) SB - B (13.4)	Overall - D (45.8) EB - D (39.1) NB - E (70.4) SB - B (14.8)

6.2 Apex Peakway at S Hughes Street

Analyses indicate that the signalized intersection of Apex Peakway at S Hughes Street currently operates at LOS B in the AM peak hour and LOS A in the PM peak hour.

It should be noted that traffic was diverted through this intersection from NC 55 to Apex Peakway as result of the Apex Peakway Connector TIP project. Under future traffic conditions, the intersection is projected to operate at LOS A in the AM peak hour and LOS B in the PM peak hour, with or without the proposed development in place.

As site traffic is expected to have minimal impact on the operation of this intersection, no improvements are recommended to accommodate projected site traffic.

Table 6.2 summarizes the operation of the intersection of Apex Peakway at S Hughes Street for the existing (2023), projected (2027) background, and build-out traffic conditions.

Table 6.2
Apex Peakway at S Hughes Street (Signalized)

Condition	AM Peak Hour LOS (Delay)	PM Peak Hour LOS (Delay)
Existing (2023) Traffic	Overall - B (15.3) EB - D (47.5) WB - D (40.2) NB - A (4.2) SB - B (16.6)	Overall - A (9.4) EB - D (43.1) WB - C (32.0) NB - A (5.9) SB - A (1.3)
Background (2027) Traffic	Overall - A (9.5) EB - D (42.2) WB - D (38.6) NB - A (7.0) SB - A (6.5)	Overall - B (12.8) EB - D (43.6) WB - D (35.3) NB - A (9.7) SB - A (9.4)
Build-out (2027) Traffic	Overall - A (9.5) EB - D (42.2) WB - D (38.6) NB - A (7.5) SB - A (6.7)	Overall - B (13.0) EB - D (43.6) WB - D (35.3) NB - B (10.2) SB - B (10.0)

6.3 Apex Peakway at Perry Road

Analyses indicate that the unsignalized intersection of Apex Peakway at Perry Road currently operates with short delays in the AM and PM peak hours for the minor street approaches (Perry Road).

It should be noted that traffic was diverted through this intersection from NC 55 to Apex Peakway as result of the Apex Peakway Connector TIP project. Under background traffic conditions, the minor street approach of this intersection is projected to operate with short delays in the AM and PM peak hours for the northbound minor street approach and short delays in the AM peak hour and moderate delays in the PM peak hour for the southbound minor street approach. The minor street approaches of this intersection are projected to operate with moderate delays in both peak hours under build-out traffic conditions.

As site traffic is expected to have minimal impact on the operation of this intersection, no improvements are recommended to accommodate projected site traffic.

Table 6.3 summarizes the operation of the intersection of Apex Peakway at Perry Road for the existing (2023), projected (2027) background, and build-out traffic conditions.

Table 6.3
Apex Peakway at Perry Road (Unsignalized)

Condition	AM Peak Hour LOS (Delay)	PM Peak Hour LOS (Delay)
Existing (2023) Traffic	NB - B (11.3) SB - B (10.5) EBL - A (7.5) WBL - A (7.7)	NB - B (10.5) SB - B (10.7) EBL - A (7.6) WBL - A (7.6)
Background (2027) Traffic	NB - C (24.5) SB - C (20.5) EBL - A (8.8) WBL - A (8.7)	NB - C (21.8) SB - D (25.1) EBL - A (8.6) WBL - A (8.9)
Build-out (2027) Traffic	NB - E (41.4) SB - D (25.7) EBL - A (9.2) WBL - A (9.2)	NB - D (34.8) SB - E (42.3) EBL - A (9.2) WBL - A (9.2)

6.4 Apex Peakway at Tingen Road

Analyses indicate that the unsignalized intersection of Apex Peakway at Tingen Road currently operates with short delays for the minor street approaches (Apex Peakway) in the AM and PM peak hours.

In existing traffic conditions, the approaches along Apex Peakway are under stop control. Under background traffic conditions, this intersection was analyzed with all-way stop control to accommodate the anticipated diverted Apex Peakway Connector traffic. With this intersection control, the intersection is projected to operate at LOS F in the AM and PM peak hours. Long delays are not uncommon at all-way stop controlled intersections with mainlines with heavy through movement traffic volumes (Apex Peakway).

A traffic signal was also considered at this intersection to account for the diverted Apex Peakway Connector traffic as well as project traffic. Future traffic volumes were were analyzed for traffic signal warrants as described in the *Manual on Uniform Traffic Control Devices* (MUTCD). This intersection is expected to meet both four and eight-hour warrants for signalization, with or without the proposed project in place.

The following mitigation is recommended as part of this project to accommodate vehicular site traffic:

- Install a traffic signal.
- Construct a northbound left-turn lane with approximately 100 feet of storage and appropriate deceleration.
- Construct a westbound left-turn lane with approximately 150 feet of storage and appropriate deceleration.
- Restripe the southbound approach to provide an exclusive left-turn lane with approximately 175 feet of storage and shared through/right-turn lane.

With these improvements, the intersection is projected to operate at LOS C in the AM and PM peak hours.

Table 6.4, on the following page, summarizes the operation of the intersection of Apex Peakway at Tingen Road for the existing (2023), projected (2027) background, and build-out traffic conditions.

Table 6.4 Apex Peakway at Tingen Road (Unsignalized/ Signalized (with Improvements))		
Condition	**AM Peak Hour LOS (Delay)**	**PM Peak Hour LOS (Delay)**
Existing (2023) Traffic	EB - B (13.4) WB - B (12.6) NBL - A (7.4) SBL - A (7.7)	EB - B (12.8) WB - B (12.6) NBL - A (7.5) SBL - A (7.5)
Background (2027) Traffic	Overall - F (59.1) EB - C (21.7) WB - F (109.0) NB - C (15.5) SB - B (14.6)	Overall - F (57.8) EB - F (50.2) WB - F (93.6) NB - C (15.7) SB - C (17.4)
Build-out (2027) Traffic	Overall - F (179.0) EB - F (59.4) WB - F (365.9) NB - F (64.3) SB - C (21.2)	Overall - F (186.7) EB - F (150.3) WB - F (340.6) NB - E (38.8) SB - D (25.1)
Build-out (2027) Traffic - with Improvements	Overall - C (27.3) EB - C (27.8) WB - C (27.9) NB - C (22.3) SB - C (34.9)	Overall - C (28.6) EB - C (33.7) WB - C (24.8) NB - B (17.9) SB - D (38.7)

6.5 Apex Peakway at Salem Village Drive/Site Driveway 1

Analyses indicate that the unsignalized intersection of Apex Peakway at Salem Village Drive/Site Driveway 1 currently operates with short delays in the AM and PM peak hours at the minor street approach (Salem Village Drive).

It should be noted that traffic was diverted through this intersection as result of the Apex Peakway Connector TIP project. Under background (2027) traffic conditions, the minor street approach (Salem Village Drive) is projected to operate with short delays in the AM and PM peak hours.

Under build-out (2027) traffic conditions, the northbound minor street approach (Salem Village Drive) is projected to operate with moderate delays in the AM and PM peak hours. The southbound minor street approach (Site Driveway 1) is projected to operate with short delays in the AM and PM peak hours.

A full movement driveway is proposed for the planned development that would tie into the existing intersection as a fourth leg. Therefore, the following mitigation is recommended as part of this project to accommodate vehicular site traffic.

- Construct a full movement site driveway for the planned development north of Apex Peakway with one ingress and one egress lane.
- Provide an eastbound left-turn lane with approximately 50 feet of storage and appropriate deceleration.
- Provide a continuous westbound right-turn lane that extends to Tingen Road.

With these improvements, the northbound minor street approach (Salem Village Drive) is projected to operate with moderate delays in the AM and PM peak hours. The southbound approach is projected to operate with short delays in the AM and PM peak hours.

Table 6.5, located on the following page, summarizes the operation of the intersection of Apex Peakway at Salem Village Drive/Site Driveway 1 for the existing (2023), projected (2027) background, and build-out traffic conditions.

Table 6.5 Apex Peakway at Salem Village Drive/Site Driveway 1 (Unsignalized)		
Condition	**AM Peak Hour LOS (Delay)**	**PM Peak Hour LOS (Delay)**
Existing (2023) Traffic	NB - A (9.0) WBL - A (7.4)	NB - A (9.0) WBL - A (7.5)
Background (2027) Traffic	NB - C (18.2) WBL - A (8.3)	NB - C (19.9) WBL - A (8.7)
Build-out (2027) Traffic	NB - D (29.4) SB - C (18.3) EBL - A (8.9) WBL - A (8.4)	NB - D (35.0) SB - C (19.5) EBL - A (8.4) WBL - A (9.0)
Build-out (2027) Traffic - with Improvements	NB - D (29.4) SB - C (18.2) EBL - A (8.9) WBL - A (8.4)	NB - D (34.3) SB - C (19.2) EBL - A (8.4) WBL - A (9.0)

6.6 Tingen Road at Widger Lane

Analyses indicate that the unsignalized intersection of Tingen Road at Widger Lane currently operates with short delays for the minor street approach (Widger Lane) in the AM and PM peak hours. Under future traffic conditions, the minor street approach is expected to operate with short delays in the AM and PM peak hours, with or without the proposed project in place.

As site traffic is expected to have minimal impact on the operation of this intersection, no improvements are recommended to accommodate projected site traffic.

Table 6.6 summarizes the operation of the intersection of Tingen Road at Widger Lane for the existing (2023), projected (2027) background, and build-out traffic conditions.

Table 6.6
Tingen Road at Widger Lane (Unsignalized)

Condition	AM Peak Hour LOS (Delay)	PM Peak Hour LOS (Delay)
Existing (2023) Traffic	EB - A (9.7) NBL - A (7.5)	EB - A (9.8) NBL - A (7.6)
Background (2027) Traffic	EB - A (9.6) NBL - A (7.5)	EB - A (9.8) NBL - A (7.6)
Build-out (2027) Traffic	EB - B (10.6) NBL - A (7.7)	EB - B (10.7) NBL - A (7.7)

6.7 Tingen Road at James Street

Analyses indicate that the unsignalized intersection of Tingen Road at James Street at currently operates with moderate delays for the minor street approaches (James Street) in the AM peak hour and short delays in the PM peak hour.

Traffic patterns at this intersection are expected to change as result of the Apex Peakway Connector TIP project, as Tingen Road would terminate just north of this intersection. Under future traffic conditions with these adjusted traffic patterns accounted for, the minor street approaches are expected to operate with short delays in the AM and PM peak hours, with or without the proposed project in place.

As site traffic is expected to have minimal impact on the operation of this intersection, no improvements are recommended to accommodate projected site traffic.

Table 6.7 summarizes the operation of the intersection of Tingen Road at James Street for the existing (2023), projected (2027) background, and build-out traffic conditions.

Table 6.7
Tingen Road at James Street (Unsignalized)

Condition	AM Peak Hour LOS (Delay)	PM Peak Hour LOS (Delay)
Existing (2023) Traffic	EB - D (29.5) WB - D (26.1) NBL - A (7.7) SBL - A (8.1)	EB - C (23.0) WB - C (21.0) NBL - A (7.8) SBL - A (7.9)
Background (2027) Traffic	EB - B (10.8) WB - B (11.4) NBL - A (7.3) SBL - A (7.5)	EB - B (10.0) WB - B (11.4) NBL - A (7.3) SBL - A (7.4)
Build-out (2027) Traffic	EB - B (10.9) WB - B (11.7) NBL - A (7.3) SBL - A (7.5)	EB - B (10.1) WB - B (11.7) NBL - A (7.3) SBL - A (7.4)

6.8 James Street at Minley Way

Analyses indicate that the roundabout of James Street at Minley Way currently operates at an overall LOS A in the AM and PM peak hours. Under future traffic conditions, the roundabout is projected to operate at LOS A in the AM and PM peak hours, with or without the proposed project in place.

As site traffic is expected to have minimal impact on the operation of this intersection, no improvements are recommended to accommodate projected site traffic.

Table 6.8 summarizes the operation of the intersection of James Street at Minley Way for the existing (2023), projected (2027) background, and build-out traffic conditions.

Table 6.8
James Street at Minley Way (Roundabout)

Condition	AM Peak Hour LOS (Delay)	PM Peak Hour LOS (Delay)
Existing (2023) Traffic	Overall - A (3.2) V/C - 0.061 EB - A (3.2) WB - A (3.2) NB - A (3.2)	Overall - A (3.2) V/C - 0.070 EB - A (3.1) WB - A (3.2) NB - A (3.1)
Background (2027) Traffic	Overall - A (3.1) V/C - 0.057 EB - A (3.2) WB - A (3.1) NB - A (3.2)	Overall - A (3.1) V/C - 0.066 EB - A (3.0) WB - A (3.2) NB - A (3.1)
Build-out (2027) Traffic	Overall - A (3.1) V/C - 0.057 EB - A (3.2) WB - A (3.1) NB - A (3.2)	Overall - A (3.1) V/C - 0.066 EB - A (3.0) WB - A (3.2) NB - A (3.1)

6.9 Apex Peakway at S Salem Street

Analyses indicate that the signalized intersection of Apex Peakway at S Salem Street currently operates with short delays in the AM peak hour and moderate delays in the PM peak hour.

This intersection is expected to be replaced with Apex Peakway Connector intersections at Apex Peakway and S Salem Street; therefore, it is not analyzed under future traffic conditions.

Table 6.9 summarizes the operation of the intersection of Apex Peakway at S Salem Street for the existing (2023) traffic conditions.

Table 6.9
Apex Peakway at S Salem Street (Unsignalized)

Condition	AM Peak Hour LOS (Delay)	PM Peak Hour LOS (Delay)
Existing (2023) Traffic	SB - C (19.6) EBL - A (8.8)	SB - D (28.4) EBL - A (9.1)

6.10 Apex Peakway at Apex Peakway Connector

Analyses indicate that the future signalized intersection of Apex Peakway at Apex Peakway Connector is expected to operate at LOS B in the AM peak hour and LOS A in the PM peak hour under background traffic conditions. Under build-out traffic conditions, the intersection is expected to operate at LOS B in the AM and PM peak hours.

As site traffic is expected to have minimal impact on the operation of this intersection, no improvements are recommended to accommodate projected site traffic.

Table 6.10 summarizes the operation of the intersection of Apex Peakway at Apex Peakway Connector for the projected (2027) background and build-out traffic conditions.

Table 6.10
Apex Peakway at Apex Peakway Connector (Signalized)

Condition	AM Peak Hour LOS (Delay)	PM Peak Hour LOS (Delay)
Background (2027) Traffic	Overall - B (11.8) WB - B (19.7) NB - A (9.4) SB - A (9.2)	Overall - A (9.9) WB - B (17.0) NB - A (9.1) SB - A (7.3)
Build-out (2027) Traffic	Overall - B (12.9) WB - C (20.3) NB - A (9.7) SB - B (12.0)	Overall - B (11.3) WB - B (18.2) NB - B (11.7) SB - A (7.7)

6.11 S Salem Street at Apex Peakway Connector

Analyses indicate that the future signalized intersection of S Salem Street at Apex Peakway Connector is expected to operate at LOS B in the AM and PM peak hours under future traffic conditions, with or without the proposed project in place.

As site traffic is expected to have minimal impact on the operation of this intersection, no improvements are recommended to accommodate projected site traffic.

Table 6.11 summarizes the operation of the intersection of S Salem Street at Apex Peakway Connector for the projected (2027) background and build-out traffic conditions.

Table 6.11
S Salem Street at Apex Peakway Connector (Signalized)

Condition	AM Peak Hour LOS (Delay)	PM Peak Hour LOS (Delay)
Background (2027) Traffic	Overall - B (15.5) EB - B (17.4) WB - B (10.6) SB - B (19.5)	Overall - B (14.6) EB - B (14.4) WB - B (12.4) SB - B (18.4)
Build-out (2027) Traffic	Overall - B (16.1) EB - B (18.6) WB - B (11.3) SB - B (18.5)	Overall - B (15.6) EB - B (16.7) WB - B (13.1) SB - B (18.4)

6.12 James Street at Apex Peakway Connector

Analyses indicate that the future signalized intersection of James Street at Apex Peakway Connector is expected to operate at LOS A in the AM and PM peak hours under future traffic conditions, with or without the proposed project in place.

As site traffic is expected to have minimal impact on the operation of this intersection, no improvements are recommended to accommodate projected site traffic.

Table 6.12 summarizes the operation of the intersection of James Street at Apex Peakway Connector for the projected (2027) background and build-out traffic conditions.

Table 6.12
James Street at Apex Peakway Connector (Signalized)

Condition	AM Peak Hour LOS (Delay)	PM Peak Hour LOS (Delay)
Background (2027) Traffic	Overall - A (7.7) WB - B (15.8) NB - B (11.1) SB - A (2.0)	Overall - A (5.8) WB - B (16.3) NB - A (8.8) SB - A (2.0)
Build-out (2027) Traffic	Overall - A (8.6) WB - B (15.8) NB - B (12.9) SB - A (2.1)	Overall - A (5.9) WB - B (16.3) NB - A (9.6) SB - A (1.9)

6.13 Tingen Road at Site Driveway 2

Analyses indicate that the proposed unsignalized intersection of Tingen Road at Site Driveway 2 is expected to operate with short delays for the minor street approach (Site Driveway 2) in the AM and PM peak hours with the proposed project in place. No queuing issues are expected at this intersection.

The following improvements are recommended to accommodate site traffic at this intersection:

- Construct a full movement site driveway for the planned development west of Tingen Road with one ingress and one egress lane.

Table 6.13 summarizes the operation of the intersection of Tingen Road at Site Driveway 2 for the projected (2027) build-out traffic conditions.

Table 6.13
Tingen Road at Site Driveway 2 (Unsignalized)

Condition	AM Peak Hour LOS (Delay)	PM Peak Hour LOS (Delay)
Build-out (2027) Traffic	EB - B (10.2) NBL - A (7.6)	EB - B (10.6) NBL - A (7.8)

6.14 Tingen Road at Site Driveway 3

Analyses indicate that the proposed unsignalized intersection of Tingen Road at Site Driveway 3 is expected to operate with short delays for the minor street approaches (Site Driveway 3) in the AM and PM peak hours with the proposed project in place. No queuing issues are expected at this intersection.

The following improvements are recommended to accommodate site traffic at this intersection:

- Construct a right-in/right-out median restricted site driveway for the planned development west of Tingen Road with one ingress and one egress lane.
- Construct a right-in/right-out median restricted site driveway for the planned development east of Tingen Road with one ingress and one egress lane.

Table 6.14 summarizes the operation of the intersection of Tingen Road at Site Driveway 3 for the projected (2027) build-out traffic conditions.

Table 6.14
Tingen Road at Site Driveway 3 (Unsignalized)

Condition	AM Peak Hour LOS (Delay)	PM Peak Hour LOS (Delay)
Build-out (2027) Traffic	EB - A (9.5) WB - B (10.7)	EB - B (10.4) WB - B (10.0)

6.15 Tingen Road at Site Driveway 4

Analyses indicate that the proposed unsignalized intersection of Tingen Road at Site Driveway 4 is expected to operate with short delays for the minor street approaches (Site Driveway 4) in the AM and PM peak hours with the proposed project in place. It should be noted that Site Driveway 4 is a future major collector per the Town's Comprehensive Transportation Plan.

A roundabout is recommended at this intersection in lieu of traditional turn lanes. With this improvement, the intersection is projected to operate at LOS A during the AM and PM peak hours.

Table 6.15 summarizes the operation of the intersection of Tingen Road at Site Driveway 4 for the projected (2027) build-out traffic conditions.

Table 6.15
Tingen Road at Site Driveway 4 (Unsignalized/ Roundabout (with Improvements))

Condition	AM Peak Hour LOS (Delay)	PM Peak Hour LOS (Delay)
Build-out (2027) Traffic	EB - C (15.3) WB - B (13.4) NBL - A (7.5) SBL - A (7.8)	EB - C (18.3) WB - B (14.4) NBL - A (7.7) SBL - A (8.0)
Build-out (2027) Traffic - with Improvements	Overall - A (4.7) V/C - 0.194 EB - A (4.1) WB - A (5.2) NB - A (4.7) SB - A (4.4)	Overall - A (5.1) V/C - 0.298 EB - A (4.5) WB - A (4.5) NB - A (5.0) SB - A (5.5)

6.16 Tingen Road at Site Driveway 5

Analyses indicate that the proposed unsignalized intersection of Tingen Road at Site Driveway 5 is expected to operate with short delays for the minor street approaches (Site Driveway 5) in the AM and PM peak hours with the proposed project in place. No queuing issues are expected at this intersection.

The following improvements are recommended to accommodate site traffic at this intersection:

- Construct a right-in/right-out median restricted site driveway for the planned development west of Tingen Road with one ingress and one egress lane.
- Construct a right-in/right-out median restricted site driveway for the planned development east of Tingen Road with one ingress and one egress lane.

Table 6.16 summarizes the operation of the intersection of Tingen Road at Site Driveway 5 for the projected (2027) build-out traffic conditions.

Table 6.16
Tingen Road at Site Driveway 5 (Unsignalized)

Condition	AM Peak Hour LOS (Delay)	PM Peak Hour LOS (Delay)
Build-out (2027) Traffic	EB - A (9.3) WB - A (9.4)	EB - A (9.5) WB - A (9.4)

7.0 Crash Data Analysis

Crash data reports were obtained from NCDOT's Traffic Engineering Accident Analysis System (TEAAS) for the five-year period from May 2018 through April 2023 for the section of Apex Peakway from Padstone Drive to Perry Road. All provided crash data reports are included in the Appendix of this report. A severity index of 8.4 is the threshold for locations that have more serious crashes.

There were 22 reported crashes along Apex Peakway, 1 of which was a Class A crash, 2 of which were Class B crashes, 4 of which were Class C crashes, and 15 of which were property-damage only crashes. It should be noted that the Class A crash occurred near the intersection of Apex Peakway at Perry Road and was an angle crash. The most common crash type along this roadway segment involved a side-street vehicle failing to yield, with 13 angle crashes and 2 left-turn, different roadway crashes. Twelve (12) crashes occurred at the intersection of Apex Peakway at Perry Road. Six (6) crashes occurred at the intersection of Apex Peakway at Tingen Road. The calculated severity index of 6.46 is lower than the NCDOT threshold of 8.4.

8.0 Apex Comprehensive Transportation Plan Amendments

As per the Town of Apex website, "Advance Apex was a 20-month planning process conducted between July 2017 and February 2019 that resulted in two plans – a long-range Transportation Plan and an updated future land use map. At the February 5, 2019 meeting, the Town Council voted unanimously to adopt *Advance Apex: The 2045 Transportation Plan* and *Advance Apex: The 2045 Land Use Map Update*. The maps depicting the Town's long-range transportation and land use plans are "living" documents, regularly updated based on new information and development. Any updates to the maps are presented during a public hearing for consideration by both the Planning Board and Town Council."

The Seymour property falls within an area that has the following long-range transportation facilities planned that are proposed for modifications with the Seymour PUD project:

- Major Collector – 2-lanes on new location from Tingen Road east to realigned Perry Road
- Tingen Road/Veridea Parkway – 4-lane with median via widening from US 1 to Apex Peakway

Through the master planning process for the Seymour PUD, the development team utilized the Transportation Plan to develop a framework of access to the local roadway network. Through this process, a few changes to the plan are proposed to provide a safer and more equitable roadway system for all users, particularly bicycles and pedestrians.

Major Collector Alignment

A major collector is proposed through the eastern portion of the site, ultimately connecting Tingen Road and realigned Perry Road. This major collector was incorporated into the street network as shown in the site plan. It will be the primary access, referred to as Site Driveway 4 in this TIA, for the residential development along the eastern side of Tingen Road, as well as the proposed neighborhood commercial site in the northeast corner of the intersection of Tingen Road and the collector street.

The location of the intersection of the collector street and Tingen Road as shown on the Transportation Plan is approximately 500 feet north of Widger Lane. Widger Lane and Irongate Drive are already poorly aligned with only 200 feet between them. It is not recommended from an intersection spacing perspective to locate the major collector intersection where currently shown on the Transportation Plan.

The proposed location of the collector street intersection is approximately 630 feet north of where this intersection is currently shown on the Transportation Plan. The proposed location is more appropriately spaced between the intersections of Apex Peakway and Widger Lane. The node-to-node distance between Widger Lane and Apex Peakway is approximately 2,260 feet. The proposed collector street intersection is equidistant from both Apex Peakway and Widger Lane at approximately 1,130 feet, which provides better intersection spacing than currently shown in the Transportation Plan.

Tingen Road/Veridea Parkway Cross-Section

The current average daily traffic (AADT) volume along Tingen Road/Veridea Parkway is approximately 2,300 vehicles per day (vpd). The forecasted 2027 average daily traffic (ADT) volume, based on the TIA peak hour volumes just north of the collector street, is approximately 6,000 vpd. The traffic counts utilized in the TIA were grown from the build-out year of 2027 to the future year of 2050 using an annual growth rate of 3.2%. This growth rate is based on the growth rate used in the Apex Peakway SW Connector Traffic Capacity Analysis memorandum. The calculated ADT using this methodology results in an ADT of approximately 12,400 vpd. For comparison, based on the 2050 Triangle Regional Model (TRMG2), the unadjusted model ADT on the portion of Tingen Road between Apex Peakway and US 1 averages approximately 14,000 vpd.

The Seymour PUD property spans along both sides of Tingen Road, therefore it would be the Town's desire that the project widen this portion of roadway to the ultimate section. The Town's Transportation Plan designates Tingen Road/Veridea Parkway as a 4-lane cross section. However, the forecasted 2050 volumes presented do not reveal the need for such a wide cross-section. An over-designed street will result in higher speeds, longer crossing distances for pedestrians and bicycles, and more difficult turning maneuvers for vehicles, likely resulting in unnecessary crashes. Therefore, it is recommended to convert this portion of Tingen Road to a 2-lane divided roadway with left-turn lanes at Apex Peakway. A landscaped median is also proposed to enforce the proposed right-in/right-out (RTOR) driveways north and south of the collector road intersection. Using the generalized NCDOT LOS D Tables and TRM capacities, a segmental LOS was determined for Tingen Road within the study area as a 2-lane facility. The estimated capacity of this 2-lane portion would be approximately 14,000-15,000 vpd, therefore as a 2-lane cross-section, Tingen Road is forecasted to remain below capacity in 2050.

Major Collector Roundabout

Assuming Tingen Road as a 2-lane divided facility, the intersection of the major collector (Site Driveway 4) and Tingen Road is proposed as a single-lane roundabout. However, a roundabout was not assumed in the Comprehensive Transportation Plan. As detailed in the TIA analysis, the two other site driveways along Tingen Road, one to the north and one to the south of the collector street intersection are both proposed as right-in/right-outs (RTOR). A roundabout at this location would enable U-turns from the other site driveways to enhance mobility on the corridor. In addition, while not technically a traffic calming device, a roundabout is a traffic control measure that will improve safety on the Tingen Road corridor and will slow speeds through this area. The roundabout enables vehicles from either side of Tingen Road to safely access the other portion of the development and ultimately over to Perry Road through a safer design than a conventional intersection. As a conventional intersection, it is unlikely to meet traffic signal warrants in the future with the development, therefore will remain two-way stop control into the future with multiple turn lanes, making the intersection much wider and more difficult to cross for both pedestrians, bicycles, and vehicles.

An AM and PM peak hour 2050 roundabout analysis was conducted utilizing the same growth rate as the segmental analysis utilizing HCM6. A single lane roundabout in 2050 is forecasted to operate at LOS A in the AM peak hour and LOS B in the PM peak hour.

9.0 Recommendations

Proposed Improvements

The following improvements are proposed to be performed in conjunction with the proposed development:

Apex Peakway at Tingen Road

- Install a traffic signal when warranted.
- Provide a westbound left-turn lane with approximately 150 feet of storage and appropriate deceleration.
- Provide a northbound left-turn lane with approximately 100 feet of storage and appropriate deceleration.
- Restripe the southbound approach to provide an exclusive left-turn lane and a shared through/right-turn lane.

Apex Peakway at Salem Village Drive/Site Driveway 1

- Construct a northern leg with stop control and one ingress lane and one egress lane.
- Provide an eastbound left-turn lane with approximately 50 feet of storage and appropriate deceleration.
- Provide a full-length westbound right-turn lane that extends to Tingen Road.

Tingen Road at Site Driveway 2

- Construct an eastern leg with stop control and one ingress lane and one egress lane.

Tingen Road at Site Driveway 3

- Construct an eastern leg with stop control and one ingress lane and one egress lane.
- Construct a western leg with stop control and one ingress lane and one egress lane.

Tingen Road at Site Driveway 4:

- Construct a roundabout.
- Construct an eastern leg with yield control and one ingress lane and one egress lane.
- Construct a western leg with yield control and one ingress lane and one egress lane.

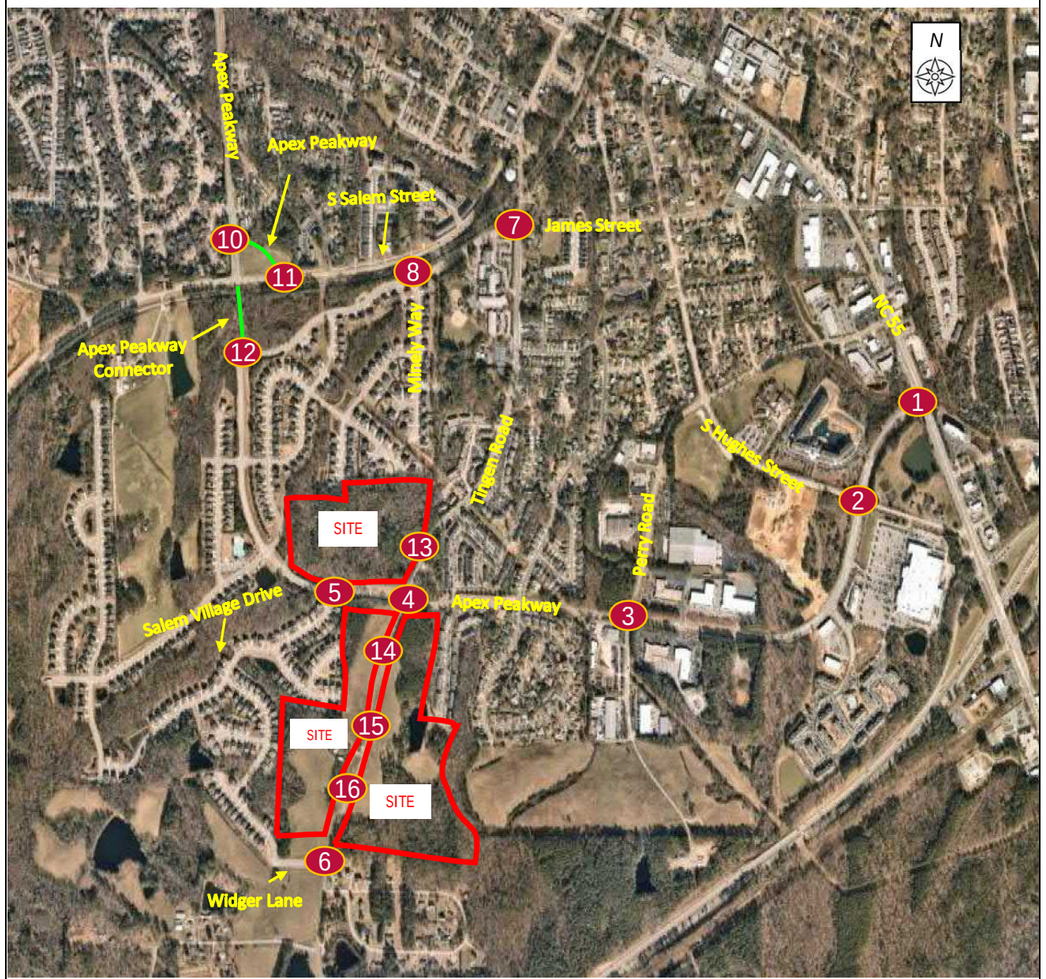
Tingen Road at Site Driveway 5

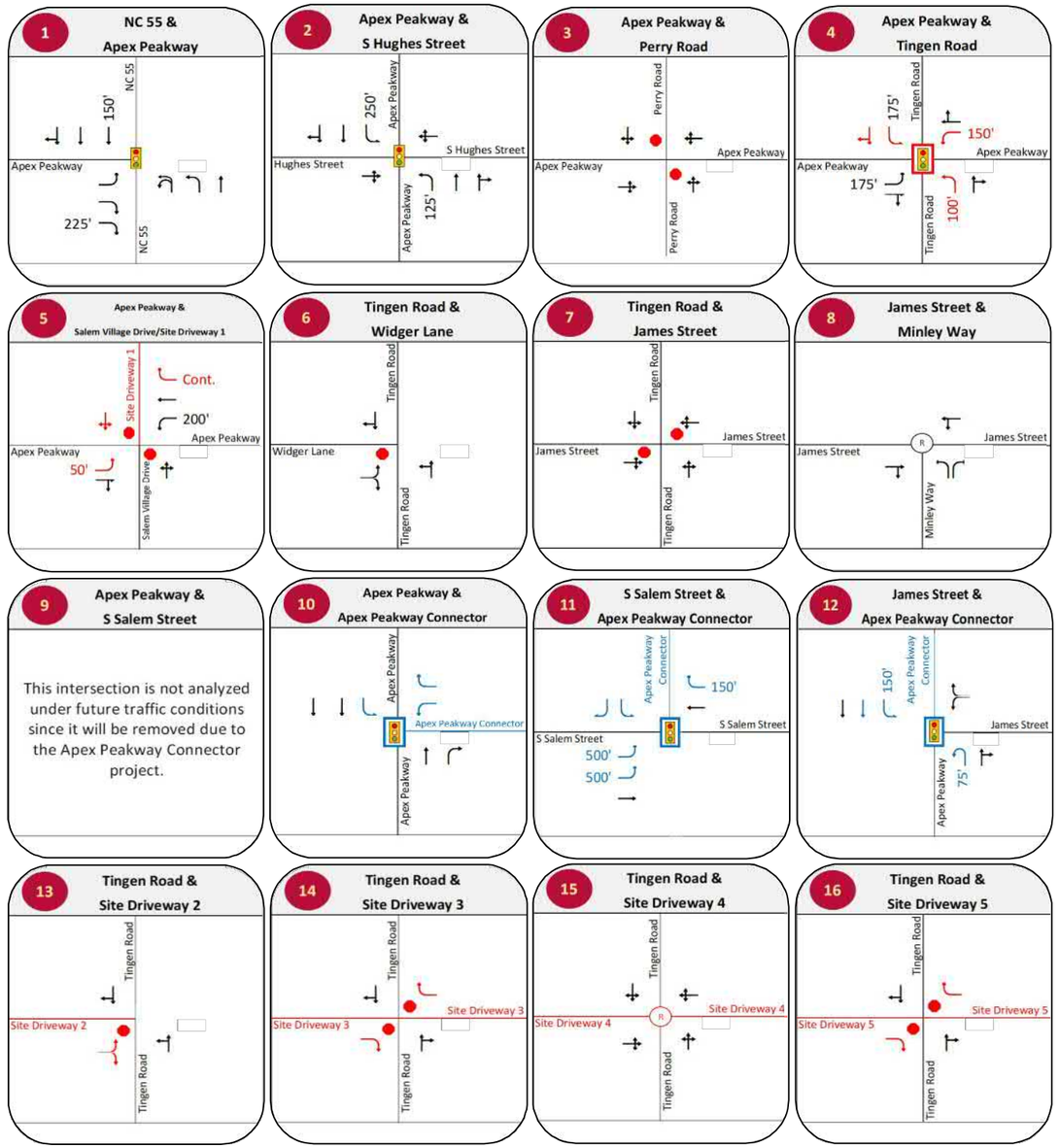
- Construct an eastern leg with stop control and one ingress lane and one egress lane.
- Construct a western leg with stop control and one ingress lane and one egress lane.

Conclusions

The study intersection of Apex Peakway at Tingen Road is projected to worsen in the future with increased delays and queuing, primarily due to the extension of Apex Peakway over to S Salem Street. However, with the installation of a traffic signal, addition of turn lanes, and restriping, this intersection is expected to operate with acceptable delays and queues. All other study intersections are expected to operate at an acceptable LOS in all traffic conditions analyzed with only minor increases in delays and queues due to site traffic. The recommended roadway laneage with the committed improvements is shown on **Figure 9.1**.

Figure 9.1 - Recommended Roadway Laneage





LEGEND

- # *Intersection ID*
- *Existing Laneage*
- XX' *Storage Length*
- *Existing Stop Control*
- *Existing Traffic Signal*
- R *Existing Roundabout*
- *Apex Peakway Connector Laneage*
- *Recommended Laneage*
- *Apex Peakway Connector Traffic Signal*
- *Recommended Traffic Signal*
- R *Recommended Roundabout*

Appendix

Appendix A:

Approved Assumptions Memorandum

Preliminary Assumptions - Updated
Seymour Property - Traffic Impact Analysis
Apex, North Carolina

KHA will perform analyses for Seymour Property development, a proposed mixed-use project located along Tingen Road and Apex Peakway in Wake County, North Carolina. The following assumptions will be used in the analysis of the site:

The study area will consist of the following intersections:

- NC 55 at Apex Peakway
- Apex Peakway at S Hughes Street
- Apex Peakway at Perry Road
- Apex Peakway at Salem Village Drive/Future Site Driveway
- Apex Peakway at Tingen Road
- Tingen Road at Widger Lane
- Tingen Road at James Street
- James Street at Minley Way
- Apex Peakway/Apex Peakway Extension at S Salem Street
- James Street at Apex Peakway
- Tingen Road at Site Driveways

The study scenarios will consist of:

- Existing (2023)
- Background (2027)
- Build-out (2027)
- Build-out (2027) with Improvements
- Future (2050) Comprehensive Plan Analysis*

*The improvements for build-out (2027) traffic conditions will consist of approximately three (3) potential Apex Comprehensive Plan amendments. Based on coordination with the Town, these improvements will also be analyzed under future year (2050) traffic conditions. Traffic counts will be grown from the build-out year of 2027 to the future year of 2050 using an annual growth rate of 3.2%. This growth rate is based on the growth rate used in the Apex Peakway SW Connector Traffic Capacity Analysis memorandum.

The background growth methodology is as follows:

- Background (2027) traffic volumes for the intersections of Tingen Road at James Street, Apex Peakway/Apex Peakway Extension at S Salem Street, and James Street at Apex Peakway will be determined by growing build (2016) AM and PM peak hour traffic volumes from the Apex Peakway SW Connector Traffic Capacity Analysis memorandum (October 2016, VHB) to the build-out year of 2027 using a 3% annual growth rate.
- All other study intersections will be grown to the build-out year of 2027 using an annual growth rate of 3%.
- To account for the future Apex Peakway Connector, the following adjustments will be made at nearby study intersections:
    - 50% of the northbound right-turn movement along Salem Village Drive (at Apex Peakway) will be moved to the northbound left-turn movement
    - 25% of the northbound through movement along Tingen Road (at Apex Peakway) will be moved to the northbound left-turn movement
    - 25% of the northbound through movement along Tingen Road (at Apex Peakway) will be moved to the northbound right-turn movement

    - 25% of the westbound right-turn movement along Apex Peakway (at Tingen Road) will be moved to the westbound through movement.
- Traffic will be balanced along Apex Peakway from the intersection of James Street at Apex Peakway during the AM and PM peak hours to account for the traffic forecast volumes. These volumes assume that traffic will be diverted from NC 55.
- See attached for an aerial showing the traffic growth and balancing.

Additionally, based on the Town of Apex Interactive Development Map, the following approved development were identified for inclusion in this analysis as background traffic:

- Veridea
- Chick-fil-a

Traffic for these approved developments will be obtained or developed from either site plans or traffic studies attained from the Town of Apex.

State Transportation Improvement Program (TIP) project U-5928, also known as the Apex Peakway Southwest Connector, is proposing to construct a grade separated interchange for Apex Peakway at S Salem Street as well as a railroad crossing. This project is expected to begin construction this year and will be included in this study as a future roadway improvement.TIP project U-2901B is expected to widen NC 55 to a multi-lane facility. Right of way and construction of this TIP project is expected to occur after the build-out year for Seymour Property; therefore, this future TIP project is proposed to not be included in this study.

Separate entering and existing directional distributions will be used for the site based on a review of surrounding land uses and the existing roadway network. The following overall distribution will be used for entering and exiting traffic:

- 30% to/from the south on NC 55
- 25% to/from the south on Tingen Road
- 10% to/from the north on Apex Peakway Extension
- 10% to/from the north on Perry Road
- 10% to/from the west on S Salem Street
- 5% to/from the east on S Salem Street
- 5% to/from the east on James Street
- 5% to/from the north on NC 55

The property is currently vacant, and as currently envisioned the development will consist of approximately 100 single-family detached homes, 300 townhomes, and 400 multifamily (mid rise) apartments. The commercial portion of the Seymour Property development has not yet been determined. To provide a conservative analysis, a 15,000 square foot (sf) day care center will be analyzed as part of this study. Trips will be generated using ITE Trip Generation 11th Edition rates. See attached trip generation table.

Trip Generation Analysis (11th Edition)
Seymour Property
Apex, NC

Land Use		Setting	Density		Daily Trips			AM Peak Hour			PM Peak Hour		
					Total	In	Out	Total	In	Out	Total	In	Out
Proposed Project Trips													
210	Single-Family Detached Housing	General Urban/Suburban	100	dwelling units	1,010	505	505	74	19	55	99	62	37
215	Single-Family Attached Housing	General Urban/Suburban	300	dwelling units	2,236	1,118	1,118	150	47	103	176	100	76
221	Multifamily Housing (Mid-Rise)	General Urban/Suburban	400	dwelling units	1,862	931	931	164	38	126	156	95	61
565	Day Care Center	General Urban/Suburban	15,000	Sq. Ft. GFA	714	357	357	165	87	78	167	78	89
Gross Project Trips					**5,822**	**2,911**	**2,911**	**553**	**191**	**362**	**598**	**335**	**263**

SINGLE-FAMILY
ATTACHED/DETACHED

COMBINED TOTAL
± 23 ACRES

SINGLE-FAMILY
ATTACHED/DETACHED

APARTMENTS
MAX. 400 UNITS
± 23 ACRES

COMMERCIAL
MAX. 15,000 SF
± 2 ACRES

SINGLE-FAMILY
ATTACHED
± 8 ACRES

TINGEN ROAD

APEX PEAKWAY

SINGLE-FAMILY
DETACHED

COMBINED TOTAL
± 24 ACRES

SINGLE-FAMILY
ATTACHED

SCM

BARNETT PROPERTIES
Developers of Commercial Real Estate
Since 1972

PRELIMINARY
DO NOT USE FOR CONSTRUCTION

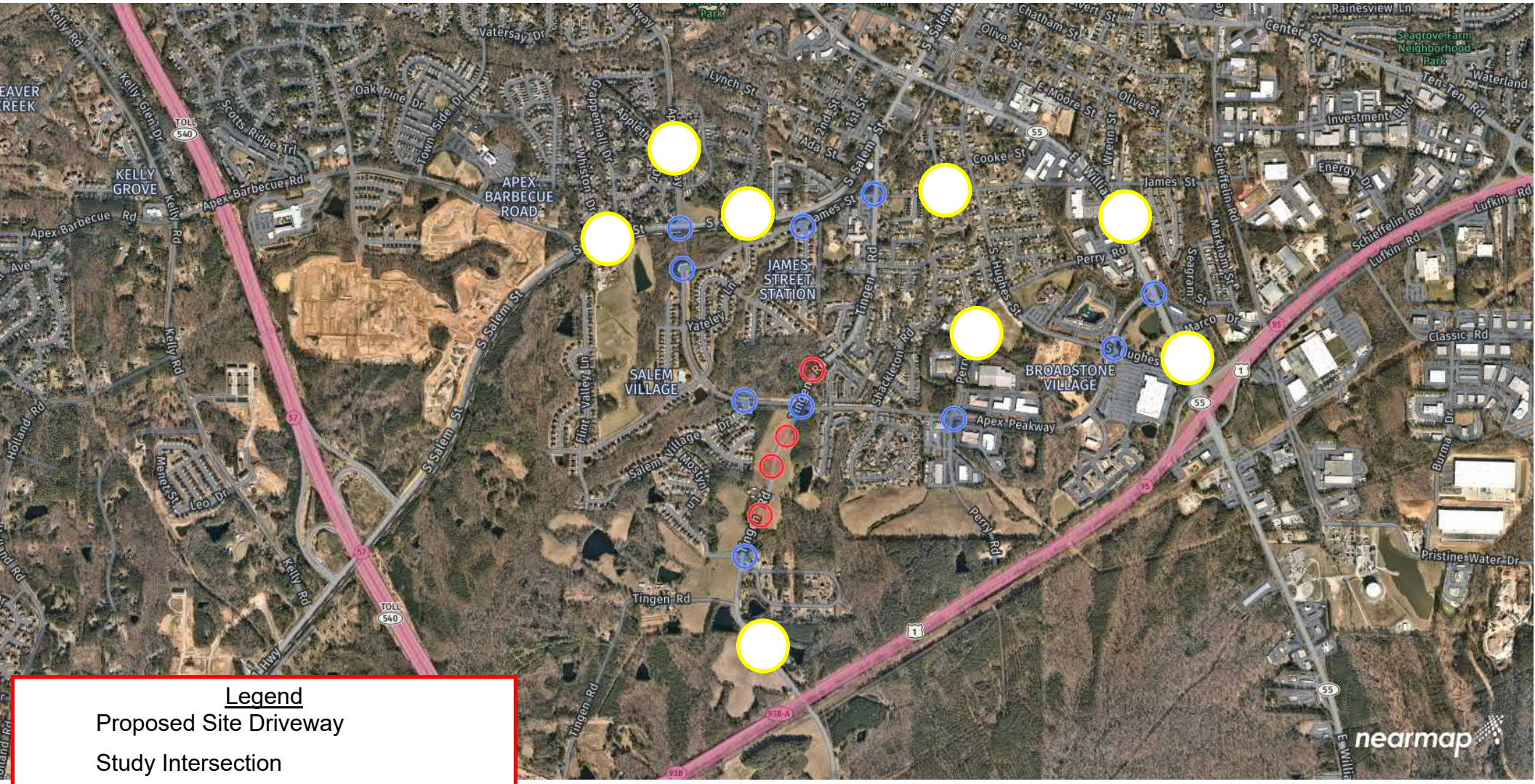
TINGEN PUD

TINGEN RD & APEX PEAKWAY
APEX, NC

ISSUE SEQUENCE		
NO.	DATE	DESCRIPTION

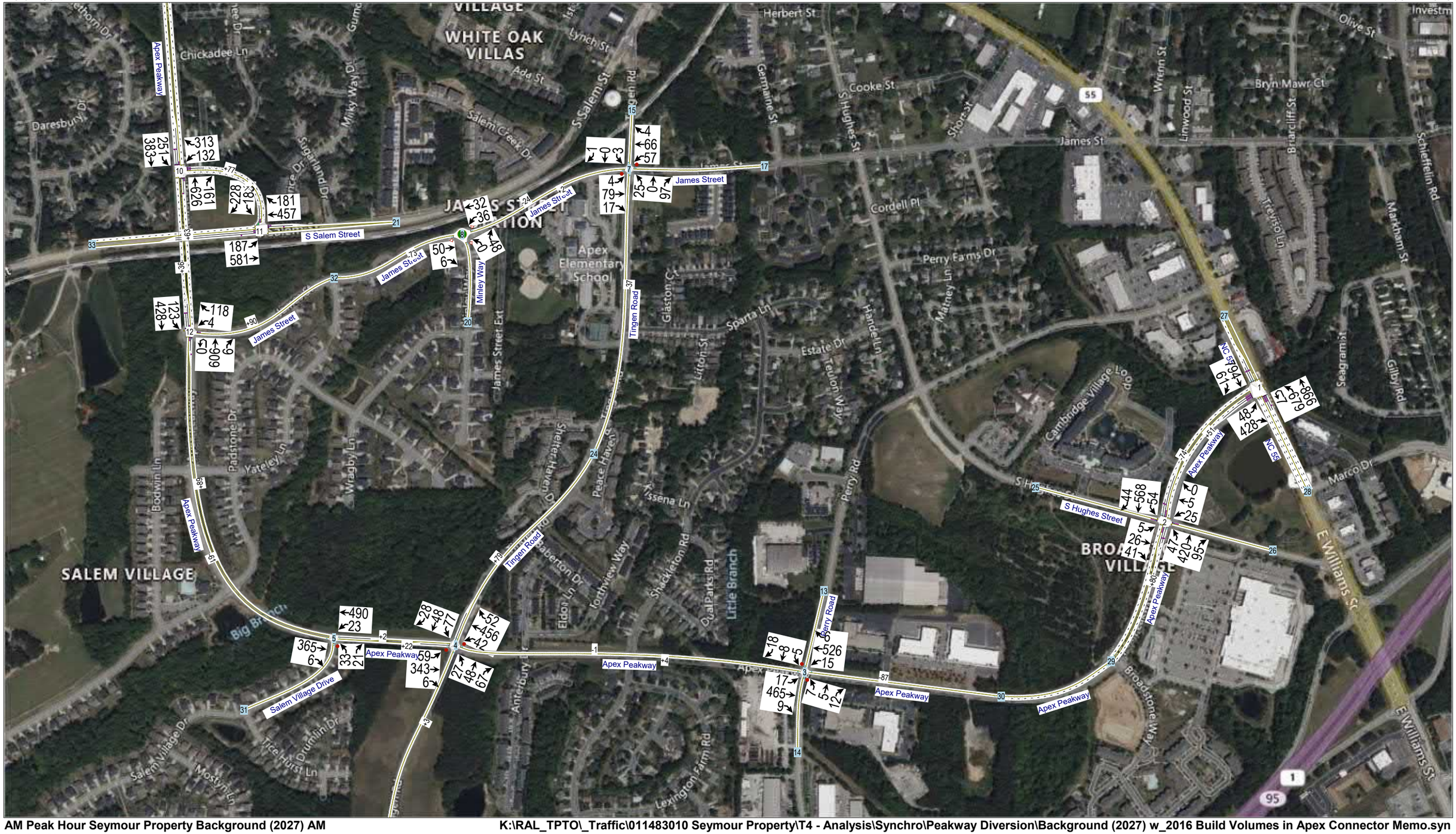
1"= 200'

Study Intersections - Seymour Property



Map - Seymour Property
Volumes

06/12/2023

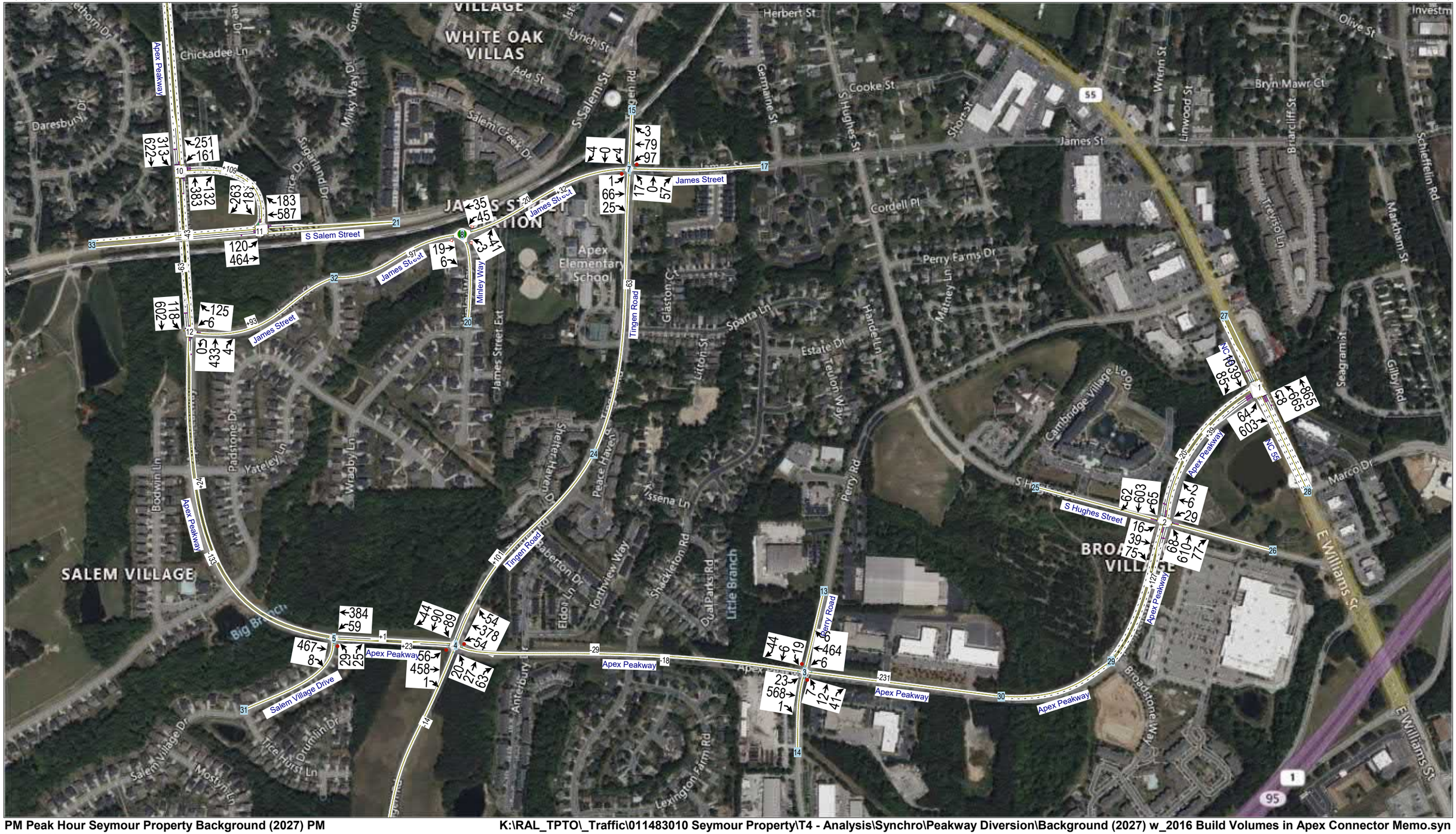


AM Peak Hour Seymour Property Background (2027) AM
Kimley-Horn

K:\RAL_TPTO_Traffic\011483010 Seymour Property\T4 - Analysis\Synchro\Peakway Diversion\Background (2027) w_2016 Build Volumes in Apex Connector Memo.syn

Map - Seymour Property
Volumes

06/12/2023



PM Peak Hour Seymour Property Background (2027) PM
Kimley-Horn

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Appendix B:
Trip Generation

Seymour Property

Table 1 - Trip Generation

Land Use	Intensity		Daily			AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out	Total	In	Out
210 Single Family Detached Housing	100	d.u.	1,010	505	505	74	19	55	99	62	37
215 Single Family Attached Housing	300	d.u.	2,236	1,118	1,118	150	47	103	176	100	76
221 Multifamily Housing (Mid-Rise)	400	d.u.	1,862	931	931	164	38	126	156	95	61
565 Day Care Center	15,000	s.f.	714	357	357	165	87	78	167	78	89
Subtotal			**5,822**	**2,911**	**2,911**	**553**	**191**	**362**	**598**	**335**	**263**

Appendix C:
Traffic Count Data

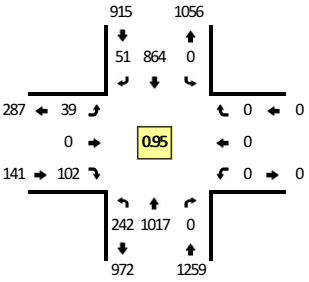
Type of peak hour being reported: Intersection Peak

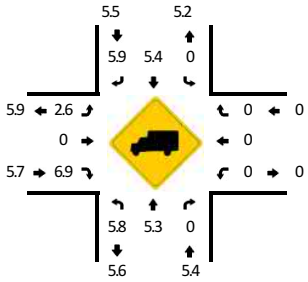
Method for determining peak hour: Total Entering Volume

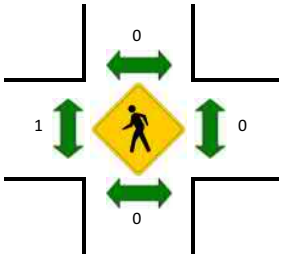
LOCATION: Williams St -- Apex Peakway
CITY/STATE: Apex, NC

QC JOB #: 16196011
DATE: Wed, May 10 2023

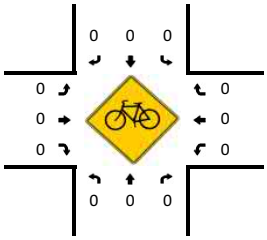
Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 8:00 AM -- 8:15 AM

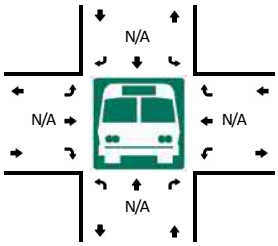


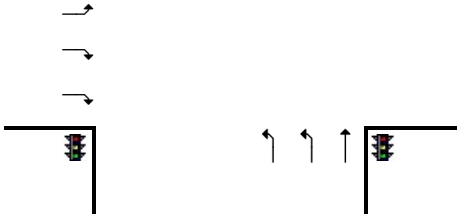


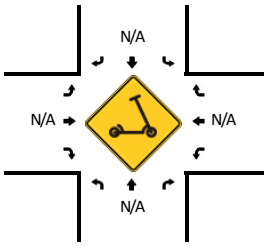












15-Min Count Period Beginning At	Williams St (Northbound)				Williams St (Southbound)				Apex Peakway (Eastbound)				Apex Peakway (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	42	249	0	1	0	158	5	0	11	0	24	0	0	0	0	0	490	
7:15 AM	47	250	0	1	0	178	7	0	11	0	23	0	0	0	0	0	517	
7:30 AM	55	226	0	0	0	229	8	0	11	0	16	0	0	0	0	0	545	
7:45 AM	56	257	0	2	0	234	12	0	16	0	30	0	0	0	0	0	607	2159
8:00 AM	69	282	0	1	0	214	13	0	7	0	22	0	0	0	0	0	608	2277
8:15 AM	55	233	0	2	0	193	10	0	13	0	27	0	0	0	0	0	533	2293
8:30 AM	56	245	0	1	0	223	16	0	3	0	23	0	0	0	0	0	567	2315
8:45 AM	67	225	0	0	0	194	15	0	18	0	28	0	0	0	0	0	547	2255

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	276	1128	0	4	0	856	52	0	28	0	88	0	0	0	0	0	2432
Heavy Trucks	12	60	0		0	32	4		0	0	8		0	0	0		116
Buses																	
Pedestrians		0				0				4				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

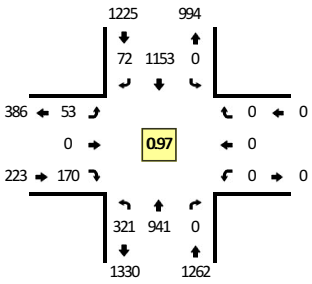
Report generated on 5/17/2023 2:09 PM

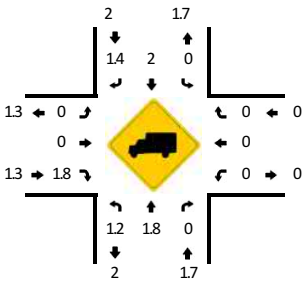
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

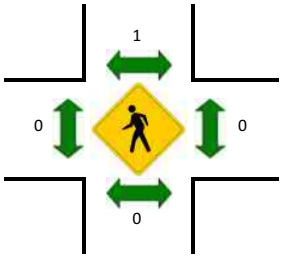
LOCATION: Williams St -- Apex Peakway | **QC JOB #:** 16196012
CITY/STATE: Apex, NC | **DATE:** Wed, May 10 2023

Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

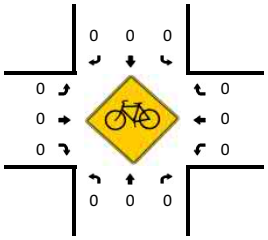


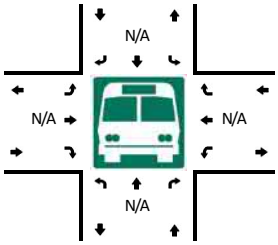


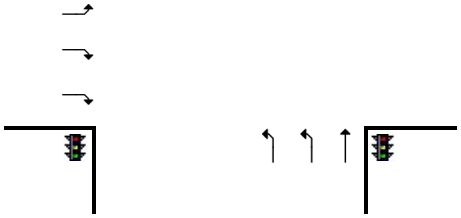
Quality Counts
DATA THAT DRIVES COMMUNITIES

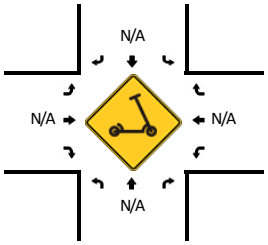












15-Min Count Period Beginning At	Williams St (Northbound)				Williams St (Southbound)				Apex Peakway (Eastbound)				Apex Peakway (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	59	226	0	4	0	286	18	0	14	0	49	0	0	0	0	0	656	
4:15 PM	59	227	0	1	0	256	20	0	14	0	37	0	0	0	0	0	614	
4:30 PM	61	247	0	2	0	297	12	0	21	0	44	0	0	0	0	0	684	
4:45 PM	72	252	0	4	0	300	11	0	4	0	28	0	0	0	0	0	671	2625
5:00 PM	59	238	0	1	0	317	19	0	9	0	52	0	0	0	0	0	695	2664
5:15 PM	62	239	0	1	0	278	15	0	17	0	39	0	0	0	0	0	651	2701
5:30 PM	90	236	0	3	0	288	16	0	12	0	36	0	0	0	0	0	681	2698
5:45 PM	103	228	0	2	0	270	22	0	15	0	43	0	0	0	0	0	683	2710

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	236	952	0	4	0	1268	76	0	36	0	208	0	0	0	0	0	2780
Heavy Trucks	0	20	0		0	36	0		0	0	0		0	0	0		56
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

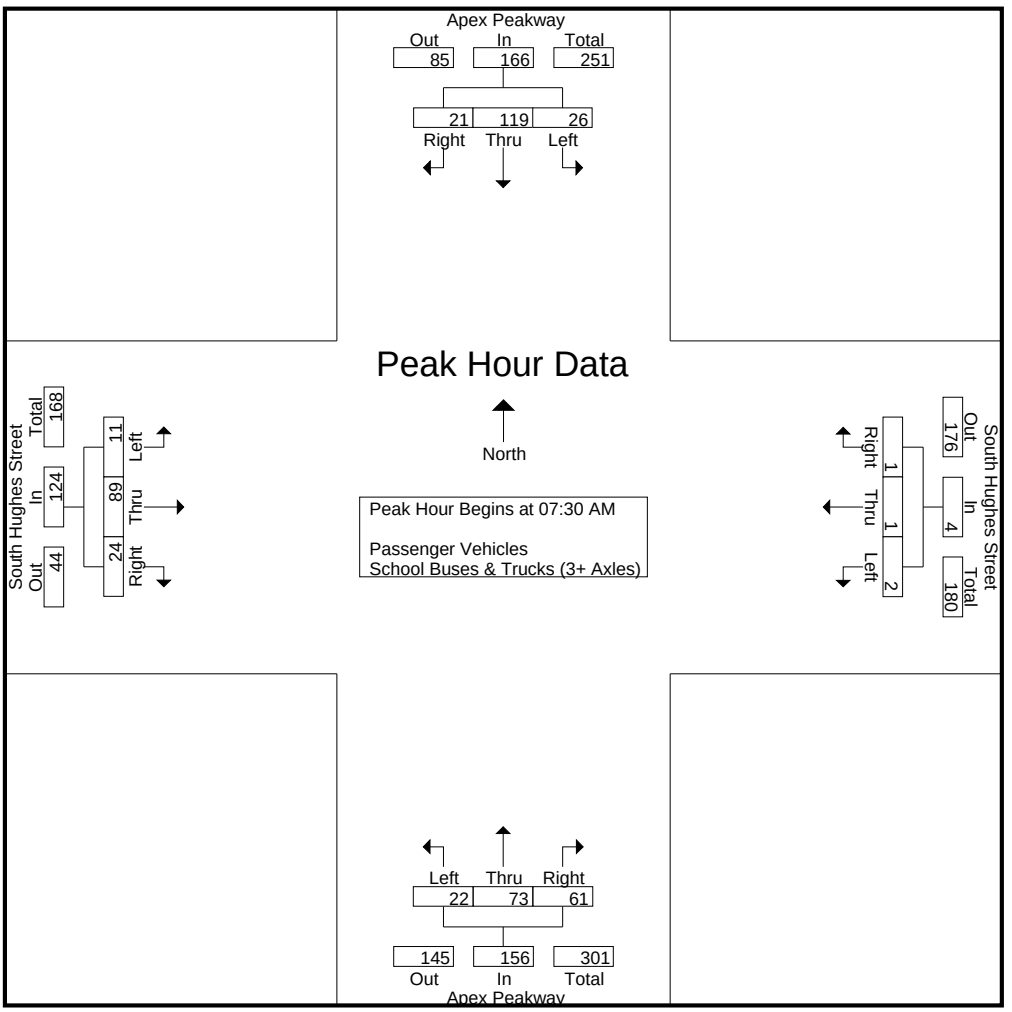
Report generated on 5/17/2023 2:09 PM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Mekuria Engineering, Inc.
Post Office Box 10505, Raleigh, North Carolina 27605
phone: 919.833.8743 / fax: 919.833.1276

Counted By: K. Brown, M. Owens, & A. Scott
Day of Week: Tuesday

File Name : 05-2336
Site Code : 05-2336
Start Date : 3/5/2013

	Apex Peakway Southbound				South Hughes Street Westbound				Apex Peakway Northbound				South Hughes Street 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 06:30 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	3	31	8	42	0	0	0	0	15	20	4	39	7	**28**	**6**	**41**	122
07:45 AM	6	22	5	33	0	0	0	0	16	**27**	**8**	**51**	**9**	26	4	39	**123**
08:00 AM	**7**	31	4	42	**1**	**1**	**1**	**3**	13	14	6	33	4	23	0	27	105
08:15 AM	5	**35**	**9**	**49**	0	0	1	1	**17**	12	4	33	4	12	1	17	100
Total Volume	21	119	26	166	1	1	2	4	61	73	22	156	24	89	11	124	450
% App. Total	12.7	71.7	15.7		25	25	50		39.1	46.8	14.1		19.4	71.8	8.9		
PHF	.750	.850	.722	.847	.250	.250	.500	.333	.897	.676	.688	.765	.667	.795	.458	.756	.915



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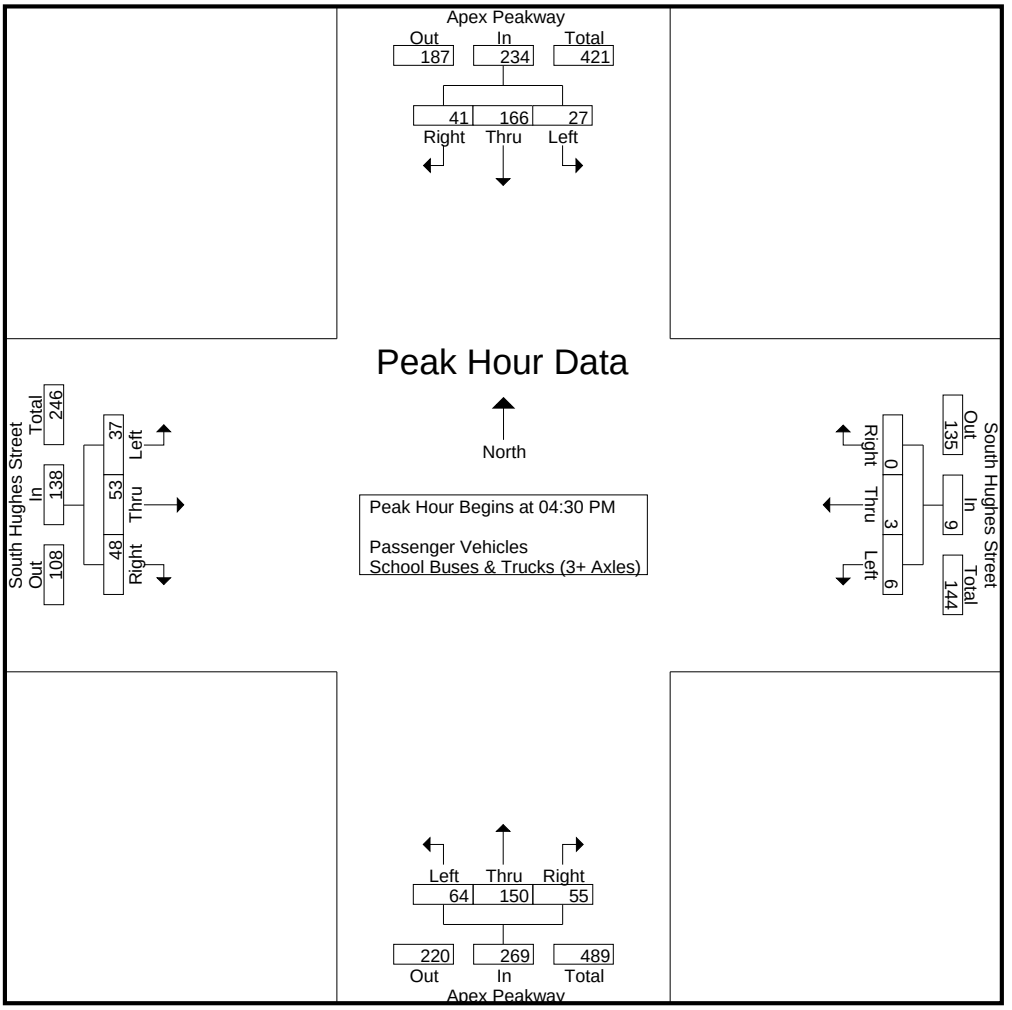
Counted By: K. Brown, M. Owens, & A. Scott
Day of Week: Tuesday

File Name : 05-2336
Site Code : 05-2336
Start Date : 3/5/2013
Page No : 6

	Apex Peakway Southbound				South Hughes Street Westbound				Apex Peakway Northbound				South Hughes Street 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 02:00 PM to 06:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	6	35	7	48	0	0	2	2	18	**41**	12	71	**15**	12	6	33	154
04:45 PM	10	41	6	57	0	0	0	0	**19**	41	19	**79**	9	15	9	33	169
05:00 PM	12	31	2	45	0	1	1	2	12	34	11	57	15	**16**	**12**	**43**	147
05:15 PM	**13**	**59**	**12**	**84**	0	**2**	**3**	**5**	6	34	**22**	62	9	10	10	29	**180**
Total Volume	41	166	27	234	0	3	6	9	55	150	64	269	48	53	37	138	650
% App. Total	17.5	70.9	11.5		0	33.3	66.7		20.4	55.8	23.8		34.8	38.4	26.8		
PHF	.788	.703	.563	.696	.000	.375	.500	.450	.724	.915	.727	.851	.800	.828	.771	.802	.903



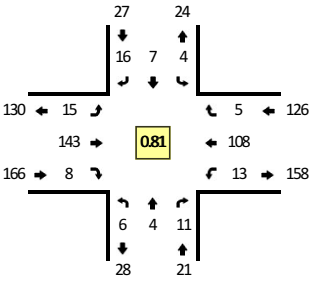
Type of peak hour being reported: Intersection Peak

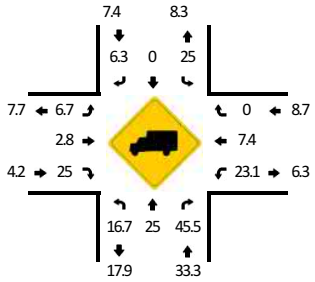
Method for determining peak hour: Total Entering Volume

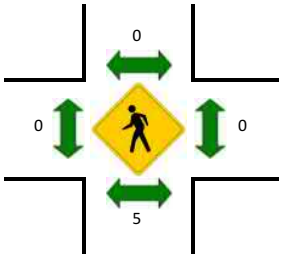
LOCATION: Perry Rd -- Apex Peakway
CITY/STATE: Apex, NC

QC JOB #: 16196009
DATE: Wed, May 10 2023

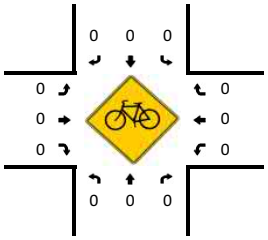
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

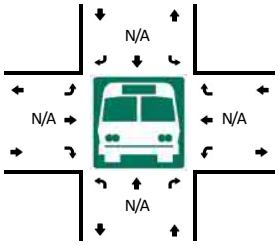




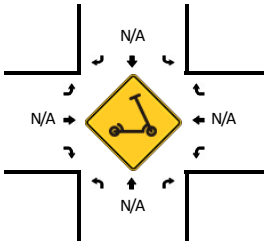












15-Min Count Period Beginning At	Perry Rd (Northbound)				Perry Rd (Southbound)				Apex Peakway (Eastbound)				Apex Peakway (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	7	6	0	1	2	1	0	6	27	1	0	2	8	2	0	64	
7:15 AM	1	2	2	0	0	2	2	0	7	42	3	0	8	9	1	0	79	
7:30 AM	1	0	6	0	0	5	7	0	4	28	3	0	9	14	0	0	77	
7:45 AM	2	0	3	0	0	3	1	0	3	33	2	0	5	13	1	0	66	286
8:00 AM	1	2	0	0	1	3	2	0	2	26	1	0	5	32	2	0	77	299
8:15 AM	1	2	2	0	1	2	3	0	3	38	0	0	3	23	0	0	78	298
8:30 AM	2	0	6	0	0	0	5	0	6	32	5	0	0	22	2	0	80	301
8:45 AM	2	0	3	0	2	2	6	0	4	47	2	0	5	31	1	0	105	340

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	8	0	12	0	8	8	24	0	16	188	8	0	20	124	4	0	420
Heavy Trucks	0	0	4		4	0	4		4	12	4		8	12	0		52
Buses																	
Pedestrians		4				0				0				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

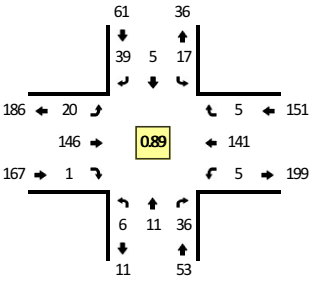
Report generated on 5/17/2023 2:09 PM

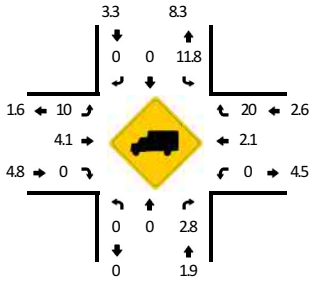
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

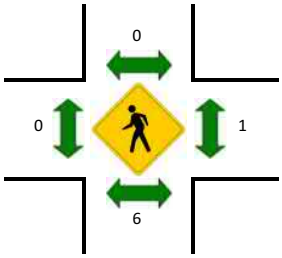
LOCATION: Perry Rd -- Apex Peakway | **QC JOB #:** 16196010
CITY/STATE: Apex, NC | **DATE:** Wed, May 10 2023

Peak-Hour: 4:15 PM -- 5:15 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

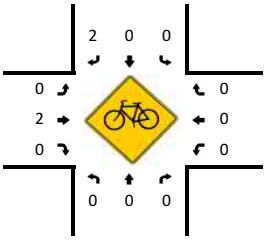


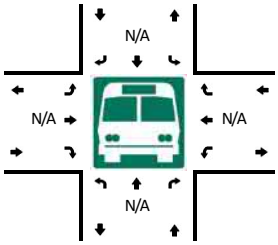


Quality Counts
DATA THAT DRIVES COMMUNITIES

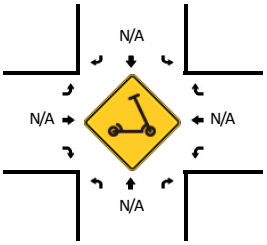












15-Min Count Period Beginning At	Perry Rd (Northbound)				Perry Rd (Southbound)				Apex Peakway (Eastbound)				Apex Peakway (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	3	2	10	0	2	2	9	0	3	53	2	0	2	29	0	0	117	
4:15 PM	0	4	12	0	3	1	7	0	3	40	0	0	3	37	0	0	110	
4:30 PM	0	0	10	0	5	1	12	0	7	33	0	0	1	26	3	0	98	
4:45 PM	3	2	3	0	3	2	7	0	5	37	1	0	1	38	1	0	103	428
5:00 PM	3	5	11	0	6	1	13	0	5	36	0	0	0	40	1	0	121	432
5:15 PM	0	1	2	0	2	0	10	0	7	34	0	0	1	34	1	0	92	414
5:30 PM	0	2	1	0	4	2	9	0	4	44	1	0	1	32	2	0	102	418
5:45 PM	0	2	3	0	6	0	4	0	11	42	1	0	0	34	1	0	104	419

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	12	20	44	0	24	4	52	0	20	144	0	0	0	160	4	0	484
Heavy Trucks	0	0	0		4	0	0		4	12	0		0	0	0		20
Buses																	
Pedestrians		4				0				0				4			8
Bicycles	0	0	0		0	0	4		0	8	0		0	0	0		12
Scooters																	

Comments:

Report generated on 5/17/2023 2:09 PM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

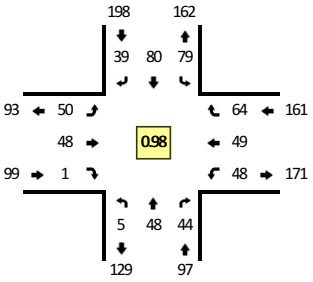
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

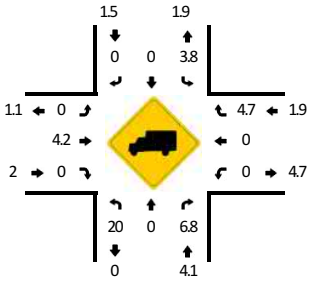
LOCATION: Tingen Rd -- Apex Peakway
CITY/STATE: Apex, NC

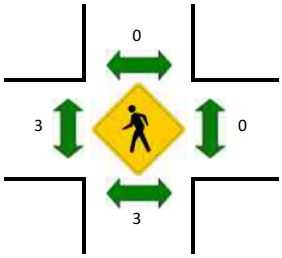
QC JOB #: 16196015
DATE: Wed, May 10 2023

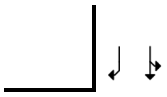
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

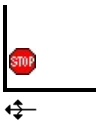


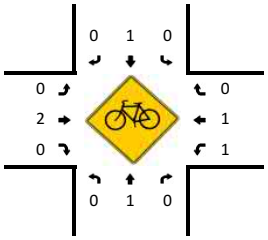
Quality Counts
DATA THAT DRIVES COMMUNITIES

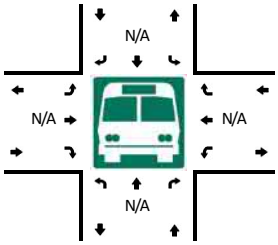


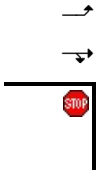


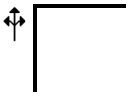


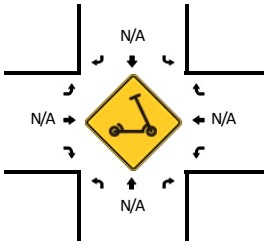












15-Min Count Period Beginning At	Tingen Rd (Northbound)				Tingen Rd (Southbound)				Apex Peakway (Eastbound)				Apex Peakway (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	0	1	1	0	1	2	1	0	4	2	0	0	1	1	1	0	15	
6:15 AM	0	5	6	0	5	4	1	0	4	4	0	0	5	1	5	0	40	
6:30 AM	0	4	2	0	5	2	2	0	7	7	0	0	10	2	13	0	54	
6:45 AM	0	7	4	0	7	1	3	0	11	8	1	0	1	0	11	0	54	163
7:00 AM	0	18	8	0	9	6	3	0	10	8	1	0	3	3	11	0	80	228
7:15 AM	0	19	4	0	15	11	4	0	15	12	1	0	3	3	10	0	97	285
7:30 AM	1	25	10	0	10	12	4	0	15	7	1	0	5	7	10	0	107	338
7:45 AM	2	16	17	0	5	9	6	0	10	8	1	0	3	5	10	0	92	376
8:00 AM	0	15	9	0	14	9	10	0	14	5	3	0	11	7	21	0	118	414
8:15 AM	1	14	6	0	13	9	6	0	12	11	0	0	9	5	14	0	100	417
8:30 AM	2	20	12	0	14	10	1	0	16	10	1	0	8	10	12	0	116	426
8:45 AM	0	36	11	0	27	15	8	0	10	9	1	0	9	8	15	0	149	483
9:00 AM	3	23	29	0	30	8	9	0	9	15	3	0	1	10	10	0	150	515
9:15 AM	0	18	9	0	10	6	6	0	5	7	4	0	6	7	11	0	89	504
9:30 AM	0	4	7	0	16	4	6	0	6	9	0	0	9	3	11	0	75	463
9:45 AM	0	3	11	0	12	10	4	0	7	8	0	0	3	2	5	0	65	379
10:00 AM	1	12	8	0	5	13	6	0	2	6	0	0	6	9	7	0	75	304
10:15 AM	1	7	9	0	10	8	7	0	10	4	3	0	4	4	8	0	75	290
10:30 AM	1	10	5	0	9	8	3	0	8	3	0	0	2	8	5	0	62	277
10:45 AM	0	6	1	0	15	6	3	0	5	4	1	0	2	5	11	0	59	271
11:00 AM	0	2	11	0	7	6	5	0	6	4	2	0	5	7	5	0	60	256
11:15 AM	0	9	3	0	8	6	6	0	2	9	0	0	6	6	8	0	63	244
11:30 AM	1	8	3	0	11	2	5	0	6	8	2	0	5	7	6	0	64	246
11:45 AM	1	12	3	0	10	9	4	0	10	6	0	0	4	5	8	0	72	259
12:00 PM	0	10	6	0	7	9	5	0	8	8	1	0	3	9	16	0	82	281
12:15 PM	0	11	6	0	12	7	7	0	2	11	2	0	8	7	6	0	79	297
12:30 PM	0	6	3	0	13	13	5	0	7	10	1	0	7	4	6	0	75	308
12:45 PM	1	7	7	0	9	12	11	0	9	6	2	0	5	5	12	0	86	322
1:00 PM	0	5	10	0	17	16	6	0	2	4	3	0	7	5	10	0	85	325
1:15 PM	0	5	8	0	7	7	7	0	8	2	0	0	4	7	11	0	66	312
1:30 PM	1	9	8	0	17	6	7	2	4	4	2	0	9	1	13	0	83	320
1:45 PM	0	4	3	0	16	9	6	0	9	7	1	0	5	5	8	0	73	307
2:00 PM	0	7	10	0	15	9	9	0	4	5	0	0	4	10	7	0	80	302
2:15 PM	1	8	8	0	7	5	2	0	5	5	0	0	6	10	7	0	64	300
2:30 PM	0	7	8	0	13	13	11	0	8	6	1	0	7	13	8	0	95	312
2:45 PM	1	10	10	0	12	15	8	0	12	8	1	0	11	6	11	0	105	344
3:00 PM	0	8	7	0	15	15	10	0	5	7	0	0	8	10	12	0	97	361
3:15 PM	0	15	9	0	18	14	3	0		8	1	0	13	11	14	0	116	413
3:30 PM	1	6	5	0	20	16	8	0		5	0	0	9	11	11	0	98	416

15-Min Count Period Beginning At	Tingen Rd (Northbound)				Tingen Rd (Southbound)				Apex Peakway (Eastbound)				Apex Peakway (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:45 PM	2	22	14	0	33	11	14	0	3	5	1	0	5	12	12	0	134	445
4:00 PM	2	13	7	0	43	21	13	0	6	11	2	0	8	11	16	0	153	501
4:15 PM	3	11	8	0	16	14	7	0	8	12	0	0	7	9	14	0	109	494
4:30 PM	1	11	9	0	17	25	8	0	6	13	2	0	4	13	7	0	116	512
4:45 PM	0	9	7	0	27	17	10	0	13	10	0	0	8	15	18	0	134	512
5:00 PM	1	7	8	0	18	15	10	0	13	12	1	0	21	10	22	0	138	497
5:15 PM	4	18	15	0	12	29	10	0	10	12	0	0	8	10	14	0	142	530
5:30 PM	0	14	14	0	22	19	9	0	14	14	0	0	11	14	10	0	141	555
5:45 PM	2	9	16	0	22	8	8	0	15	10	0	0	10	9	14	0	123	544
6:00 PM	1	8	13	0	15	10	10	0	6	9	2	0	9	12	15	0	110	516
6:15 PM	0	10	6	0	30	10	7	0	4	8	2	0	6	8	9	0	100	474
6:30 PM	0	13	3	0	35	13	11	0	6	6	3	0	4	14	14	0	122	455
6:45 PM	0	3	6	0	10	11	17	0	5	6	1	0	3	12	18	0	92	424
7:00 PM	1	6	8	0	11	9	11	0	4	11	0	0	7	14	12	0	94	408
7:15 PM	0	2	5	0	16	12	5	0	2	10	1	0	4	6	16	0	79	387
7:30 PM	1	8	4	0	11	9	13	0	7	4	0	0	8	4	11	0	80	345
7:45 PM	0	4	5	0	12	13	6	0	6	8	0	0	3	15	9	0	81	334
8:00 PM	0	6	1	0	8	4	10	0	4	5	0	0	2	10	11	0	61	301
8:15 PM	1	1	1	0	6	8	7	0	9	5	0	0	7	7	13	0	65	287
8:30 PM	1	9	3	0	11	8	9	0	1	7	0	0	2	11	11	0	73	280
8:45 PM	1	4	1	0	12	8	6	0	1	5	1	0	5	11	10	0	65	264
9:00 PM	0	2	1	0	8	5	3	0	2	1	1	0	7	7	9	0	46	249
9:15 PM	1	4	6	0	5	5	2	0	3	4	1	0	2	7	8	0	48	232
9:30 PM	0	2	2	0	3	3	2	0	2	3	0	0	1	9	5	0	32	191
9:45 PM	0	0	1	0	3	9	3	0	1	1	0	0	2	2	5	0	27	153

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	16	72	60	0	48	116	40	0	40	48	0	0	32	40	56	0	568
Heavy Trucks	4	0	0		4	0	0		0	4	0		0	0	4		16
Buses																	
Pedestrians		8				0				8				0			16
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 5/17/2023 2:09 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

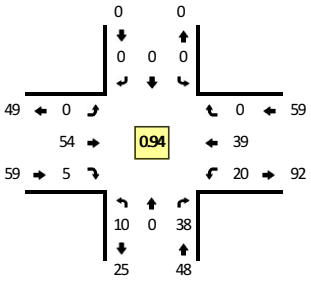
Type of peak hour being reported: Intersection Peak

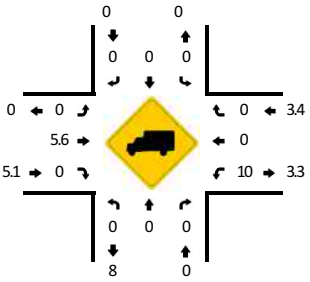
Method for determining peak hour: Total Entering Volume

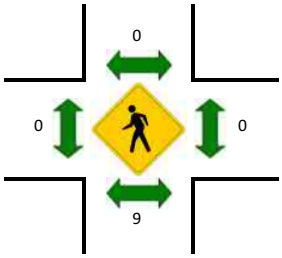
LOCATION: Salem Village Dr -- Apex Peakway
CITY/STATE: Apex, NC

QC JOB #: 16196007
DATE: Wed, May 10 2023

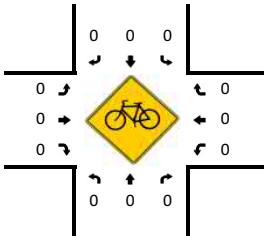
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:00 AM -- 8:15 AM

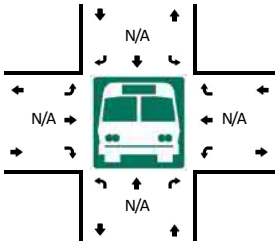




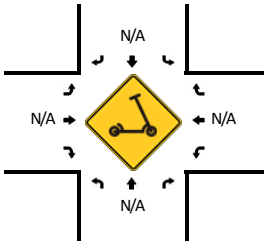












15-Min Count Period Beginning At	Salem Village Dr (Northbound)				Salem Village Dr (Southbound)				Apex Peakway (Eastbound)				Apex Peakway (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	7	0	0	0	0	0	0	12	0	0	2	4	0	0	25	
7:15 AM	0	0	10	0	0	0	0	0	0	18	0	0	4	3	0	0	35	
7:30 AM	2	0	8	0	0	0	0	0	0	17	0	0	6	5	0	0	38	
7:45 AM	1	0	8	0	0	0	0	0	0	9	0	0	3	10	0	0	31	129
8:00 AM	1	0	10	0	0	0	0	0	0	13	2	0	4	14	0	0	44	148
8:15 AM	2	0	7	0	0	0	0	0	0	15	0	0	5	7	0	0	36	149
8:30 AM	0	0	14	0	0	0	0	0	0	14	1	0	4	9	0	0	42	153
8:45 AM	7	0	7	0	0	0	0	0	0	12	2	0	7	9	0	0	44	166

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	0	40	0	0	0	0	0	0	52	8	0	16	56	0	0	176
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Buses																	
Pedestrians		12				0				0				0			12
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 5/17/2023 2:09 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

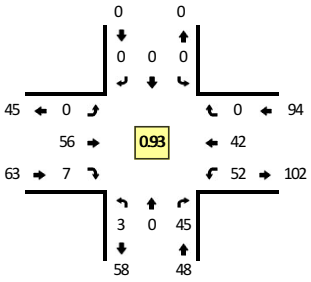
Type of peak hour being reported: Intersection Peak

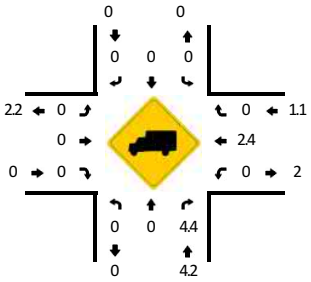
Method for determining peak hour: Total Entering Volume

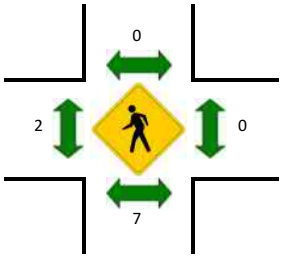
LOCATION: Salem Village Dr -- Apex Peakway
CITY/STATE: Apex, NC

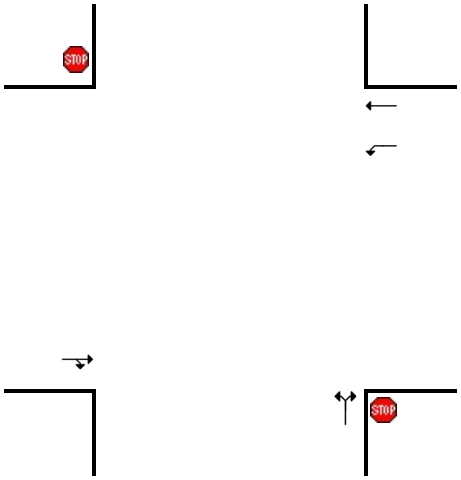
QC JOB #: 16196008
DATE: Wed, May 10 2023

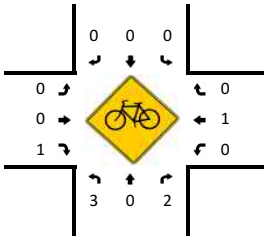
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:30 PM -- 5:45 PM

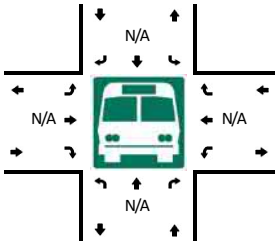


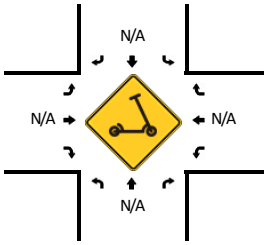












15-Min Count Period Beginning At	Salem Village Dr (Northbound)				Salem Village Dr (Southbound)				Apex Peakway (Eastbound)				Apex Peakway (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	10	0	0	0	0	0	0	10	4	0	14	11	0	0	49	
4:15 PM	1	0	13	0	0	0	0	0	0	6	1	0	9	11	0	0	41	
4:30 PM	2	0	5	0	0	0	0	0	0	18	1	0	7	14	0	0	47	
4:45 PM	1	0	13	0	0	0	0	0	0	9	1	0	17	9	0	0	50	187
5:00 PM	0	0	13	0	0	0	0	0	0	13	2	0	13	9	0	0	50	188
5:15 PM	2	0	10	0	0	0	0	0	0	13	1	0	10	14	0	0	50	197
5:30 PM	0	0	9	0	0	0	0	0	0	21	3	0	11	10	0	1	55	205
5:45 PM	0	0	13	1	0	0	0	0	0	11	1	0	9	10	0	0	45	200

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	36	0	0	0	0	0	0	84	12	0	44	40	0	4	220
Heavy Trucks	0	0	4		0	0	0		0	0	0		0	0	0		4
Buses																	
Pedestrians		4				0				0				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	4	0		4
Scooters																	

Comments:

Report generated on 5/17/2023 2:09 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

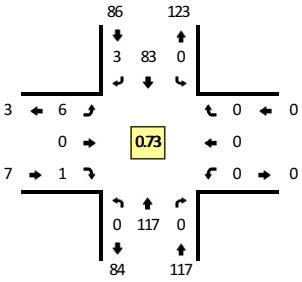
Type of peak hour being reported: Intersection Peak

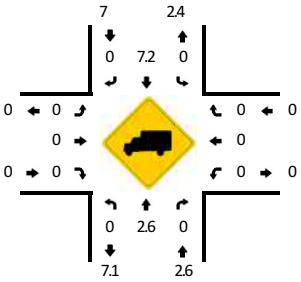
Method for determining peak hour: Total Entering Volume

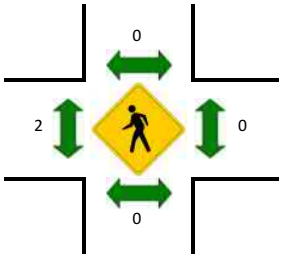
LOCATION: Tingen Rd -- Widger Ln
CITY/STATE: Apex, NC

QC JOB #: 16196013
DATE: Wed, May 10 2023

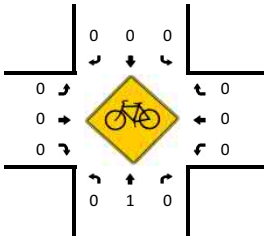
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

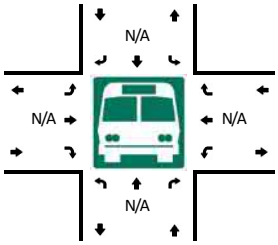




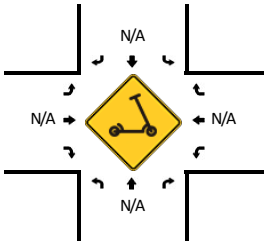












15-Min Count Period Beginning At	Tingen Rd (Northbound)				Tingen Rd (Southbound)				Widger Ln (Eastbound)				Widger Ln (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	21	0	0	0	9	0	0	4	0	0	0	0	0	0	0	34	
7:15 AM	1	24	0	0	0	15	1	0	0	0	2	0	0	0	0	0	43	
7:30 AM	1	34	0	0	0	17	0	0	2	0	1	0	0	0	0	0	55	
7:45 AM	1	31	0	0	0	13	0	0	4	0	1	0	0	0	0	0	50	182
8:00 AM	0	20	0	0	0	24	0	0	1	0	0	0	0	0	0	0	45	193
8:15 AM	0	22	0	0	0	17	1	0	1	0	0	0	0	0	0	0	41	191
8:30 AM	0	30	0	0	0	18	1	0	3	0	0	0	0	0	0	0	52	188
8:45 AM	0	45	0	0	0	24	1	0	1	0	1	0	0	0	0	0	72	210

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	180	0	0	0	96	4	0	4	0	4	0	0	0	0	0	288
Heavy Trucks	0	4	0		0	4	0		0	0	0		0	0	0		8
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 5/17/2023 2:09 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

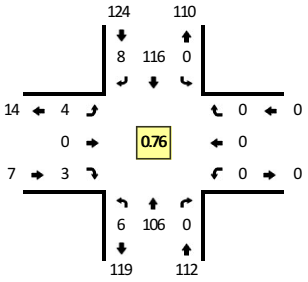
Type of peak hour being reported: Intersection Peak

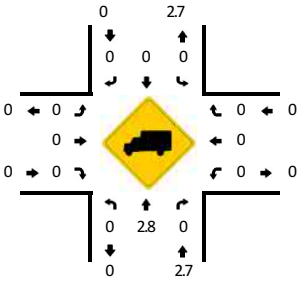
Method for determining peak hour: Total Entering Volume

LOCATION: Tingen Rd -- Widger Ln
CITY/STATE: Apex, NC

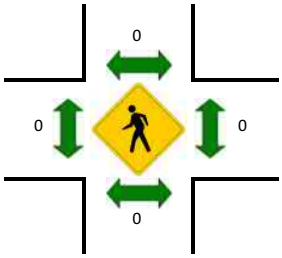
QC JOB #: 16196014
DATE: Wed, May 10 2023

Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

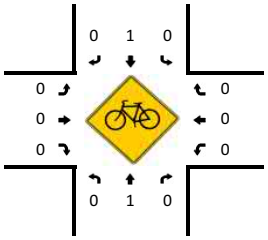


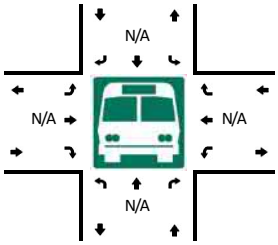


Quality Counts
DATA THAT DRIVES COMMUNITIES

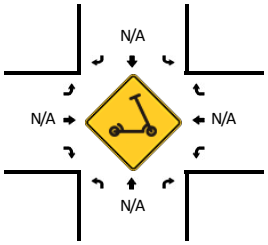












15-Min Count Period Beginning At	Tingen Rd (Northbound)				Tingen Rd (Southbound)				Widger Ln (Eastbound)				Widger Ln (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	21	0	0	1	30	1	0	1	0	0	0	0	0	0	0	54	
4:15 PM	0	23	0	0	0	15	3	0	2	0	2	0	0	0	0	0	45	
4:30 PM	2	17	1	0	0	30	3	0	2	0	0	0	0	0	0	0	55	
4:45 PM	1	15	0	0	0	23	3	0	0	0	0	0	0	0	0	0	42	196
5:00 PM	1	18	0	0	0	29	5	0	0	0	2	0	0	0	0	0	55	197
5:15 PM	4	36	0	0	0	38	0	0	2	0	0	0	0	0	0	0	80	232
5:30 PM	1	27	0	0	0	32	1	0	1	0	1	0	0	0	0	0	63	240
5:45 PM	0	25	0	0	0	17	2	0	1	0	0	0	0	0	0	0	45	243

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	16	144	0	0	0	152	0	0	8	0	0	0	0	0	0	0	320
Heavy Trucks	0	4	0		0	0	0		0	0	0		0	0	0		4
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 5/17/2023 2:09 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

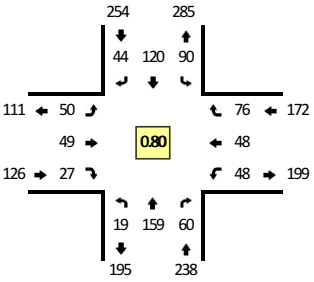
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

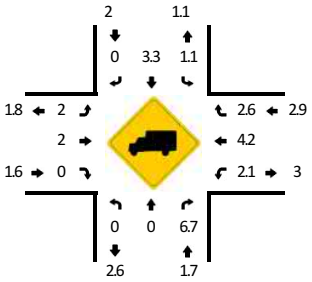
LOCATION: Tingen Rd -- James St
CITY/STATE: Apex, NC

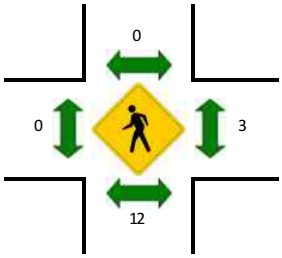
QC JOB #: 16196005
DATE: Wed, May 10 2023

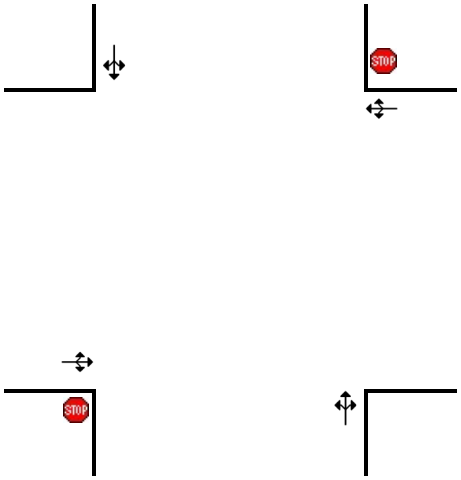
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

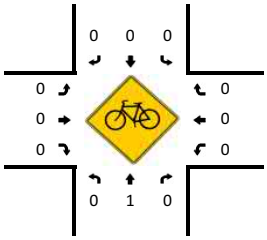


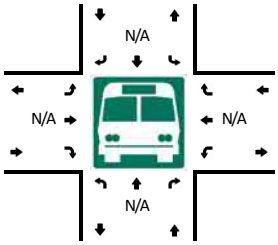


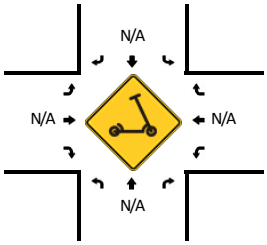












15-Min Count Period Beginning At	Tingen Rd (Northbound)				Tingen Rd (Southbound)				James St (Eastbound)				James St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	3	37	5	0	21	13	0	0	12	7	4	0	3	6	11	0	122	
7:15 AM	5	50	8	0	23	22	6	0	9	9	3	0	5	3	9	0	152	
7:30 AM	1	51	17	0	25	17	4	0	4	10	0	0	8	6	13	0	156	
7:45 AM	2	35	17	0	30	38	12	0	8	14	0	0	4	7	9	0	176	606
8:00 AM	8	35	13	0	24	22	10	0	10	19	10	0	6	22	17	0	196	680
8:15 AM	4	34	11	0	27	30	10	0	12	6	2	0	8	6	17	0	167	695
8:30 AM	3	36	16	0	21	28	12	0	11	11	1	0	12	8	21	0	180	719
8:45 AM	4	54	20	0	18	40	12	0	17	13	14	0	22	12	21	0	247	790

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	16	216	80	0	72	160	48	0	68	52	56	0	88	48	84	0	988
Heavy Trucks	0	0	12		0	12	0		0	4	0		4	8	0		40
Buses																	
Pedestrians		28				0				0				0			28
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 5/17/2023 2:09 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

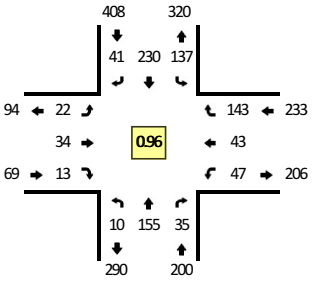
Type of peak hour being reported: Intersection Peak

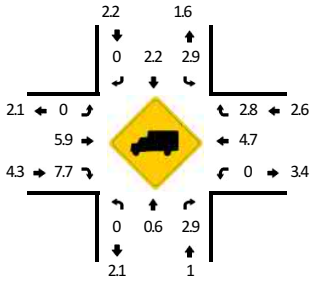
Method for determining peak hour: Total Entering Volume

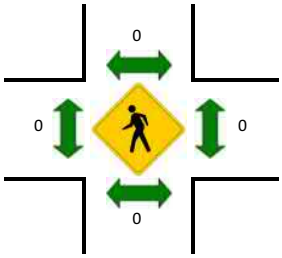
LOCATION: Tingen Rd -- James St
CITY/STATE: Apex, NC

QC JOB #: 16196006
DATE: Wed, May 10 2023

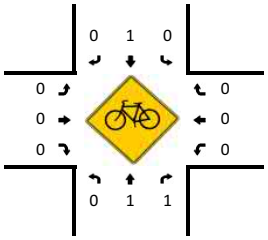
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 4:45 PM -- 5:00 PM

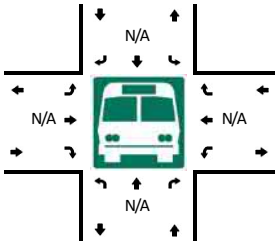




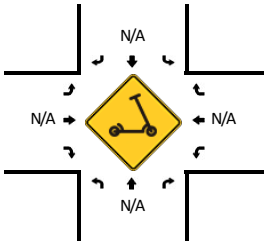












15-Min Count Period Beginning At	Tingen Rd (Northbound)				Tingen Rd (Southbound)				James St (Eastbound)				James St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	5	44	25	0	40	56	12	0	13	9	10	0	9	5	27	0	255	
4:15 PM	1	29	10	0	27	45	4	0	14	5	1	0	5	6	26	0	173	
4:30 PM	0	35	5	0	34	54	12	0	6	8	2	0	7	11	28	0	202	
4:45 PM	1	39	9	0	43	58	17	0	5	14	2	0	9	9	32	0	238	868
5:00 PM	2	42	6	0	27	52	6	0	3	7	2	0	7	11	39	0	204	817
5:15 PM	4	33	7	0	44	64	6	0	9	7	3	0	17	11	27	0	232	876
5:30 PM	3	41	13	0	23	56	12	0	5	6	6	0	14	12	45	0	236	910
5:45 PM	0	41	8	0	62	45	13	0	8	9	2	0	5	8	32	0	233	905

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	156	36	0	172	232	68	0	20	56	8	0	36	36	128	0	952
Heavy Trucks	0	0	4		4	4	0		0	4	4		0	4	4		28
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	4	0		0	0	0		0	0	0		4
Scooters																	

Comments:

Report generated on 5/17/2023 2:09 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

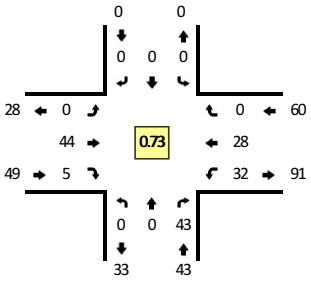
Type of peak hour being reported: Intersection Peak

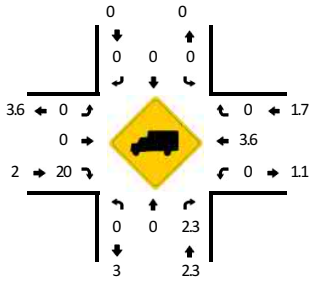
Method for determining peak hour: Total Entering Volume

LOCATION: Minley Way -- James St
CITY/STATE: Apex, NC

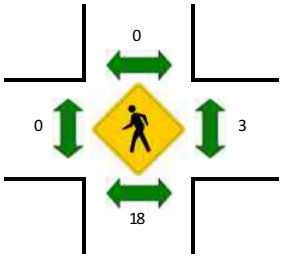
QC JOB #: 16196003
DATE: Wed, May 10 2023

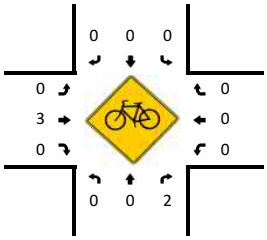
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

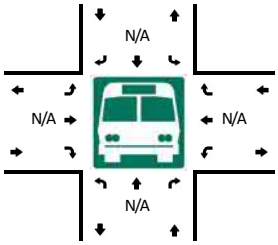


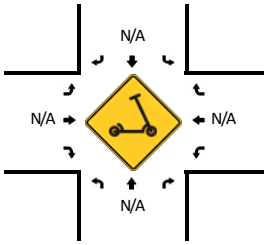


Quality Counts
DATA THAT DRIVES COMMUNITIES









15-Min Count Period Beginning At	Minley Way (Northbound)				Minley Way (Southbound)				James St (Eastbound)				James St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	8	0	0	0	0	0	0	4	0	0	2	1	0	0	15	
7:15 AM	0	0	15	0	0	0	0	0	0	3	0	0	2	3	0	0	23	
7:30 AM	0	0	2	0	0	0	0	0	0	10	0	0	5	1	0	0	18	
7:45 AM	0	0	10	0	0	0	0	0	0	10	1	0	7	5	0	0	33	89
8:00 AM	0	0	11	0	0	0	0	0	0	9	1	0	10	9	0	0	40	114
8:15 AM	0	0	10	0	0	0	0	0	0	9	1	0	5	3	0	0	28	119
8:30 AM	0	0	8	0	0	0	0	0	0	9	3	0	4	7	0	1	32	133
8:45 AM	0	0	14	0	0	0	0	0	0	17	0	0	9	9	0	3	52	152

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	56	0	0	0	0	0	0	68	0	0	36	36	0	12	208
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	4	0		4
Buses																	
Pedestrians		36				0				0				0			36
Bicycles	0	0	8		0	0	0		0	0	0		0	0	0		8
Scooters																	

Comments:

Report generated on 5/17/2023 2:09 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

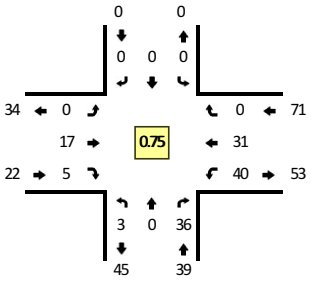
Type of peak hour being reported: Intersection Peak

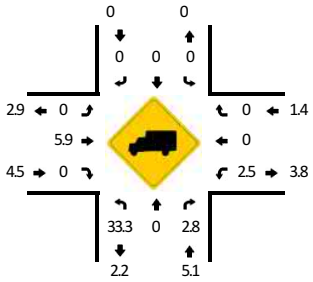
Method for determining peak hour: Total Entering Volume

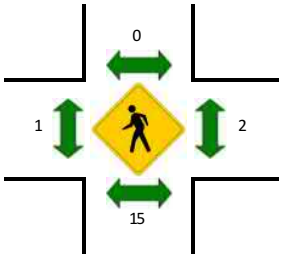
LOCATION: Minley Way -- James St
CITY/STATE: Apex, NC

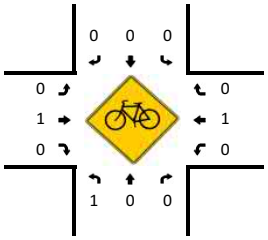
QC JOB #: 16196004
DATE: Wed, May 10 2023

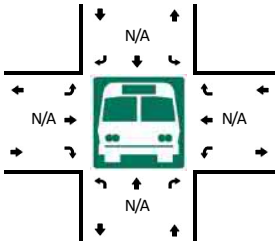
Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:45 PM -- 5:00 PM

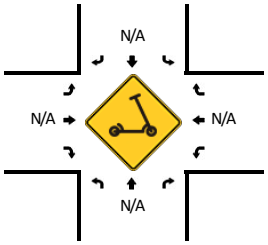












15-Min Count Period Beginning At	Minley Way (Northbound)				Minley Way (Southbound)				James St (Eastbound)				James St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	2	0	9	0	0	0	0	0	0	4	4	0	7	11	0	0	37	
4:15 PM	0	0	10	0	0	0	0	0	0	4	0	0	5	3	0	0	22	
4:30 PM	1	0	7	0	0	0	0	0	0	2	0	0	11	8	0	0	29	
4:45 PM	0	0	10	0	0	0	0	0	0	7	1	0	17	9	0	0	44	132
5:00 PM	0	0	3	0	0	0	0	0	0	2	0	0	5	8	0	1	19	114
5:15 PM	0	0	15	0	0	0	0	0	0	1	0	0	7	7	0	1	31	123
5:30 PM	0	0	8	0	0	0	0	0	0	1	0	0	11	7	0	0	27	121
5:45 PM	0	0	8	0	0	0	0	0	0	7	0	0	10	5	0	0	30	107

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	40	0	0	0	0	0	0	28	4	0	68	36	0	0	176
Heavy Trucks	0	0	4		0	0	0		0	4	0		4	0	0		12
Buses																	
Pedestrians		8				0				4				0			12
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 5/17/2023 2:09 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

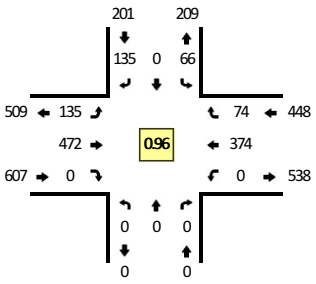
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

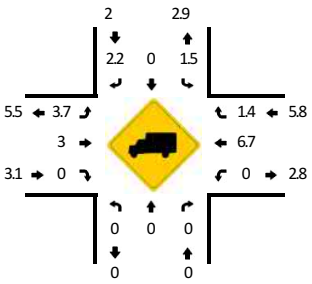
LOCATION: Apex Peakway -- Salem St
CITY/STATE: Apex, NC

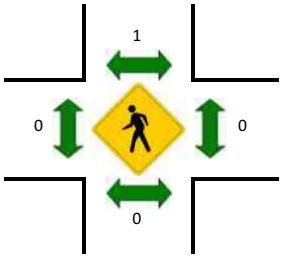
QC JOB #: 16196001
DATE: Wed, May 10 2023

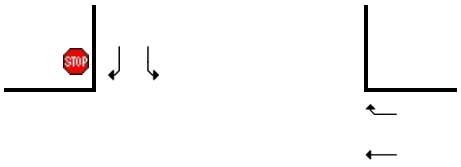
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

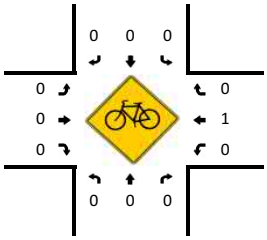


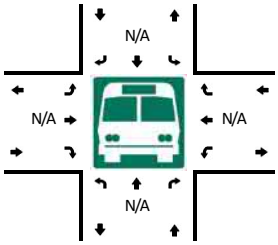




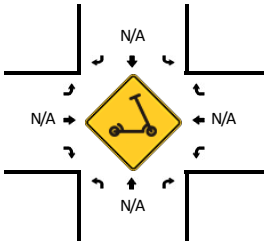












15-Min Count Period Beginning At	Apex Peakway (Northbound)				Apex Peakway (Southbound)				Salem St (Eastbound)				Salem St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	12	0	14	0	17	90	0	0	0	61	6	0	200	
7:15 AM	0	0	0	0	14	0	19	0	29	85	0	0	0	69	9	0	225	
7:30 AM	0	0	0	0	23	0	32	0	24	91	0	0	0	70	13	0	253	
7:45 AM	0	0	0	0	27	0	32	0	27	135	0	0	0	90	14	0	325	1003
8:00 AM	0	0	0	0	17	0	26	0	42	126	0	0	0	95	11	0	317	1120
8:15 AM	0	0	0	0	14	0	33	0	35	110	0	0	0	93	22	0	307	1202
8:30 AM	0	0	0	0	18	0	41	0	27	109	0	0	0	92	17	0	304	1253
8:45 AM	0	0	0	0	17	0	35	0	31	127	0	0	0	94	24	0	328	1256

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	68	0	140	0	124	508	0	0	0	376	96	0	1312
Heavy Trucks	0	0	0		0	0	0		4	8	0		0	16	0		28
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	4	0		4
Scooters																	

Comments:

Report generated on 5/17/2023 2:09 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

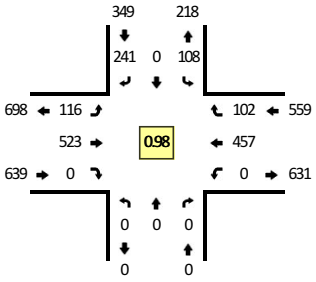
Type of peak hour being reported: Intersection Peak

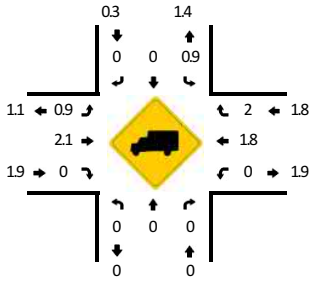
Method for determining peak hour: Total Entering Volume

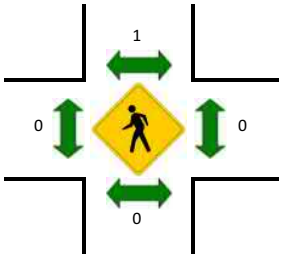
LOCATION: Apex Peakway -- Salem St
CITY/STATE: Apex, NC

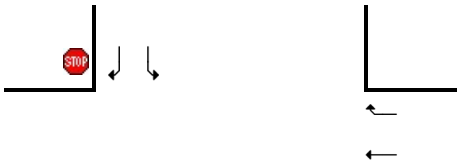
QC JOB #: 16196002
DATE: Wed, May 10 2023

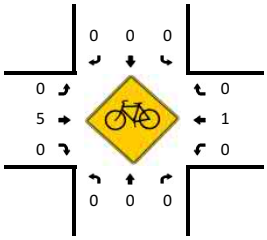
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:45 PM -- 6:00 PM

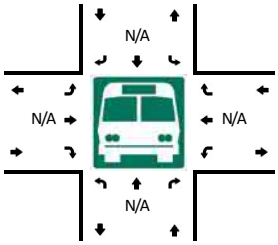




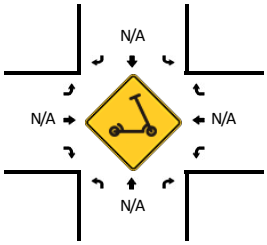












15-Min Count Period Beginning At	Apex Peakway (Northbound)				Apex Peakway (Southbound)				Salem St (Eastbound)				Salem St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	27	0	44	0	45	110	0	0	0	96	27	0	349	
4:15 PM	0	0	0	0	24	0	62	1	31	109	0	0	0	90	28	0	345	
4:30 PM	0	0	0	0	28	0	46	0	36	125	0	0	0	124	30	0	389	
4:45 PM	0	0	0	0	45	0	52	0	30	131	0	0	0	87	26	0	371	1454
5:00 PM	0	0	0	0	30	0	57	0	30	118	0	0	0	126	27	0	388	1493
5:15 PM	0	0	0	0	27	0	72	0	25	134	0	0	0	102	18	0	378	1526
5:30 PM	0	0	0	0	24	0	57	0	30	117	0	0	0	123	35	0	386	1523
5:45 PM	0	0	0	0	27	0	55	0	31	154	0	0	0	106	22	0	395	1547

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	108	0	220	0	124	616	0	0	0	424	88	0	1580
Heavy Trucks	0	0	0		0	0	0		0	8	0		0	4	4		16
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	8	0		0	0	0		8
Scooters																	

Comments:

Report generated on 5/17/2023 2:09 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Appendix D:
Approved Development Data

Fast-Food Restaurant TIA

Apex, North Carolina

PREPARED FOR

Lillie Childers
Concord Properties, Inc.
1340 Harding Place
Charlotte, NC 28204
704.405.9400

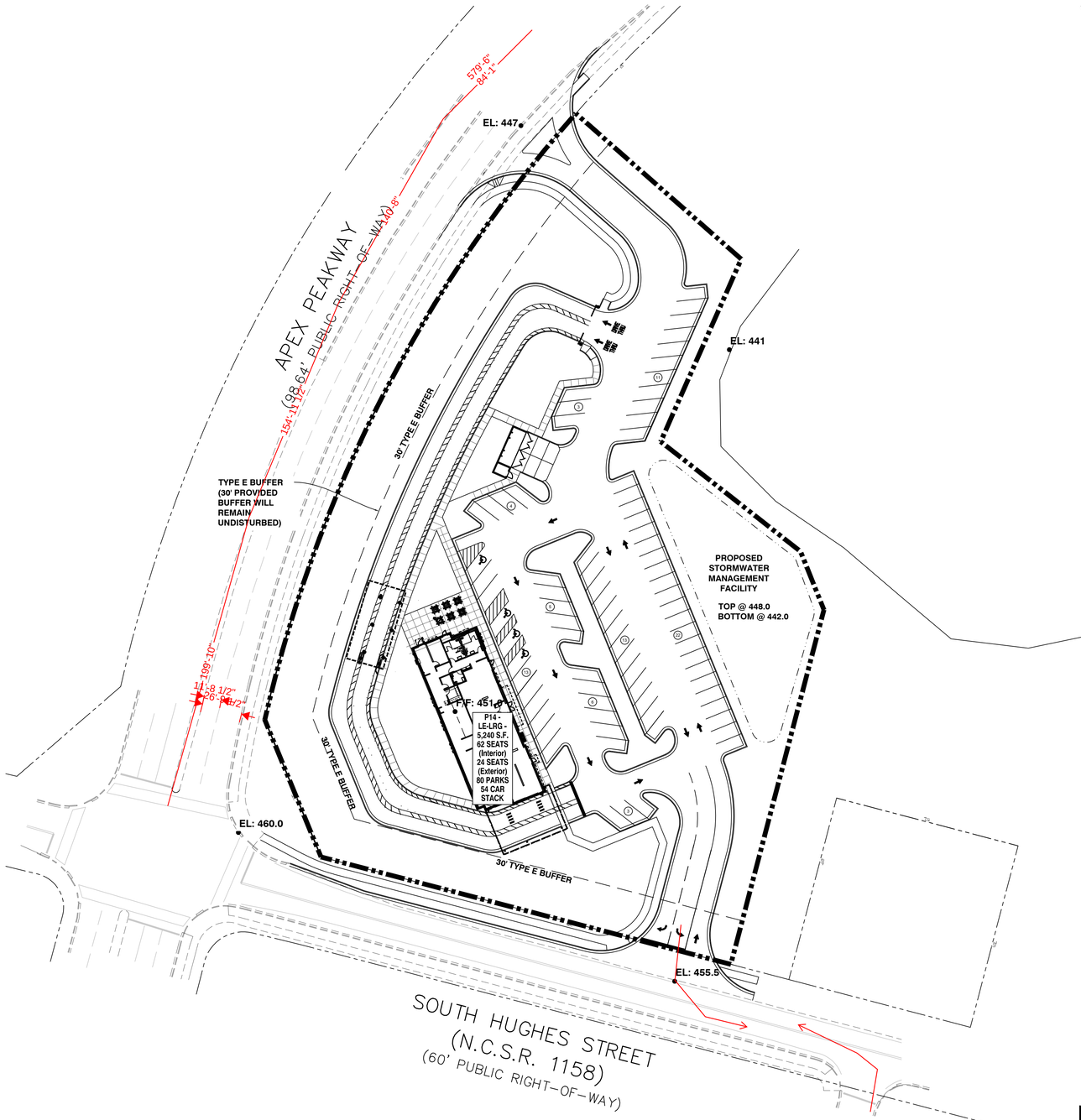
PREPARED BY

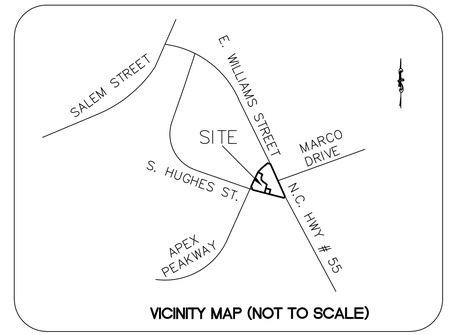
VHB Engineering NC, P.C. (C-3075)
940 Main Campus Drive, Suite 500
Raleigh, NC 27606
919.829.0328

1/10/2023



1/10/2023





VICINITY MAP (NOT TO SCALE)

SITE DATA

JURISDICTION:	APEX, NC
ZONING:	PUD
PARCEL NUMBER:	0741665093
LOT SIZE:	3.0 Acres
PROPOSED BUILDING SIZE:	5240 SF (TOTAL)
PARKING REQUIRED:	1 PER 50 SF OF PUBLIC USE FLOOR SPACE WITH 2800 SF OF PUBLIC SPACE = 56 TOTAL SPACES REQUIRED
PARKING PROVIDED:	80 SPACES (3 HC)
BUFFERS:	ROAD FRONTAGE - TYPE E 30' UNDISTURBED OR 50' WITH LAND DISTURBANCE

N

Date: 12-20-22
Location: Apex, NC
Scale: 1" = 40' (24x36)

Chick Fil A
CONCEPT PLAN
Apex, NC
South Hughes & Apex Peakway
Apex, North Carolina

CSS
402 East First Avenue
Easley, South Carolina 29640
(864) 855-5200
www.css-eng.com

LEGEND	
—	Existing Roadway
----	Future Roadway
STOP	Existing Stop-Controlled Approach
STOP	Proposed Stop-Controlled Approach
	Existing Signalized Intersection
←	Turning Movement
XX	AM Peak Hour Turning Movement
(XX)	PM Peak Hour Turning Movement

N

not to scale

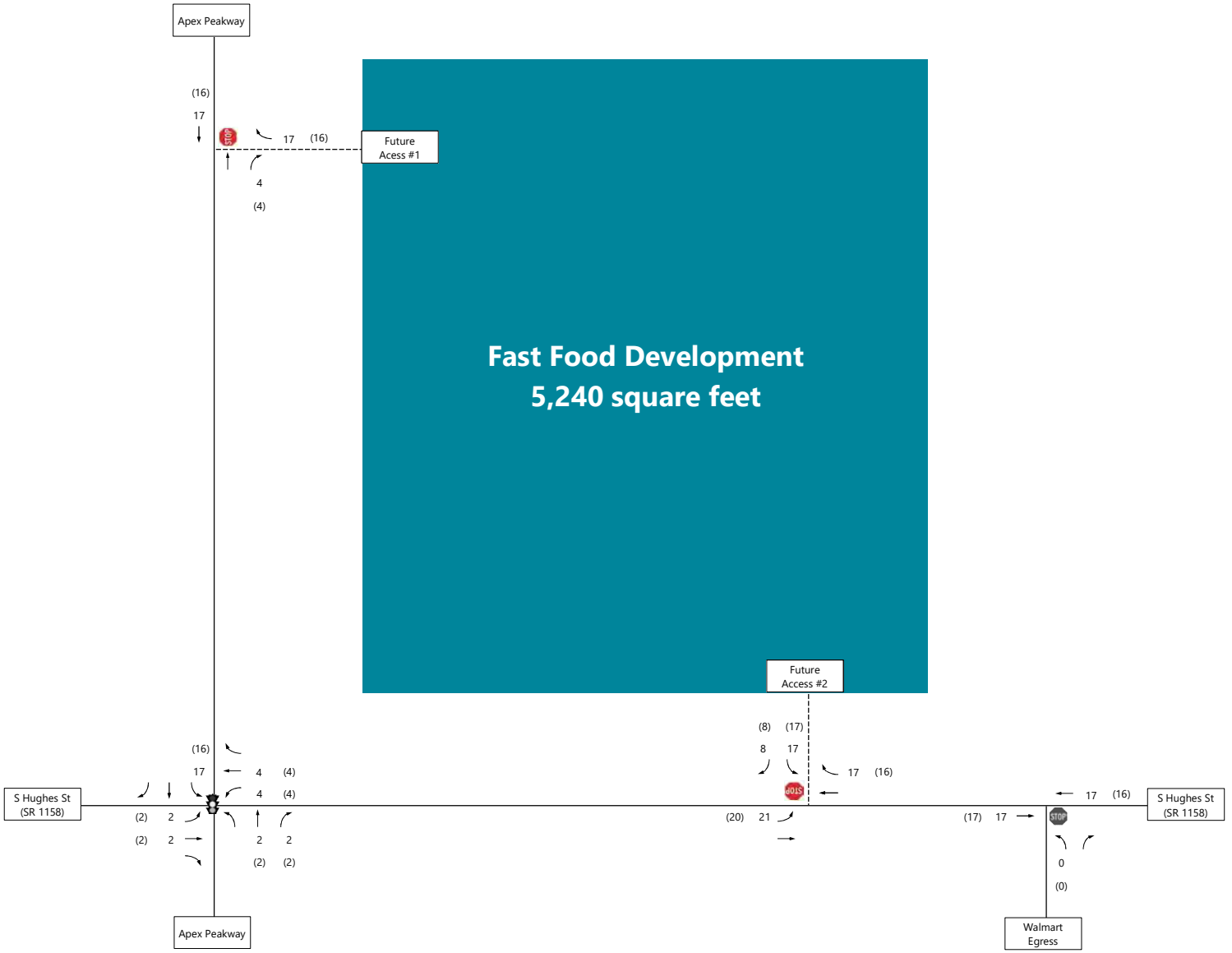
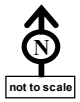


Figure 9
Non-Pass-By Peak H ated Trips

Fast-Food Restaurant TIA
Apex, NC

LEGEND	
—	Existing Roadway
----	Future Roadway
STOP	Existing Stop-Controlled Approach
STOP	Proposed Stop-Controlled Approach
	Existing Signalized Intersection
←	Turning Movement
XX	AM Peak Hour Turning Movement
(XX)	PM Peak Hour Turning Movement



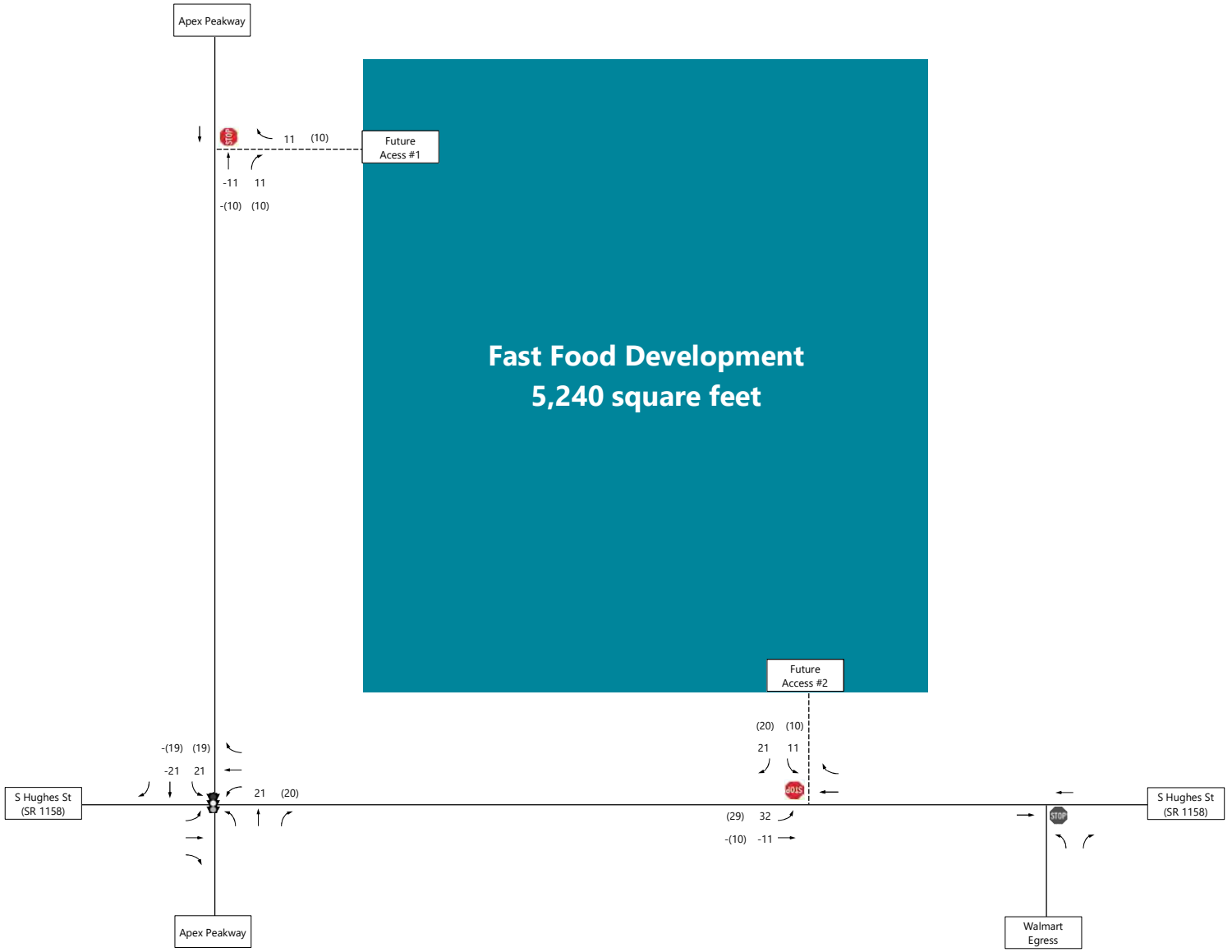


Figure 10
Pass-By Peak Hou d Trips

Fast-Food Restaurant TIA
Apex, NC

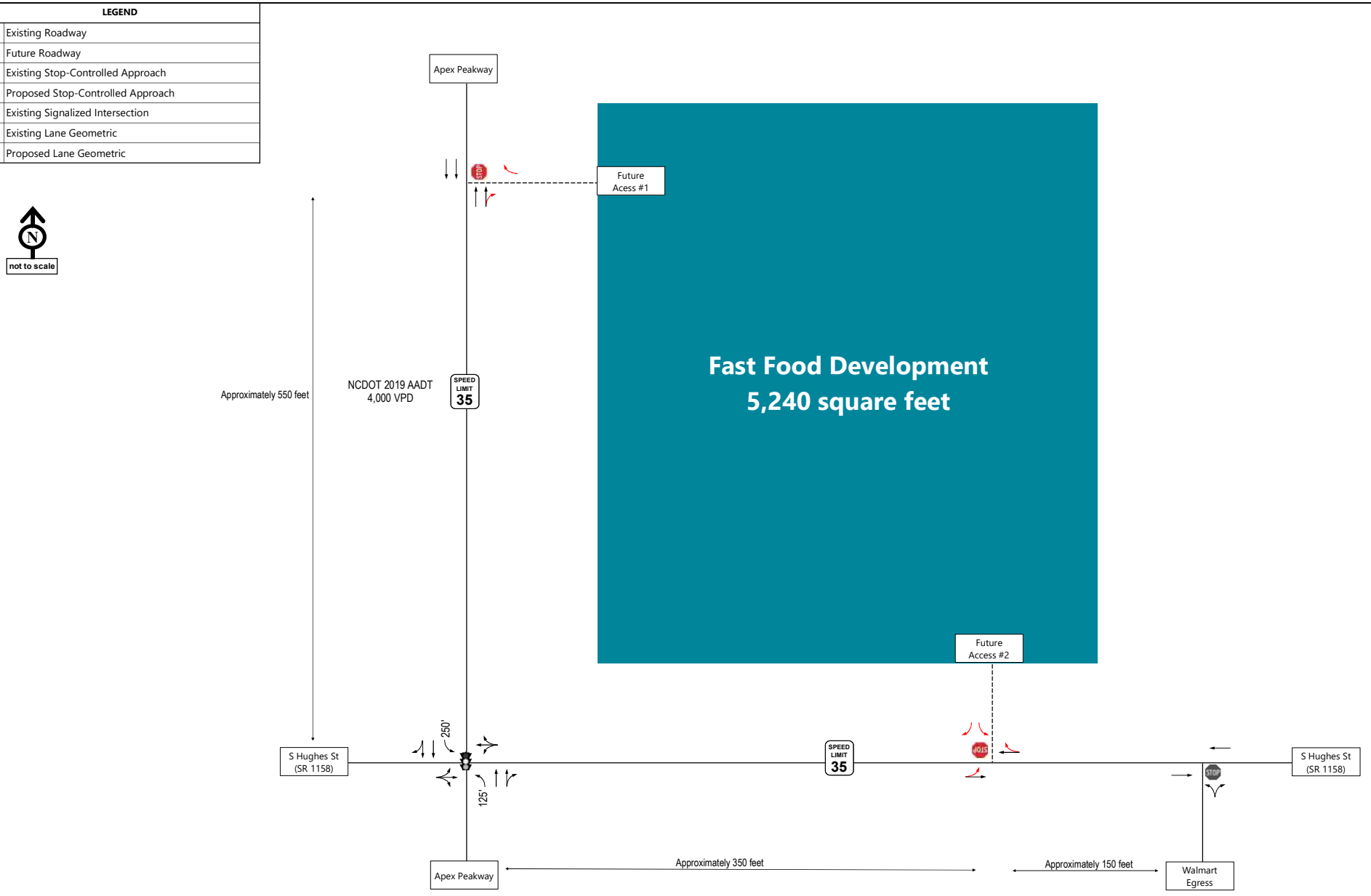
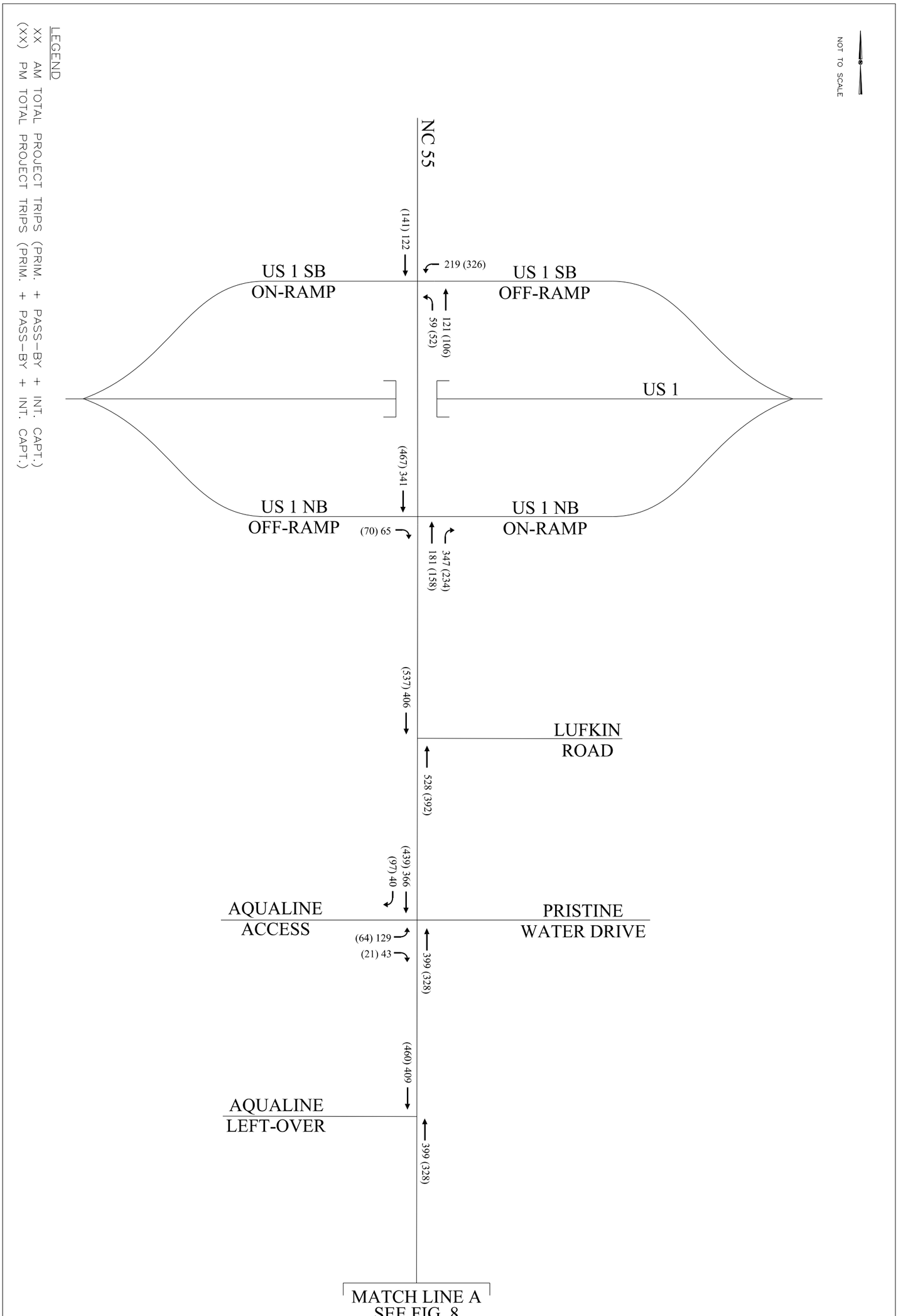


Figure 14
Build (2024) Lane Geo ffic Control

Fast-Food Restaurant TIA
Apex, NC



Kimley»Horn

VERIDEA PHASE 1
APEX, NC
TRAFFIC IMPACT ANALYSIS

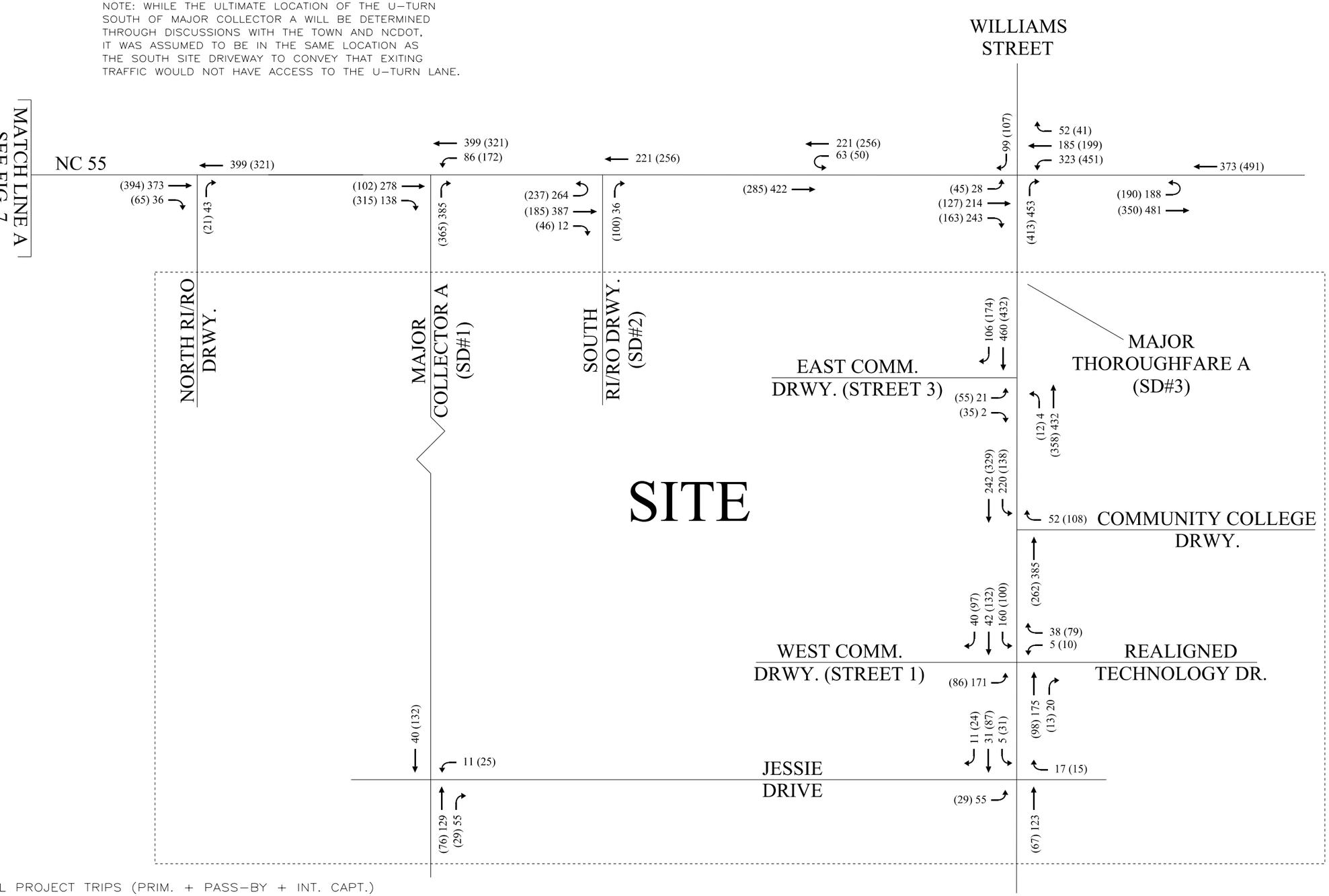
PROJECT TRIPS
(STUDY AREA NORTH)

FIGURE
7

THIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGNS PRESENTED HEREIN, AS AN INSTRUMENT OF SERVICE, IS INTENDED ONLY FOR THE SPECIFIC PURPOSE AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADAPTATION BY KIMLEY-HORN AND ASSOCIATES, INC. SHALL BE WITHOUT LIABILITY TO KIMLEY-HORN AND ASSOCIATES, INC.

NOTE: WHILE THE ULTIMATE LOCATION OF THE U-TURN SOUTH OF MAJOR COLLECTOR A WILL BE DETERMINED THROUGH DISCUSSIONS WITH THE TOWN AND NCDOT, IT WAS ASSUMED TO BE IN THE SAME LOCATION AS THE SOUTH SITE DRIVEWAY TO CONVEY THAT EXITING TRAFFIC WOULD NOT HAVE ACCESS TO THE U-TURN LANE.

NOT TO SCALE



LEGEND

XX AM TOTAL PROJECT TRIPS (PRIM. + PASS-BY + INT. CAPT.)
(XX) PM TOTAL PROJECT TRIPS (PRIM. + PASS-BY + INT. CAPT.)

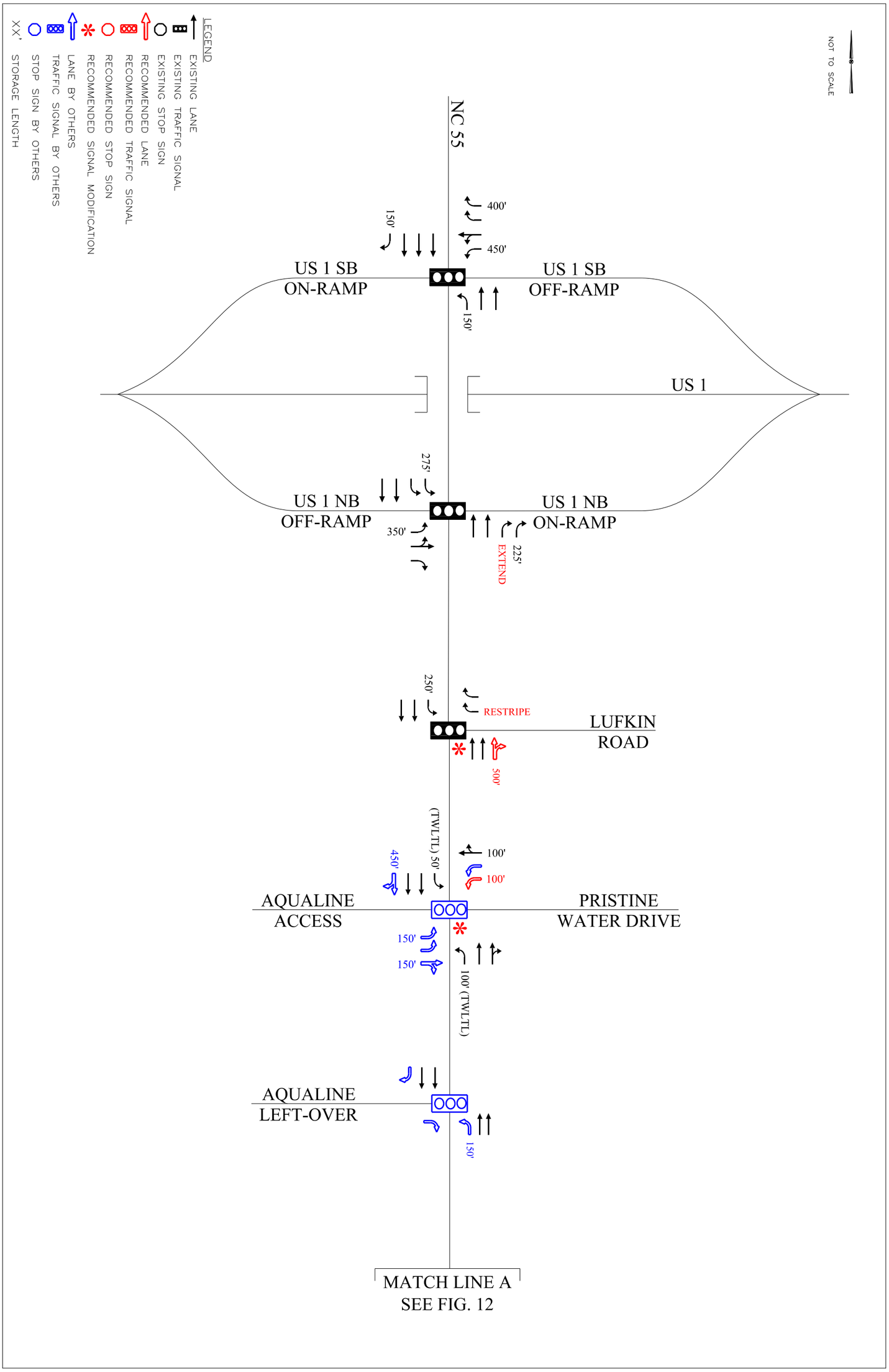
FIGURE 8

PROJECT TRIPS
(STUDY AREA SOUTH)

VERIDEA PHASE 1
APEX, NC
TRAFFIC IMPACT ANALYSIS

Kimley»Horn

THIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGNS PRESENTED HEREIN, AS AN INSTRUMENT OF SERVICE, IS INTENDED ONLY FOR THE SPECIFIC PURPOSE AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADAPTATION BY KIMLEY-HORN AND ASSOCIATES, INC. SHALL BE WITHOUT LIABILITY TO KIMLEY-HORN AND ASSOCIATES, INC.



Kimley»Horn

VERIDEA PHASE 1
APEX, NC
TRAFFIC IMPACT ANALYSIS

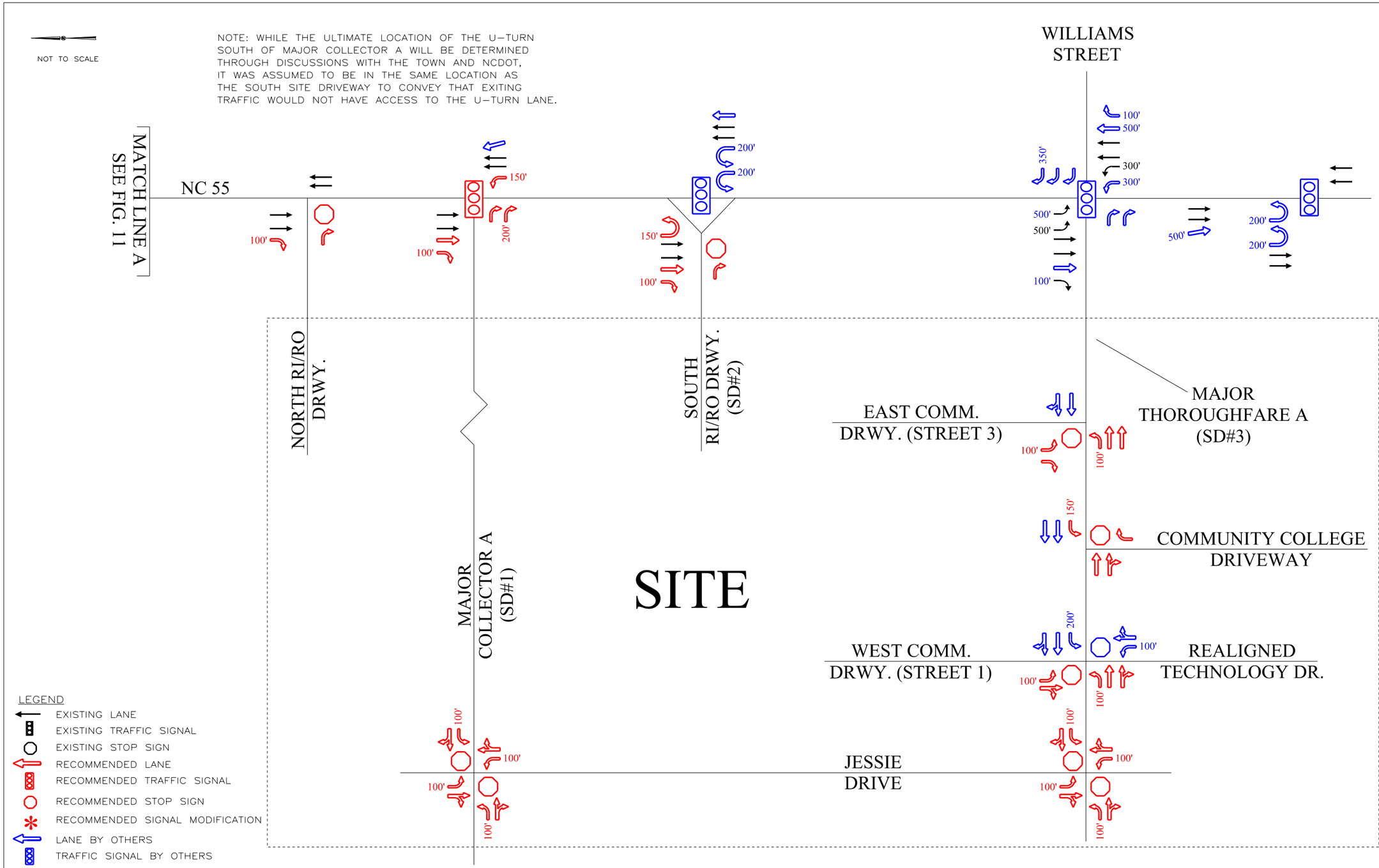
COMMITTED AND RECOMMENDED ROADWAY LANEAGE (STUDY AREA NORTH)

FIGURE 11

THIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGNS PRESENTED HEREIN, AS AN INSTRUMENT OF SERVICE, IS INTENDED ONLY FOR THE SPECIFIC PURPOSE AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADAPTATION BY KIMLEY-HORN AND ASSOCIATES, INC. SHALL BE WITHOUT LIABILITY TO KIMLEY-HORN AND ASSOCIATES, INC.

NOT TO SCALE

NOTE: WHILE THE ULTIMATE LOCATION OF THE U-TURN SOUTH OF MAJOR COLLECTOR A WILL BE DETERMINED THROUGH DISCUSSIONS WITH THE TOWN AND NCDOT, IT WAS ASSUMED TO BE IN THE SAME LOCATION AS THE SOUTH SITE DRIVEWAY TO CONVEY THAT EXITING TRAFFIC WOULD NOT HAVE ACCESS TO THE U-TURN LANE.



LEGEND

- EXISTING LANE
- EXISTING TRAFFIC SIGNAL
- EXISTING STOP SIGN
- RECOMMENDED LANE
- RECOMMENDED TRAFFIC SIGNAL
- RECOMMENDED STOP SIGN
- RECOMMENDED SIGNAL MODIFICATION
- LANE BY OTHERS
- TRAFFIC SIGNAL BY OTHERS
- STOP SIGN BY OTHERS
- XX' STORAGE LENGTH

FIGURE 12

COMMITTED AND RECOMMENDED ROADWAY LANEAGE (STUDY AREA SOUTH)

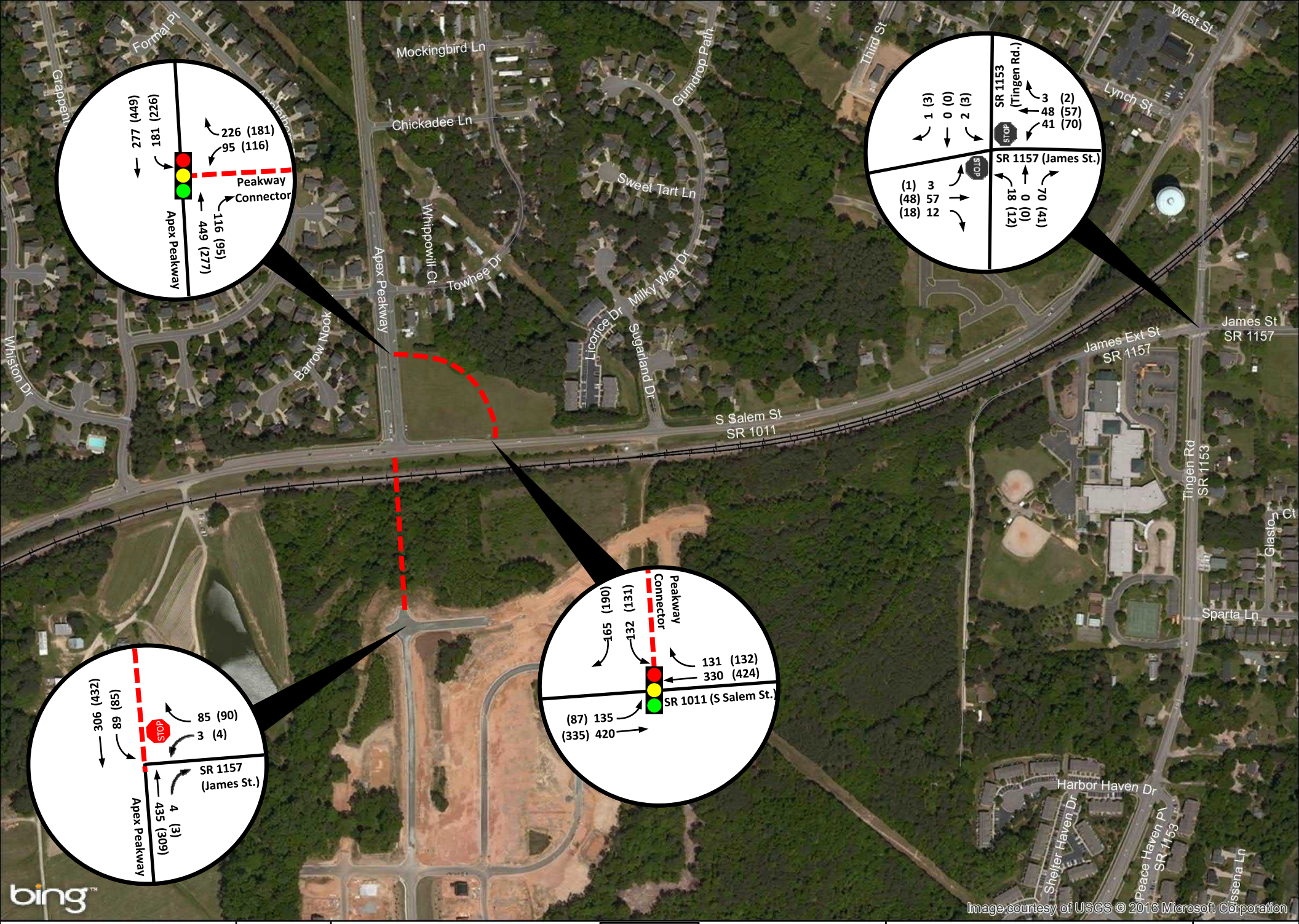
VERIDEA PHASE 1
APEX, NC
TRAFFIC IMPACT ANALYSIS

Kimley»Horn

THIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGNS PRESENTED HEREIN, AS AN INSTRUMENT OF SERVICE, IS INTENDED ONLY FOR THE SPECIFIC PURPOSE AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADAPTATION BY KIMLEY-HORN AND ASSOCIATES, INC. SHALL BE WITHOUT LIABILITY TO KIMLEY-HORN AND ASSOCIATES, INC.

Appendix E:

Apex Peakway Connector Traffic Volumes



Scale

0 100 200 400 Feet

Fig - Page 802 -

Base Year (2016) Build AM and PM Peak Hour Volumes

NCDOT STIP No. U-5928
Apex Peakway SW Connector
Traffic Capacity Analysis

vhb

Appendix F:
Intersection Spreadsheets

Intersection Analysis Sheet

Project:	**Seymour Property**
Location:	**Apex, NC**
Ct. Date	**5/10/2023**
N/S Street:	**NC 55**
E/W Street:	**Apex Peakway**

	AM In	AM Out	PM In	PM Out
Net New Trips:	188	348	362	273
Pass-By Trips:	0	0	0	0

Annual Growth Rate:	3.0%	**Existing Year:**	2023
Growth Factor:	0.125509	**Buildout Year:**	2027

AM PEAK HOUR
AM PHF = 0.95

Description	Apex Peakway Eastbound				- Westbound				NC 55 Northbound				NC 55 Southbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
2023 Traffic Count	0	39	0	102	0	0	0	0	6	236	1017	0	0	0	864	51
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023 Existing Traffic	0	39	0	102	0	0	0	0	6	236	1017	0	0	0	864	51

PM PEAK HOUR
PM PHF = 0.97

Description	Apex Peakway Eastbound				- Westbound				NC 55 Northbound				NC 55 Southbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
2023 Traffic Count	0	53	0	170	0	0	0	0	7	314	941	0	0	0	1153	72
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023 Existing Traffic	0	53	0	170	0	0	0	0	7	314	941	0	0	0	1153	72

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Intersection Analysis Sheet

Project:	**Seymour Property**
Location:	**Apex, NC**
Ct. Date	**From Apex Fast Food TIA (2022 Counts Grown to 2023)**
N/S Street:	**Apex Peakway**
E/W Street:	**S Hughes Street**

	AM In	AM Out	PM In	PM Out
Net New Trips:	188	348	362	273
Pass-By Trips:	0	0	0	0

Annual Growth Rate:	3.0%	**Existing Year:**	2023
Growth Factor:	0.125509	**Buildout Year:**	2027

AM PEAK HOUR
AM PHF = 0.93

Description	S Hughes Street Eastbound				S Hughes Street Westbound				Apex Peakway Northbound				Apex Peakway Southbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
2023 Traffic Count	0	3	20	35	0	0	1	0	0	41	102	81	0	14	163	38
Grow to Existing Year	0	0	1	1	0	0	0	0	0	1	3	2	0	0	5	1
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023 Existing Traffic	0	3	21	36	0	0	1	0	0	42	105	83	0	14	168	39

PM PEAK HOUR
PM PHF = 0.95

Description	S Hughes Street Eastbound				S Hughes Street Westbound				Apex Peakway Northbound				Apex Peakway Southbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
2023 Traffic Count	0	12	32	65	0	4	2	2	0	58	180	65	0	26	278	53
Grow to Existing Year	0	0	1	2	0	0	0	0	0	2	5	2	0	1	8	2
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023 Existing Traffic	0	12	33	67	0	4	2	2	0	60	185	67	0	27	286	55

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Intersection Analysis Sheet

Project:	**Seymour Property**
Location:	**Apex, NC**
Ct. Date	**5/10/2023**
N/S Street:	**Perry Road**
E/W Street:	**Apex Peakway**

	AM In	AM Out	PM In	PM Out
Net New Trips:	188	348	362	273
Pass-By Trips:	0	0	0	0

Annual Growth Rate:	3.0%	**Existing Year:**	2023
Growth Factor:	0.125509	**Buildout Year:**	2027

AM PEAK HOUR
AM PHF = 0.81

Description	Apex Peakway Eastbound				Apex Peakway Westbound				Perry Road Northbound				Perry Road Southbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
2023 Traffic Count	0	15	143	8	0	13	108	5	0	6	4	11	0	4	7	16
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023 Existing Traffic	0	15	143	8	0	13	108	5	0	6	4	11	0	4	7	16

PM PEAK HOUR
PM PHF = 0.89

Description	Apex Peakway Eastbound				Apex Peakway Westbound				Perry Road Northbound				Perry Road Southbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
2023 Traffic Count	0	20	146	1	0	5	141	5	0	6	11	36	0	17	5	39
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023 Existing Traffic	0	20	146	1	0	5	141	5	0	6	11	36	0	17	5	39

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Intersection Analysis Sheet

Project:	**Seymour Property**
Location:	**Apex, NC**
Ct. Date	**5/10/2023**
N/S Street:	**Tingen Road**
E/W Street:	**Apex Peakway**

	AM In	AM Out	PM In	PM Out
Net New Trips:	188	348	362	273
Pass-By Trips:	0	0	0	0

Annual Growth Rate:	3.0%	**Existing Year:**	2023
Growth Factor:	0.125509	**Buildout Year:**	2027

AM PEAK HOUR
AM PHF = 0.81

Description	Apex Peakway Eastbound				Apex Peakway Westbound				Tingen Road Northbound				Tingen Road Southbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
2023 Traffic Count	0	52	35	5	0	37	30	62	0	3	85	38	0	68	43	25
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023 Existing Traffic	0	52	35	5	0	37	30	62	0	3	85	38	0	68	43	25

PM PEAK HOUR
PM PHF = 0.98

Description	Apex Peakway Eastbound				Apex Peakway Westbound				Tingen Road Northbound				Tingen Road Southbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
2023 Traffic Count	0	50	48	1	0	48	49	64	0	5	48	44	0	79	80	39
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023 Existing Traffic	0	50	48	1	0	48	49	64	0	5	48	44	0	79	80	39

k:\ral_tpto_traffic\011483010 seymour property\t4 - analysis\[seymour property - tia data existing volumes.xls]int4 *6/28/23*

Intersection Analysis Sheet

Project:	**Seymour Property**
Location:	**Apex, NC**
Ct. Date	**5/10/2023**
N/S Street:	**Salem Village Drive/Site Driveway 1**
E/W Street:	**Apex Peakway**

	AM In	AM Out	PM In	PM Out
Net New Trips:	188	348	362	273
Pass-By Trips:	0	0	0	0

Annual Growth Rate:	3.0%	**Existing Year:**	2023
Growth Factor:	0.125509	**Buildout Year:**	2027

AM PEAK HOUR
AM PHF = 0.94

Description	Apex Peakway Eastbound				Apex Peakway Westbound				Salem Village Drive Northbound				Site Driveway 1 Southbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
2023 Traffic Count	0	0	54	5	0	20	39	0	0	10	0	38	0	0	0	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023 Existing Traffic	0	0	54	5	0	20	39	0	0	10	0	38	0	0	0	0

PM PEAK HOUR
PM PHF = 0.93

Description	Apex Peakway Eastbound				Apex Peakway Westbound				Salem Village Drive Northbound				Site Driveway 1 Southbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
2023 Traffic Count	0	0	56	7	0	52	42	0	0	3	0	45	0	0	0	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023 Existing Traffic	0	0	56	7	0	52	42	0	0	3	0	45	0	0	0	0

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Intersection Analysis Sheet

Project:	**Seymour Property**
Location:	**Apex, NC**
Ct. Date	**5/10/2023**
N/S Street:	**Tingen Road**
E/W Street:	**Widger Lane**

	AM In	**AM Out**	**PM In**	**PM Out**
Net New Trips:	188	348	362	273
Pass-By Trips:	0	0	0	0

Annual Growth Rate:	3.0%	**Existing Year:**	2023
Growth Factor:	0.125509	**Buildout Year:**	2027

AM PEAK HOUR
AM PHF = 0.73

	Widger Lane Eastbound				- Westbound				Tingen Road Northbound				Tingen Road Southbound			
Description	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
2023 Traffic Count	0	6	0	1	0	0	0	0	0	0	117	0	0	0	83	3
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023 Existing Traffic	0	6	0	1	0	0	0	0	0	0	117	0	0	0	83	3

PM PEAK HOUR
PM PHF = 0.76

	Widger Lane Eastbound				- Westbound				Tingen Road Northbound				Tingen Road Southbound			
Description	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
2023 Traffic Count	0	4	0	3	0	0	0	0	0	6	106	0	0	0	116	8
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023 Existing Traffic	0	4	0	3	0	0	0	0	0	6	106	0	0	0	116	8

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Intersection Analysis Sheet

Project:	**Seymour Property**
Location:	**Apex, NC**
Ct. Date	**5/10/2023**
N/S Street:	**Tingen Road**
E/W Street:	**James Street**

	AM In	AM Out	PM In	PM Out
Net New Trips:	188	348	362	273
Pass-By Trips:	0	0	0	0

Annual Growth Rate:	3.0%	**Existing Year:**	2023
Growth Factor:	0.125509	**Buildout Year:**	2027

AM PEAK HOUR
AM PHF = 0.8

Description	James Street Eastbound				James Street Westbound				Tingen Road Northbound				Tingen Road Southbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
2023 Traffic Count	0	50	49	27	0	48	48	76	0	19	159	60	0	90	120	44
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023 Existing Traffic	0	50	49	27	0	48	48	76	0	19	159	60	0	90	120	44

PM PEAK HOUR
PM PHF = 0.96

Description	James Street Eastbound				James Street Westbound				Tingen Road Northbound				Tingen Road Southbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
2023 Traffic Count	0	22	34	13	0	47	43	143	0	10	155	35	0	137	230	41
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023 Existing Traffic	0	22	34	13	0	47	43	143	0	10	155	35	0	137	230	41

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Intersection Analysis Sheet

Project:	**Seymour Property**
Location:	**Apex, NC**
Ct. Date	**5/10/2023**
N/S Street:	**Minley Way**
E/W Street:	**James Street**

	AM In	AM Out	PM In	PM Out
Net New Trips:	188	348	362	273
Pass-By Trips:	0	0	0	0

Annual Growth Rate:	3.0%	**Existing Year:**	2023
Growth Factor:	0.125509	**Buildout Year:**	2027

AM PEAK HOUR
AM PHF = 0.73

Description	James Street Eastbound				James Street Westbound				Minley Way Northbound				- Southbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
2023 Traffic Count	0	0	44	5	0	32	28	0	0	0	0	43	0	0	0	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023 Existing Traffic	0	0	44	5	0	32	28	0	0	0	0	43	0	0	0	0

PM PEAK HOUR
PM PHF = 0.75

Description	James Street Eastbound				James Street Westbound				Minley Way Northbound				- Southbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
2023 Traffic Count	0	0	17	5	0	40	31	0	0	3	0	36	0	0	0	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023 Existing Traffic	0	0	17	5	0	40	31	0	0	3	0	36	0	0	0	0

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Intersection Analysis Sheet

Project:	**Seymour Property**
Location:	**Apex, NC**
Ct. Date	**5/10/2023**
N/S Street:	**Apex Peakway**
E/W Street:	**S Salem Street**

	AM In	AM Out	PM In	PM Out
Net New Trips:	188	348	362	273
Pass-By Trips:	0	0	0	0

Annual Growth Rate:	3.0%	**Existing Year:**	2023
Growth Factor:	0.125509	**Buildout Year:**	2027

AM PEAK HOUR
AM PHF = 0.96

Description	S Salem Street Eastbound				S Salem Street Westbound				- Northbound				Apex Peakway Southbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
2023 Traffic Count	0	135	472	0	0	0	374	74	0	0	0	0	0	66	0	135
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023 Existing Traffic	0	135	472	0	0	0	374	74	0	0	0	0	0	66	0	135

PM PEAK HOUR
PM PHF = 0.98

Description	S Salem Street Eastbound				S Salem Street Westbound				- Northbound				Apex Peakway Southbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
2023 Traffic Count	0	116	523	0	0	0	457	102	0	0	0	0	0	108	0	241
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023 Existing Traffic	0	116	523	0	0	0	457	102	0	0	0	0	0	108	0	241

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Intersection Analysis Sheet

Project:	**Seymour Property**
Location:	**Apex, NC**
Ct. Date	**5/10/2023**
N/S Street:	**NC 55**
E/W Street:	**Apex Peakway**

	AM In	AM Out	PM In	PM Out
Net New Trips:	191	362	335	263
Pass-By Trips:	0	0	0	0

Annual Growth Rate:	3.0%	**Existing Year:**	2023
Growth Factor:	0.125509	**Buildout Year:**	2027

AM PEAK HOUR
AM PHF = 0.95

	Apex Peakway Eastbound				- Westbound				NC 55 Northbound				NC 55 Southbound			
Description	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
2023 Traffic Count	0	39	0	102	0	0	0	0	6	236	1017	0	0	0	864	51
Grow to Existing Year	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023 Existing Traffic	0	39	0	102	0	0	0	0	6	236	1017	0	0	0	864	51
Growth Factor 3.0% per year	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126
2027 Background Growth	0	5	0	13	0	0	0	0	1	30	128	0	0	0	108	6
Committed Projects																
Apex Fast Food	0	4	0	13	0	0	0	0	0	13	0	0	0	0	0	4
Veridea	0	0	0	0	0	0	0	0	0	0	121	0	0	0	122	0
Total Committed Traffic	0	4	0	13	0	0	0	0	0	13	121	0	0	0	122	4
Traffic Diversions	0	0	0	300	0	0	0	0	0	400	-400	0	0	0	-300	0
2027 Background Traffic	0	48	0	428	0	0	0	0	7	679	866	0	0	0	794	61
Project Traffic																
Percent Assignment Inbound	0%	0%	0%	0%	0%	0%	0%	0%	0%	30%	0%	0%	0%	0%	0%	5%
Inbound Project Traffic	0	0	0	0	0	0	0	0	0	57	0	0	0	0	0	10
Percent Assignment Outbound	0%	5%	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Outbound Project Traffic	0	18	0	109	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Traffic	0	18	0	109	0	0	0	0	0	57	0	0	0	0	0	10
2027 Buildout Total	0	66	0	537	0	0	0	0	7	736	866	0	0	0	794	71
Percent Impact (Approach)		21.1%				-				3.5%				1.2%		
Overall Percent Impact	6.3%															

PM PEAK HOUR
PM PHF = 0.97

	Apex Peakway Eastbound				- Westbound				NC 55 Northbound				NC 55 Southbound			
Description	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
2023 Traffic Count	0	53	0	170	0	0	0	0	7	314	941	0	0	0	1153	72
Grow to Existing Year	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023 Existing Traffic	0	53	0	170	0	0	0	0	7	314	941	0	0	0	1153	72
Growth Factor 3.0% per year	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126
2027 Background Growth	0	7	0	21	0	0	0	0	1	39	118	0	0	0	145	9
Committed Projects																
Apex Fast Food	0	4	0	12	0	0	0	0	0	12	0	0	0	0	0	4
Veridea	0	0	0	0	0	0	0	0	0	0	106	0	0	0	141	0
Total Committed Traffic	0	4	0	12	0	0	0	0	0	12	106	0	0	0	141	4
Traffic Diversions	0	0	0	400	0	0	0	0	0	300	-300	0	0	0	-400	0
2027 Background Traffic	0	64	0	603	0	0	0	0	8	665	865	0	0	0	1039	85
Project Traffic																
Percent Assignment Inbound	0%	0%	0%	0%	0%	0%	0%	0%	0%	30%	0%	0%	0%	0%	0%	5%
Inbound Project Traffic	0	0	0	0	0	0	0	0	0	101	0	0	0	0	0	16
Percent Assignment Outbound	0%	5%	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Outbound Project Traffic	0	13	0	79	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Traffic	0	13	0	79	0	0	0	0	0	101	0	0	0	0	0	16
2027 Buildout Total	0	77	0	682	0	0	0	0	8	766	865	0	0	0	1039	101
Percent Impact (Approach)		12.1%				-				6.2%				1.4%		
Overall Percent Impact	5.9%															

Intersection Analysis Sheet

Project:	**Seymour Property**
Location:	**Apex, NC**
Ct. Date	**From Apex Fast Food TIA (2022 Counts Grown to 2023)**
N/S Street:	**Apex Peakway**
E/W Street:	**S Hughes Street**

	AM In	AM Out	PM In	PM Out
Net New Trips:	191	362	335	263
Pass-By Trips:	0	0	0	0

Annual Growth Rate:	3.0%	**Existing Year:**	2023
Growth Factor:	0.125509	**Buildout Year:**	2027

AM PEAK HOUR
AM PHF = 0.93

Description	S Hughes Street Eastbound				S Hughes Street Westbound				Apex Peakway Northbound				Apex Peakway Southbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
2023 Traffic Count	0	3	20	35	0	0	1	0	0	41	102	81	0	14	163	38
Grow to Existing Year	0	0	1	1	0	0	0	0	0	1	3	2	0	0	5	1
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023 Existing Traffic	0	3	21	36	0	0	1	0	0	42	105	83	0	14	168	39
Growth Factor 3.0% per year	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126
2027 Background Growth	0	0	3	5	0	0	0	0	0	5	13	10	0	2	21	5
Committed Projects																
Apex Fast Food	0	2	2	0	0	25	4	0	0	0	2	2	0	38	-21	0
Veridea	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Committed Traffic	0	2	2	0	0	25	4	0	0	0	2	2	0	38	-21	0
Traffic Diversions	0	0	0	0	0	0	0	0	0	0	300	0	0	0	400	0
2027 Background Traffic	0	5	26	41	0	25	5	0	0	47	420	95	0	54	568	44
Project Traffic																
Percent Assignment Inbound	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	35%	0%
Inbound Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67	0
Percent Assignment Outbound	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	35%	0%	0%	0%	0%	0%
Outbound Project Traffic	0	0	0	0	0	0	0	0	0	0	127	0	0	0	0	0
Total Project Traffic	0	0	0	0	0	0	0	0	0	0	127	0	0	0	67	0
2027 Buildout Total	0	5	26	41	0	25	5	0	0	47	547	95	0	54	635	44
Percent Impact (Approach)	0.0%				0.0%				18.4%				9.1%			

Overall Percent Impact 12.7%

PM PEAK HOUR
PM PHF = 0.95

Description	S Hughes Street Eastbound				S Hughes Street Westbound				Apex Peakway Northbound				Apex Peakway Southbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
2023 Traffic Count	0	12	32	65	0	4	2	2	0	58	180	65	0	26	278	53
Grow to Existing Year	0	0	1	2	0	0	0	0	0	2	5	2	0	1	8	2
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023 Existing Traffic	0	12	33	67	0	4	2	2	0	60	185	67	0	27	286	55
Growth Factor 3.0% per year	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126
2027 Background Growth	0	2	4	8	0	1	0	0	0	8	23	8	0	3	36	7
Committed Projects																
Apex Fast Food	0	2	2	0	0	24	4	0	0	0	2	2	0	35	-19	0
Veridea	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Committed Traffic	0	2	2	0	0	24	4	0	0	0	2	2	0	35	-19	0
Traffic Diversions	0	0	0	0	0	0	0	0	0	0	400	0	0	0	300	0
2027 Background Traffic	0	16	39	75	0	29	6	2	0	68	610	77	0	65	603	62
Project Traffic																
Percent Assignment Inbound	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	35%	0%
Inbound Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	117	0
Percent Assignment Outbound	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	35%	0%	0%	0%	0%	0%
Outbound Project Traffic	0	0	0	0	0	0	0	0	0	0	92	0	0	0	0	0
Total Project Traffic	0	0	0	0	0	0	0	0	0	0	92	0	0	0	117	0
2027 Buildout Total	0	16	39	75	0	29	6	2	0	68	702	77	0	65	720	62
Percent Impact (Approach)	0.0%				0.0%				10.9%				13.8%			

Overall Percent Impact 11.2%

Intersection Analysis Sheet

Project:	**Seymour Property**
Location:	**Apex, NC**
Ct. Date	**5/10/2023**
N/S Street:	**Perry Road**
E/W Street:	**Apex Peakway**

	AM In	AM Out	PM In	PM Out
Net New Trips:	191	362	335	263
Pass-By Trips:	0	0	0	0

Annual Growth Rate:	3.0%	**Existing Year:**	2023
Growth Factor:	0.125509	**Buildout Year:**	2027

AM PEAK HOUR
AM PHF = 0.81

Description	Apex Peakway Eastbound				Apex Peakway Westbound				Perry Road Northbound				Perry Road Southbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
2023 Traffic Count	0	15	143	8	0	13	108	5	0	6	4	11	0	4	7	16
Grow to Existing Year	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023 Existing Traffic	0	15	143	8	0	13	108	5	0	6	4	11	0	4	7	16
Growth Factor 3.0% per year	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126
2027 Background Growth	0	2	18	1	0	2	14	1	0	1	1	1	0	1	1	2
Committed Projects																
Apex Fast Food	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0
Veridea	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Committed Traffic	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0
Traffic Diversions	0	0	300	0	0	0	400	0	0	0	0	0	0	0	0	0
2027 Background Traffic	0	17	465	9	0	15	526	6	0	7	5	12	0	5	8	18
Project Traffic																
Percent Assignment Inbound	0%	0%	0%	0%	0%	0%	35%	0%	0%	0%	0%	0%	0%	0%	0%	10%
Inbound Project Traffic	0	0	0	0	0	0	67	0	0	0	0	0	0	0	0	19
Percent Assignment Outbound	0%	10%	35%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Outbound Project Traffic	0	36	127	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Traffic	0	36	127	0	0	0	67	0	0	0	0	0	0	0	0	19
2027 Buildout Total	0	53	592	9	0	15	593	6	0	7	5	12	0	5	8	37
Percent Impact (Approach)		24.9%				10.9%				0.0%				38.0%		

Overall Percent Impact 18.6%

PM PEAK HOUR
PM PHF = 0.89

Description	Apex Peakway Eastbound				Apex Peakway Westbound				Perry Road Northbound				Perry Road Southbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
2023 Traffic Count	0	20	146	1	0	5	141	5	0	6	11	36	0	17	5	39
Grow to Existing Year	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023 Existing Traffic	0	20	146	1	0	5	141	5	0	6	11	36	0	17	5	39
Growth Factor 3.0% per year	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126
2027 Background Growth	0	3	18	0	0	1	18	1	0	1	1	5	0	2	1	5
Committed Projects																
Apex Fast Food	0	0	4	0	0	0	5	0	0	0	0	0	0	0	0	0
Veridea	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Committed Traffic	0	0	4	0	0	0	5	0	0	0	0	0	0	0	0	0
Traffic Diversions	0	0	400	0	0	0	300	0	0	0	0	0	0	0	0	0
2027 Background Traffic	0	23	568	1	0	6	464	6	0	7	12	41	0	19	6	44
Project Traffic																
Percent Assignment Inbound	0%	0%	0%	0%	0%	0%	35%	0%	0%	0%	0%	0%	0%	0%	0%	10%
Inbound Project Traffic	0	0	0	0	0	0	117	0	0	0	0	0	0	0	0	34
Percent Assignment Outbound	0%	10%	35%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Outbound Project Traffic	0	26	92	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Traffic	0	26	92	0	0	0	117	0	0	0	0	0	0	0	0	34
2027 Buildout Total	0	49	660	1	0	6	581	6	0	7	12	41	0	19	6	78
Percent Impact (Approach)		16.6%				19.7%				0.0%				33.0%		

Overall Percent Impact 18.3%

Intersection Analysis Sheet

Project:	**Seymour Property**
Location:	**Apex, NC**
Ct. Date	**5/10/2023**
N/S Street:	**Tingen Road**
E/W Street:	**Apex Peakway**

	AM In	AM Out	PM In	PM Out
Net New Trips:	191	362	335	263
Pass-By Trips:	0	0	0	0

Annual Growth Rate:	3.0%	**Existing Year:**	2023
Growth Factor:	0.125509	**Buildout Year:**	2027

AM PEAK HOUR
AM PHF = 0.81

	Apex Peakway Eastbound				Apex Peakway Westbound				Tingen Road Northbound				Tingen Road Southbound			
Description	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
2023 Traffic Count	0	52	35	5	0	37	30	62	0	3	85	38	0	68	43	25
Grow to Existing Year	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023 Existing Traffic	0	52	35	5	0	37	30	62	0	3	85	38	0	68	43	25
Growth Factor 3.0% per year	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126
2027 Background Growth	0	7	4	1	0	5	4	8	0	0	11	5	0	9	5	3
Committed Projects																
Apex Fast Food	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0
Veridea	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Committed Traffic	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0
Traffic Diversions	0	0	278	0	0	0	418	-18	0	24	-48	24	0	0	0	0
2027 Background Traffic	0	59	321	6	0	42	456	52	0	27	48	67	0	77	48	28
Project Traffic																
Percent Assignment Inbound	0%	0%	0%	18%	0%	40%	2%	3%	0%	0%	0%	0%	0%	0%	2%	0%
Inbound Project Traffic	0	0	0	35	0	76	4	6	0	0	0	0	0	0	4	0
Percent Assignment Outbound	0%	0%	2%	0%	0%	0%	0%	0%	0%	18%	2%	40%	0%	3%	0%	0%
Outbound Project Traffic	0	0	7	0	0	0	0	0	0	65	7	145	0	11	0	0
Total Project Traffic	0	0	7	35	0	76	4	6	0	65	7	145	0	11	4	0
2027 Buildout Total	0	59	328	41	0	118	460	58	0	92	55	212	0	88	52	28
Percent Impact (Approach)		9.8%				13.5%				60.4%				8.9%		

Overall Percent Impact 22.6%

PM PEAK HOUR
PM PHF = 0.98

	Apex Peakway Eastbound				Apex Peakway Westbound				Tingen Road Northbound				Tingen Road Southbound			
Description	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
2023 Traffic Count	0	50	48	1	0	48	49	64	0	5	48	44	0	79	80	39
Grow to Existing Year	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023 Existing Traffic	0	50	48	1	0	48	49	64	0	5	48	44	0	79	80	39
Growth Factor 3.0% per year	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126
2027 Background Growth	0	6	6	0	0	6	6	8	0	1	6	6	0	10	10	5
Committed Projects																
Apex Fast Food	0	0	4	0	0	0	5	0	0	0	0	0	0	0	0	0
Veridea	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Committed Traffic	0	0	4	0	0	0	5	0	0	0	0	0	0	0	0	0
Traffic Diversions	0	0	374	0	0	0	318	-18	0	14	-27	13	0	0	0	0
2027 Background Traffic	0	56	432	1	0	54	378	54	0	20	27	63	0	89	90	44
Project Traffic																
Percent Assignment Inbound	0%	0%	0%	18%	0%	40%	2%	3%	0%	0%	0%	0%	0%	0%	2%	0%
Inbound Project Traffic	0	0	0	60	0	134	7	10	0	0	0	0	0	0	7	0
Percent Assignment Outbound	0%	0%	2%	0%	0%	0%	0%	0%	0%	18%	2%	40%	0%	3%	0%	0%
Outbound Project Traffic	0	0	5	0	0	0	0	0	0	47	5	105	0	8	0	0
Total Project Traffic	0	0	5	60	0	134	7	10	0	47	5	105	0	8	7	0
2027 Buildout Total	0	56	437	61	0	188	385	64	0	67	32	168	0	97	97	44
Percent Impact (Approach)		11.7%				23.7%				58.8%				6.3%		

Overall Percent Impact 22.9%

Intersection Analysis Sheet

Project:	**Seymour Property**
Location:	**Apex, NC**
Ct. Date	**5/10/2023**
N/S Street:	**Salem Village Drive/Site Driveway 1**
E/W Street:	**Apex Peakway**

	AM In	AM Out	PM In	PM Out
Net New Trips:	191	362	335	263
Pass-By Trips:	0	0	0	0

Annual Growth Rate: 3.0% **Existing Year:** 2023
Growth Factor: 0.125509 **Buildout Year:** 2027

AM PEAK HOUR
AM PHF = 0.94

Description	Apex Peakway Eastbound				Apex Peakway Westbound				Salem Village Drive Northbound				Site Driveway 1 Southbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
2023 Traffic Count	0	0	54	5	0	20	39	0	0	10	0	38	0	0	0	0
Grow to Existing Year	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023 Existing Traffic	0	0	54	5	0	20	39	0	0	10	0	38	0	0	0	0
Growth Factor 3.0% per year	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126
2027 Background Growth	0	0	7	1	0	3	5	0	0	1	0	5	0	0	0	0
Committed Projects																
Apex Fast Food	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0
Veridea	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Committed Traffic	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0
Traffic Diversions	0	0	300	0	0	0	442	0	0	22	0	-22	0	0	0	0
2027 Background Traffic	0	0	365	6	0	23	490	0	0	33	0	21	0	0	0	0
Project Traffic																
Percent Assignment Inbound	0%	7%	18%	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%
Inbound Project Traffic	0	12	35	0	0	0	0	4	0	0	0	0	0	0	0	0
Percent Assignment Outbound	0%	0%	0%	0%	0%	0%	18%	0%	0%	0%	0%	0%	0%	2%	0%	7%
Outbound Project Traffic	0	0	0	0	0	0	65	0	0	0	0	0	0	7	0	26
Total Project Traffic	0	12	35	0	0	0	65	4	0	0	0	0	0	7	0	26
2027 Buildout Total	0	12	400	6	0	23	555	4	0	33	0	21	0	7	0	26
Percent Impact (Approach)	11.2%				11.9%				0.0%				100.0%			

Overall Percent Impact 13.7%

PM PEAK HOUR
PM PHF = 0.93

Description	Apex Peakway Eastbound				Apex Peakway Westbound				Salem Village Drive Northbound				Site Driveway 1 Southbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
2023 Traffic Count	0	0	56	7	0	52	42	0	0	3	0	45	0	0	0	0
Grow to Existing Year	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023 Existing Traffic	0	0	56	7	0	52	42	0	0	3	0	45	0	0	0	0
Growth Factor 3.0% per year	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126
2027 Background Growth	0	0	7	1	0	7	5	0	0	0	0	6	0	0	0	0
Committed Projects																
Apex Fast Food	0	0	4	0	0	0	5	0	0	0	0	0	0	0	0	0
Veridea	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Committed Traffic	0	0	4	0	0	0	5	0	0	0	0	0	0	0	0	0
Traffic Diversions	0	0	400	0	0	0	332	0	0	26	0	-26	0	0	0	0
2027 Background Traffic	0	0	467	8	0	59	384	0	0	29	0	25	0	0	0	0
Project Traffic																
Percent Assignment Inbound	0%	7%	18%	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%
Inbound Project Traffic	0	23	60	0	0	0	0	7	0	0	0	0	0	0	0	0
Percent Assignment Outbound	0%	0%	0%	0%	0%	0%	18%	0%	0%	0%	0%	0%	0%	2%	0%	7%
Outbound Project Traffic	0	0	0	0	0	0	47	0	0	0	0	0	0	5	0	19
Total Project Traffic	0	23	60	0	0	0	47	7	0	0	0	0	0	5	0	19
2027 Buildout Total	0	23	527	8	0	59	431	7	0	29	0	25	0	5	0	19
Percent Impact (Approach)	14.9%				10.9%				0.0%				100.0%			

Overall Percent Impact 14.2%

Intersection Analysis Sheet

Project:	**Seymour Property**
Location:	**Apex, NC**
Ct. Date	**5/10/2023**
N/S Street:	**Tingen Road**
E/W Street:	**Widger Lane**

	AM In	AM Out	PM In	PM Out
Net New Trips:	191	362	335	263
Pass-By Trips:	0	0	0	0

Annual Growth Rate:	3.0%	**Existing Year:**	2023
Growth Factor:	0.125509	**Buildout Year:**	2027

AM PEAK HOUR
AM PHF = 0.73

Description	Widger Lane Eastbound				- Westbound				Tingen Road Northbound				Tingen Road Southbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
2023 Traffic Count	0	6	0	1	0	0	0	0	0	0	117	0	0	0	83	3
Grow to Existing Year	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023 Existing Traffic	0	6	0	1	0	0	0	0	0	0	117	0	0	0	83	3
Growth Factor 3.0% per year	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126
2027 Background Growth	0	1	0	0	0	0	0	0	0	0	15	0	0	0	10	0
Committed Projects																
Apex Fast Food	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Veridea	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2027 Background Traffic	0	7	0	1	0	0	0	0	0	0	132	0	0	0	93	3
Project Traffic																
Percent Assignment Inbound	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	25%	0%	0%	0%	0%	0%
Inbound Project Traffic	0	0	0	0	0	0	0	0	0	0	48	0	0	0	0	0
Percent Assignment Outbound	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	25%	0%
Outbound Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	90	0
Total Project Traffic	0	0	0	0	0	0	0	0	0	0	48	0	0	0	90	0
2027 Buildout Total	0	7	0	1	0	0	0	0	0	0	180	0	0	0	183	3
Percent Impact (Approach)	0.0%				-				26.7%				48.4%			

Overall Percent Impact 36.9%

PM PEAK HOUR
PM PHF = 0.76

Description	Widger Lane Eastbound				- Westbound				Tingen Road Northbound				Tingen Road Southbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
2023 Traffic Count	0	4	0	3	0	0	0	0	0	6	106	0	0	0	116	8
Grow to Existing Year	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023 Existing Traffic	0	4	0	3	0	0	0	0	0	6	106	0	0	0	116	8
Growth Factor 3.0% per year	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126
2027 Background Growth	0	1	0	0	0	0	0	0	0	1	13	0	0	0	15	1
Committed Projects																
Apex Fast Food	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Veridea	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2027 Background Traffic	0	5	0	3	0	0	0	0	0	7	119	0	0	0	131	9
Project Traffic																
Percent Assignment Inbound	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	25%	0%	0%	0%	0%	0%
Inbound Project Traffic	0	0	0	0	0	0	0	0	0	0	84	0	0	0	0	0
Percent Assignment Outbound	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	25%	0%
Outbound Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66	0
Total Project Traffic	0	0	0	0	0	0	0	0	0	0	84	0	0	0	66	0
2027 Buildout Total	0	5	0	3	0	0	0	0	0	7	203	0	0	0	197	9
Percent Impact (Approach)	0.0%				-				40.0%				32.0%			

Overall Percent Impact 35.4%

Intersection Analysis Sheet

Project:	**Seymour Property**
Location:	**Apex, NC**
Ct. Date	**5/10/2023**
N/S Street:	**Tingen Road**
E/W Street:	**James Street**

	AM In	AM Out	PM In	PM Out
Net New Trips:	191	362	335	263
Pass-By Trips:	0	0	0	0

Annual Growth Rate:	3.0%	**Existing Year:**	2016
Growth Factor:	0.384234	**Buildout Year:**	2027

AM PEAK HOUR
AM PHF = 0.8

Description	James Street Eastbound				James Street Westbound				Tingen Road Northbound				Tingen Road Southbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
2016 Traffic Count	0	3	57	12	0	41	48	3	0	18	0	70	0	2	0	1
Grow to Existing Year	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2016 Existing Traffic	0	3	57	12	0	41	48	3	0	18	0	70	0	2	0	1
Growth Factor 3.0% per year	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384
2027 Background Growth	0	1	22	5	0	16	18	1	0	7	0	27	0	1	0	0
Committed Projects																
Apex Fast Food	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Veridea	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2027 Background Traffic	0	4	79	17	0	57	66	4	0	25	0	97	0	3	0	1
Project Traffic																
Percent Assignment Inbound	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Inbound Project Traffic	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0
Percent Assignment Outbound	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%
Outbound Project Traffic	0	0	0	0	0	0	0	0	0	0	0	18	0	0	0	0
Total Project Traffic	0	0	0	0	0	10	0	0	0	0	0	18	0	0	0	0
2027 Buildout Total	0	4	79	17	0	67	66	4	0	25	0	115	0	3	0	1
Percent Impact (Approach)	0.0%				7.3%				12.9%				0.0%			

Overall Percent Impact 7.3%

PM PEAK HOUR
PM PHF = 0.96

Description	James Street Eastbound				James Street Westbound				Tingen Road Northbound				Tingen Road Southbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
2016 Traffic Count	0	1	48	18	0	70	57	2	0	12	0	41	0	3	0	3
Grow to Existing Year	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2016 Existing Traffic	0	1	48	18	0	70	57	2	0	12	0	41	0	3	0	3
Growth Factor 3.0% per year	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384
2027 Background Growth	0	0	18	7	0	27	22	1	0	5	0	16	0	1	0	1
Committed Projects																
Apex Fast Food	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Veridea	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2027 Background Traffic	0	1	66	25	0	97	79	3	0	17	0	57	0	4	0	4
Project Traffic																
Percent Assignment Inbound	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Inbound Project Traffic	0	0	0	0	0	17	0	0	0	0	0	0	0	0	0	0
Percent Assignment Outbound	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%
Outbound Project Traffic	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0
Total Project Traffic	0	0	0	0	0	17	0	0	0	0	0	13	0	0	0	0
2027 Buildout Total	0	1	66	25	0	114	79	3	0	17	0	70	0	4	0	4
Percent Impact (Approach)	0.0%				8.7%				14.9%				0.0%			

Overall Percent Impact 7.8%

Intersection Analysis Sheet

Project:	**Seymour Property**
Location:	**Apex, NC**
Ct. Date	**5/10/2023**
N/S Street:	**Minley Way**
E/W Street:	**James Street**

	AM In	AM Out	PM In	PM Out
Net New Trips:	191	362	335	263
Pass-By Trips:	0	0	0	0

Annual Growth Rate:	3.0%	**Existing Year:**	2023
Growth Factor:	0.125509	**Buildout Year:**	2027

AM PEAK HOUR
AM PHF = 0.73

Description	James Street Eastbound				James Street Westbound				Minley Way Northbound				- Southbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
2023 Traffic Count	0	0	44	5	0	32	28	0	0	0	0	43	0	0	0	0
Grow to Existing Year	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023 Existing Traffic	0	0	44	5	0	32	28	0	0	0	0	43	0	0	0	0
Growth Factor 3.0% per year	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126
2027 Background Growth	0	0	6	1	0	4	4	0	0	0	0	5	0	0	0	0
Committed Projects																
Apex Fast Food	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Veridea	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2027 Background Traffic	0	0	50	6	0	36	32	0	0	0	0	48	0	0	0	0
Project Traffic																
Percent Assignment Inbound	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Inbound Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent Assignment Outbound	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Outbound Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2027 Buildout Total	0	0	50	6	0	36	32	0	0	0	0	48	0	0	0	0
Percent Impact (Approach)		0.0%				0.0%				0.0%				-		
Overall Percent Impact	0.0%															

PM PEAK HOUR
PM PHF = 0.75

Description	James Street Eastbound				James Street Westbound				Minley Way Northbound				- Southbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
2023 Traffic Count	0	0	17	5	0	40	31	0	0	3	0	36	0	0	0	0
Grow to Existing Year	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023 Existing Traffic	0	0	17	5	0	40	31	0	0	3	0	36	0	0	0	0
Growth Factor 3.0% per year	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126
2027 Background Growth	0	0	2	1	0	5	4	0	0	0	0	5	0	0	0	0
Committed Projects																
Apex Fast Food	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Veridea	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2027 Background Traffic	0	0	19	6	0	45	35	0	0	3	0	41	0	0	0	0
Project Traffic																
Percent Assignment Inbound	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Inbound Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent Assignment Outbound	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Outbound Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2027 Buildout Total	0	0	19	6	0	45	35	0	0	3	0	41	0	0	0	0
Percent Impact (Approach)		0.0%				0.0%				0.0%				-		
Overall Percent Impact	0.0%															

Intersection Analysis Sheet

Project:	**Seymour Property**
Location:	**Apex, NC**
Ct. Date	**Traffic Forecast**
N/S Street:	**Apex Peakway**
E/W Street:	**Apex Peakway Connector**

	AM In	AM Out	PM In	PM Out
Net New Trips:	191	362	335	263
Pass-By Trips:	0	0	0	0

Annual Growth Rate:	3.0%	**Existing Year:**	2016
Growth Factor:	0.384234	**Buildout Year:**	2027

AM PEAK HOUR
AM PHF = 0.9

Description	- Eastbound				Apex Peakway Connector Westbound				Apex Peakway Northbound				Apex Peakway Southbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
2016 Traffic Count	0	0	0	0	0	95	0	226	0	0	449	116	0	181	277	0
Grow to Existing Year	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2016 Existing Traffic	0	0	0	0	0	95	0	226	0	0	449	116	0	181	277	0
Growth Factor 3.0% per year	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384
2027 Background Growth	0	0	0	0	0	37	0	87	0	0	173	45	0	70	106	0
Committed Projects																
Apex Fast Food	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0
Veridea	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Committed Traffic	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0
2027 Background Traffic	0	0	0	0	0	132	0	313	0	0	626	161	0	251	387	0
Project Traffic																
Percent Assignment Inbound	0%	0%	0%	0%	0%	15%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%
Inbound Project Traffic	0	0	0	0	0	29	0	0	0	0	0	0	0	0	18	0
Percent Assignment Outbound	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	15%	0%	0%	0%	0%
Outbound Project Traffic	0	0	0	0	0	0	0	0	0	0	37	54	0	0	0	0
Total Project Traffic	0	0	0	0	0	29	0	0	0	0	37	54	0	0	18	0
2027 Buildout Total	0	0	0	0	0	161	0	313	0	0	663	215	0	251	405	0
Percent Impact (Approach)		-				6.1%				10.4%				2.7%		

Overall Percent Impact 6.9%

PM PEAK HOUR
PM PHF = 0.9

Description	- Eastbound				Apex Peakway Connector Westbound				Apex Peakway Northbound				Apex Peakway Southbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
2016 Traffic Count	0	0	0	0	0	116	0	181	0	0	277	95	0	226	449	0
Grow to Existing Year	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2016 Existing Traffic	0	0	0	0	0	116	0	181	0	0	277	95	0	226	449	0
Growth Factor 3.0% per year	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384
2027 Background Growth	0	0	0	0	0	45	0	70	0	0	106	37	0	87	173	0
Committed Projects																
Apex Fast Food	0	0	0	0	0	0	0	0	0	0	5	0	0	0	4	0
Veridea	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Committed Traffic	0	0	0	0	0	0	0	0	0	0	5	0	0	0	4	0
2027 Background Traffic	0	0	0	0	0	161	0	251	0	0	388	132	0	313	626	0
Project Traffic																
Percent Assignment Inbound	0%	0%	0%	0%	0%	15%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%
Inbound Project Traffic	0	0	0	0	0	50	0	0	0	0	0	0	0	0	33	0
Percent Assignment Outbound	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	15%	0%	0%	0%	0%
Outbound Project Traffic	0	0	0	0	0	0	0	0	0	0	27	39	0	0	0	0
Total Project Traffic	0	0	0	0	0	50	0	0	0	0	27	39	0	0	33	0
2027 Buildout Total	0	0	0	0	0	211	0	251	0	0	415	171	0	313	659	0
Percent Impact (Approach)		-				10.8%				11.3%				3.4%		

Overall Percent Impact 7.4%

Intersection Analysis Sheet

Project:	**Seymour Property**
Location:	**Apex, NC**
Ct. Date	**Traffic Forecast**
N/S Street:	**Apex Peakway Connector**
E/W Street:	**S Salem Street**

	AM In	AM Out	PM In	PM Out
Net New Trips:	191	362	335	263
Pass-By Trips:	0	0	0	0

Annual Growth Rate:	3.0%	**Existing Year:**	2016
Growth Factor:	0.384234	**Buildout Year:**	2027

AM PEAK HOUR
AM PHF = 0.9

	S Salem Street Eastbound				S Salem Street Westbound				- Northbound				Apex Peakway Connector Southbound			
Description	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
2016 Traffic Count	0	135	420	0	0	0	330	131	0	0	0	0	0	132	0	165
Grow to Existing Year	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2016 Existing Traffic	0	135	420	0	0	0	330	131	0	0	0	0	0	132	0	165
Growth Factor 3.0% per year	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384
2027 Background Growth	0	52	161	0	0	0	127	50	0	0	0	0	0	51	0	63
Committed Projects																
Apex Fast Food	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Veridea	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2027 Background Traffic	0	187	581	0	0	0	457	181	0	0	0	0	0	183	0	228
Project Traffic																
Percent Assignment Inbound	0%	10%	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%
Inbound Project Traffic	0	19	0	0	0	0	0	10	0	0	0	0	0	0	0	0
Percent Assignment Outbound	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	10%
Outbound Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0	36
Total Project Traffic	0	19	0	0	0	0	0	10	0	0	0	0	0	18	0	36
2027 Buildout Total	0	206	581	0	0	0	457	191	0	0	0	0	0	201	0	264
Percent Impact (Approach)		2.4%				1.5%				-				11.6%		
Overall Percent Impact	4.4%															

PM PEAK HOUR
PM PHF = 0.9

	S Salem Street Eastbound				S Salem Street Westbound				- Northbound				Apex Peakway Connector Southbound			
Description	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
2016 Traffic Count	0	87	335	0	0	0	424	132	0	0	0	0	0	131	0	190
Grow to Existing Year	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2016 Existing Traffic	0	87	335	0	0	0	424	132	0	0	0	0	0	131	0	190
Growth Factor 3.0% per year	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384
2027 Background Growth	0	33	129	0	0	0	163	51	0	0	0	0	0	50	0	73
Committed Projects																
Apex Fast Food	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Veridea	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2027 Background Traffic	0	120	464	0	0	0	587	183	0	0	0	0	0	181	0	263
Project Traffic																
Percent Assignment Inbound	0%	10%	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%
Inbound Project Traffic	0	34	0	0	0	0	0	16	0	0	0	0	0	0	0	0
Percent Assignment Outbound	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	10%
Outbound Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	26
Total Project Traffic	0	34	0	0	0	0	0	16	0	0	0	0	0	13	0	26
2027 Buildout Total	0	154	464	0	0	0	587	199	0	0	0	0	0	194	0	289
Percent Impact (Approach)		5.5%				2.0%				-				8.1%		
Overall Percent Impact	4.7%															

Intersection Analysis Sheet

Project:	**Seymour Property**
Location:	**Apex, NC**
Ct. Date	**Balanced with James Street at Minley Way**
N/S Street:	**Apex Peakway Connector**
E/W Street:	**James Street**

	AM In	AM Out	PM In	PM Out
Net New Trips:	191	362	335	263
Pass-By Trips:	0	0	0	0

Annual Growth Rate:	3.0%	**Existing Year:**	2016
Growth Factor:	0.384234	**Buildout Year:**	2027

AM PEAK HOUR
AM PHF = 0.9

Description	- Eastbound				James Street Westbound				Apex Peakway Connector Northbound				Apex Peakway Connector Southbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
2016 Traffic Count	0	0	0	0	0	3	0	85	0	0	435	4	0	89	306	0
Grow to Existing Year	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2016 Existing Traffic	0	0	0	0	0	3	0	85	0	0	435	4	0	89	306	0
Growth Factor 3.0% per year	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384
2027 Background Growth	0	0	0	0	0	1	0	33	0	0	167	2	0	34	118	0
Committed Projects																
Apex Fast Food	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0
Veridea	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Committed Traffic	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0
2027 Background Traffic	0	0	0	0	0	4	0	118	0	0	606	6	0	123	428	0
Project Traffic																
Percent Assignment Inbound	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	25%	0%
Inbound Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47	0
Percent Assignment Outbound	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	25%	0%	0%	0%	0%	0%
Outbound Project Traffic	0	0	0	0	0	0	0	0	0	0	91	0	0	0	0	0
Total Project Traffic	0	0	0	0	0	0	0	0	0	0	91	0	0	0	47	0
2027 Buildout Total	0	0	0	0	0	4	0	118	0	0	697	6	0	123	475	0
Percent Impact (Approach)	-				0.0%				12.9%				7.9%			

Overall Percent Impact 9.7%

PM PEAK HOUR
PM PHF = 0.9

Description	- Eastbound				James Street Westbound				Apex Peakway Connector Northbound				Apex Peakway Connector Southbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
2016 Traffic Count	0	0	0	0	0	4	0	90	0	0	309	3	0	85	432	0
Grow to Existing Year	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2016 Existing Traffic	0	0	0	0	0	4	0	90	0	0	309	3	0	85	432	0
Growth Factor 3.0% per year	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384	0.384
2027 Background Growth	0	0	0	0	0	2	0	35	0	0	119	1	0	33	166	0
Committed Projects																
Apex Fast Food	0	0	0	0	0	0	0	0	0	0	5	0	0	0	4	0
Veridea	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Committed Traffic	0	0	0	0	0	0	0	0	0	0	5	0	0	0	4	0
2027 Background Traffic	0	0	0	0	0	6	0	125	0	0	433	4	0	118	602	0
Project Traffic																
Percent Assignment Inbound	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	25%	0%
Inbound Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	83	0
Percent Assignment Outbound	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	25%	0%	0%	0%	0%	0%
Outbound Project Traffic	0	0	0	0	0	0	0	0	0	0	66	0	0	0	0	0
Total Project Traffic	0	0	0	0	0	0	0	0	0	0	66	0	0	0	83	0
2027 Buildout Total	0	0	0	0	0	6	0	125	0	0	499	4	0	118	685	0
Percent Impact (Approach)	-				0.0%				13.1%				10.3%			

Overall Percent Impact 10.4%

Intersection Analysis Sheet

Project:	**Seymour Property**
Location:	**Apex, NC**
Ct. Date	**Balanced with Apex Peakway at Tingen Road**
N/S Street:	**Tingen Road**
E/W Street:	**Site Driveway 2**

	AM In	AM Out	PM In	PM Out
Net New Trips:	191	362	335	263
Pass-By Trips:	0	0	0	0

Annual Growth Rate:	3.0%	**Existing Year:**	2023
Growth Factor:	0.125509	**Buildout Year:**	2027

AM PEAK HOUR
AM PHF = 0.9

	Site Driveway 2 Eastbound				- Westbound				Tingen Road Northbound				Tingen Road Southbound			
Description	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
2023 Traffic Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	199	0	0	0	136	0
2023 Existing Traffic	0	0	0	0	0	0	0	0	0	0	199	0	0	0	136	0
Growth Factor 3.0% per year	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126
2027 Background Growth	0	0	0	0	0	0	0	0	0	0	26	0	0	0	17	0
Committed Projects																
Apex Fast Food	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Veridea	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Traffic Diversions	0	0	0	0	0	0	0	0	0	0	-66	0	0	0	0	0
2027 Background Traffic	0	0	0	0	0	0	0	0	0	0	159	0	0	0	153	0
Project Traffic																
Percent Assignment Inbound	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	0%	2%	3%
Inbound Project Traffic	0	0	0	0	0	0	0	0	0	6	0	0	0	0	4	6
Percent Assignment Outbound	0%	3%	0%	3%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%
Outbound Project Traffic	0	11	0	11	0	0	0	0	0	0	7	0	0	0	0	0
Total Project Traffic	0	11	0	11	0	0	0	0	0	6	7	0	0	0	4	6
2027 Buildout Total	0	11	0	11	0	0	0	0	0	6	166	0	0	0	157	6
Percent Impact (Approach)	100.0%				-				7.6%				6.1%			
Overall Percent Impact	12.6%															

PM PEAK HOUR
PM PHF = 0.9

	Site Driveway 2 Eastbound				- Westbound				Tingen Road Northbound				Tingen Road Southbound			
Description	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
2023 Traffic Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	162	0	0	0	198	0
2023 Existing Traffic	0	0	0	0	0	0	0	0	0	0	162	0	0	0	198	0
Growth Factor 3.0% per year	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126
2027 Background Growth	0	0	0	0	0	0	0	0	0	0	20	0	0	0	25	0
Committed Projects																
Apex Fast Food	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Veridea	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Traffic Diversions	0	0	0	0	0	0	0	0	0	0	-45	0	0	0	0	0
2027 Background Traffic	0	0	0	0	0	0	0	0	0	0	137	0	0	0	223	0
Project Traffic																
Percent Assignment Inbound	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	0%	2%	3%
Inbound Project Traffic	0	0	0	0	0	0	0	0	0	10	0	0	0	0	7	10
Percent Assignment Outbound	0%	3%	0%	3%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%
Outbound Project Traffic	0	8	0	8	0	0	0	0	0	0	5	0	0	0	0	0
Total Project Traffic	0	8	0	8	0	0	0	0	0	10	5	0	0	0	7	10
2027 Buildout Total	0	8	0	8	0	0	0	0	0	10	142	0	0	0	230	10
Percent Impact (Approach)	100.0%				-				9.9%				7.1%			
Overall Percent Impact	11.8%															

Intersection Analysis Sheet

Project:	**Seymour Property**
Location:	**Apex, NC**
Ct. Date	**Balanced with Apex Peakway at Tingen Road**
N/S Street:	**Tingen Road**
E/W Street:	**Site Driveway 3**

	AM In	AM Out	PM In	PM Out
Net New Trips:	191	362	335	263
Pass-By Trips:	0	0	0	0

Annual Growth Rate:	3.0%	**Existing Year:**	2023
Growth Factor:	0.125509	**Buildout Year:**	2027

AM PEAK HOUR
AM PHF = 0.9

Description	Site Driveway 3 Eastbound				Site Driveway 3 Westbound				Tingen Road Northbound				Tingen Road Southbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
2023 Traffic Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	126	0	0	0	85	0
2023 Existing Traffic	0	0	0	0	0	0	0	0	0	0	126	0	0	0	85	0
Growth Factor 3.0% per year	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126
2027 Background Growth	0	0	0	0	0	0	0	0	0	0	16	0	0	0	11	0
Committed Projects																
Apex Fast Food	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Veridea	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2027 Background Traffic	0	0	0	0	0	0	0	0	0	0	142	0	0	0	96	0
Project Traffic																
Percent Assignment Inbound	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%	57%	3%
Inbound Project Traffic	0	0	0	0	0	0	0	0	0	0	0	15	0	0	109	6
Percent Assignment Outbound	0%	0%	0%	2%	0%	0%	0%	10%	0%	0%	50%	0%	0%	0%	0%	0%
Outbound Project Traffic	0	0	0	7	0	0	0	36	0	0	181	0	0	0	0	0
Total Project Traffic	0	0	0	7	0	0	0	36	0	0	181	15	0	0	109	6
2027 Buildout Total	0	0	0	7	0	0	0	36	0	0	323	15	0	0	205	6
Percent Impact (Approach)	100.0%				100.0%				58.0%				54.5%			

Overall Percent Impact 59.8%

PM PEAK HOUR
PM PHF = 0.9

Description	Site Driveway 3 Eastbound				Site Driveway 3 Westbound				Tingen Road Northbound				Tingen Road Southbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
2023 Traffic Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	97	0	0	0	129	0
2023 Existing Traffic	0	0	0	0	0	0	0	0	0	0	97	0	0	0	129	0
Growth Factor 3.0% per year	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126
2027 Background Growth	0	0	0	0	0	0	0	0	0	0	13	0	0	0	16	0
Committed Projects																
Apex Fast Food	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Veridea	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2027 Background Traffic	0	0	0	0	0	0	0	0	0	0	110	0	0	0	145	0
Project Traffic																
Percent Assignment Inbound	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%	57%	3%
Inbound Project Traffic	0	0	0	0	0	0	0	0	0	0	0	27	0	0	191	10
Percent Assignment Outbound	0%	0%	0%	2%	0%	0%	0%	10%	0%	0%	50%	0%	0%	0%	0%	0%
Outbound Project Traffic	0	0	0	5	0	0	0	26	0	0	131	0	0	0	0	0
Total Project Traffic	0	0	0	5	0	0	0	26	0	0	131	27	0	0	191	10
2027 Buildout Total	0	0	0	5	0	0	0	26	0	0	241	27	0	0	336	10
Percent Impact (Approach)	100.0%				100.0%				59.0%				58.1%			

Overall Percent Impact 60.5%

Intersection Analysis Sheet

Project:	**Seymour Property**
Location:	**Apex, NC**
Ct. Date	**Balanced with Apex Peakway at Tingen Road**
N/S Street:	**Tingen Road**
E/W Street:	**Site Driveway 4**

	AM In	AM Out	PM In	PM Out
Net New Trips:	191	362	335	263
Pass-By Trips:	0	0	0	0

Annual Growth Rate:	3.0%	**Existing Year:**	2023
Growth Factor:	0.125509	**Buildout Year:**	2027

AM PEAK HOUR
AM PHF = 0.9

Description	Site Driveway 4 Eastbound				Site Driveway 4 Westbound				Tingen Road Northbound				Tingen Road Southbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
2023 Traffic Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	126	0	0	0	85	0
2023 Existing Traffic	0	0	0	0	0	0	0	0	0	0	126	0	0	0	85	0
Growth Factor 3.0% per year	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126
2027 Background Growth	0	0	0	0	0	0	0	0	0	0	16	0	0	0	11	0
Committed Projects																
Apex Fast Food	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Veridea	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2027 Background Traffic	0	0	0	0	0	0	0	0	0	0	142	0	0	0	96	0
Project Traffic																
Percent Assignment Inbound	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	8%	10%	0%	42%	5%	10%
Inbound Project Traffic	0	0	0	0	0	0	0	0	0	4	15	19	0	80	10	19
Percent Assignment Outbound	0%	10%	0%	5%	0%	15%	0%	35%	0%	0%	5%	0%	0%	0%	2%	0%
Outbound Project Traffic	0	36	0	19	0	54	0	127	0	0	18	0	0	0	7	0
Total Project Traffic	0	36	0	19	0	54	0	127	0	4	33	19	0	80	17	19
2027 Buildout Total	0	36	0	19	0	54	0	127	0	4	175	19	0	80	113	19
Percent Impact (Approach)	100.0%				100.0%				28.3%				54.7%			

Overall Percent Impact 63.2%

PM PEAK HOUR
PM PHF = 0.9

Description	Site Driveway 4 Eastbound				Site Driveway 4 Westbound				Tingen Road Northbound				Tingen Road Southbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
2023 Traffic Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	97	0	0	0	129	0
2023 Existing Traffic	0	0	0	0	0	0	0	0	0	0	97	0	0	0	129	0
Growth Factor 3.0% per year	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126
2027 Background Growth	0	0	0	0	0	0	0	0	0	0	13	0	0	0	16	0
Committed Projects																
Apex Fast Food	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Veridea	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2027 Background Traffic	0	0	0	0	0	0	0	0	0	0	110	0	0	0	145	0
Project Traffic																
Percent Assignment Inbound	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	8%	10%	0%	42%	5%	10%
Inbound Project Traffic	0	0	0	0	0	0	0	0	0	7	27	34	0	141	17	33
Percent Assignment Outbound	0%	10%	0%	5%	0%	15%	0%	35%	0%	0%	5%	0%	0%	0%	2%	0%
Outbound Project Traffic	0	26	0	13	0	39	0	92	0	0	13	0	0	0	5	0
Total Project Traffic	0	26	0	13	0	39	0	92	0	7	40	34	0	141	22	33
2027 Buildout Total	0	26	0	13	0	39	0	92	0	7	150	34	0	141	167	33
Percent Impact (Approach)	100.0%				100.0%				42.4%				57.5%			

Overall Percent Impact 63.7%

Intersection Analysis Sheet

Project:	**Seymour Property**
Location:	**Apex, NC**
Ct. Date	**Balanced with Apex Peakway at Tingen Road**
N/S Street:	**Tingen Road**
E/W Street:	**Site Driveway 5**

	AM In	AM Out	PM In	PM Out
Net New Trips:	191	362	335	263
Pass-By Trips:	0	0	0	0

Annual Growth Rate:	3.0%	**Existing Year:**	2023
Growth Factor:	0.125509	**Buildout Year:**	2027

AM PEAK HOUR
AM PHF = 0.9

	Site Driveway 5 Eastbound				Site Driveway 5 Westbound				Tingen Road Northbound				Tingen Road Southbound			
Description	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
2023 Traffic Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	126	0	0	0	85	0
2023 Existing Traffic	0	0	0	0	0	0	0	0	0	0	126	0	0	0	85	0
Growth Factor 3.0% per year	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126
2027 Background Growth	0	0	0	0	0	0	0	0	0	0	16	0	0	0	11	0
Committed Projects																
Apex Fast Food	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Veridea	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2027 Background Traffic	0	0	0	0	0	0	0	0	0	0	142	0	0	0	96	0
Project Traffic																
Percent Assignment Inbound	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	5%	0%	0%	0%	5%
Inbound Project Traffic	0	0	0	0	0	0	0	0	0	0	38	10	0	0	0	10
Percent Assignment Outbound	0%	0%	0%	3%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%	22%	0%
Outbound Project Traffic	0	0	0	10	0	0	0	18	0	0	0	0	0	0	80	0
Total Project Traffic	0	0	0	10	0	0	0	18	0	0	38	10	0	0	80	10
2027 Buildout Total	0	0	0	10	0	0	0	18	0	0	180	10	0	0	176	10
Percent Impact (Approach)	100.0%				100.0%				25.3%				48.4%			

Overall Percent Impact 41.1%

PM PEAK HOUR
PM PHF = 0.9

	Site Driveway 5 Eastbound				Site Driveway 5 Westbound				Tingen Road Northbound				Tingen Road Southbound			
Description	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
2023 Traffic Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	97	0	0	0	129	0
2023 Existing Traffic	0	0	0	0	0	0	0	0	0	0	97	0	0	0	129	0
Growth Factor 3.0% per year	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126
2027 Background Growth	0	0	0	0	0	0	0	0	0	0	13	0	0	0	16	0
Committed Projects																
Apex Fast Food	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Veridea	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2027 Background Traffic	0	0	0	0	0	0	0	0	0	0	110	0	0	0	145	0
Project Traffic																
Percent Assignment Inbound	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	5%	0%	0%	0%	5%
Inbound Project Traffic	0	0	0	0	0	0	0	0	0	0	67	17	0	0	0	16
Percent Assignment Outbound	0%	0%	0%	3%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%	22%	0%
Outbound Project Traffic	0	0	0	8	0	0	0	14	0	0	0	0	0	0	58	0
Total Project Traffic	0	0	0	8	0	0	0	14	0	0	67	17	0	0	58	16
2027 Buildout Total	0	0	0	8	0	0	0	14	0	0	177	17	0	0	203	16
Percent Impact (Approach)	100.0%				100.0%				43.3%				33.8%			

Overall Percent Impact 41.4%

Appendix G:
Synchro Output:
Existing (2023)

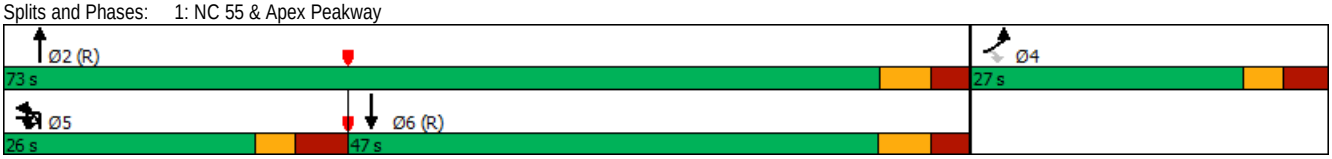
Lane Group	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	39	102	6	236	1017	864	51
Future Volume (vph)	39	102	6	236	1017	864	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)	-1%				1%	-1%	
Storage Length (ft)	0	225		0			0
Storage Lanes	1	1		2			0
Taper Length (ft)	25			25			
Satd. Flow (prot)	1711	2695	0	3318	1800	4875	0
Flt Permitted	0.950			0.950			
Satd. Flow (perm)	1711	2695	0	3317	1800	4875	0
Right Turn on Red		No					No
Satd. Flow (RTOR)							
Link Speed (mph)	35				35	35	
Link Distance (ft)	1046				702	488	
Travel Time (s)	20.4				13.7	9.5	
Confl. Peds. (#/hr)				1			1
Confl. Bikes (#/hr)							
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	6%	5%	5%	5%	6%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)	0%				0%	0%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	41	107	0	254	1071	963	0
Turn Type	Prot	pm+ov	Prot	Prot	NA	NA	
Protected Phases	4	5!	5!	5	2	6	
Permitted Phases		4					
Detector Phase	4	5	5	5	2	6	
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	7.0	10.0	10.0	
Minimum Split (s)	35.0	14.0	14.0	14.0	18.0	43.0	
Total Split (s)	27.0	26.0	26.0	26.0	73.0	47.0	
Total Split (%)	27.0%	26.0%	26.0%	26.0%	73.0%	47.0%	
Maximum Green (s)	20.5	19.0	19.0	19.0	66.1	40.0	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.8	3.9	
All-Red Time (s)	3.5	4.0	4.0	4.0	3.1	3.1	
Lost Time Adjust (s)	-1.5	-2.0		-2.0	-1.9	-2.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	
Lead/Lag		Lead	Lead	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes	Yes		Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	3.0	3.0	
Minimum Gap (s)	2.0	2.0	2.0	2.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	None	None	None	C-Max	C-Max	
Walk Time (s)	7.0					7.0	
Flash Dont Walk (s)	20.0					29.0	
Pedestrian Calls (#/hr)	0					0	
Act Effct Green (s)	9.2	22.8		14.0	88.2	67.2	
Actuated g/C Ratio	0.09	0.23		0.14	0.88	0.67	
v/c Ratio	0.26	0.17		0.55	0.67	0.29	
Control Delay	42.5	26.0		44.3	6.4	8.3	
Queue Delay	0.0	0.0		0.0	0.0	0.0	
Total Delay	42.5	26.0		44.3	6.4	8.3	
LOS	D	C		D	A	A	
Approach Delay	30.6				13.7	8.3	
Approach LOS	C				B	A	
Queue Length 50th (ft)	25	30		78	230	96	
Queue Length 95th (ft)	58	49		113	435	143	
Internal Link Dist (ft)	966				622	408	
Turn Bay Length (ft)		225					
Base Capacity (vph)	376	803		696	1587	3276	

Lane Group	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Starvation Cap Reductn	0	0		0	0	0	
Spillback Cap Reductn	0	0		0	0	0	
Storage Cap Reductn	0	0		0	0	0	
Reduced v/c Ratio	0.11	0.13		0.36	0.67	0.29	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 67 (67%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 95			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 12.6		Intersection LOS: B	
Intersection Capacity Utilization 67.7%		ICU Level of Service C	
Analysis Period (min) 15			

! Phase conflict between lane groups.

Splits and Phases: 1: NC 55 & Apex Peakway



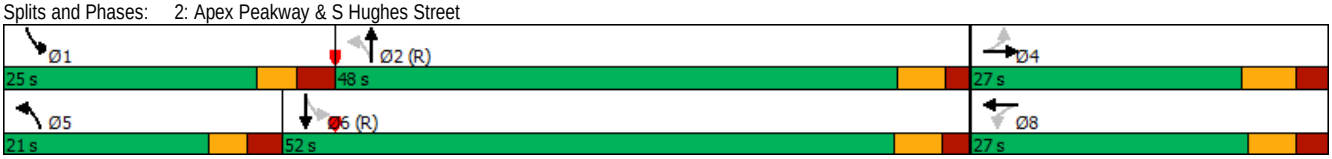
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	21	36	4	4	4	42	105	83	14	168	39
Future Volume (vph)	4	21	36	4	4	4	42	105	83	14	168	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		-3%			2%			4%			2%	
Storage Length (ft)	0		0	0		0	125		0	250		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			100			100		
Satd. Flow (prot)	0	1734	0	0	1733	0	1717	3208	0	1702	3308	0
Flt Permitted		0.979			0.918		0.603			0.625		
Satd. Flow (perm)	0	1703	0	0	1617	0	1090	3208	0	1120	3308	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		820			683			920			1046	
Travel Time (s)		16.0			13.3			17.9			20.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	3%	3%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	66	0	0	12	0	45	202	0	15	223	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	10.0		7.0	10.0	
Minimum Split (s)	33.0	33.0		33.0	33.0		14.0	22.0		14.0	21.0	
Total Split (s)	27.0	27.0		27.0	27.0		21.0	48.0		25.0	52.0	
Total Split (%)	27.0%	27.0%		27.0%	27.0%		21.0%	48.0%		25.0%	52.0%	
Maximum Green (s)	20.4	20.4		20.8	20.8		15.4	42.4		19.1	46.1	
Yellow Time (s)	4.1	4.1		3.7	3.7		3.0	3.6		3.0	3.7	
All-Red Time (s)	2.5	2.5		2.5	2.5		2.6	2.0		2.9	2.2	
Lost Time Adjust (s)		-1.6			-1.2		-0.6	-0.6		-0.9	-0.9	
Total Lost Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	3.0		2.0	3.0	
Minimum Gap (s)	2.0	2.0		2.0	2.0		2.0	3.0		2.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	18.0	18.0		18.0	18.0			8.0			7.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)		10.3			10.3		80.3	78.2		79.6	75.8	
Actuated g/C Ratio		0.10			0.10		0.80	0.78		0.80	0.76	
v/c Ratio		0.38			0.07		0.05	0.08		0.02	0.09	
Control Delay		47.5			40.2		2.7	4.6		9.0	17.1	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		47.5			40.2		2.7	4.6		9.0	17.1	
LOS		D			D		A	A		A	B	
Approach Delay		47.5			40.2			4.2			16.6	
Approach LOS		D			D			A			B	
Queue Length 50th (ft)		40			7		4	11		8	73	
Queue Length 95th (ft)		79			24		13	37		m23	107	
Internal Link Dist (ft)		740			603			840			966	
Turn Bay Length (ft)							125			250		
Base Capacity (vph)		374			355		998	2509		1039	2508	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.18			0.03		0.05	0.08		0.01	0.09	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.38			
Intersection Signal Delay: 15.3		Intersection LOS: B	
Intersection Capacity Utilization 32.5%		ICU Level of Service A	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Apex Peakway & S Hughes Street



Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	143	8	13	108	5	6	4	11	4	7	16
Future Vol, veh/h	15	143	8	13	108	5	6	4	11	4	7	16
Conflicting Peds, #/hr	0	0	5	5	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	4	4	4	9	9	9	33	33	33	7	7	7
Mvmt Flow	19	177	10	16	133	6	7	5	14	5	9	20

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	139	0	0	192	0	0	408	396	187	398	398	136
Stage 1	-	-	-	-	-	-	225	225	-	168	168	-
Stage 2	-	-	-	-	-	-	183	171	-	230	230	-
Critical Hdwy	4.14	-	-	4.19	-	-	7.43	6.83	6.53	7.17	6.57	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	6.43	5.83	-	6.17	5.57	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.43	5.83	-	6.17	5.57	-
Follow-up Hdwy	2.236	-	-	2.281	-	-	3.797	4.297	3.597	3.563	4.063	3.363
Pot Cap-1 Maneuver	1432	-	-	1341	-	-	503	496	782	553	532	900
Stage 1	-	-	-	-	-	-	713	664	-	822	750	-
Stage 2	-	-	-	-	-	-	752	702	-	762	705	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1432	-	-	1335	-	-	473	480	778	528	514	900
Mov Cap-2 Maneuver	-	-	-	-	-	-	473	480	-	528	514	-
Stage 1	-	-	-	-	-	-	699	651	-	810	740	-
Stage 2	-	-	-	-	-	-	717	693	-	732	691	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.8	11.3	10.5
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	597	1432	-	-	1335	-	-	693
HCM Lane V/C Ratio	0.043	0.013	-	-	0.012	-	-	0.048
HCM Control Delay (s)	11.3	7.5	0	-	7.7	0	-	10.5
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	52	35	5	37	30	62	4	85	38	68	43	25
Future Vol, veh/h	52	35	5	37	30	62	4	85	38	68	43	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	175	-	-	-	-	-	-	-	-	-	-	175
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	3	3	3	8	8	8	2	2	2	3	3	3
Mvmt Flow	64	43	6	46	37	77	5	105	47	84	53	31

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	417	383	53	400	391	129	84	0	0	152	0	0
Stage 1	221	221	-	139	139	-	-	-	-	-	-	-
Stage 2	196	162	-	261	252	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.18	6.58	6.28	4.12	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.18	5.58	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.18	5.58	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.572	4.072	3.372	2.218	-	-	2.227	-	-
Pot Cap-1 Maneuver	544	549	1012	550	535	905	1513	-	-	1423	-	-
Stage 1	779	719	-	850	770	-	-	-	-	-	-	-
Stage 2	803	762	-	731	688	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	447	513	1012	486	500	905	1513	-	-	1423	-	-
Mov Cap-2 Maneuver	447	513	-	486	500	-	-	-	-	-	-	-
Stage 1	776	674	-	847	767	-	-	-	-	-	-	-
Stage 2	697	759	-	638	645	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.4	12.6	0.2	3.8
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1513	-	-	447	547	630	1423	-	-
HCM Lane V/C Ratio	0.003	-	-	0.144	0.09	0.253	0.059	-	-
HCM Control Delay (s)	7.4	0	-	14.4	12.2	12.6	7.7	0	-
HCM Lane LOS	A	A	-	B	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.3	1	0.2	-	-

Intersection	
Int Delay, s/veh	3.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	54	5	20	39	10	38
Future Vol, veh/h	54	5	20	39	10	38
Conflicting Peds, #/hr	0	9	9	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	3	3	2	2
Mvmt Flow	57	5	21	41	11	40

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	71	0	152	69
Stage 1	-	-	-	-	69	-
Stage 2	-	-	-	-	83	-
Critical Hdwy	-	-	4.13	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.227	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1523	-	840	994
Stage 1	-	-	-	-	954	-
Stage 2	-	-	-	-	940	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1510	-	821	985
Mov Cap-2 Maneuver	-	-	-	-	821	-
Stage 1	-	-	-	-	945	-
Stage 2	-	-	-	-	927	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.5	9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	946	-	-	1510	-
HCM Lane V/C Ratio	0.054	-	-	0.014	-
HCM Control Delay (s)	9	-	-	7.4	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	4	4	117	83	4
Future Vol, veh/h	6	4	4	117	83	4
Conflicting Peds, #/hr	0	0	2	0	0	2
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	73	73	73	73	73	73
Heavy Vehicles, %	2	2	3	3	7	7
Mvmt Flow	8	5	5	160	114	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	289	119	121	0	-	0
Stage 1	119	-	-	-	-	-
Stage 2	170	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.13	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.227	-	-	-
Pot Cap-1 Maneuver	702	933	1460	-	-	-
Stage 1	906	-	-	-	-	-
Stage 2	860	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	696	931	1457	-	-	-
Mov Cap-2 Maneuver	696	-	-	-	-	-
Stage 1	901	-	-	-	-	-
Stage 2	858	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.7	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1457	-	774	-	-
HCM Lane V/C Ratio	0.004	-	0.018	-	-
HCM Control Delay (s)	7.5	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	11.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	50	49	27	48	48	76	19	159	60	90	120	44
Future Vol, veh/h	50	49	27	48	48	76	19	159	60	90	120	44
Conflicting Peds, #/hr	0	0	12	12	0	0	0	0	3	3	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	3	3	3	2	2	2	2	2	2
Mvmt Flow	63	61	34	60	60	95	24	199	75	113	150	55

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	766	729	190	751	719	240	205	0	0	277	0	0
Stage 1	404	404	-	288	288	-	-	-	-	-	-	-
Stage 2	362	325	-	463	431	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.13	6.53	6.23	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.527	4.027	3.327	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	320	350	852	326	353	796	1366	-	-	1286	-	-
Stage 1	623	599	-	717	672	-	-	-	-	-	-	-
Stage 2	657	649	-	577	581	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	219	307	842	238	310	794	1366	-	-	1282	-	-
Mov Cap-2 Maneuver	219	307	-	238	310	-	-	-	-	-	-	-
Stage 1	610	539	-	700	656	-	-	-	-	-	-	-
Stage 2	514	633	-	437	523	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	29.5	26.1	0.6	2.9
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1366	-	-	300	380	1282	-	-
HCM Lane V/C Ratio	0.017	-	-	0.525	0.566	0.088	-	-
HCM Control Delay (s)	7.7	0	-	29.5	26.1	8.1	0	-
HCM Lane LOS	A	A	-	D	D	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	2.9	3.4	0.3	-	-

Intersection	
Intersection Delay, s/veh	3.2
Intersection LOS	A

Approach	EB	WB	NB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	67	82	64
Demand Flow Rate, veh/h	68	84	65
Vehicles Circulating, veh/h	45	5	61
Vehicles Exiting, veh/h	44	121	52
Ped Vol Crossing Leg, #/h	0	3	18
Ped Cap Adj	1.000	1.000	0.998
Approach Delay, s/veh	3.2	3.2	3.2
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	TR	LT	LR
Assumed Moves	TR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	68	84	65
Cap Entry Lane, veh/h	1318	1373	1297
Entry HV Adj Factor	0.982	0.979	0.985
Flow Entry, veh/h	67	82	64
Cap Entry, veh/h	1295	1343	1274
V/C Ratio	0.052	0.061	0.050
Control Delay, s/veh	3.2	3.2	3.2
LOS	A	A	A
95th %tile Queue, veh	0	0	0

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	135	472	374	74	66	135
Future Vol, veh/h	135	472	374	74	66	135
Conflicting Peds, #/hr	1	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	200	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	3	6	6	2	2
Mvmt Flow	141	492	390	77	69	141

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	468	0	-	0	1165	391
Stage 1	-	-	-	-	391	-
Stage 2	-	-	-	-	774	-
Critical Hdwy	4.13	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.227	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1088	-	-	-	215	658
Stage 1	-	-	-	-	683	-
Stage 2	-	-	-	-	455	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1087	-	-	-	187	657
Mov Cap-2 Maneuver	-	-	-	-	187	-
Stage 1	-	-	-	-	594	-
Stage 2	-	-	-	-	455	-

Approach	EB	WB	SB
HCM Control Delay, s	2	0	19.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1087	-	-	-	187	657
HCM Lane V/C Ratio	0.129	-	-	-	0.368	0.214
HCM Control Delay (s)	8.8	-	-	-	35	12
HCM Lane LOS	A	-	-	-	E	B
HCM 95th %tile Q(veh)	0.4	-	-	-	1.6	0.8

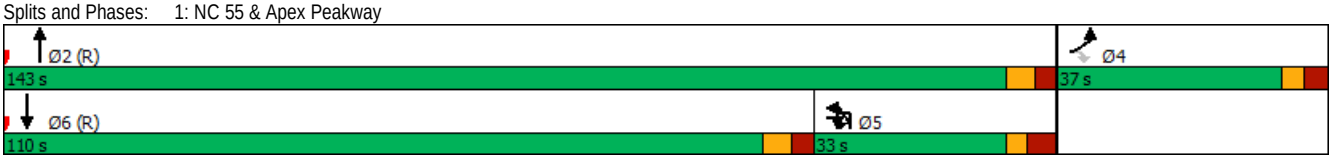
Lane Group	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	53	170	7	314	941	1153	72
Future Volume (vph)	53	170	7	314	941	1153	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)	-1%				1%	-1%	
Storage Length (ft)	0	225		0			0
Storage Lanes	1	1		2			0
Taper Length (ft)	25			25			
Satd. Flow (prot)	1778	2801	0	3416	1853	5065	0
Flt Permitted	0.950			0.950			
Satd. Flow (perm)	1773	2801	0	3416	1853	5065	0
Right Turn on Red		No					No
Satd. Flow (RTOR)							
Link Speed (mph)	35				35	35	
Link Distance (ft)	1046				702	488	
Travel Time (s)	20.4				13.7	9.5	
Confl. Peds. (#/hr)	1						
Confl. Bikes (#/hr)							
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)	0%				0%	0%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	55	175	0	331	970	1263	0
Turn Type	Prot	pm+ov	Prot	Prot	NA	NA	
Protected Phases	4	5!	5!	5	2	6	
Permitted Phases		4					
Detector Phase	4	5	5	5	2	6	
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	7.0	10.0	10.0	
Minimum Split (s)	35.0	14.0	14.0	14.0	18.0	43.0	
Total Split (s)	37.0	33.0	33.0	33.0	143.0	110.0	
Total Split (%)	20.6%	18.3%	18.3%	18.3%	79.4%	61.1%	
Maximum Green (s)	30.5	26.0	26.0	26.0	136.1	103.0	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.8	3.9	
All-Red Time (s)	3.5	4.0	4.0	4.0	3.1	3.1	
Lost Time Adjust (s)	-1.5	-2.0		-2.0	-1.9	-2.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	
Lead/Lag		Lag	Lag	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes	Yes		Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	3.0	3.0	
Minimum Gap (s)	2.0	2.0	2.0	2.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	None	None	None	C-Max	C-Max	
Walk Time (s)	7.0					7.0	
Flash Dont Walk (s)	20.0					29.0	
Pedestrian Calls (#/hr)	0					0	
Act Effct Green (s)	11.8	42.1		28.0	161.9	127.9	
Actuated g/C Ratio	0.07	0.23		0.16	0.90	0.71	
v/c Ratio	0.47	0.27		0.62	0.58	0.35	
Control Delay	89.7	52.7		76.9	4.3	10.9	
Queue Delay	0.0	0.0		0.0	0.0	0.0	
Total Delay	89.7	52.7		76.9	4.3	10.9	
LOS	F	D		E	A	B	
Approach Delay	61.5				22.8	10.9	
Approach LOS	E				C	B	
Queue Length 50th (ft)	64	85		191	220	207	
Queue Length 95th (ft)	118	115		249	356	252	
Internal Link Dist (ft)	966				622	408	
Turn Bay Length (ft)		225					
Base Capacity (vph)	316	654		531	1667	3600	

Lane Group	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Starvation Cap Reductn	0	0		0	0	0	
Spillback Cap Reductn	0	0		0	0	0	
Storage Cap Reductn	0	0		0	0	0	
Reduced v/c Ratio	0.17	0.27		0.62	0.58	0.35	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 158 (88%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 95			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay: 20.6		Intersection LOS: C	
Intersection Capacity Utilization 63.7%		ICU Level of Service B	
Analysis Period (min) 15			

! Phase conflict between lane groups.

Splits and Phases: 1: NC 55 & Apex Peakway



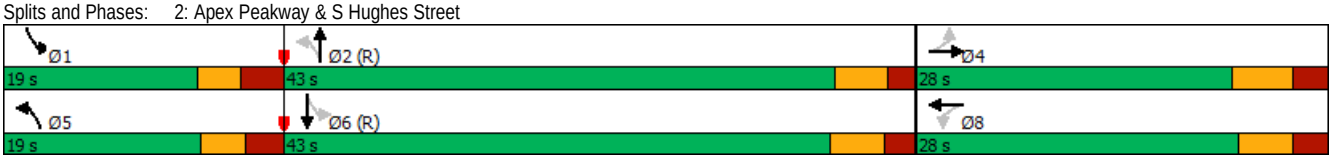
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	33	67	4	4	4	60	185	67	27	286	55
Future Volume (vph)	12	33	67	4	4	4	60	185	67	27	286	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		-3%			2%			4%			2%	
Storage Length (ft)	0		0	0		0	125		0	250		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			100			100		
Satd. Flow (prot)	0	1729	0	0	1733	0	1734	3330	0	1752	3420	0
Flt Permitted		0.966			0.914		0.514			0.588		
Satd. Flow (perm)	0	1678	0	0	1610	0	938	3330	0	1084	3420	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		820			683			920			1046	
Travel Time (s)		16.0			13.3			17.9			20.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	119	0	0	12	0	63	266	0	28	359	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	10.0		7.0	10.0	
Minimum Split (s)	33.0	33.0		33.0	33.0		14.0	22.0		14.0	21.0	
Total Split (s)	28.0	28.0		28.0	28.0		19.0	43.0		19.0	43.0	
Total Split (%)	31.1%	31.1%		31.1%	31.1%		21.1%	47.8%		21.1%	47.8%	
Maximum Green (s)	21.4	21.4		21.8	21.8		13.4	37.4		13.1	37.1	
Yellow Time (s)	4.1	4.1		3.7	3.7		3.0	3.6		3.0	3.7	
All-Red Time (s)	2.5	2.5		2.5	2.5		2.6	2.0		2.9	2.2	
Lost Time Adjust (s)		-1.6			-1.2		-0.6	-0.6		-0.9	-0.9	
Total Lost Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	3.0		2.0	3.0	
Minimum Gap (s)	2.0	2.0		2.0	2.0		2.0	3.0		2.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	18.0	18.0		18.0	18.0			8.0			7.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)		12.5			12.5		65.4	62.4		63.8	57.4	
Actuated g/C Ratio		0.14			0.14		0.73	0.69		0.71	0.64	
v/c Ratio		0.51			0.05		0.08	0.12		0.03	0.16	
Control Delay		43.1			32.0		3.9	6.3		0.5	1.3	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		43.1			32.0		3.9	6.3		0.5	1.3	
LOS		D			C		A	A		A	A	
Approach Delay		43.1			32.0			5.9			1.3	
Approach LOS		D			C			A			A	
Queue Length 50th (ft)		64			6		7	17		1	10	
Queue Length 95th (ft)		111			21		21	54		m1	12	
Internal Link Dist (ft)		740			603			840			966	
Turn Bay Length (ft)							125			250		
Base Capacity (vph)		428			411		827	2307		917	2182	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.28			0.03		0.08	0.12		0.03	0.16	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 11 (12%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.51			
Intersection Signal Delay: 9.4		Intersection LOS: A	
Intersection Capacity Utilization 34.9%		ICU Level of Service A	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Apex Peakway & S Hughes Street



Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	146	4	5	141	5	6	11	36	17	5	39
Future Vol, veh/h	20	146	4	5	141	5	6	11	36	17	5	39
Conflicting Peds, #/hr	0	0	6	6	0	0	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	5	5	5	3	3	3	2	2	2	3	3	3
Mvmt Flow	22	164	4	6	158	6	7	12	40	19	6	44

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	164	0	0	174	0	0	414	392	173	410	391	161
Stage 1	-	-	-	-	-	-	216	216	-	173	173	-
Stage 2	-	-	-	-	-	-	198	176	-	237	218	-
Critical Hdwy	4.15	-	-	4.13	-	-	7.12	6.52	6.22	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.13	5.53	-
Follow-up Hdwy	2.245	-	-	2.227	-	-	3.518	4.018	3.318	3.527	4.027	3.327
Pot Cap-1 Maneuver	1396	-	-	1397	-	-	549	544	871	550	543	881
Stage 1	-	-	-	-	-	-	786	724	-	827	754	-
Stage 2	-	-	-	-	-	-	804	753	-	764	721	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1396	-	-	1389	-	-	506	529	865	506	528	881
Mov Cap-2 Maneuver	-	-	-	-	-	-	506	529	-	506	528	-
Stage 1	-	-	-	-	-	-	768	707	-	813	750	-
Stage 2	-	-	-	-	-	-	754	749	-	703	704	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0.3	10.5	10.7
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	714	1396	-	-	1389	-	-	698
HCM Lane V/C Ratio	0.083	0.016	-	-	0.004	-	-	0.098
HCM Control Delay (s)	10.5	7.6	0	-	7.6	0	-	10.7
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	7.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	50	48	4	48	49	64	5	48	44	79	80	39
Future Vol, veh/h	50	48	4	48	49	64	5	48	44	79	80	39
Conflicting Peds, #/hr	0	0	3	3	0	0	3	0	0	0	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	175	-	-	-	-	-	-	-	-	-	-	175
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	4	4	4	2	2	2
Mvmt Flow	51	49	4	49	50	65	5	49	45	81	82	40

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	386	351	88	376	369	72	125	0	0	94	0	0
Stage 1	247	247	-	82	82	-	-	-	-	-	-	-
Stage 2	139	104	-	294	287	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.14	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.236	-	-	2.218	-	-
Pot Cap-1 Maneuver	573	573	970	581	560	990	1449	-	-	1500	-	-
Stage 1	757	702	-	926	827	-	-	-	-	-	-	-
Stage 2	864	809	-	714	674	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	472	536	964	512	524	990	1445	-	-	1500	-	-
Mov Cap-2 Maneuver	472	536	-	512	524	-	-	-	-	-	-	-
Stage 1	752	659	-	922	824	-	-	-	-	-	-	-
Stage 2	755	806	-	618	633	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.8	12.6	0.4	3
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1445	-	-	472	555	639	1500	-	-
HCM Lane V/C Ratio	0.004	-	-	0.108	0.096	0.257	0.054	-	-
HCM Control Delay (s)	7.5	0	-	13.5	12.2	12.6	7.5	0	-
HCM Lane LOS	A	A	-	B	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.3	1	0.2	-	-

Intersection	
Int Delay, s/veh	4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	56	7	52	42	4	45
Future Vol, veh/h	56	7	52	42	4	45
Conflicting Peds, #/hr	0	7	7	0	2	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	4	4
Mvmt Flow	60	8	56	45	4	48

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	75	0	230	71
Stage 1	-	-	-	-	71	-
Stage 2	-	-	-	-	159	-
Critical Hdwy	-	-	4.12	-	6.44	6.24
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	-	-	2.218	-	3.536	3.336
Pot Cap-1 Maneuver	-	-	1524	-	754	986
Stage 1	-	-	-	-	947	-
Stage 2	-	-	-	-	865	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1514	-	719	979
Mov Cap-2 Maneuver	-	-	-	-	719	-
Stage 1	-	-	-	-	940	-
Stage 2	-	-	-	-	831	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4.1	9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	951	-	-	1514	-
HCM Lane V/C Ratio	0.055	-	-	0.037	-
HCM Control Delay (s)	9	-	-	7.5	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	4	6	106	116	8
Future Vol, veh/h	4	4	6	106	116	8
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	76	76	76	76	76	76
Heavy Vehicles, %	2	2	3	3	2	2
Mvmt Flow	5	5	8	139	153	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	314	159	164	0	-	0
Stage 1	159	-	-	-	-	-
Stage 2	155	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.13	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.227	-	-	-
Pot Cap-1 Maneuver	679	886	1408	-	-	-
Stage 1	870	-	-	-	-	-
Stage 2	873	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	675	886	1408	-	-	-
Mov Cap-2 Maneuver	675	-	-	-	-	-
Stage 1	865	-	-	-	-	-
Stage 2	873	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	0.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1408	-	766	-	-
HCM Lane V/C Ratio	0.006	-	0.014	-	-
HCM Control Delay (s)	7.6	0	9.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	8.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	22	34	13	47	43	143	10	155	35	137	230	41
Future Vol, veh/h	22	34	13	47	43	143	10	155	35	137	230	41
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	4	4	4	3	3	3	2	2	2	2	2	2
Mvmt Flow	23	35	14	49	45	149	10	161	36	143	240	43

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	844	765	262	771	768	179	283	0	0	197	0	0
Stage 1	548	548	-	199	199	-	-	-	-	-	-	-
Stage 2	296	217	-	572	569	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.54	6.24	7.13	6.53	6.23	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.14	5.54	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.54	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	3.336	3.527	4.027	3.327	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	281	331	772	316	331	861	1279	-	-	1376	-	-
Stage 1	517	514	-	801	735	-	-	-	-	-	-	-
Stage 2	708	720	-	503	504	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	184	287	772	253	287	861	1279	-	-	1376	-	-
Mov Cap-2 Maneuver	184	287	-	253	287	-	-	-	-	-	-	-
Stage 1	512	450	-	794	728	-	-	-	-	-	-	-
Stage 2	545	714	-	399	442	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	23	21	0.4	2.7
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1279	-	-	271	464	1376	-	-
HCM Lane V/C Ratio	0.008	-	-	0.265	0.523	0.104	-	-
HCM Control Delay (s)	7.8	0	-	23	21	7.9	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1	3	0.3	-	-

Intersection	
Intersection Delay, s/veh	3.2
Intersection LOS	A

Approach	EB	WB	NB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	30	94	53
Demand Flow Rate, veh/h	31	96	55
Vehicles Circulating, veh/h	54	5	24
Vehicles Exiting, veh/h	47	74	61
Ped Vol Crossing Leg, #/h	1	2	15
Ped Cap Adj	1.000	1.000	0.998
Approach Delay, s/veh	3.1	3.2	3.1
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	TR	LT	LR
Assumed Moves	TR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	31	96	55
Cap Entry Lane, veh/h	1306	1373	1346
Entry HV Adj Factor	0.963	0.981	0.964
Flow Entry, veh/h	30	94	53
Cap Entry, veh/h	1258	1346	1295
V/C Ratio	0.024	0.070	0.041
Control Delay, s/veh	3.1	3.2	3.1
LOS	A	A	A
95th %tile Queue, veh	0	0	0

Intersection	
Int Delay, s/veh	7.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	116	523	457	102	108	241
Future Vol, veh/h	116	523	457	102	108	241
Conflicting Peds, #/hr	1	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	200	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	118	534	466	104	110	246

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	571	0	-	0	1237	467
Stage 1	-	-	-	-	467	-
Stage 2	-	-	-	-	770	-
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	1002	-	-	-	194	596
Stage 1	-	-	-	-	631	-
Stage 2	-	-	-	-	457	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1001	-	-	-	171	595
Mov Cap-2 Maneuver	-	-	-	-	171	-
Stage 1	-	-	-	-	556	-
Stage 2	-	-	-	-	457	-

Approach	EB	WB	SB
HCM Control Delay, s	1.6	0	28.4
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1001	-	-	-	171	595
HCM Lane V/C Ratio	0.118	-	-	-	0.644	0.413
HCM Control Delay (s)	9.1	-	-	-	57.9	15.2
HCM Lane LOS	A	-	-	-	F	C
HCM 95th %tile Q(veh)	0.4	-	-	-	3.7	2

Appendix H:
Synchro Output:
Background (2027)

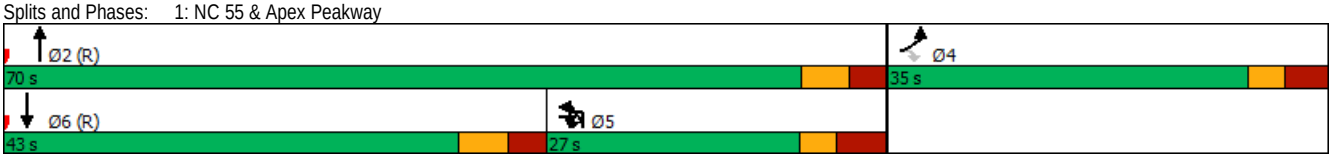
Lane Group	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	48	428	7	679	866	794	61
Future Volume (vph)	48	428	7	679	866	794	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)	-1%				1%	-1%	
Storage Length (ft)	0	225		0			0
Storage Lanes	1	1		2			0
Taper Length (ft)	25			25			
Satd. Flow (prot)	1711	2695	0	3318	1800	4859	0
Flt Permitted	0.950			0.950			
Satd. Flow (perm)	1711	2695	0	3317	1800	4859	0
Right Turn on Red		No					No
Satd. Flow (RTOR)							
Link Speed (mph)	35				35	35	
Link Distance (ft)	1046				702	488	
Travel Time (s)	20.4				13.7	9.5	
Confl. Peds. (#/hr)				1			1
Confl. Bikes (#/hr)							
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	6%	5%	5%	5%	6%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)	0%				0%	0%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	53	476	0	762	962	950	0
Turn Type	Prot	pm+ov	Prot	Prot	NA	NA	
Protected Phases	4	5!	5!	5	2	6	
Permitted Phases		4					
Detector Phase	4	5	5	5	2	6	
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	7.0	10.0	10.0	
Minimum Split (s)	35.0	14.0	14.0	14.0	18.0	43.0	
Total Split (s)	35.0	27.0	27.0	27.0	70.0	43.0	
Total Split (%)	33.3%	25.7%	25.7%	25.7%	66.7%	41.0%	
Maximum Green (s)	28.5	20.0	20.0	20.0	63.1	36.0	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.8	3.9	
All-Red Time (s)	3.5	4.0	4.0	4.0	3.1	3.1	
Lost Time Adjust (s)	-1.5	-2.0		-2.0	-1.9	-2.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	
Lead/Lag		Lag	Lag	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes	Yes		Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	3.0	3.0	
Minimum Gap (s)	2.0	2.0	2.0	2.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	None	None	None	C-Max	C-Max	
Walk Time (s)	7.0					7.0	
Flash Dont Walk (s)	20.0					29.0	
Pedestrian Calls (#/hr)	0					0	
Act Effct Green (s)	9.8	34.1		22.0	88.9	60.9	
Actuated g/C Ratio	0.09	0.32		0.21	0.85	0.58	
v/c Ratio	0.33	0.54		1.10	0.63	0.34	
Control Delay	49.8	30.8		103.2	6.2	12.7	
Queue Delay	0.0	0.0		0.0	0.0	0.0	
Total Delay	49.8	30.8		103.2	6.2	12.7	
LOS	D	C		F	A	B	
Approach Delay	32.7				49.0	12.7	
Approach LOS	C				D	B	
Queue Length 50th (ft)	34	143		~300	190	120	
Queue Length 95th (ft)	71	188		#417	354	161	
Internal Link Dist (ft)	966				622	408	
Turn Bay Length (ft)		225					
Base Capacity (vph)	488	876		695	1523	2816	

Lane Group	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Starvation Cap Reductn	0	0		0	0	0	
Spillback Cap Reductn	0	0		0	0	0	
Storage Cap Reductn	0	0		0	0	0	
Reduced v/c Ratio	0.11	0.54		1.10	0.63	0.34	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.10			
Intersection Signal Delay: 35.6		Intersection LOS: D	
Intersection Capacity Utilization 77.0%		ICU Level of Service D	
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.
! Phase conflict between lane groups.

Splits and Phases: 1: NC 55 & Apex Peakway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	26	41	25	5	4	47	420	95	54	568	44
Future Volume (vph)	5	26	41	25	5	4	47	420	95	54	568	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		-3%			2%			4%			2%	
Storage Length (ft)	0		0	0		0	125		0	250		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			100			100		
Satd. Flow (prot)	0	1738	0	0	1753	0	1717	3339	0	1702	3366	0
Flt Permitted		0.972			0.761		0.390			0.416		
Satd. Flow (perm)	0	1696	0	0	1384	0	705	3339	0	745	3366	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		820			683			920			1046	
Travel Time (s)		16.0			13.3			17.9			20.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	3%	3%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	81	0	0	38	0	52	573	0	60	680	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	10.0		7.0	10.0	
Minimum Split (s)	33.0	33.0		33.0	33.0		14.0	22.0		14.0	21.0	
Total Split (s)	28.0	28.0		28.0	28.0		19.0	43.0		19.0	43.0	
Total Split (%)	31.1%	31.1%		31.1%	31.1%		21.1%	47.8%		21.1%	47.8%	
Maximum Green (s)	21.4	21.4		21.8	21.8		13.4	37.4		13.1	37.1	
Yellow Time (s)	4.1	4.1		3.7	3.7		3.0	3.6		3.0	3.7	
All-Red Time (s)	2.5	2.5		2.5	2.5		2.6	2.0		2.9	2.2	
Lost Time Adjust (s)		-1.6			-1.2		-0.6	-0.6		-0.9	-0.9	
Total Lost Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	3.0		2.0	3.0	
Minimum Gap (s)	2.0	2.0		2.0	2.0		2.0	3.0		2.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	18.0	18.0		18.0	18.0			8.0			7.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)		10.7			10.6		67.8	62.7		69.2	65.5	
Actuated g/C Ratio		0.12			0.12		0.75	0.70		0.77	0.73	
v/c Ratio		0.41			0.23		0.08	0.25		0.09	0.28	
Control Delay		42.2			38.6		3.3	7.4		3.3	6.8	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		42.2			38.6		3.3	7.4		3.3	6.8	
LOS		D			D		A	A		A	A	
Approach Delay		42.2			38.6			7.0			6.5	
Approach LOS		D			D			A			A	
Queue Length 50th (ft)		44			20		5	68		6	83	
Queue Length 95th (ft)		85			48		15	107		17	128	
Internal Link Dist (ft)		740			603			840			966	
Turn Bay Length (ft)							125			250		
Base Capacity (vph)		433			353		721	2327		745	2449	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.19			0.11		0.07	0.25		0.08	0.28	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 11 (12%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.41			
Intersection Signal Delay: 9.5		Intersection LOS: A	
Intersection Capacity Utilization 44.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: Apex Peakway & S Hughes Street



Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	17	465	9	15	526	6	7	5	12	5	8	18
Future Vol, veh/h	17	465	9	15	526	6	7	5	12	5	8	18
Conflicting Peds, #/hr	0	0	5	5	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	4	4	4	9	9	9	33	33	33	7	7	7
Mvmt Flow	19	517	10	17	584	7	8	6	13	6	9	20

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	591	0	0	532	0	0	1201	1190	527	1192	1192	588
Stage 1	-	-	-	-	-	-	565	565	-	622	622	-
Stage 2	-	-	-	-	-	-	636	625	-	570	570	-
Critical Hdwy	4.14	-	-	4.19	-	-	7.43	6.83	6.53	7.17	6.57	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	6.43	5.83	-	6.17	5.57	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.43	5.83	-	6.17	5.57	-
Follow-up Hdwy	2.236	-	-	2.281	-	-	3.797	4.297	3.597	3.563	4.063	3.363
Pot Cap-1 Maneuver	975	-	-	1001	-	-	140	164	495	160	183	500
Stage 1	-	-	-	-	-	-	459	461	-	466	471	-
Stage 2	-	-	-	-	-	-	418	432	-	498	497	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	975	-	-	996	-	-	123	155	493	145	173	500
Mov Cap-2 Maneuver	-	-	-	-	-	-	123	155	-	145	173	-
Stage 1	-	-	-	-	-	-	444	446	-	453	459	-
Stage 2	-	-	-	-	-	-	384	421	-	465	481	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.2	24.5	20.5
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	211	975	-	-	996	-	-	266
HCM Lane V/C Ratio	0.126	0.019	-	-	0.017	-	-	0.129
HCM Control Delay (s)	24.5	8.8	0	-	8.7	0	-	20.5
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0.1	-	-	0.4

Intersection	
Intersection Delay, s/veh	59.1
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	59	321	6	42	456	52	27	48	67	77	48	28
Future Vol, veh/h	59	321	6	42	456	52	27	48	67	77	48	28
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
Heavy Vehicles, %	3	3	3	8	8	8	2	2	2	3	3	3
Mvmt Flow	66	357	7	47	507	58	30	53	74	86	53	31
Number of Lanes	1	1	0	0	1	0	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	2
HCM Control Delay	21.7	109	15.5	14.6
HCM LOS	C	F	C	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	19%	100%	0%	8%	62%	0%
Vol Thru, %	34%	0%	98%	83%	38%	0%
Vol Right, %	47%	0%	2%	9%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	142	59	327	550	125	28
LT Vol	27	59	0	42	77	0
Through Vol	48	0	321	456	48	0
RT Vol	67	0	6	52	0	28
Lane Flow Rate	158	66	363	611	139	31
Geometry Grp	6	7	7	6	7	7
Degree of Util (X)	0.341	0.132	0.681	1.142	0.317	0.062
Departure Headway (Hd)	8.277	7.593	7.066	6.727	8.677	7.633
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	437	475	516	538	417	472
Service Time	6.277	5.293	4.766	4.804	6.377	5.333
HCM Lane V/C Ratio	0.362	0.139	0.703	1.136	0.333	0.066
HCM Control Delay	15.5	11.4	23.5	109	15.4	10.8
HCM Lane LOS	C	B	C	F	C	B
HCM 95th-tile Q	1.5	0.5	5.1	20.5	1.3	0.2

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	365	6	23	490	33	21
Future Vol, veh/h	365	6	23	490	33	21
Conflicting Peds, #/hr	0	9	9	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	3	3	2	2
Mvmt Flow	406	7	26	544	37	23

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	422	0	1015	419
Stage 1	-	-	-	-	419	-
Stage 2	-	-	-	-	596	-
Critical Hdwy	-	-	4.13	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.227	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1132	-	264	634
Stage 1	-	-	-	-	664	-
Stage 2	-	-	-	-	550	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1122	-	256	629
Mov Cap-2 Maneuver	-	-	-	-	256	-
Stage 1	-	-	-	-	658	-
Stage 2	-	-	-	-	537	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	18.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	333	-	-	1122	-
HCM Lane V/C Ratio	0.18	-	-	0.023	-
HCM Control Delay (s)	18.2	-	-	8.3	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.6	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	4	4	132	93	4
Future Vol, veh/h	7	4	4	132	93	4
Conflicting Peds, #/hr	0	0	2	0	0	2
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	3	3	7	7
Mvmt Flow	8	4	4	147	103	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	262	107	109	0	-	0
Stage 1	107	-	-	-	-	-
Stage 2	155	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.13	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.227	-	-	-
Pot Cap-1 Maneuver	727	947	1475	-	-	-
Stage 1	917	-	-	-	-	-
Stage 2	873	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	722	945	1472	-	-	-
Mov Cap-2 Maneuver	722	-	-	-	-	-
Stage 1	912	-	-	-	-	-
Stage 2	871	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.6	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1472	-	790	-	-
HCM Lane V/C Ratio	0.003	-	0.015	-	-
HCM Control Delay (s)	7.5	0	9.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	7.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	79	17	57	66	4	25	4	97	4	4	4
Future Vol, veh/h	4	79	17	57	66	4	25	4	97	4	4	4
Conflicting Peds, #/hr	0	0	12	12	0	0	0	0	3	3	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	3	3	3	2	2	2	2	2	2
Mvmt Flow	4	88	19	63	73	4	28	4	108	4	4	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	167	185	18	197	133	61	8	0	0	115	0	0
Stage 1	14	14	-	117	117	-	-	-	-	-	-	-
Stage 2	153	171	-	80	16	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.13	6.53	6.23	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.527	4.027	3.327	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	797	709	1061	760	756	1001	1612	-	-	1474	-	-
Stage 1	1006	884	-	885	797	-	-	-	-	-	-	-
Stage 2	849	757	-	926	880	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	721	691	1049	653	737	998	1612	-	-	1470	-	-
Mov Cap-2 Maneuver	721	691	-	653	737	-	-	-	-	-	-	-
Stage 1	987	881	-	866	779	-	-	-	-	-	-	-
Stage 2	751	740	-	807	877	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.8	11.4	1.4	2.5
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1612	-	-	735	702	1470	-	-
HCM Lane V/C Ratio	0.017	-	-	0.151	0.201	0.003	-	-
HCM Control Delay (s)	7.3	0	-	10.8	11.4	7.5	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0.7	0	-	-

Intersection	
Intersection Delay, s/veh	3.1
Intersection LOS	A

Approach	EB	WB	NB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	63	76	57
Demand Flow Rate, veh/h	64	78	58
Vehicles Circulating, veh/h	41	4	57
Vehicles Exiting, veh/h	41	111	48
Ped Vol Crossing Leg, #/h	0	3	18
Ped Cap Adj	1.000	1.000	0.998
Approach Delay, s/veh	3.2	3.1	3.2
Approach LOS	A	A	A

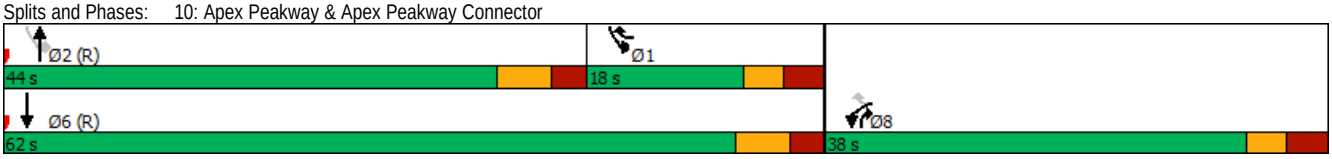
Lane	Left	Left	Left
Designated Moves	TR	LT	LR
Assumed Moves	TR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	64	78	58
Cap Entry Lane, veh/h	1323	1374	1302
Entry HV Adj Factor	0.983	0.978	0.983
Flow Entry, veh/h	63	76	57
Cap Entry, veh/h	1300	1343	1276
V/C Ratio	0.048	0.057	0.045
Control Delay, s/veh	3.2	3.1	3.2
LOS	A	A	A
95th %tile Queue, veh	0	0	0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	132	313	626	161	251	383
Future Volume (vph)	132	313	626	161	251	383
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	4%		-3%			7%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				100	
Satd. Flow (prot)	1734	1552	1891	1607	1708	3415
Flt Permitted	0.950				0.249	
Satd. Flow (perm)	1734	1552	1891	1607	448	3415
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		102		179		
Link Speed (mph)	25		35			35
Link Distance (ft)	608		931			196
Travel Time (s)	16.6		18.1			3.8
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	147	348	696	179	279	426
Turn Type	Prot	pm+ov	NA	pm+ov	D.P+P	NA
Protected Phases	8	1	2	8	1	6
Permitted Phases		8		2	2	
Detector Phase	8	1	2	8	1	6
Switch Phase						
Minimum Initial (s)	7.0	7.0	10.0	7.0	7.0	10.0
Minimum Split (s)	38.0	15.0	40.0	38.0	15.0	18.0
Total Split (s)	38.0	18.0	44.0	38.0	18.0	62.0
Total Split (%)	38.0%	18.0%	44.0%	38.0%	18.0%	62.0%
Maximum Green (s)	31.7	11.8	37.2	31.7	11.8	55.2
Yellow Time (s)	3.0	3.0	4.1	3.0	3.0	4.1
All-Red Time (s)	3.3	3.2	2.7	3.3	3.2	2.7
Lost Time Adjust (s)	-1.3	-1.2	-1.8	-1.3	-1.2	-1.8
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag		Lag	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes		Yes	
Vehicle Extension (s)	2.0	2.0	6.0	2.0	2.0	6.0
Minimum Gap (s)	2.0	2.0	3.0	2.0	2.0	3.0
Time Before Reduce (s)	0.0	0.0	15.0	0.0	0.0	15.0
Time To Reduce (s)	0.0	0.0	30.0	0.0	0.0	30.0
Recall Mode	None	None	C-Max	None	None	C-Max
Walk Time (s)	7.0		7.0	7.0		
Flash Dont Walk (s)	23.0		25.0	23.0		
Pedestrian Calls (#/hr)	0		0	0		
Act Effct Green (s)	14.2	32.2	57.8	77.0	70.8	75.8
Actuated g/C Ratio	0.14	0.32	0.58	0.77	0.71	0.76
v/c Ratio	0.60	0.61	0.64	0.14	0.58	0.16
Control Delay	36.9	12.5	11.7	0.5	17.2	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.9	12.5	11.7	0.5	17.2	3.9
LOS	D	B	B	A	B	A
Approach Delay	19.7		9.4			9.2
Approach LOS	B		A			A
Queue Length 50th (ft)	91	46	111	0	42	32
Queue Length 95th (ft)	144	79	279	6	86	58
Internal Link Dist (ft)	528		851			116
Turn Bay Length (ft)						
Base Capacity (vph)	572	569	1092	1278	480	2587

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.61	0.64	0.14	0.58	0.16

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 12 (12%), Referenced to phase 2:NBSB and 6:SBT, Start of Green			
Natural Cycle: 95			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay: 11.8		Intersection LOS: B	
Intersection Capacity Utilization 66.7%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 10: Apex Peakway & Apex Peakway Connector

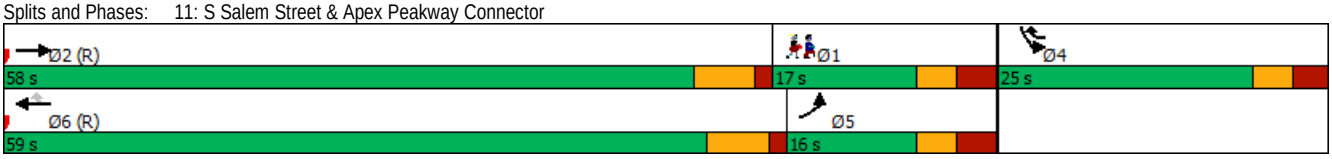


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1
Lane Configurations							
Traffic Volume (vph)	187	581	457	181	183	228	
Future Volume (vph)	187	581	457	181	183	228	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	
Grade (%)		0%	-2%		-4%		
Storage Length (ft)	500			150	0	0	
Storage Lanes	2			1	1	1	
Taper Length (ft)	100				25		
Satd. Flow (prot)	3433	1863	1881	1599	1805	1615	
Flt Permitted	0.950				0.950		
Satd. Flow (perm)	3433	1863	1881	1599	1805	1615	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)				88		253	
Link Speed (mph)		30	30		30		
Link Distance (ft)		948	838		608		
Travel Time (s)		21.5	19.0		13.8		
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)		0%	0%		0%		
Shared Lane Traffic (%)							
Lane Group Flow (vph)	208	646	508	201	203	253	
Turn Type	Prot	NA	NA	pm+ov	Prot	Free	
Protected Phases	5	2	6	4	4		1
Permitted Phases				6		Free	
Detector Phase	5	2	6	4	4		
Switch Phase							
Minimum Initial (s)	7.0	12.0	12.0	7.0	7.0		7.0
Minimum Split (s)	15.0	19.0	30.0	14.0	14.0		17.0
Total Split (s)	16.0	58.0	59.0	25.0	25.0		17.0
Total Split (%)	16.0%	58.0%	59.0%	25.0%	25.0%		17%
Maximum Green (s)	9.8	52.1	53.0	19.2	19.2		10.8
Yellow Time (s)	3.0	4.5	4.7	3.0	3.0		3.0
All-Red Time (s)	3.2	1.4	1.3	2.8	2.8		3.2
Lost Time Adjust (s)	-1.2	-0.9	-1.0	-0.8	-0.8		
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		
Lead/Lag	Lag	Lead	Lead				Lag
Lead-Lag Optimize?	Yes	Yes	Yes				Yes
Vehicle Extension (s)	2.0	6.0	6.0	2.0	2.0		2.0
Minimum Gap (s)	2.0	3.0	3.0	2.0	2.0		2.0
Time Before Reduce (s)	0.0	15.0	15.0	0.0	0.0		0.0
Time To Reduce (s)	0.0	30.0	30.0	0.0	0.0		0.0
Recall Mode	None	C-Max	C-Max	None	None		None
Walk Time (s)			7.0				4.0
Flash Dont Walk (s)			15.0				5.0
Pedestrian Calls (#/hr)			0				0
Act Effct Green (s)	10.3	74.1	58.8	79.7	15.9	100.0	
Actuated g/C Ratio	0.10	0.74	0.59	0.80	0.16	1.00	
v/c Ratio	0.59	0.47	0.46	0.16	0.71	0.16	
Control Delay	49.8	7.0	14.2	1.6	43.5	0.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	49.8	7.0	14.2	1.6	43.5	0.2	
LOS	D	A	B	A	D	A	
Approach Delay		17.4	10.6		19.5		
Approach LOS		B	B		B		
Queue Length 50th (ft)	65	140	176	13	121	0	
Queue Length 95th (ft)	103	238	280	27	157	0	
Internal Link Dist (ft)		868	758		528		
Turn Bay Length (ft)	500			150			
Base Capacity (vph)	377	1381	1106	1276	361	1615	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.55	0.47	0.46	0.16	0.56	0.16	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 89 (89%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay: 15.5		Intersection LOS: B	
Intersection Capacity Utilization 52.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 11: S Salem Street & Apex Peakway Connector



Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	4	118	4	606	6	123	428
Future Volume (vph)	4	118	4	606	6	123	428
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)	4%			6%			-7%
Storage Length (ft)	0	0	75		0	150	
Storage Lanes	1	0	1		0	1	
Taper Length (ft)	25		100			100	
Satd. Flow (prot)	1585	0	1717	1803	0	1832	3663
Flt Permitted	0.999		0.480			0.314	
Satd. Flow (perm)	1585	0	867	1803	0	605	3663
Right Turn on Red		Yes			Yes		
Satd. Flow (RTOR)	131			1			
Link Speed (mph)	35			35			30
Link Distance (ft)	975			401			931
Travel Time (s)	19.0			7.8			21.2
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%			0%
Shared Lane Traffic (%)							
Lane Group Flow (vph)	135	0	4	680	0	137	476
Turn Type	Prot		D.Pm	NA		D.P+P	NA
Protected Phases	8			2		1	6
Permitted Phases			6			2	
Detector Phase	8		6	2		1	6
Switch Phase							
Minimum Initial (s)	7.0		10.0	10.0		7.0	10.0
Minimum Split (s)	34.0		18.0	31.0		14.0	18.0
Total Split (s)	34.0		66.0	52.0		14.0	66.0
Total Split (%)	34.0%		66.0%	52.0%		14.0%	66.0%
Maximum Green (s)	27.9		59.3	45.3		8.4	59.3
Yellow Time (s)	3.0		4.4	4.4		3.0	4.4
All-Red Time (s)	3.1		2.3	2.3		2.6	2.3
Lost Time Adjust (s)	-1.1		-1.7	-1.7		-0.6	-1.7
Total Lost Time (s)	5.0		5.0	5.0		5.0	5.0
Lead/Lag				Lead		Lag	
Lead-Lag Optimize?				Yes		Yes	
Vehicle Extension (s)	2.0		6.0	6.0		2.0	6.0
Minimum Gap (s)	2.0		3.0	3.0		2.0	3.0
Time Before Reduce (s)	0.0		15.0	15.0		0.0	15.0
Time To Reduce (s)	0.0		30.0	30.0		0.0	30.0
Recall Mode	None		C-Max	C-Max		None	C-Max
Walk Time (s)	7.0			7.0			
Flash Dont Walk (s)	19.0			16.0			
Pedestrian Calls (#/hr)	0			0			
Act Effct Green (s)	8.9		81.1	67.1		76.1	81.1
Actuated g/C Ratio	0.09		0.81	0.67		0.76	0.81
v/c Ratio	0.52		0.01	0.56		0.24	0.16
Control Delay	15.8		2.2	11.2		3.2	1.7
Queue Delay	0.0		0.0	0.0		0.0	0.0
Total Delay	15.8		2.2	11.2		3.2	1.7
LOS	B		A	B		A	A
Approach Delay	15.8			11.1			2.0
Approach LOS	B			B			A
Queue Length 50th (ft)	2		0	198		9	17
Queue Length 95th (ft)	57		3	329		21	31
Internal Link Dist (ft)	895			321			851
Turn Bay Length (ft)			75			150	
Base Capacity (vph)	552		703	1210		570	2970

Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Starvation Cap Reductn	0		0	0		0	0
Spillback Cap Reductn	0		0	0		0	0
Storage Cap Reductn	0		0	0		0	0
Reduced v/c Ratio	0.24		0.01	0.56		0.24	0.16

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 2 (2%), Referenced to phase 2:NBSB and 6:NBSB, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay: 7.7		Intersection LOS: A	
Intersection Capacity Utilization 59.1%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 12: Apex Peakway Connector/Apex Peakway & James Street



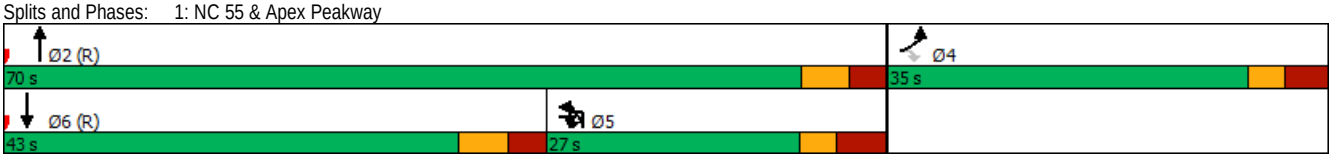
Lane Group	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	64	603	8	665	865	1039	85
Future Volume (vph)	64	603	8	665	865	1039	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)	-1%				1%	-1%	
Storage Length (ft)	0	225		0			0
Storage Lanes	1	1		2			0
Taper Length (ft)	25			25			
Satd. Flow (prot)	1778	2801	0	3416	1853	5055	0
Flt Permitted	0.950			0.950			
Satd. Flow (perm)	1775	2801	0	3416	1853	5055	0
Right Turn on Red		No					No
Satd. Flow (RTOR)							
Link Speed (mph)	35				35	35	
Link Distance (ft)	1046				702	488	
Travel Time (s)	20.4				13.7	9.5	
Confl. Peds. (#/hr)	1						
Confl. Bikes (#/hr)							
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)	0%				0%	0%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	71	670	0	748	961	1248	0
Turn Type	Prot	pm+ov	Prot	Prot	NA	NA	
Protected Phases	4	5!	5!	5	2	6	
Permitted Phases		4					
Detector Phase	4	5	5	5	2	6	
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	7.0	10.0	10.0	
Minimum Split (s)	35.0	14.0	14.0	14.0	18.0	43.0	
Total Split (s)	35.0	27.0	27.0	27.0	70.0	43.0	
Total Split (%)	33.3%	25.7%	25.7%	25.7%	66.7%	41.0%	
Maximum Green (s)	28.5	20.0	20.0	20.0	63.1	36.0	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.8	3.9	
All-Red Time (s)	3.5	4.0	4.0	4.0	3.1	3.1	
Lost Time Adjust (s)	-1.5	-2.0		-2.0	-1.9	-2.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	
Lead/Lag		Lag	Lag	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes	Yes		Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	3.0	3.0	
Minimum Gap (s)	2.0	2.0	2.0	2.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	None	None	None	C-Max	C-Max	
Walk Time (s)	7.0					7.0	
Flash Dont Walk (s)	20.0					29.0	
Pedestrian Calls (#/hr)	0					0	
Act Effct Green (s)	10.5	34.8		22.0	88.2	60.2	
Actuated g/C Ratio	0.10	0.33		0.21	0.84	0.57	
v/c Ratio	0.40	0.72		1.05	0.62	0.43	
Control Delay	50.4	35.1		87.3	6.2	14.1	
Queue Delay	0.0	0.0		0.0	0.0	0.0	
Total Delay	50.4	35.1		87.3	6.2	14.1	
LOS	D	D		F	A	B	
Approach Delay	36.5				41.7	14.1	
Approach LOS	D				D	B	
Queue Length 50th (ft)	46	215		~282	196	173	
Queue Length 95th (ft)	88	269		#399	362	227	
Internal Link Dist (ft)	966				622	408	
Turn Bay Length (ft)		225					
Base Capacity (vph)	508	928		715	1556	2897	

Lane Group	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Starvation Cap Reductn	0	0		0	0	0	
Spillback Cap Reductn	0	0		0	0	0	
Storage Cap Reductn	0	0		0	0	0	
Reduced v/c Ratio	0.14	0.72		1.05	0.62	0.43	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.05			
Intersection Signal Delay: 31.4		Intersection LOS: C	
Intersection Capacity Utilization 74.8%		ICU Level of Service D	
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.
! Phase conflict between lane groups.

Splits and Phases: 1: NC 55 & Apex Peakway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	39	75	29	6	4	68	610	77	65	603	62
Future Volume (vph)	16	39	75	29	6	4	68	610	77	65	603	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		-3%			2%			4%			2%	
Storage Length (ft)	0		0	0		0	125		0	250		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			100			100		
Satd. Flow (prot)	0	1733	0	0	1755	0	1734	3409	0	1752	3455	0
Flt Permitted		0.956			0.643		0.342			0.326		
Satd. Flow (perm)	0	1667	0	0	1170	0	624	3409	0	601	3455	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		820			683			920			1046	
Travel Time (s)		16.0			13.3			17.9			20.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	144	0	0	43	0	76	764	0	72	739	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	10.0		7.0	10.0	
Minimum Split (s)	33.0	33.0		33.0	33.0		14.0	22.0		14.0	21.0	
Total Split (s)	28.0	28.0		28.0	28.0		19.0	43.0		19.0	43.0	
Total Split (%)	31.1%	31.1%		31.1%	31.1%		21.1%	47.8%		21.1%	47.8%	
Maximum Green (s)	21.4	21.4		21.8	21.8		13.4	37.4		13.1	37.1	
Yellow Time (s)	4.1	4.1		3.7	3.7		3.0	3.6		3.0	3.7	
All-Red Time (s)	2.5	2.5		2.5	2.5		2.6	2.0		2.9	2.2	
Lost Time Adjust (s)		-1.6			-1.2		-0.6	-0.6		-0.9	-0.9	
Total Lost Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	3.0		2.0	3.0	
Minimum Gap (s)	2.0	2.0		2.0	2.0		2.0	3.0		2.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	18.0	18.0		18.0	18.0			8.0			7.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)		13.7			13.7		62.1	56.0		62.5	56.2	
Actuated g/C Ratio		0.15			0.15		0.69	0.62		0.69	0.62	
v/c Ratio		0.57			0.24		0.15	0.36		0.14	0.34	
Control Delay		43.6			35.3		4.8	10.2		4.7	9.9	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		43.6			35.3		4.8	10.2		4.7	9.9	
LOS		D			D		A	B		A	A	
Approach Delay		43.6			35.3			9.7			9.4	
Approach LOS		D			D			A			A	
Queue Length 50th (ft)		77			22		10	110		9	104	
Queue Length 95th (ft)		128			50		26	171		25	163	
Internal Link Dist (ft)		740			603			840			966	
Turn Bay Length (ft)							125			250		
Base Capacity (vph)		426			299		632	2121		621	2157	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.34			0.14		0.12	0.36		0.12	0.34	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 11 (12%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.57			
Intersection Signal Delay: 12.8		Intersection LOS: B	
Intersection Capacity Utilization 46.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: Apex Peakway & S Hughes Street



Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	23	568	4	6	464	6	7	12	41	19	6	44
Future Vol, veh/h	23	568	4	6	464	6	7	12	41	19	6	44
Conflicting Peds, #/hr	0	0	6	6	0	0	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	3	3	3	2	2	2	3	3	3
Mvmt Flow	26	631	4	7	516	7	8	13	46	21	7	49

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	523	0	0	641	0	0	1253	1228	640	1250	1227	520
Stage 1	-	-	-	-	-	-	691	691	-	534	534	-
Stage 2	-	-	-	-	-	-	562	537	-	716	693	-
Critical Hdwy	4.15	-	-	4.13	-	-	7.12	6.52	6.22	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.13	5.53	-
Follow-up Hdwy	2.245	-	-	2.227	-	-	3.518	4.018	3.318	3.527	4.027	3.327
Pot Cap-1 Maneuver	1028	-	-	939	-	-	149	178	475	149	178	554
Stage 1	-	-	-	-	-	-	435	446	-	528	523	-
Stage 2	-	-	-	-	-	-	512	523	-	420	443	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1028	-	-	934	-	-	126	168	472	122	168	554
Mov Cap-2 Maneuver	-	-	-	-	-	-	126	168	-	122	168	-
Stage 1	-	-	-	-	-	-	416	426	-	507	517	-
Stage 2	-	-	-	-	-	-	456	517	-	353	423	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.1	21.8	25.1
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	281	1028	-	-	934	-	-	255
HCM Lane V/C Ratio	0.237	0.025	-	-	0.007	-	-	0.301
HCM Control Delay (s)	21.8	8.6	0	-	8.9	0	-	25.1
HCM Lane LOS	C	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	0.9	0.1	-	-	0	-	-	1.2

Intersection	
Intersection Delay, s/veh	57.8
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	56	432	4	54	378	54	20	27	63	89	90	44
Future Vol, veh/h	56	432	4	54	378	54	20	27	63	89	90	44
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
Heavy Vehicles, %	2	2	2	2	2	2	4	4	4	2	2	2
Mvmt Flow	62	480	4	60	420	60	22	30	70	99	100	49
Number of Lanes	1	1	0	0	1	0	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	2
HCM Control Delay	50.2	93.6	15.7	17.4
HCM LOS	F	F	C	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	18%	100%	0%	11%	50%	0%
Vol Thru, %	25%	0%	99%	78%	50%	0%
Vol Right, %	57%	0%	1%	11%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	110	56	436	486	179	44
LT Vol	20	56	0	54	89	0
Through Vol	27	0	432	378	90	0
RT Vol	63	0	4	54	0	44
Lane Flow Rate	122	62	484	540	199	49
Geometry Grp	6	7	7	6	7	7
Degree of Util (X)	0.292	0.131	0.947	1.09	0.467	0.102
Departure Headway (Hd)	9.006	7.822	7.301	7.269	8.762	7.777
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	402	461	499	502	414	463
Service Time	7.006	5.522	5.001	5.269	6.462	5.477
HCM Lane V/C Ratio	0.303	0.134	0.97	1.076	0.481	0.106
HCM Control Delay	15.7	11.7	55.1	93.6	18.9	11.4
HCM Lane LOS	C	B	F	F	C	B
HCM 95th-tile Q	1.2	0.4	11.7	17.3	2.4	0.3

Intersection	
Int Delay, s/veh	1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	467	8	59	384	29	25
Future Vol, veh/h	467	8	59	384	29	25
Conflicting Peds, #/hr	0	7	7	0	2	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	200	-	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	4	4
Mvmt Flow	519	9	66	427	32	28

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	535	0	1092	531
Stage 1	-	-	-	-	531	-
Stage 2	-	-	-	-	561	-
Critical Hdwy	-	-	4.12	-	6.44	6.24
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	-	-	2.218	-	3.536	3.336
Pot Cap-1 Maneuver	-	-	1033	-	235	544
Stage 1	-	-	-	-	586	-
Stage 2	-	-	-	-	567	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1026	-	218	540
Mov Cap-2 Maneuver	-	-	-	-	218	-
Stage 1	-	-	-	-	582	-
Stage 2	-	-	-	-	530	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	19.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	301	-	-	1026	-
HCM Lane V/C Ratio	0.199	-	-	0.064	-
HCM Control Delay (s)	19.9	-	-	8.7	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.7	-	-	0.2	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	4	7	119	131	9
Future Volume (vph)	5	4	7	119	131	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Satd. Flow (prot)	1711	0	0	1839	1846	0
Flt Permitted	0.971			0.997		
Satd. Flow (perm)	1711	0	0	1839	1846	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	508			565	1000	
Travel Time (s)	13.9			11.0	19.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	3%	3%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	0	140	156	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 22.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	4	7	119	131	9
Future Vol, veh/h	5	4	7	119	131	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, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	3	3	2	2
Mvmt Flow	6	4	8	132	146	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	299	151	156	0	-	0
Stage 1	151	-	-	-	-	-
Stage 2	148	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.13	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.227	-	-	-
Pot Cap-1 Maneuver	692	895	1418	-	-	-
Stage 1	877	-	-	-	-	-
Stage 2	880	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	688	895	1418	-	-	-
Mov Cap-2 Maneuver	688	-	-	-	-	-
Stage 1	872	-	-	-	-	-
Stage 2	880	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	0.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1418	-	767	-	-
HCM Lane V/C Ratio	0.005	-	0.013	-	-
HCM Control Delay (s)	7.6	0	9.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	66	25	97	79	4	17	4	57	4	4	4
Future Volume (vph)	4	66	25	97	79	4	17	4	57	4	4	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1758	0	0	1791	0	0	1660	0	0	1750	0
Flt Permitted		0.998			0.974			0.989			0.984	
Satd. Flow (perm)	0	1758	0	0	1791	0	0	1660	0	0	1750	0
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		1110			835			1767			236	
Travel Time (s)		30.3			22.8			34.4			4.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)									1			1
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	105	0	0	200	0	0	86	0	0	12	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 28.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	8.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	66	25	97	79	4	17	4	57	4	4	4
Future Vol, veh/h	4	66	25	97	79	4	17	4	57	4	4	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	4	4	4	3	3	3	2	2	2	2	2	2
Mvmt Flow	4	73	28	108	88	4	19	4	63	4	4	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	134	119	6	139	90	36	8	0	0	67	0	0
Stage 1	14	14	-	74	74	-	-	-	-	-	-	-
Stage 2	120	105	-	65	16	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.54	6.24	7.13	6.53	6.23	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.14	5.54	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.54	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	3.336	3.527	4.027	3.327	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	833	768	1071	829	798	1034	1612	-	-	1535	-	-
Stage 1	1001	880	-	933	831	-	-	-	-	-	-	-
Stage 2	880	804	-	943	880	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	750	756	1071	739	786	1034	1612	-	-	1535	-	-
Mov Cap-2 Maneuver	750	756	-	739	786	-	-	-	-	-	-	-
Stage 1	989	877	-	922	821	-	-	-	-	-	-	-
Stage 2	773	794	-	839	877	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10	11.4	1.6	2.5
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1612	-	-	819	764	1535	-	-
HCM Lane V/C Ratio	0.012	-	-	0.129	0.262	0.003	-	-
HCM Control Delay (s)	7.3	0	-	10	11.4	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	1	0	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	19	6	45	35	4	41
Future Volume (vph)	19	6	45	35	4	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Satd. Flow (prot)	1748	0	0	1812	1579	0
Flt Permitted				0.973	0.996	
Satd. Flow (perm)	1748	0	0	1812	1579	0
Link Speed (mph)	35			35	25	
Link Distance (ft)	838			1110	544	
Travel Time (s)	16.3			21.6	14.8	
Confl. Peds. (#/hr)		15	15		1	2
Confl. Bikes (#/hr)		1				
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	2%	2%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	0	0	89	50	0
Sign Control	Yield			Yield	Yield	

Intersection Summary			
Area Type:	Other		
Control Type: Roundabout			
Intersection Capacity Utilization	21.6%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	3.1
Intersection LOS	A

Approach	EB	WB	NB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	28	89	50
Demand Flow Rate, veh/h	29	91	52
Vehicles Circulating, veh/h	51	4	22
Vehicles Exiting, veh/h	44	70	58
Ped Vol Crossing Leg, #/h	1	2	15
Ped Cap Adj	1.000	1.000	0.998
Approach Delay, s/veh	3.0	3.2	3.1
Approach LOS	A	A	A

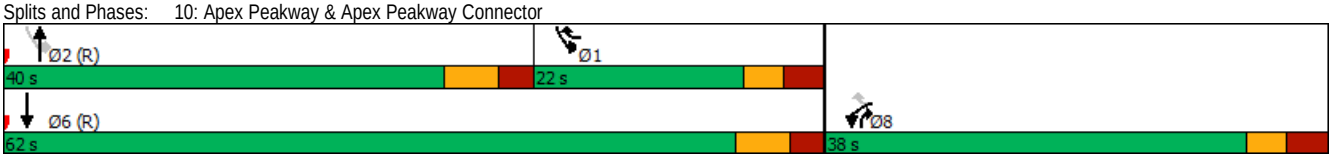
Lane	Left	Left	Left
Designated Moves	TR	LT	LR
Assumed Moves	TR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	29	91	52
Cap Entry Lane, veh/h	1310	1374	1349
Entry HV Adj Factor	0.964	0.980	0.962
Flow Entry, veh/h	28	89	50
Cap Entry, veh/h	1262	1347	1295
V/C Ratio	0.022	0.066	0.039
Control Delay, s/veh	3.0	3.2	3.1
LOS	A	A	A
95th %tile Queue, veh	0	0	0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	161	251	383	132	313	622
Future Volume (vph)	161	251	383	132	313	622
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	4%		-3%			7%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				100	
Satd. Flow (prot)	1734	1552	1891	1607	1708	3415
Flt Permitted	0.950				0.415	
Satd. Flow (perm)	1734	1552	1891	1607	746	3415
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		222		147		
Link Speed (mph)	25		35			35
Link Distance (ft)	608		931			196
Travel Time (s)	16.6		18.1			3.8
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	179	279	426	147	348	691
Turn Type	Prot	pm+ov	NA	pm+ov	D.P+P	NA
Protected Phases	8	1	2	8	1	6
Permitted Phases		8		2	2	
Detector Phase	8	1	2	8	1	6
Switch Phase						
Minimum Initial (s)	7.0	7.0	10.0	7.0	7.0	10.0
Minimum Split (s)	38.0	15.0	40.0	38.0	15.0	18.0
Total Split (s)	38.0	22.0	40.0	38.0	22.0	62.0
Total Split (%)	38.0%	22.0%	40.0%	38.0%	22.0%	62.0%
Maximum Green (s)	31.7	15.8	33.2	31.7	15.8	55.2
Yellow Time (s)	3.0	3.0	4.1	3.0	3.0	4.1
All-Red Time (s)	3.3	3.2	2.7	3.3	3.2	2.7
Lost Time Adjust (s)	-1.3	-1.2	-1.8	-1.3	-1.2	-1.8
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag		Lag	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes		Yes	
Vehicle Extension (s)	2.0	2.0	6.0	2.0	2.0	6.0
Minimum Gap (s)	2.0	2.0	3.0	2.0	2.0	3.0
Time Before Reduce (s)	0.0	0.0	15.0	0.0	0.0	15.0
Time To Reduce (s)	0.0	0.0	30.0	0.0	0.0	30.0
Recall Mode	None	None	C-Max	None	None	C-Max
Walk Time (s)	7.0		7.0	7.0		
Flash Dont Walk (s)	23.0		25.0	23.0		
Pedestrian Calls (#/hr)	0		0	0		
Act Effct Green (s)	16.1	38.1	51.9	73.0	68.9	73.9
Actuated g/C Ratio	0.16	0.38	0.52	0.73	0.69	0.74
v/c Ratio	0.64	0.38	0.43	0.12	0.51	0.27
Control Delay	38.2	3.4	12.1	0.6	11.7	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.2	3.4	12.1	0.6	11.7	5.0
LOS	D	A	B	A	B	A
Approach Delay	17.0		9.1			7.3
Approach LOS	B		A			A
Queue Length 50th (ft)	75	1	80	0	61	63
Queue Length 95th (ft)	118	30	168	7	121	108
Internal Link Dist (ft)	528		851			116
Turn Bay Length (ft)						
Base Capacity (vph)	572	728	981	1212	677	2523

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.38	0.43	0.12	0.51	0.27

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 8 (8%), Referenced to phase 2:NBSB and 6:SBT, Start of Green			
Natural Cycle: 95			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay: 9.9		Intersection LOS: A	
Intersection Capacity Utilization 58.9%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 10: Apex Peakway & Apex Peakway Connector



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1
Lane Configurations							
Traffic Volume (vph)	120	464	587	183	181	263	
Future Volume (vph)	120	464	587	183	181	263	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	
Grade (%)		0%	-2%		-4%		
Storage Length (ft)	500			150	0	0	
Storage Lanes	2			1	1	1	
Taper Length (ft)	100				25		
Satd. Flow (prot)	3433	1863	1881	1599	1805	1615	
Flt Permitted	0.950				0.950		
Satd. Flow (perm)	3433	1863	1881	1599	1805	1615	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)				191		292	
Link Speed (mph)		45	45		25		
Link Distance (ft)		948	838		608		
Travel Time (s)		14.4	12.7		16.6		
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)		0%	0%		0%		
Shared Lane Traffic (%)							
Lane Group Flow (vph)	133	516	652	203	201	292	
Turn Type	Prot	NA	NA	pm+ov	Prot	Free	
Protected Phases	5	2	6	4	4		1
Permitted Phases				6		Free	
Detector Phase	5	2	6	4	4		
Switch Phase							
Minimum Initial (s)	7.0	12.0	12.0	7.0	7.0		7.0
Minimum Split (s)	15.0	19.0	30.0	14.0	14.0		17.0
Total Split (s)	15.0	57.0	59.0	26.0	26.0		17.0
Total Split (%)	15.0%	57.0%	59.0%	26.0%	26.0%		17%
Maximum Green (s)	8.8	51.1	53.0	20.2	20.2		10.8
Yellow Time (s)	3.0	4.5	4.7	3.0	3.0		3.0
All-Red Time (s)	3.2	1.4	1.3	2.8	2.8		3.2
Lost Time Adjust (s)	-1.2	-0.9	-1.0	-0.8	-0.8		
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		
Lead/Lag	Lead	Lead	Lag				Lag
Lead-Lag Optimize?	Yes	Yes	Yes				Yes
Vehicle Extension (s)	2.0	6.0	6.0	2.0	2.0		2.0
Minimum Gap (s)	2.0	3.0	3.0	2.0	2.0		2.0
Time Before Reduce (s)	0.0	15.0	15.0	0.0	0.0		0.0
Time To Reduce (s)	0.0	30.0	30.0	0.0	0.0		0.0
Recall Mode	None	C-Max	C-Max	None	None		None
Walk Time (s)			7.0				4.0
Flash Dont Walk (s)			15.0				5.0
Pedestrian Calls (#/hr)			0				0
Act Effct Green (s)	9.3	74.0	59.7	80.7	16.0	100.0	
Actuated g/C Ratio	0.09	0.74	0.60	0.81	0.16	1.00	
v/c Ratio	0.42	0.37	0.58	0.15	0.70	0.18	
Control Delay	46.7	6.1	16.1	0.7	44.9	0.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	46.7	6.1	16.1	0.7	44.9	0.2	
LOS	D	A	B	A	D	A	
Approach Delay		14.4	12.4		18.4		
Approach LOS		B	B		B		
Queue Length 50th (ft)	41	100	240	1	123	0	
Queue Length 95th (ft)	71	180	399	13	178	0	
Internal Link Dist (ft)		868	758		528		
Turn Bay Length (ft)	500			150			
Base Capacity (vph)	346	1378	1122	1397	379	1615	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.38	0.37	0.58	0.15	0.53	0.18	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 80 (80%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 14.6		Intersection LOS: B	
Intersection Capacity Utilization 59.3%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 11: S Salem Street & Apex Peakway Connector

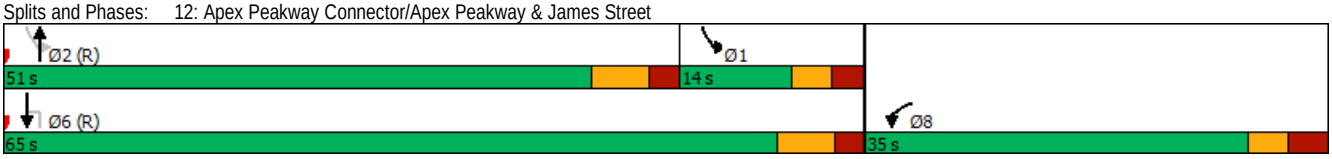


Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	6	125	4	433	4	118	602
Future Volume (vph)	6	125	4	433	4	118	602
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)	4%			6%			-7%
Storage Length (ft)	0	0	75		0	150	
Storage Lanes	1	0	1		0	1	
Taper Length (ft)	25		100			100	
Satd. Flow (prot)	1587	0	1717	1805	0	1832	3663
Flt Permitted	0.998		0.397			0.434	
Satd. Flow (perm)	1587	0	717	1805	0	837	3663
Right Turn on Red		Yes			Yes		
Satd. Flow (RTOR)	139			1			
Link Speed (mph)	35			35			35
Link Distance (ft)	975			401			931
Travel Time (s)	19.0			7.8			18.1
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%			0%
Shared Lane Traffic (%)							
Lane Group Flow (vph)	146	0	4	485	0	131	669
Turn Type	Prot		D.Pm	NA		D.P+P	NA
Protected Phases	8			2		1	6
Permitted Phases			6			2	
Detector Phase	8		6	2		1	6
Switch Phase							
Minimum Initial (s)	7.0		10.0	10.0		7.0	10.0
Minimum Split (s)	34.0		18.0	31.0		14.0	18.0
Total Split (s)	35.0		65.0	51.0		14.0	65.0
Total Split (%)	35.0%		65.0%	51.0%		14.0%	65.0%
Maximum Green (s)	28.9		58.3	44.3		8.4	58.3
Yellow Time (s)	3.0		4.4	4.4		3.0	4.4
All-Red Time (s)	3.1		2.3	2.3		2.6	2.3
Lost Time Adjust (s)	-1.1		-1.7	-1.7		-0.6	-1.7
Total Lost Time (s)	5.0		5.0	5.0		5.0	5.0
Lead/Lag				Lead		Lag	
Lead-Lag Optimize?				Yes		Yes	
Vehicle Extension (s)	2.0		6.0	6.0		2.0	6.0
Minimum Gap (s)	2.0		3.0	3.0		2.0	3.0
Time Before Reduce (s)	0.0		15.0	15.0		0.0	15.0
Time To Reduce (s)	0.0		30.0	30.0		0.0	30.0
Recall Mode	None		C-Max	C-Max		None	C-Max
Walk Time (s)	7.0			7.0			
Flash Dont Walk (s)	19.0			16.0			
Pedestrian Calls (#/hr)	0			0			
Act Effct Green (s)	9.1		80.9	66.9		75.9	80.9
Actuated g/C Ratio	0.09		0.81	0.67		0.76	0.81
v/c Ratio	0.54		0.01	0.40		0.18	0.23
Control Delay	16.3		2.2	8.9		2.5	1.9
Queue Delay	0.0		0.0	0.0		0.0	0.0
Total Delay	16.3		2.2	8.9		2.5	1.9
LOS	B		A	A		A	A
Approach Delay	16.3			8.8			2.0
Approach LOS	B			A			A
Queue Length 50th (ft)	4		0	120		9	27
Queue Length 95th (ft)	60		3	205		22	48
Internal Link Dist (ft)	895			321			851
Turn Bay Length (ft)			75			150	
Base Capacity (vph)	573		580	1208		725	2964

Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Starvation Cap Reductn	0		0	0		0	0
Spillback Cap Reductn	0		0	0		0	0
Storage Cap Reductn	0		0	0		0	0
Reduced v/c Ratio	0.25		0.01	0.40		0.18	0.23

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 99 (99%), Referenced to phase 2:NBSB and 6:NBSB, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.54			
Intersection Signal Delay: 5.8		Intersection LOS: A	
Intersection Capacity Utilization 50.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 12: Apex Peakway Connector/Apex Peakway & James Street



Appendix I:
Synchro Output:
Build-out (2027)

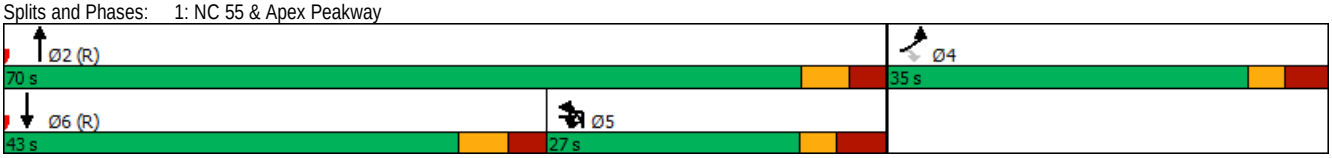
Lane Group	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	66	537	7	736	866	794	71
Future Volume (vph)	66	537	7	736	866	794	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)	-1%				1%	-1%	
Storage Length (ft)	0	225		0			0
Storage Lanes	1	1		2			0
Taper Length (ft)	25			25			
Satd. Flow (prot)	1711	2695	0	3318	1800	4854	0
Flt Permitted	0.950			0.950			
Satd. Flow (perm)	1711	2695	0	3317	1800	4854	0
Right Turn on Red		No					No
Satd. Flow (RTOR)							
Link Speed (mph)	35				35	35	
Link Distance (ft)	1046				702	488	
Travel Time (s)	20.4				13.7	9.5	
Confl. Peds. (#/hr)				1			1
Confl. Bikes (#/hr)							
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	6%	5%	5%	5%	6%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)	0%				0%	0%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	73	597	0	826	962	961	0
Turn Type	Prot	pm+ov	Prot	Prot	NA	NA	
Protected Phases	4	5!	5!	5	2	6	
Permitted Phases		4					
Detector Phase	4	5	5	5	2	6	
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	7.0	10.0	10.0	
Minimum Split (s)	35.0	14.0	14.0	14.0	18.0	43.0	
Total Split (s)	35.0	27.0	27.0	27.0	70.0	43.0	
Total Split (%)	33.3%	25.7%	25.7%	25.7%	66.7%	41.0%	
Maximum Green (s)	28.5	20.0	20.0	20.0	63.1	36.0	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.8	3.9	
All-Red Time (s)	3.5	4.0	4.0	4.0	3.1	3.1	
Lost Time Adjust (s)	-1.5	-2.0		-2.0	-1.9	-2.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	
Lead/Lag		Lag	Lag	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes	Yes		Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	3.0	3.0	
Minimum Gap (s)	2.0	2.0	2.0	2.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	None	None	None	C-Max	C-Max	
Walk Time (s)	7.0					7.0	
Flash Dont Walk (s)	20.0					29.0	
Pedestrian Calls (#/hr)	0					0	
Act Effct Green (s)	10.8	35.1		22.0	87.9	59.9	
Actuated g/C Ratio	0.10	0.33		0.21	0.84	0.57	
v/c Ratio	0.41	0.66		1.19	0.64	0.35	
Control Delay	50.8	33.1		136.4	6.8	13.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0	
Total Delay	50.8	33.1		136.4	6.8	13.4	
LOS	D	C		F	A	B	
Approach Delay	35.0				66.7	13.4	
Approach LOS	C				E	B	
Queue Length 50th (ft)	47	186		~345	207	126	
Queue Length 95th (ft)	90	236		#467	391	170	
Internal Link Dist (ft)	966				622	408	
Turn Bay Length (ft)		225					
Base Capacity (vph)	488	900		695	1506	2768	

Lane Group	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Starvation Cap Reductn	0	0		0	0	0	
Spillback Cap Reductn	0	0		0	0	0	
Storage Cap Reductn	0	0		0	0	0	
Reduced v/c Ratio	0.15	0.66		1.19	0.64	0.35	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.19			
Intersection Signal Delay: 45.5		Intersection LOS: D	
Intersection Capacity Utilization 82.5%		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.
! Phase conflict between lane groups.

Splits and Phases: 1: NC 55 & Apex Peakway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	26	41	25	5	4	47	547	95	54	635	44
Future Volume (vph)	5	26	41	25	5	4	47	547	95	54	635	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		-3%			2%			4%			2%	
Storage Length (ft)	0		0	0		0	125		0	250		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			100			100		
Satd. Flow (prot)	0	1738	0	0	1753	0	1717	3359	0	1702	3370	0
Flt Permitted		0.972			0.761		0.356			0.350		
Satd. Flow (perm)	0	1696	0	0	1384	0	644	3359	0	627	3370	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		820			683			920			1046	
Travel Time (s)		16.0			13.3			17.9			20.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	3%	3%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	81	0	0	38	0	52	714	0	60	755	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	10.0		7.0	10.0	
Minimum Split (s)	33.0	33.0		33.0	33.0		14.0	22.0		14.0	21.0	
Total Split (s)	28.0	28.0		28.0	28.0		19.0	43.0		19.0	43.0	
Total Split (%)	31.1%	31.1%		31.1%	31.1%		21.1%	47.8%		21.1%	47.8%	
Maximum Green (s)	21.4	21.4		21.8	21.8		13.4	37.4		13.1	37.1	
Yellow Time (s)	4.1	4.1		3.7	3.7		3.0	3.6		3.0	3.7	
All-Red Time (s)	2.5	2.5		2.5	2.5		2.6	2.0		2.9	2.2	
Lost Time Adjust (s)		-1.6			-1.2		-0.6	-0.6		-0.9	-0.9	
Total Lost Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	3.0		2.0	3.0	
Minimum Gap (s)	2.0	2.0		2.0	2.0		2.0	3.0		2.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	18.0	18.0		18.0	18.0			8.0			7.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)		10.7			10.6		67.8	62.7		69.2	65.5	
Actuated g/C Ratio		0.12			0.12		0.75	0.70		0.77	0.73	
v/c Ratio		0.41			0.23		0.09	0.30		0.10	0.31	
Control Delay		42.2			38.6		3.4	7.8		3.4	7.0	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		42.2			38.6		3.4	7.8		3.4	7.0	
LOS		D			D		A	A		A	A	
Approach Delay		42.2			38.6			7.5			6.7	
Approach LOS		D			D			A			A	
Queue Length 50th (ft)		44			20		5	90		6	95	
Queue Length 95th (ft)		85			48		15	137		17	145	
Internal Link Dist (ft)		740			603			840			966	
Turn Bay Length (ft)							125			250		
Base Capacity (vph)		433			353		682	2341		669	2452	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.19			0.11		0.08	0.30		0.09	0.31	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 11 (12%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.41			
Intersection Signal Delay: 9.5		Intersection LOS: A	
Intersection Capacity Utilization 45.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: Apex Peakway & S Hughes Street



Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	53	592	9	15	593	6	7	5	12	5	8	37
Future Vol, veh/h	53	592	9	15	593	6	7	5	12	5	8	37
Conflicting Peds, #/hr	0	0	5	5	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	4	4	4	9	9	9	33	33	33	7	7	7
Mvmt Flow	59	658	10	17	659	7	8	6	13	6	9	41

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	666	0	0	673	0	0	1508	1486	668	1488	1488	663
Stage 1	-	-	-	-	-	-	786	786	-	697	697	-
Stage 2	-	-	-	-	-	-	722	700	-	791	791	-
Critical Hdwy	4.14	-	-	4.19	-	-	7.43	6.83	6.53	7.17	6.57	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	6.43	5.83	-	6.17	5.57	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.43	5.83	-	6.17	5.57	-
Follow-up Hdwy	2.236	-	-	2.281	-	-	3.797	4.297	3.597	3.563	4.063	3.363
Pot Cap-1 Maneuver	914	-	-	886	-	-	84	107	408	100	121	453
Stage 1	-	-	-	-	-	-	343	362	-	424	435	-
Stage 2	-	-	-	-	-	-	373	398	-	376	394	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	914	-	-	882	-	-	64	93	406	83	105	453
Mov Cap-2 Maneuver	-	-	-	-	-	-	64	93	-	83	105	-
Stage 1	-	-	-	-	-	-	306	323	-	380	422	-
Stage 2	-	-	-	-	-	-	322	386	-	321	352	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.2	41.4	25.7
HCM LOS			E	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	125	914	-	-	882	-	-	229
HCM Lane V/C Ratio	0.213	0.064	-	-	0.019	-	-	0.243
HCM Control Delay (s)	41.4	9.2	0	-	9.2	0	-	25.7
HCM Lane LOS	E	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	0.8	0.2	-	-	0.1	-	-	0.9

Intersection	
Intersection Delay, s/veh	179
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	59	328	41	118	460	58	92	55	212	88	52	28
Future Vol, veh/h	59	328	41	118	460	58	92	55	212	88	52	28
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
Heavy Vehicles, %	3	3	3	8	8	8	2	2	2	3	3	3
Mvmt Flow	66	364	46	131	511	64	102	61	236	98	58	31
Number of Lanes	1	1	0	0	1	0	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	2
HCM Control Delay	59.4	365.9	64.3	21.2
HCM LOS	F	F	F	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	26%	100%	0%	19%	63%	0%
Vol Thru, %	15%	0%	89%	72%	37%	0%
Vol Right, %	59%	0%	11%	9%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	359	59	369	636	140	28
LT Vol	92	59	0	118	88	0
Through Vol	55	0	328	460	52	0
RT Vol	212	0	41	58	0	28
Lane Flow Rate	399	66	410	707	156	31
Geometry Grp	6	7	7	6	7	7
Degree of Util (X)	0.93	0.162	0.948	1.743	0.422	0.076
Departure Headway (Hd)	10.106	10.401	9.793	8.878	11.649	10.573
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	363	347	373	417	311	341
Service Time	8.106	8.101	7.493	6.878	9.349	8.273
HCM Lane V/C Ratio	1.099	0.19	1.099	1.695	0.502	0.091
HCM Control Delay	64.3	15.1	66.5	365.9	22.6	14.1
HCM Lane LOS	F	C	F	F	C	B
HCM 95th-tile Q	9.7	0.6	10.3	43.7	2	0.2

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	400	6	23	555	4	33	4	21	7	4	26
Future Vol, veh/h	12	400	6	23	555	4	33	4	21	7	4	26
Conflicting Peds, #/hr	0	0	9	9	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	3	3	3	2	2	2	2	2	2
Mvmt Flow	13	444	7	26	617	4	37	4	23	8	4	29

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	621	0	0	460	0	0	1171	1156	457	1158	1157	619
Stage 1	-	-	-	-	-	-	483	483	-	671	671	-
Stage 2	-	-	-	-	-	-	688	673	-	487	486	-
Critical Hdwy	4.15	-	-	4.13	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.245	-	-	2.227	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	945	-	-	1096	-	-	170	197	604	173	196	489
Stage 1	-	-	-	-	-	-	565	553	-	446	455	-
Stage 2	-	-	-	-	-	-	436	454	-	562	551	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	945	-	-	1087	-	-	151	187	599	158	186	489
Mov Cap-2 Maneuver	-	-	-	-	-	-	151	187	-	158	186	-
Stage 1	-	-	-	-	-	-	550	538	-	438	444	-
Stage 2	-	-	-	-	-	-	396	443	-	526	536	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.3	29.4	18.3
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	211	945	-	-	1087	-	-	311
HCM Lane V/C Ratio	0.305	0.014	-	-	0.024	-	-	0.132
HCM Control Delay (s)	29.4	8.9	0	-	8.4	-	-	18.3
HCM Lane LOS	D	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	1.2	0	-	-	0.1	-	-	0.5

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	4	4	180	183	4
Future Vol, veh/h	7	4	4	180	183	4
Conflicting Peds, #/hr	0	0	2	0	0	2
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	3	3	7	7
Mvmt Flow	8	4	4	200	203	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	415	207	209	0	-	0
Stage 1	207	-	-	-	-	-
Stage 2	208	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.13	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.227	-	-	-
Pot Cap-1 Maneuver	594	833	1356	-	-	-
Stage 1	828	-	-	-	-	-
Stage 2	827	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	590	831	1353	-	-	-
Mov Cap-2 Maneuver	590	-	-	-	-	-
Stage 1	824	-	-	-	-	-
Stage 2	825	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.6	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1353	-	660	-	-
HCM Lane V/C Ratio	0.003	-	0.019	-	-
HCM Control Delay (s)	7.7	0	10.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	7.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	79	17	67	66	4	25	4	115	4	4	4
Future Vol, veh/h	4	79	17	67	66	4	25	4	115	4	4	4
Conflicting Peds, #/hr	0	0	12	12	0	0	0	0	3	3	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	3	3	3	2	2	2	2	2	2
Mvmt Flow	4	88	19	74	73	4	28	4	128	4	4	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	177	205	18	207	143	71	8	0	0	135	0	0
Stage 1	14	14	-	127	127	-	-	-	-	-	-	-
Stage 2	163	191	-	80	16	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.13	6.53	6.23	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.527	4.027	3.327	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	785	691	1061	748	746	989	1612	-	-	1449	-	-
Stage 1	1006	884	-	874	789	-	-	-	-	-	-	-
Stage 2	839	742	-	926	880	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	709	674	1049	641	727	986	1612	-	-	1445	-	-
Mov Cap-2 Maneuver	709	674	-	641	727	-	-	-	-	-	-	-
Stage 1	987	881	-	855	772	-	-	-	-	-	-	-
Stage 2	742	726	-	807	877	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.9	11.7	1.3	2.5
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1612	-	-	719	687	1445	-	-
HCM Lane V/C Ratio	0.017	-	-	0.155	0.222	0.003	-	-
HCM Control Delay (s)	7.3	0	-	10.9	11.7	7.5	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0.8	0	-	-

Intersection	
Intersection Delay, s/veh	3.1
Intersection LOS	A

Approach	EB	WB	NB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	63	76	57
Demand Flow Rate, veh/h	64	78	58
Vehicles Circulating, veh/h	41	4	57
Vehicles Exiting, veh/h	41	111	48
Ped Vol Crossing Leg, #/h	0	3	18
Ped Cap Adj	1.000	1.000	0.998
Approach Delay, s/veh	3.2	3.1	3.2
Approach LOS	A	A	A

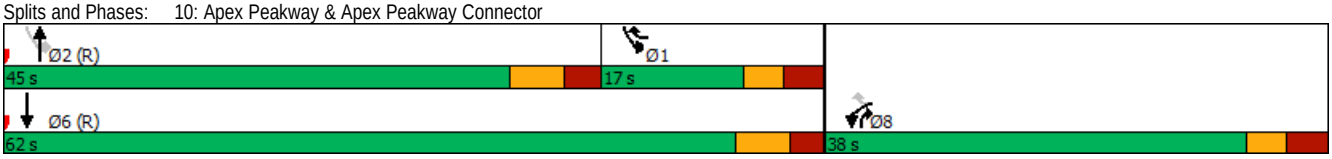
Lane	Left	Left	Left
Designated Moves	TR	LT	LR
Assumed Moves	TR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	64	78	58
Cap Entry Lane, veh/h	1323	1374	1302
Entry HV Adj Factor	0.983	0.978	0.983
Flow Entry, veh/h	63	76	57
Cap Entry, veh/h	1300	1343	1276
V/C Ratio	0.048	0.057	0.045
Control Delay, s/veh	3.2	3.1	3.2
LOS	A	A	A
95th %tile Queue, veh	0	0	0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	161	313	663	215	251	405
Future Volume (vph)	161	313	663	215	251	405
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	4%		-3%			7%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				100	
Satd. Flow (prot)	1734	1552	1891	1607	1708	3415
Flt Permitted	0.950				0.215	
Satd. Flow (perm)	1734	1552	1891	1607	386	3415
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		95		192		
Link Speed (mph)	25		35			35
Link Distance (ft)	608		931			196
Travel Time (s)	16.6		18.1			3.8
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	179	348	737	239	279	450
Turn Type	Prot	pm+ov	NA	pm+ov	D.P+P	NA
Protected Phases	8	1	2	8	1	6
Permitted Phases		8		2	2	
Detector Phase	8	1	2	8	1	6
Switch Phase						
Minimum Initial (s)	7.0	7.0	10.0	7.0	7.0	10.0
Minimum Split (s)	38.0	15.0	40.0	38.0	15.0	18.0
Total Split (s)	38.0	17.0	45.0	38.0	17.0	62.0
Total Split (%)	38.0%	17.0%	45.0%	38.0%	17.0%	62.0%
Maximum Green (s)	31.7	10.8	38.2	31.7	10.8	55.2
Yellow Time (s)	3.0	3.0	4.1	3.0	3.0	4.1
All-Red Time (s)	3.3	3.2	2.7	3.3	3.2	2.7
Lost Time Adjust (s)	-1.3	-1.2	-1.8	-1.3	-1.2	-1.8
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag		Lag	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes		Yes	
Vehicle Extension (s)	2.0	2.0	6.0	2.0	2.0	6.0
Minimum Gap (s)	2.0	2.0	3.0	2.0	2.0	3.0
Time Before Reduce (s)	0.0	0.0	15.0	0.0	0.0	15.0
Time To Reduce (s)	0.0	0.0	30.0	0.0	0.0	30.0
Recall Mode	None	None	C-Max	None	None	C-Max
Walk Time (s)	7.0		7.0	7.0		
Flash Dont Walk (s)	23.0		25.0	23.0		
Pedestrian Calls (#/hr)	0		0	0		
Act Effct Green (s)	16.1	33.1	56.9	78.0	68.9	73.9
Actuated g/C Ratio	0.16	0.33	0.57	0.78	0.69	0.74
v/c Ratio	0.64	0.60	0.69	0.18	0.66	0.18
Control Delay	36.2	12.0	12.5	0.7	24.1	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.2	12.0	12.5	0.7	24.1	4.6
LOS	D	B	B	A	C	A
Approach Delay	20.3		9.7			12.0
Approach LOS	C		A			B
Queue Length 50th (ft)	110	47	115	3	47	37
Queue Length 95th (ft)	168	77	322	11	119	68
Internal Link Dist (ft)	528		851			116
Turn Bay Length (ft)						
Base Capacity (vph)	572	577	1075	1295	424	2523

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.60	0.69	0.18	0.66	0.18

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 12 (12%), Referenced to phase 2:NBSB and 6:SBT, Start of Green			
Natural Cycle: 95			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay: 12.9		Intersection LOS: B	
Intersection Capacity Utilization 70.2%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 10: Apex Peakway & Apex Peakway Connector



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1
Lane Configurations							
Traffic Volume (vph)	206	581	457	191	201	264	
Future Volume (vph)	206	581	457	191	201	264	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	
Grade (%)		0%	-2%		-4%		
Storage Length (ft)	500			150	0	0	
Storage Lanes	2			1	1	1	
Taper Length (ft)	100				25		
Satd. Flow (prot)	3433	1863	1881	1599	1805	1615	
Flt Permitted	0.950				0.950		
Satd. Flow (perm)	3433	1863	1881	1599	1805	1615	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)				67		293	
Link Speed (mph)		30	30		30		
Link Distance (ft)		948	838		608		
Travel Time (s)		21.5	19.0		13.8		
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)		0%	0%		0%		
Shared Lane Traffic (%)							
Lane Group Flow (vph)	229	646	508	212	223	293	
Turn Type	Prot	NA	NA	pm+ov	Prot	Free	
Protected Phases	5	2	6	4	4		1
Permitted Phases				6		Free	
Detector Phase	5	2	6	4	4		
Switch Phase							
Minimum Initial (s)	7.0	12.0	12.0	7.0	7.0		7.0
Minimum Split (s)	15.0	19.0	30.0	14.0	14.0		17.0
Total Split (s)	16.0	57.0	58.0	26.0	26.0		17.0
Total Split (%)	16.0%	57.0%	58.0%	26.0%	26.0%		17%
Maximum Green (s)	9.8	51.1	52.0	20.2	20.2		10.8
Yellow Time (s)	3.0	4.5	4.7	3.0	3.0		3.0
All-Red Time (s)	3.2	1.4	1.3	2.8	2.8		3.2
Lost Time Adjust (s)	-1.2	-0.9	-1.0	-0.8	-0.8		
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		
Lead/Lag	Lag	Lag	Lead				Lead
Lead-Lag Optimize?	Yes	Yes	Yes				Yes
Vehicle Extension (s)	2.0	6.0	6.0	2.0	2.0		2.0
Minimum Gap (s)	2.0	3.0	3.0	2.0	2.0		2.0
Time Before Reduce (s)	0.0	15.0	15.0	0.0	0.0		0.0
Time To Reduce (s)	0.0	30.0	30.0	0.0	0.0		0.0
Recall Mode	None	C-Max	C-Max	None	None		None
Walk Time (s)			7.0				4.0
Flash Dont Walk (s)			15.0				5.0
Pedestrian Calls (#/hr)			0				0
Act Effct Green (s)	11.0	73.1	57.1	79.0	16.9	100.0	
Actuated g/C Ratio	0.11	0.73	0.57	0.79	0.17	1.00	
v/c Ratio	0.61	0.47	0.47	0.17	0.73	0.18	
Control Delay	49.9	7.5	15.2	2.0	42.6	0.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	49.9	7.5	15.2	2.0	42.6	0.2	
LOS	D	A	B	A	D	A	
Approach Delay		18.6	11.3		18.5		
Approach LOS		B	B		B		
Queue Length 50th (ft)	72	147	181	17	131	0	
Queue Length 95th (ft)	111	247	288	31	170	0	
Internal Link Dist (ft)		868	758		528		
Turn Bay Length (ft)	500			150			
Base Capacity (vph)	377	1362	1073	1260	379	1615	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.61	0.47	0.47	0.17	0.59	0.18	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 8 (8%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 16.1		Intersection LOS: B	
Intersection Capacity Utilization 53.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 11: S Salem Street & Apex Peakway Connector



Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	4	118	4	697	6	123	475
Future Volume (vph)	4	118	4	697	6	123	475
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)	4%			6%			-7%
Storage Length (ft)	0	0	75		0	150	
Storage Lanes	1	0	1		0	1	
Taper Length (ft)	25		100			100	
Satd. Flow (prot)	1585	0	1717	1805	0	1832	3663
Flt Permitted	0.999		0.456			0.257	
Satd. Flow (perm)	1585	0	824	1805	0	495	3663
Right Turn on Red		Yes			Yes		
Satd. Flow (RTOR)	131			1			
Link Speed (mph)	35			35			30
Link Distance (ft)	975			401			931
Travel Time (s)	19.0			7.8			21.2
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%			0%
Shared Lane Traffic (%)							
Lane Group Flow (vph)	135	0	4	781	0	137	528
Turn Type	Prot		D.Pm	NA		D.P+P	NA
Protected Phases	8			2		1	6
Permitted Phases			6			2	
Detector Phase	8		6	2		1	6
Switch Phase							
Minimum Initial (s)	7.0		10.0	10.0		7.0	10.0
Minimum Split (s)	34.0		18.0	31.0		14.0	18.0
Total Split (s)	34.0		66.0	52.0		14.0	66.0
Total Split (%)	34.0%		66.0%	52.0%		14.0%	66.0%
Maximum Green (s)	27.9		59.3	45.3		8.4	59.3
Yellow Time (s)	3.0		4.4	4.4		3.0	4.4
All-Red Time (s)	3.1		2.3	2.3		2.6	2.3
Lost Time Adjust (s)	-1.1		-1.7	-1.7		-0.6	-1.7
Total Lost Time (s)	5.0		5.0	5.0		5.0	5.0
Lead/Lag				Lead		Lag	
Lead-Lag Optimize?				Yes		Yes	
Vehicle Extension (s)	2.0		6.0	6.0		2.0	6.0
Minimum Gap (s)	2.0		3.0	3.0		2.0	3.0
Time Before Reduce (s)	0.0		15.0	15.0		0.0	15.0
Time To Reduce (s)	0.0		30.0	30.0		0.0	30.0
Recall Mode	None		C-Max	C-Max		None	C-Max
Walk Time (s)	7.0			7.0			
Flash Dont Walk (s)	19.0			16.0			
Pedestrian Calls (#/hr)	0			0			
Act Effct Green (s)	8.9		81.1	67.1		76.1	81.1
Actuated g/C Ratio	0.09		0.81	0.67		0.76	0.81
v/c Ratio	0.52		0.01	0.64		0.28	0.18
Control Delay	15.8		2.2	12.9		3.7	1.7
Queue Delay	0.0		0.0	0.0		0.0	0.0
Total Delay	15.8		2.2	12.9		3.7	1.7
LOS	B		A	B		A	A
Approach Delay	15.8			12.9			2.1
Approach LOS	B			B			A
Queue Length 50th (ft)	2		0	250		9	19
Queue Length 95th (ft)	57		3	417		20	33
Internal Link Dist (ft)	895			321			851
Turn Bay Length (ft)			75			150	
Base Capacity (vph)	552		668	1211		496	2970

Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Starvation Cap Reductn	0		0	0		0	0
Spillback Cap Reductn	0		0	0		0	0
Storage Cap Reductn	0		0	0		0	0
Reduced v/c Ratio	0.24		0.01	0.64		0.28	0.18

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 3 (3%), Referenced to phase 2:NBSB and 6:NBSB, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay: 8.6		Intersection LOS: A	
Intersection Capacity Utilization 63.9%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 12: Apex Peakway Connector/Apex Peakway & James Street



Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	11	6	166	157	6
Future Vol, veh/h	11	11	6	166	157	6
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	12	12	7	184	174	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	376	178	181	0	-	0
Stage 1	178	-	-	-	-	-
Stage 2	198	-	-	-	-	-
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	625	865	1394	-	-	-
Stage 1	853	-	-	-	-	-
Stage 2	835	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	621	865	1394	-	-	-
Mov Cap-2 Maneuver	621	-	-	-	-	-
Stage 1	848	-	-	-	-	-
Stage 2	835	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.2	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1394	-	723	-	-
HCM Lane V/C Ratio	0.005	-	0.034	-	-
HCM Control Delay (s)	7.6	0	10.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	7	0	0	36	0	323	15	0	205	6
Future Vol, veh/h	0	0	7	0	0	36	0	323	15	0	205	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	8	0	0	40	0	359	17	0	228	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	232	-	-	368	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.22	-	-	6.22	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.318	-	-	3.318	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	807	0	0	677	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	807	-	-	677	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.5	10.7	0	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	-	-	807	677	-	-
HCM Lane V/C Ratio	-	-	0.01	0.059	-	-
HCM Control Delay (s)	-	-	9.5	10.7	-	-
HCM Lane LOS	-	-	A	B	-	-
HCM 95th %tile Q(veh)	-	-	0	0.2	-	-

Intersection	
Int Delay, s/veh	6.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	36	4	19	54	4	127	4	175	19	80	113	19
Future Vol, veh/h	36	4	19	54	4	127	4	175	19	80	113	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	40	4	21	60	4	141	4	194	21	89	126	21

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	600	538	137	540	538	205	147	0	0	215	0	0
Stage 1	315	315	-	213	213	-	-	-	-	-	-	-
Stage 2	285	223	-	327	325	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	413	450	911	453	450	836	1435	-	-	1355	-	-
Stage 1	696	656	-	789	726	-	-	-	-	-	-	-
Stage 2	722	719	-	686	649	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	321	416	911	414	416	836	1435	-	-	1355	-	-
Mov Cap-2 Maneuver	321	416	-	414	416	-	-	-	-	-	-	-
Stage 1	694	609	-	787	724	-	-	-	-	-	-	-
Stage 2	595	717	-	617	602	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.3	13.4	0.2	3
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1435	-	-	414	634	1355	-	-
HCM Lane V/C Ratio	0.003	-	-	0.158	0.324	0.066	-	-
HCM Control Delay (s)	7.5	0	-	15.3	13.4	7.8	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.6	1.4	0.2	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	10	0	0	18	0	180	10	0	176	10
Future Vol, veh/h	0	0	10	0	0	18	0	180	10	0	176	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	11	0	0	20	0	200	11	0	196	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	202	-	-	206	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.22	-	-	6.22	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.318	-	-	3.318	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	839	0	0	835	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	839	-	-	835	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.3	9.4	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	-	-	839	835	-	-
HCM Lane V/C Ratio	-	-	0.013	0.024	-	-
HCM Control Delay (s)	-	-	9.3	9.4	-	-
HCM Lane LOS	-	-	A	A	-	-
HCM 95th %tile Q(veh)	-	-	0	0.1	-	-

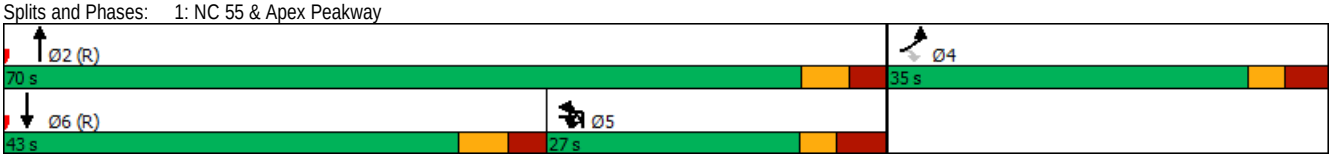
Lane Group	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	77	682	8	766	865	1039	101
Future Volume (vph)	77	682	8	766	865	1039	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)	-1%				1%	-1%	
Storage Length (ft)	0	225		0			0
Storage Lanes	1	1		2			0
Taper Length (ft)	25			25			
Satd. Flow (prot)	1778	2801	0	3416	1853	5044	0
Flt Permitted	0.950			0.950			
Satd. Flow (perm)	1775	2801	0	3416	1853	5044	0
Right Turn on Red		No					No
Satd. Flow (RTOR)							
Link Speed (mph)	35				35	35	
Link Distance (ft)	1046				702	488	
Travel Time (s)	20.4				13.7	9.5	
Confl. Peds. (#/hr)	1						
Confl. Bikes (#/hr)							
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)	0%				0%	0%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	86	758	0	860	961	1266	0
Turn Type	Prot	pm+ov	Prot	Prot	NA	NA	
Protected Phases	4	5!	5!	5	2	6	
Permitted Phases		4					
Detector Phase	4	5	5	5	2	6	
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	7.0	10.0	10.0	
Minimum Split (s)	35.0	14.0	14.0	14.0	18.0	43.0	
Total Split (s)	35.0	27.0	27.0	27.0	70.0	43.0	
Total Split (%)	33.3%	25.7%	25.7%	25.7%	66.7%	41.0%	
Maximum Green (s)	28.5	20.0	20.0	20.0	63.1	36.0	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.8	3.9	
All-Red Time (s)	3.5	4.0	4.0	4.0	3.1	3.1	
Lost Time Adjust (s)	-1.5	-2.0		-2.0	-1.9	-2.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	
Lead/Lag		Lag	Lag	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes	Yes		Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	3.0	3.0	
Minimum Gap (s)	2.0	2.0	2.0	2.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	None	None	None	C-Max	C-Max	
Walk Time (s)	7.0					7.0	
Flash Dont Walk (s)	20.0					29.0	
Pedestrian Calls (#/hr)	0					0	
Act Effct Green (s)	11.3	35.6		22.0	87.4	59.4	
Actuated g/C Ratio	0.11	0.34		0.21	0.83	0.57	
v/c Ratio	0.45	0.80		1.20	0.62	0.44	
Control Delay	50.8	37.8		141.5	6.7	14.8	
Queue Delay	0.0	0.0		0.0	0.0	0.0	
Total Delay	50.8	37.8		141.5	6.7	14.8	
LOS	D	D		F	A	B	
Approach Delay	39.1				70.4	14.8	
Approach LOS	D				E	B	
Queue Length 50th (ft)	55	250		~363	209	180	
Queue Length 95th (ft)	101	308		#485	388	238	
Internal Link Dist (ft)	966				622	408	
Turn Bay Length (ft)		225					
Base Capacity (vph)	508	950		715	1542	2852	

Lane Group	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Starvation Cap Reductn	0	0		0	0	0	
Spillback Cap Reductn	0	0		0	0	0	
Storage Cap Reductn	0	0		0	0	0	
Reduced v/c Ratio	0.17	0.80		1.20	0.62	0.44	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.20			
Intersection Signal Delay: 45.8		Intersection LOS: D	
Intersection Capacity Utilization 80.8%		ICU Level of Service D	
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.
! Phase conflict between lane groups.

Splits and Phases: 1: NC 55 & Apex Peakway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	39	75	29	6	4	68	702	77	65	720	62
Future Volume (vph)	16	39	75	29	6	4	68	702	77	65	720	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		-3%			2%			4%			2%	
Storage Length (ft)	0		0	0		0	125		0	250		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			100			100		
Satd. Flow (prot)	0	1733	0	0	1755	0	1734	3416	0	1752	3462	0
Flt Permitted		0.956			0.643		0.287			0.284		
Satd. Flow (perm)	0	1667	0	0	1170	0	524	3416	0	524	3462	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		820			683			920			1046	
Travel Time (s)		16.0			13.3			17.9			20.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	144	0	0	43	0	76	866	0	72	869	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	10.0		7.0	10.0	
Minimum Split (s)	33.0	33.0		33.0	33.0		14.0	22.0		14.0	21.0	
Total Split (s)	28.0	28.0		28.0	28.0		19.0	43.0		19.0	43.0	
Total Split (%)	31.1%	31.1%		31.1%	31.1%		21.1%	47.8%		21.1%	47.8%	
Maximum Green (s)	21.4	21.4		21.8	21.8		13.4	37.4		13.1	37.1	
Yellow Time (s)	4.1	4.1		3.7	3.7		3.0	3.6		3.0	3.7	
All-Red Time (s)	2.5	2.5		2.5	2.5		2.6	2.0		2.9	2.2	
Lost Time Adjust (s)		-1.6			-1.2		-0.6	-0.6		-0.9	-0.9	
Total Lost Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	3.0		2.0	3.0	
Minimum Gap (s)	2.0	2.0		2.0	2.0		2.0	3.0		2.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	18.0	18.0		18.0	18.0			8.0			7.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)		13.7			13.7		62.1	56.0		62.5	56.2	
Actuated g/C Ratio		0.15			0.15		0.69	0.62		0.69	0.62	
v/c Ratio		0.57			0.24		0.16	0.41		0.15	0.40	
Control Delay		43.6			35.3		5.0	10.6		4.9	10.4	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		43.6			35.3		5.0	10.6		4.9	10.4	
LOS		D			D		A	B		A	B	
Approach Delay		43.6			35.3			10.2			10.0	
Approach LOS		D			D			B			B	
Queue Length 50th (ft)		77			22		10	130		9	128	
Queue Length 95th (ft)		128			50		26	199		25	197	
Internal Link Dist (ft)		740			603			840			966	
Turn Bay Length (ft)							125			250		
Base Capacity (vph)		426			299		574	2125		577	2162	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.34			0.14		0.13	0.41		0.12	0.40	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 11 (12%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.57			
Intersection Signal Delay: 13.0		Intersection LOS: B	
Intersection Capacity Utilization 49.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: Apex Peakway & S Hughes Street



Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	49	660	4	6	581	6	7	12	41	19	6	78
Future Vol, veh/h	49	660	4	6	581	6	7	12	41	19	6	78
Conflicting Peds, #/hr	0	0	6	6	0	0	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	3	3	3	2	2	2	3	3	3
Mvmt Flow	54	733	4	7	646	7	8	13	46	21	7	87

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	653	0	0	743	0	0	1560	1516	742	1538	1515	650
Stage 1	-	-	-	-	-	-	849	849	-	664	664	-
Stage 2	-	-	-	-	-	-	711	667	-	874	851	-
Critical Hdwy	4.15	-	-	4.13	-	-	7.12	6.52	6.22	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.13	5.53	-
Follow-up Hdwy	2.245	-	-	2.227	-	-	3.518	4.018	3.318	3.527	4.027	3.327
Pot Cap-1 Maneuver	920	-	-	860	-	-	91	119	416	94	119	467
Stage 1	-	-	-	-	-	-	356	377	-	448	457	-
Stage 2	-	-	-	-	-	-	424	457	-	343	375	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	920	-	-	855	-	-	64	105	413	69	105	467
Mov Cap-2 Maneuver	-	-	-	-	-	-	64	105	-	69	105	-
Stage 1	-	-	-	-	-	-	319	337	-	403	451	-
Stage 2	-	-	-	-	-	-	336	451	-	264	336	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.1	34.8	42.3
HCM LOS			D	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	186	920	-	-	855	-	-	206
HCM Lane V/C Ratio	0.358	0.059	-	-	0.008	-	-	0.556
HCM Control Delay (s)	34.8	9.2	0	-	9.2	0	-	42.3
HCM Lane LOS	D	A	A	-	A	A	-	E
HCM 95th %tile Q(veh)	1.5	0.2	-	-	0	-	-	3

Intersection	
Intersection Delay, s/veh	186.7
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	56	437	61	188	385	64	67	32	168	97	97	44
Future Vol, veh/h	56	437	61	188	385	64	67	32	168	97	97	44
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
Heavy Vehicles, %	2	2	2	2	2	2	4	4	4	2	2	2
Mvmt Flow	62	486	68	209	428	71	74	36	187	108	108	49
Number of Lanes	1	1	0	0	1	0	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	2
HCM Control Delay	150.3	340.6	38.8	25.1
HCM LOS	F	F	E	D

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	25%	100%	0%	30%	50%	0%
Vol Thru, %	12%	0%	88%	60%	50%	0%
Vol Right, %	63%	0%	12%	10%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	267	56	498	637	194	44
LT Vol	67	56	0	188	97	0
Through Vol	32	0	437	385	97	0
RT Vol	168	0	61	64	0	44
Lane Flow Rate	297	62	553	708	216	49
Geometry Grp	6	7	7	6	7	7
Degree of Util (X)	0.729	0.152	1.263	1.683	0.56	0.114
Departure Headway (Hd)	11.075	10.088	9.474	9.155	11.294	10.287
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	329	358	387	403	321	351
Service Time	9.075	7.788	7.174	7.155	8.994	7.987
HCM Lane V/C Ratio	0.903	0.173	1.429	1.757	0.673	0.14
HCM Control Delay	38.8	14.6	165.6	340.6	27.5	14.3
HCM Lane LOS	E	B	F	F	D	B
HCM 95th-tile Q	5.4	0.5	21	39.8	3.2	0.4

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	527	8	59	431	7	29	4	25	5	4	19
Future Vol, veh/h	23	527	8	59	431	7	29	4	25	5	4	19
Conflicting Peds, #/hr	0	0	7	7	0	0	2	0	0	0	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	4	4	4	2	2	2
Mvmt Flow	26	586	9	66	479	8	32	4	28	6	4	21

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	487	0	0	602	0	0	1280	1269	598	1274	1269	485
Stage 1	-	-	-	-	-	-	650	650	-	615	615	-
Stage 2	-	-	-	-	-	-	630	619	-	659	654	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.14	6.54	6.24	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.54	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.54	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.536	4.036	3.336	3.518	4.018	3.318
Pot Cap-1 Maneuver	1076	-	-	975	-	-	141	167	499	144	168	582
Stage 1	-	-	-	-	-	-	455	462	-	479	482	-
Stage 2	-	-	-	-	-	-	466	477	-	453	463	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1076	-	-	969	-	-	121	149	496	123	150	581
Mov Cap-2 Maneuver	-	-	-	-	-	-	121	149	-	123	150	-
Stage 1	-	-	-	-	-	-	436	442	-	462	449	-
Stage 2	-	-	-	-	-	-	414	445	-	408	443	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	1.1	35	19.5
HCM LOS			E	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	183	1076	-	-	969	-	-	280
HCM Lane V/C Ratio	0.352	0.024	-	-	0.068	-	-	0.111
HCM Control Delay (s)	35	8.4	0	-	9	-	-	19.5
HCM Lane LOS	E	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	1.5	0.1	-	-	0.2	-	-	0.4

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	4	7	203	197	9
Future Vol, veh/h	5	4	7	203	197	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, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	3	3	2	2
Mvmt Flow	6	4	8	226	219	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	466	224	229	0	-	0
Stage 1	224	-	-	-	-	-
Stage 2	242	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.13	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.227	-	-	-
Pot Cap-1 Maneuver	555	815	1333	-	-	-
Stage 1	813	-	-	-	-	-
Stage 2	798	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	551	815	1333	-	-	-
Mov Cap-2 Maneuver	551	-	-	-	-	-
Stage 1	807	-	-	-	-	-
Stage 2	798	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.7	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1333	-	644	-	-
HCM Lane V/C Ratio	0.006	-	0.016	-	-
HCM Control Delay (s)	7.7	0	10.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	8.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	66	25	114	79	4	17	4	70	4	4	4
Future Vol, veh/h	4	66	25	114	79	4	17	4	70	4	4	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	4	4	4	3	3	3	2	2	2	2	2	2
Mvmt Flow	4	73	28	127	88	4	19	4	78	4	4	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	141	134	6	146	97	43	8	0	0	82	0	0
Stage 1	14	14	-	81	81	-	-	-	-	-	-	-
Stage 2	127	120	-	65	16	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.54	6.24	7.13	6.53	6.23	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.14	5.54	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.54	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	3.336	3.527	4.027	3.327	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	824	753	1071	820	791	1025	1612	-	-	1515	-	-
Stage 1	1001	880	-	925	826	-	-	-	-	-	-	-
Stage 2	872	793	-	943	880	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	742	742	1071	730	779	1025	1612	-	-	1515	-	-
Mov Cap-2 Maneuver	742	742	-	730	779	-	-	-	-	-	-	-
Stage 1	989	877	-	914	816	-	-	-	-	-	-	-
Stage 2	766	783	-	839	877	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.1	11.7	1.4	2.5
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1612	-	-	807	753	1515	-	-
HCM Lane V/C Ratio	0.012	-	-	0.131	0.291	0.003	-	-
HCM Control Delay (s)	7.3	0	-	10.1	11.7	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	1.2	0	-	-

Intersection	
Intersection Delay, s/veh	3.1
Intersection LOS	A

Approach	EB	WB	NB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	28	89	50
Demand Flow Rate, veh/h	29	91	52
Vehicles Circulating, veh/h	51	4	22
Vehicles Exiting, veh/h	44	70	58
Ped Vol Crossing Leg, #/h	1	2	15
Ped Cap Adj	1.000	1.000	0.998
Approach Delay, s/veh	3.0	3.2	3.1
Approach LOS	A	A	A

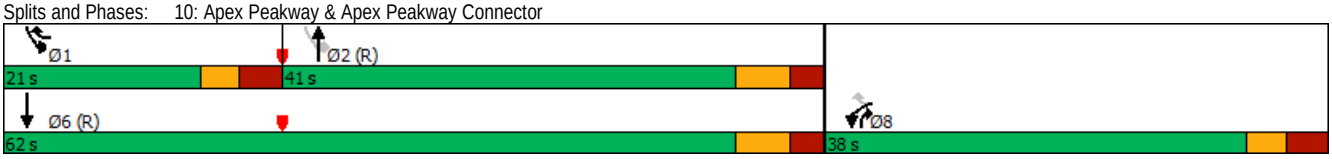
Lane	Left	Left	Left
Designated Moves	TR	LT	LR
Assumed Moves	TR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	29	91	52
Cap Entry Lane, veh/h	1310	1374	1349
Entry HV Adj Factor	0.964	0.980	0.962
Flow Entry, veh/h	28	89	50
Cap Entry, veh/h	1262	1347	1295
V/C Ratio	0.022	0.066	0.039
Control Delay, s/veh	3.0	3.2	3.1
LOS	A	A	A
95th %tile Queue, veh	0	0	0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	211	251	415	171	313	659
Future Volume (vph)	211	251	415	171	313	659
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	4%		-3%			7%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				100	
Satd. Flow (prot)	1734	1552	1891	1607	1708	3415
Flt Permitted	0.950				0.370	
Satd. Flow (perm)	1734	1552	1891	1607	665	3415
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		204		190		
Link Speed (mph)	25		35			35
Link Distance (ft)	608		931			196
Travel Time (s)	16.6		18.1			3.8
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	234	279	461	190	348	732
Turn Type	Prot	pm+ov	NA	pm+ov	D.P+P	NA
Protected Phases	8	1	2	8	1	6
Permitted Phases		8		2	2	
Detector Phase	8	1	2	8	1	6
Switch Phase						
Minimum Initial (s)	7.0	7.0	10.0	7.0	7.0	10.0
Minimum Split (s)	38.0	15.0	40.0	38.0	15.0	18.0
Total Split (s)	38.0	21.0	41.0	38.0	21.0	62.0
Total Split (%)	38.0%	21.0%	41.0%	38.0%	21.0%	62.0%
Maximum Green (s)	31.7	14.8	34.2	31.7	14.8	55.2
Yellow Time (s)	3.0	3.0	4.1	3.0	3.0	4.1
All-Red Time (s)	3.3	3.2	2.7	3.3	3.2	2.7
Lost Time Adjust (s)	-1.3	-1.2	-1.8	-1.3	-1.2	-1.8
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Vehicle Extension (s)	2.0	2.0	6.0	2.0	2.0	6.0
Minimum Gap (s)	2.0	2.0	3.0	2.0	2.0	3.0
Time Before Reduce (s)	0.0	0.0	15.0	0.0	0.0	15.0
Time To Reduce (s)	0.0	0.0	30.0	0.0	0.0	30.0
Recall Mode	None	None	C-Max	None	None	C-Max
Walk Time (s)	7.0		7.0	7.0		
Flash Dont Walk (s)	23.0		25.0	23.0		
Pedestrian Calls (#/hr)	0		0	0		
Act Effct Green (s)	19.3	40.7	49.3	73.6	65.7	70.7
Actuated g/C Ratio	0.19	0.41	0.49	0.74	0.66	0.71
v/c Ratio	0.70	0.37	0.49	0.15	0.57	0.30
Control Delay	37.0	2.5	15.8	1.8	10.5	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.0	2.5	15.8	1.8	10.5	6.4
LOS	D	A	B	A	B	A
Approach Delay	18.2		11.7			7.7
Approach LOS	B		B			A
Queue Length 50th (ft)	87	0	192	5	71	79
Queue Length 95th (ft)	123	18	367	41	139	134
Internal Link Dist (ft)	528		851			116
Turn Bay Length (ft)						
Base Capacity (vph)	572	776	932	1424	637	2415

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.36	0.49	0.13	0.55	0.30

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 25 (25%), Referenced to phase 2:NBSB and 6:SBT, Start of Green			
Natural Cycle: 95			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 11.3		Intersection LOS: B	
Intersection Capacity Utilization 63.4%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 10: Apex Peakway & Apex Peakway Connector



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1
Lane Configurations							
Traffic Volume (vph)	154	464	587	199	194	289	
Future Volume (vph)	154	464	587	199	194	289	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	
Grade (%)		0%	-2%		-4%		
Storage Length (ft)	500			150	0	0	
Storage Lanes	2			1	1	1	
Taper Length (ft)	100				25		
Satd. Flow (prot)	3433	1863	1881	1599	1805	1615	
Flt Permitted	0.950				0.950		
Satd. Flow (perm)	3433	1863	1881	1599	1805	1615	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)				113		321	
Link Speed (mph)		45	45		25		
Link Distance (ft)		948	838		608		
Travel Time (s)		14.4	12.7		16.6		
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)		0%	0%		0%		
Shared Lane Traffic (%)							
Lane Group Flow (vph)	171	516	652	221	216	321	
Turn Type	Prot	NA	NA	pm+ov	Prot	Free	
Protected Phases	5	2	6	4	4		1
Permitted Phases				6		Free	
Detector Phase	5	2	6	4	4		
Switch Phase							
Minimum Initial (s)	7.0	12.0	12.0	7.0	7.0		7.0
Minimum Split (s)	15.0	19.0	30.0	14.0	14.0		17.0
Total Split (s)	15.0	57.0	59.0	26.0	26.0		17.0
Total Split (%)	15.0%	57.0%	59.0%	26.0%	26.0%		17%
Maximum Green (s)	8.8	51.1	53.0	20.2	20.2		10.8
Yellow Time (s)	3.0	4.5	4.7	3.0	3.0		3.0
All-Red Time (s)	3.2	1.4	1.3	2.8	2.8		3.2
Lost Time Adjust (s)	-1.2	-0.9	-1.0	-0.8	-0.8		
Total Lost Time (s)	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	2.0	2.0		2.0
Minimum Gap (s)	2.0	3.0	3.0	2.0	2.0		2.0
Time Before Reduce (s)	0.0	15.0	15.0	0.0	0.0		0.0
Time To Reduce (s)	0.0	30.0	30.0	0.0	0.0		0.0
Recall Mode	None	C-Max	C-Max	None	None		None
Walk Time (s)			7.0				4.0
Flash Dont Walk (s)			15.0				5.0
Pedestrian Calls (#/hr)			0				0
Act Effct Green (s)	9.9	73.4	58.5	80.1	16.6	100.0	
Actuated g/C Ratio	0.10	0.73	0.58	0.80	0.17	1.00	
v/c Ratio	0.50	0.38	0.59	0.17	0.72	0.20	
Control Delay	48.0	6.3	17.0	1.4	45.2	0.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	48.0	6.3	17.0	1.4	45.2	0.3	
LOS	D	A	B	A	D	A	
Approach Delay		16.7	13.1		18.4		
Approach LOS		B	B		B		
Queue Length 50th (ft)	53	104	253	12	129	0	
Queue Length 95th (ft)	88	180	399	25	174	0	
Internal Link Dist (ft)		868	758		528		
Turn Bay Length (ft)	500			150			
Base Capacity (vph)	357	1367	1099	1367	379	1615	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.48	0.38	0.59	0.16	0.57	0.20	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 72 (72%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 15.6		Intersection LOS: B	
Intersection Capacity Utilization 60.0%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 11: S Salem Street & Apex Peakway Connector



Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	6	125	4	499	4	118	685
Future Volume (vph)	6	125	4	499	4	118	685
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)	4%			6%			-7%
Storage Length (ft)	0	0	75		0	150	
Storage Lanes	1	0	1		0	1	
Taper Length (ft)	25		100			100	
Satd. Flow (prot)	1587	0	1717	1805	0	1832	3663
Flt Permitted	0.998		0.361			0.387	
Satd. Flow (perm)	1587	0	652	1805	0	746	3663
Right Turn on Red		Yes			Yes		
Satd. Flow (RTOR)	139						
Link Speed (mph)	35			35			35
Link Distance (ft)	975			401			931
Travel Time (s)	19.0			7.8			18.1
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%			0%
Shared Lane Traffic (%)							
Lane Group Flow (vph)	146	0	4	558	0	131	761
Turn Type	Prot		D.Pm	NA		D.P+P	NA
Protected Phases	8			2		1	6
Permitted Phases			6			2	
Detector Phase	8		6	2		1	6
Switch Phase							
Minimum Initial (s)	7.0		10.0	10.0		7.0	10.0
Minimum Split (s)	34.0		18.0	31.0		14.0	18.0
Total Split (s)	34.0		66.0	52.0		14.0	66.0
Total Split (%)	34.0%		66.0%	52.0%		14.0%	66.0%
Maximum Green (s)	27.9		59.3	45.3		8.4	59.3
Yellow Time (s)	3.0		4.4	4.4		3.0	4.4
All-Red Time (s)	3.1		2.3	2.3		2.6	2.3
Lost Time Adjust (s)	-1.1		-1.7	-1.7		-0.6	-1.7
Total Lost Time (s)	5.0		5.0	5.0		5.0	5.0
Lead/Lag				Lead		Lag	
Lead-Lag Optimize?				Yes		Yes	
Vehicle Extension (s)	2.0		6.0	6.0		2.0	6.0
Minimum Gap (s)	2.0		3.0	3.0		2.0	3.0
Time Before Reduce (s)	0.0		15.0	15.0		0.0	15.0
Time To Reduce (s)	0.0		30.0	30.0		0.0	30.0
Recall Mode	None		C-Max	C-Max		None	C-Max
Walk Time (s)	7.0			7.0			
Flash Dont Walk (s)	19.0			16.0			
Pedestrian Calls (#/hr)	0			0			
Act Effct Green (s)	9.1		80.9	66.9		75.9	80.9
Actuated g/C Ratio	0.09		0.81	0.67		0.76	0.81
v/c Ratio	0.54		0.01	0.46		0.20	0.26
Control Delay	16.3		2.2	9.7		2.4	1.8
Queue Delay	0.0		0.0	0.0		0.0	0.0
Total Delay	16.3		2.2	9.7		2.4	1.8
LOS	B		A	A		A	A
Approach Delay	16.3			9.6			1.9
Approach LOS	B			A			A
Queue Length 50th (ft)	4		0	146		8	23
Queue Length 95th (ft)	60		3	248		16	43
Internal Link Dist (ft)	895			321			851
Turn Bay Length (ft)			75			150	
Base Capacity (vph)	558		527	1208		664	2964

Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Starvation Cap Reductn	0		0	0		0	0
Spillback Cap Reductn	0		0	0		0	0
Storage Cap Reductn	0		0	0		0	0
Reduced v/c Ratio	0.26		0.01	0.46		0.20	0.26

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 7 (7%), Referenced to phase 2:NBSB and 6:NBSB, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.54			
Intersection Signal Delay: 5.9		Intersection LOS: A	
Intersection Capacity Utilization 53.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 12: Apex Peakway Connector/Apex Peakway & James Street



Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	8	10	142	230	10
Future Vol, veh/h	8	8	10	142	230	10
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	9	9	11	158	256	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	442	262	267	0	-	0
Stage 1	262	-	-	-	-	-
Stage 2	180	-	-	-	-	-
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	573	777	1297	-	-	-
Stage 1	782	-	-	-	-	-
Stage 2	851	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	568	777	1297	-	-	-
Mov Cap-2 Maneuver	568	-	-	-	-	-
Stage 1	775	-	-	-	-	-
Stage 2	851	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.6	0.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1297	-	656	-	-
HCM Lane V/C Ratio	0.009	-	0.027	-	-
HCM Control Delay (s)	7.8	0	10.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	5	0	0	26	0	241	27	0	336	10
Future Vol, veh/h	0	0	5	0	0	26	0	241	27	0	336	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	6	0	0	29	0	268	30	0	373	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	379	-	-	283	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.22	-	-	6.22	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.318	-	-	3.318	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	668	0	0	756	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	668	-	-	756	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.4	10	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	-	-	668	756	-	-
HCM Lane V/C Ratio	-	-	0.008	0.038	-	-
HCM Control Delay (s)	-	-	10.4	10	-	-
HCM Lane LOS	-	-	B	B	-	-
HCM 95th %tile Q(veh)	-	-	0	0.1	-	-

Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	26	4	13	39	4	92	7	150	34	141	167	33
Future Vol, veh/h	26	4	13	39	4	92	7	150	34	141	167	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	29	4	14	43	4	102	8	167	38	157	186	37

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	774	740	205	730	739	186	223	0	0	205	0	0
Stage 1	519	519	-	202	202	-	-	-	-	-	-	-
Stage 2	255	221	-	528	537	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	316	345	836	338	345	856	1346	-	-	1366	-	-
Stage 1	540	533	-	800	734	-	-	-	-	-	-	-
Stage 2	749	720	-	534	523	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	246	297	836	294	297	856	1346	-	-	1366	-	-
Mov Cap-2 Maneuver	246	297	-	294	297	-	-	-	-	-	-	-
Stage 1	536	463	-	794	729	-	-	-	-	-	-	-
Stage 2	651	715	-	451	454	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.3	14.4	0.3	3.3
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1346	-	-	319	532	1366	-	-
HCM Lane V/C Ratio	0.006	-	-	0.15	0.282	0.115	-	-
HCM Control Delay (s)	7.7	0	-	18.3	14.4	8	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5	1.1	0.4	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	8	0	0	14	0	177	17	0	203	16
Future Vol, veh/h	0	0	8	0	0	14	0	177	17	0	203	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	9	0	0	16	0	197	19	0	226	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	235	-	-	207	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.22	-	-	6.22	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.318	-	-	3.318	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	804	0	0	833	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	804	-	-	833	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.5	9.4	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	-	-	804	833	-	-
HCM Lane V/C Ratio	-	-	0.011	0.019	-	-
HCM Control Delay (s)	-	-	9.5	9.4	-	-
HCM Lane LOS	-	-	A	A	-	-
HCM 95th %tile Q(veh)	-	-	0	0.1	-	-

Appendix J:
Synchro Output:
Build Out (2027) with Improvements

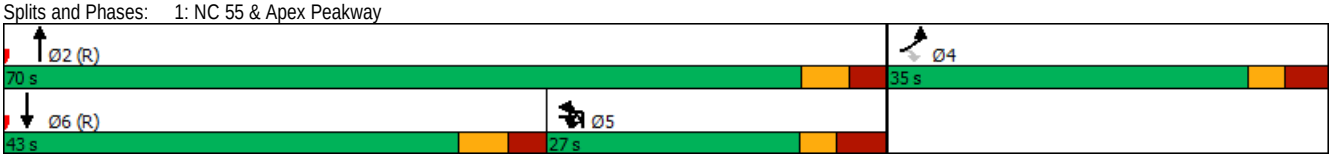
Lane Group	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	66	537	7	736	866	794	71
Future Volume (vph)	66	537	7	736	866	794	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)	-1%				1%	-1%	
Storage Length (ft)	0	225		0			0
Storage Lanes	1	1		2			0
Taper Length (ft)	25			25			
Satd. Flow (prot)	1711	2695	0	3318	1800	4854	0
Flt Permitted	0.950			0.950			
Satd. Flow (perm)	1711	2695	0	3317	1800	4854	0
Right Turn on Red		No					No
Satd. Flow (RTOR)							
Link Speed (mph)	35				35	35	
Link Distance (ft)	1046				702	488	
Travel Time (s)	20.4				13.7	9.5	
Confl. Peds. (#/hr)				1			1
Confl. Bikes (#/hr)							
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	6%	5%	5%	5%	6%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)	0%				0%	0%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	73	597	0	826	962	961	0
Turn Type	Prot	pm+ov	Prot	Prot	NA	NA	
Protected Phases	4	5!	5!	5	2	6	
Permitted Phases		4					
Detector Phase	4	5	5	5	2	6	
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	7.0	10.0	10.0	
Minimum Split (s)	35.0	14.0	14.0	14.0	18.0	43.0	
Total Split (s)	35.0	27.0	27.0	27.0	70.0	43.0	
Total Split (%)	33.3%	25.7%	25.7%	25.7%	66.7%	41.0%	
Maximum Green (s)	28.5	20.0	20.0	20.0	63.1	36.0	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.8	3.9	
All-Red Time (s)	3.5	4.0	4.0	4.0	3.1	3.1	
Lost Time Adjust (s)	-1.5	-2.0		-2.0	-1.9	-2.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	
Lead/Lag		Lag	Lag	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes	Yes		Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	3.0	3.0	
Minimum Gap (s)	2.0	2.0	2.0	2.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	None	None	None	C-Max	C-Max	
Walk Time (s)	7.0					7.0	
Flash Dont Walk (s)	20.0					29.0	
Pedestrian Calls (#/hr)	0					0	
Act Effct Green (s)	10.8	35.1		22.0	87.9	59.9	
Actuated g/C Ratio	0.10	0.33		0.21	0.84	0.57	
v/c Ratio	0.41	0.66		1.19	0.64	0.35	
Control Delay	50.8	33.1		136.4	6.8	13.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0	
Total Delay	50.8	33.1		136.4	6.8	13.4	
LOS	D	C		F	A	B	
Approach Delay	35.0				66.7	13.4	
Approach LOS	C				E	B	
Queue Length 50th (ft)	47	186		~345	207	126	
Queue Length 95th (ft)	90	236		#467	391	170	
Internal Link Dist (ft)	966				622	408	
Turn Bay Length (ft)		225					
Base Capacity (vph)	488	900		695	1506	2768	

Lane Group	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Starvation Cap Reductn	0	0		0	0	0	
Spillback Cap Reductn	0	0		0	0	0	
Storage Cap Reductn	0	0		0	0	0	
Reduced v/c Ratio	0.15	0.66		1.19	0.64	0.35	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.19			
Intersection Signal Delay: 45.5		Intersection LOS: D	
Intersection Capacity Utilization 82.5%		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.
! Phase conflict between lane groups.

Splits and Phases: 1: NC 55 & Apex Peakway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	26	41	25	5	4	47	547	95	54	635	44
Future Volume (vph)	5	26	41	25	5	4	47	547	95	54	635	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		-3%			2%			4%			2%	
Storage Length (ft)	0		0	0		0	125		0	250		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			100			100		
Satd. Flow (prot)	0	1738	0	0	1753	0	1717	3359	0	1702	3370	0
Flt Permitted		0.972			0.761		0.356			0.350		
Satd. Flow (perm)	0	1696	0	0	1384	0	644	3359	0	627	3370	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		820			683			920			1046	
Travel Time (s)		16.0			13.3			17.9			20.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	3%	3%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	81	0	0	38	0	52	714	0	60	755	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	10.0		7.0	10.0	
Minimum Split (s)	33.0	33.0		33.0	33.0		14.0	22.0		14.0	21.0	
Total Split (s)	28.0	28.0		28.0	28.0		19.0	43.0		19.0	43.0	
Total Split (%)	31.1%	31.1%		31.1%	31.1%		21.1%	47.8%		21.1%	47.8%	
Maximum Green (s)	21.4	21.4		21.8	21.8		13.4	37.4		13.1	37.1	
Yellow Time (s)	4.1	4.1		3.7	3.7		3.0	3.6		3.0	3.7	
All-Red Time (s)	2.5	2.5		2.5	2.5		2.6	2.0		2.9	2.2	
Lost Time Adjust (s)		-1.6			-1.2		-0.6	-0.6		-0.9	-0.9	
Total Lost Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	3.0		2.0	3.0	
Minimum Gap (s)	2.0	2.0		2.0	2.0		2.0	3.0		2.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	18.0	18.0		18.0	18.0			8.0			7.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)		10.7			10.6		67.8	62.7		69.2	65.5	
Actuated g/C Ratio		0.12			0.12		0.75	0.70		0.77	0.73	
v/c Ratio		0.41			0.23		0.09	0.30		0.10	0.31	
Control Delay		42.2			38.6		3.4	7.8		3.4	7.0	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		42.2			38.6		3.4	7.8		3.4	7.0	
LOS		D			D		A	A		A	A	
Approach Delay		42.2			38.6			7.5			6.7	
Approach LOS		D			D			A			A	
Queue Length 50th (ft)		44			20		5	90		6	95	
Queue Length 95th (ft)		85			48		15	137		17	145	
Internal Link Dist (ft)		740			603			840			966	
Turn Bay Length (ft)							125			250		
Base Capacity (vph)		433			353		682	2341		669	2452	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.19			0.11		0.08	0.30		0.09	0.31	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 11 (12%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.41			
Intersection Signal Delay: 9.5		Intersection LOS: A	
Intersection Capacity Utilization 45.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: Apex Peakway & S Hughes Street



Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	53	592	9	15	593	6	7	5	12	5	8	37
Future Vol, veh/h	53	592	9	15	593	6	7	5	12	5	8	37
Conflicting Peds, #/hr	0	0	5	5	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	4	4	4	9	9	9	33	33	33	7	7	7
Mvmt Flow	59	658	10	17	659	7	8	6	13	6	9	41

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	666	0	0	673	0	0	1508	1486	668	1488	1488	663
Stage 1	-	-	-	-	-	-	786	786	-	697	697	-
Stage 2	-	-	-	-	-	-	722	700	-	791	791	-
Critical Hdwy	4.14	-	-	4.19	-	-	7.43	6.83	6.53	7.17	6.57	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	6.43	5.83	-	6.17	5.57	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.43	5.83	-	6.17	5.57	-
Follow-up Hdwy	2.236	-	-	2.281	-	-	3.797	4.297	3.597	3.563	4.063	3.363
Pot Cap-1 Maneuver	914	-	-	886	-	-	84	107	408	100	121	453
Stage 1	-	-	-	-	-	-	343	362	-	424	435	-
Stage 2	-	-	-	-	-	-	373	398	-	376	394	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	914	-	-	882	-	-	64	93	406	83	105	453
Mov Cap-2 Maneuver	-	-	-	-	-	-	64	93	-	83	105	-
Stage 1	-	-	-	-	-	-	306	323	-	380	422	-
Stage 2	-	-	-	-	-	-	322	386	-	321	352	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.2	41.4	25.7
HCM LOS			E	D

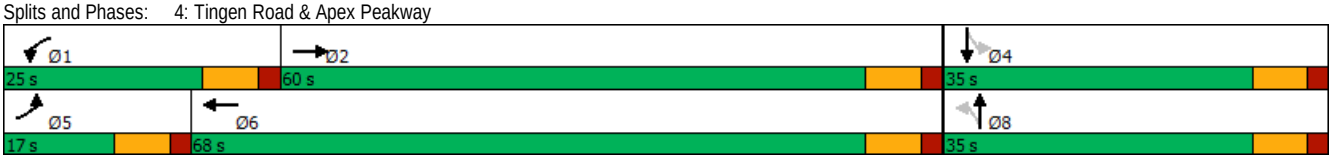
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	125	914	-	-	882	-	-	229
HCM Lane V/C Ratio	0.213	0.064	-	-	0.019	-	-	0.243
HCM Control Delay (s)	41.4	9.2	0	-	9.2	0	-	25.7
HCM Lane LOS	E	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	0.8	0.2	-	-	0.1	-	-	0.9

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	59	328	41	118	460	58	92	55	212	88	52	28
Future Volume (vph)	59	328	41	118	460	58	92	55	212	88	52	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	175		0	150		0	100		0	175		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Satd. Flow (prot)	1752	1813	0	1671	1729	0	1770	1641	0	1752	1749	0
Flt Permitted	0.950			0.950			0.699			0.373		
Satd. Flow (perm)	1752	1813	0	1671	1729	0	1302	1641	0	688	1749	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			8			155			21	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		746			2148			552			479	
Travel Time (s)		14.5			41.8			10.8			9.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	8%	8%	8%	2%	2%	2%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	66	410	0	131	575	0	102	297	0	98	89	0
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	7.0	10.0		7.0	10.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	14.0	25.0		14.0	25.0		25.0	25.0		25.0	25.0	
Total Split (s)	17.0	60.0		25.0	68.0		35.0	35.0		35.0	35.0	
Total Split (%)	14.2%	50.0%		20.8%	56.7%		29.2%	29.2%		29.2%	29.2%	
Maximum Green (s)	10.0	53.0		18.0	61.0		28.0	28.0		28.0	28.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0		-2.0	-2.0		-2.0	-2.0		-2.0	-2.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	Min		None	Min		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	11.2	31.2		14.4	39.2		20.9	20.9		20.9	20.9	
Actuated g/C Ratio	0.14	0.38		0.17	0.47		0.25	0.25		0.25	0.25	
v/c Ratio	0.28	0.60		0.45	0.70		0.31	0.56		0.57	0.20	
Control Delay	43.4	25.2		41.4	24.9		31.6	19.1		45.3	23.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	43.4	25.2		41.4	24.9		31.6	19.1		45.3	23.4	
LOS	D	C		D	C		C	B		D	C	
Approach Delay		27.8			27.9			22.3			34.9	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	32	163		63	245		44	61		45	28	
Queue Length 95th (ft)	90	310		147	430		108	173		121	79	
Internal Link Dist (ft)		666			2068			472			399	
Turn Bay Length (ft)	175			150			100			175		
Base Capacity (vph)	276	1270		438	1336		512	740		270	701	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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	0.24	0.32		0.30	0.43		0.20	0.40		0.36	0.13	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 82.8			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 27.3		Intersection LOS: C	
Intersection Capacity Utilization 72.0%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 4: Tingen Road & Apex Peakway



Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	400	6	23	555	4	33	4	21	7	4	26
Future Vol, veh/h	12	400	6	23	555	4	33	4	21	7	4	26
Conflicting Peds, #/hr	0	0	9	9	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	200	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	3	3	3	2	2	2	2	2	2
Mvmt Flow	13	444	7	26	617	4	37	4	23	8	4	29

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	621	0	0	460	0	0	1171	1156	457	1156	1155	617
Stage 1	-	-	-	-	-	-	483	483	-	669	669	-
Stage 2	-	-	-	-	-	-	688	673	-	487	486	-
Critical Hdwy	4.15	-	-	4.13	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.245	-	-	2.227	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	945	-	-	1096	-	-	170	197	604	174	197	490
Stage 1	-	-	-	-	-	-	565	553	-	447	456	-
Stage 2	-	-	-	-	-	-	436	454	-	562	551	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	945	-	-	1087	-	-	151	188	599	160	188	490
Mov Cap-2 Maneuver	-	-	-	-	-	-	151	188	-	160	188	-
Stage 1	-	-	-	-	-	-	553	540	-	441	445	-
Stage 2	-	-	-	-	-	-	396	443	-	528	538	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.3	29.4	18.2
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	211	945	-	-	1087	-	-	313
HCM Lane V/C Ratio	0.305	0.014	-	-	0.024	-	-	0.131
HCM Control Delay (s)	29.4	8.9	-	-	8.4	-	-	18.2
HCM Lane LOS	D	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	1.2	0	-	-	0.1	-	-	0.4

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	4	4	180	183	4
Future Vol, veh/h	7	4	4	180	183	4
Conflicting Peds, #/hr	0	0	2	0	0	2
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	3	3	7	7
Mvmt Flow	8	4	4	200	203	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	415	207	209	0	-	0
Stage 1	207	-	-	-	-	-
Stage 2	208	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.13	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.227	-	-	-
Pot Cap-1 Maneuver	594	833	1356	-	-	-
Stage 1	828	-	-	-	-	-
Stage 2	827	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	590	831	1353	-	-	-
Mov Cap-2 Maneuver	590	-	-	-	-	-
Stage 1	824	-	-	-	-	-
Stage 2	825	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.6	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1353	-	660	-	-
HCM Lane V/C Ratio	0.003	-	0.019	-	-
HCM Control Delay (s)	7.7	0	10.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	7.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	79	17	67	66	4	25	4	115	4	4	4
Future Vol, veh/h	4	79	17	67	66	4	25	4	115	4	4	4
Conflicting Peds, #/hr	0	0	12	12	0	0	0	0	3	3	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	3	3	3	2	2	2	2	2	2
Mvmt Flow	4	88	19	74	73	4	28	4	128	4	4	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	177	205	18	207	143	71	8	0	0	135	0	0
Stage 1	14	14	-	127	127	-	-	-	-	-	-	-
Stage 2	163	191	-	80	16	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.13	6.53	6.23	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.527	4.027	3.327	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	785	691	1061	748	746	989	1612	-	-	1449	-	-
Stage 1	1006	884	-	874	789	-	-	-	-	-	-	-
Stage 2	839	742	-	926	880	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	709	674	1049	641	727	986	1612	-	-	1445	-	-
Mov Cap-2 Maneuver	709	674	-	641	727	-	-	-	-	-	-	-
Stage 1	987	881	-	855	772	-	-	-	-	-	-	-
Stage 2	742	726	-	807	877	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.9	11.7	1.3	2.5
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1612	-	-	719	687	1445	-	-
HCM Lane V/C Ratio	0.017	-	-	0.155	0.222	0.003	-	-
HCM Control Delay (s)	7.3	0	-	10.9	11.7	7.5	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0.8	0	-	-

Intersection	
Intersection Delay, s/veh	3.1
Intersection LOS	A

Approach	EB	WB	NB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	63	76	57
Demand Flow Rate, veh/h	64	78	58
Vehicles Circulating, veh/h	41	4	57
Vehicles Exiting, veh/h	41	111	48
Ped Vol Crossing Leg, #/h	0	3	18
Ped Cap Adj	1.000	1.000	0.998
Approach Delay, s/veh	3.2	3.1	3.2
Approach LOS	A	A	A

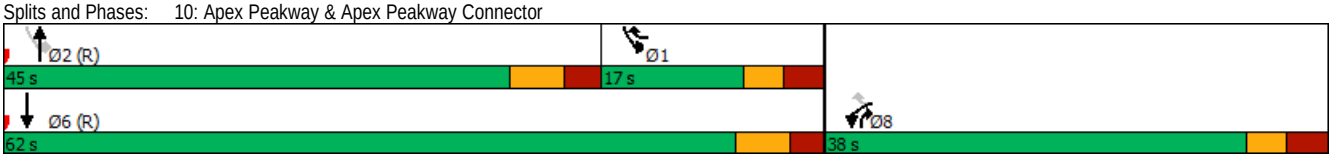
Lane	Left	Left	Left
Designated Moves	TR	LT	LR
Assumed Moves	TR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	64	78	58
Cap Entry Lane, veh/h	1323	1374	1302
Entry HV Adj Factor	0.983	0.978	0.983
Flow Entry, veh/h	63	76	57
Cap Entry, veh/h	1300	1343	1276
V/C Ratio	0.048	0.057	0.045
Control Delay, s/veh	3.2	3.1	3.2
LOS	A	A	A
95th %tile Queue, veh	0	0	0

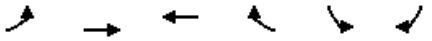
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	161	313	663	215	251	405
Future Volume (vph)	161	313	663	215	251	405
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	4%		-3%			7%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				100	
Satd. Flow (prot)	1734	1552	1891	1607	1708	3415
Flt Permitted	0.950				0.215	
Satd. Flow (perm)	1734	1552	1891	1607	386	3415
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		95		192		
Link Speed (mph)	25		35			35
Link Distance (ft)	608		931			196
Travel Time (s)	16.6		18.1			3.8
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	179	348	737	239	279	450
Turn Type	Prot	pm+ov	NA	pm+ov	D.P+P	NA
Protected Phases	8	1	2	8	1	6
Permitted Phases		8		2	2	
Detector Phase	8	1	2	8	1	6
Switch Phase						
Minimum Initial (s)	7.0	7.0	10.0	7.0	7.0	10.0
Minimum Split (s)	38.0	15.0	40.0	38.0	15.0	18.0
Total Split (s)	38.0	17.0	45.0	38.0	17.0	62.0
Total Split (%)	38.0%	17.0%	45.0%	38.0%	17.0%	62.0%
Maximum Green (s)	31.7	10.8	38.2	31.7	10.8	55.2
Yellow Time (s)	3.0	3.0	4.1	3.0	3.0	4.1
All-Red Time (s)	3.3	3.2	2.7	3.3	3.2	2.7
Lost Time Adjust (s)	-1.3	-1.2	-1.8	-1.3	-1.2	-1.8
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag		Lag	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes		Yes	
Vehicle Extension (s)	2.0	2.0	6.0	2.0	2.0	6.0
Minimum Gap (s)	2.0	2.0	3.0	2.0	2.0	3.0
Time Before Reduce (s)	0.0	0.0	15.0	0.0	0.0	15.0
Time To Reduce (s)	0.0	0.0	30.0	0.0	0.0	30.0
Recall Mode	None	None	C-Max	None	None	C-Max
Walk Time (s)	7.0		7.0	7.0		
Flash Dont Walk (s)	23.0		25.0	23.0		
Pedestrian Calls (#/hr)	0		0	0		
Act Effct Green (s)	16.1	33.1	56.9	78.0	68.9	73.9
Actuated g/C Ratio	0.16	0.33	0.57	0.78	0.69	0.74
v/c Ratio	0.64	0.60	0.69	0.18	0.66	0.18
Control Delay	36.2	12.0	12.5	0.7	24.1	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.2	12.0	12.5	0.7	24.1	4.6
LOS	D	B	B	A	C	A
Approach Delay	20.3		9.7			12.0
Approach LOS	C		A			B
Queue Length 50th (ft)	110	47	115	3	47	37
Queue Length 95th (ft)	168	77	322	11	119	68
Internal Link Dist (ft)	528		851			116
Turn Bay Length (ft)						
Base Capacity (vph)	572	577	1075	1295	424	2523

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.60	0.69	0.18	0.66	0.18

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 12 (12%), Referenced to phase 2:NBSB and 6:SBT, Start of Green			
Natural Cycle: 95			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay: 12.9		Intersection LOS: B	
Intersection Capacity Utilization 70.2%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 10: Apex Peakway & Apex Peakway Connector





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1
Lane Configurations							
Traffic Volume (vph)	206	581	457	191	201	264	
Future Volume (vph)	206	581	457	191	201	264	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	
Grade (%)		0%	-2%		-4%		
Storage Length (ft)	500			150	0	0	
Storage Lanes	2			1	1	1	
Taper Length (ft)	100				25		
Satd. Flow (prot)	3433	1863	1881	1599	1805	1615	
Flt Permitted	0.950				0.950		
Satd. Flow (perm)	3433	1863	1881	1599	1805	1615	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)				67		293	
Link Speed (mph)		30	30		30		
Link Distance (ft)		948	838		608		
Travel Time (s)		21.5	19.0		13.8		
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)		0%	0%		0%		
Shared Lane Traffic (%)							
Lane Group Flow (vph)	229	646	508	212	223	293	
Turn Type	Prot	NA	NA	pm+ov	Prot	Free	
Protected Phases	5	2	6	4	4		1
Permitted Phases				6		Free	
Detector Phase	5	2	6	4	4		
Switch Phase							
Minimum Initial (s)	7.0	12.0	12.0	7.0	7.0		7.0
Minimum Split (s)	15.0	19.0	30.0	14.0	14.0		17.0
Total Split (s)	16.0	57.0	58.0	26.0	26.0		17.0
Total Split (%)	16.0%	57.0%	58.0%	26.0%	26.0%		17%
Maximum Green (s)	9.8	51.1	52.0	20.2	20.2		10.8
Yellow Time (s)	3.0	4.5	4.7	3.0	3.0		3.0
All-Red Time (s)	3.2	1.4	1.3	2.8	2.8		3.2
Lost Time Adjust (s)	-1.2	-0.9	-1.0	-0.8	-0.8		
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		
Lead/Lag	Lag	Lag	Lead				Lead
Lead-Lag Optimize?	Yes	Yes	Yes				Yes
Vehicle Extension (s)	2.0	6.0	6.0	2.0	2.0		2.0
Minimum Gap (s)	2.0	3.0	3.0	2.0	2.0		2.0
Time Before Reduce (s)	0.0	15.0	15.0	0.0	0.0		0.0
Time To Reduce (s)	0.0	30.0	30.0	0.0	0.0		0.0
Recall Mode	None	C-Max	C-Max	None	None		None
Walk Time (s)			7.0				4.0
Flash Dont Walk (s)			15.0				5.0
Pedestrian Calls (#/hr)			0				0
Act Effct Green (s)	11.0	73.1	57.1	79.0	16.9	100.0	
Actuated g/C Ratio	0.11	0.73	0.57	0.79	0.17	1.00	
v/c Ratio	0.61	0.47	0.47	0.17	0.73	0.18	
Control Delay	49.9	7.5	15.2	2.0	42.6	0.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	49.9	7.5	15.2	2.0	42.6	0.2	
LOS	D	A	B	A	D	A	
Approach Delay		18.6	11.3		18.5		
Approach LOS		B	B		B		
Queue Length 50th (ft)	72	147	181	17	131	0	
Queue Length 95th (ft)	111	247	288	31	170	0	
Internal Link Dist (ft)		868	758		528		
Turn Bay Length (ft)	500			150			
Base Capacity (vph)	377	1362	1073	1260	379	1615	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.61	0.47	0.47	0.17	0.59	0.18	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 8 (8%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 16.1		Intersection LOS: B	
Intersection Capacity Utilization 53.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 11: S Salem Street & Apex Peakway Connector



Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	4	118	4	697	6	123	475
Future Volume (vph)	4	118	4	697	6	123	475
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)	4%			6%			-7%
Storage Length (ft)	0	0	75		0	150	
Storage Lanes	1	0	1		0	1	
Taper Length (ft)	25		100			100	
Satd. Flow (prot)	1585	0	1717	1805	0	1832	3663
Flt Permitted	0.999		0.456			0.257	
Satd. Flow (perm)	1585	0	824	1805	0	495	3663
Right Turn on Red		Yes			Yes		
Satd. Flow (RTOR)	131			1			
Link Speed (mph)	35			35			30
Link Distance (ft)	975			401			931
Travel Time (s)	19.0			7.8			21.2
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%			0%
Shared Lane Traffic (%)							
Lane Group Flow (vph)	135	0	4	781	0	137	528
Turn Type	Prot		D.Pm	NA		D.P+P	NA
Protected Phases	8			2		1	6
Permitted Phases			6			2	
Detector Phase	8		6	2		1	6
Switch Phase							
Minimum Initial (s)	7.0		10.0	10.0		7.0	10.0
Minimum Split (s)	34.0		18.0	31.0		14.0	18.0
Total Split (s)	34.0		66.0	52.0		14.0	66.0
Total Split (%)	34.0%		66.0%	52.0%		14.0%	66.0%
Maximum Green (s)	27.9		59.3	45.3		8.4	59.3
Yellow Time (s)	3.0		4.4	4.4		3.0	4.4
All-Red Time (s)	3.1		2.3	2.3		2.6	2.3
Lost Time Adjust (s)	-1.1		-1.7	-1.7		-0.6	-1.7
Total Lost Time (s)	5.0		5.0	5.0		5.0	5.0
Lead/Lag				Lead		Lag	
Lead-Lag Optimize?				Yes		Yes	
Vehicle Extension (s)	2.0		6.0	6.0		2.0	6.0
Minimum Gap (s)	2.0		3.0	3.0		2.0	3.0
Time Before Reduce (s)	0.0		15.0	15.0		0.0	15.0
Time To Reduce (s)	0.0		30.0	30.0		0.0	30.0
Recall Mode	None		C-Max	C-Max		None	C-Max
Walk Time (s)	7.0			7.0			
Flash Dont Walk (s)	19.0			16.0			
Pedestrian Calls (#/hr)	0			0			
Act Effct Green (s)	8.9		81.1	67.1		76.1	81.1
Actuated g/C Ratio	0.09		0.81	0.67		0.76	0.81
v/c Ratio	0.52		0.01	0.64		0.28	0.18
Control Delay	15.8		2.2	12.9		3.7	1.7
Queue Delay	0.0		0.0	0.0		0.0	0.0
Total Delay	15.8		2.2	12.9		3.7	1.7
LOS	B		A	B		A	A
Approach Delay	15.8			12.9			2.1
Approach LOS	B			B			A
Queue Length 50th (ft)	2		0	250		9	19
Queue Length 95th (ft)	57		3	417		20	33
Internal Link Dist (ft)	895			321			851
Turn Bay Length (ft)			75			150	
Base Capacity (vph)	552		668	1211		496	2970

Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Starvation Cap Reductn	0		0	0		0	0
Spillback Cap Reductn	0		0	0		0	0
Storage Cap Reductn	0		0	0		0	0
Reduced v/c Ratio	0.24		0.01	0.64		0.28	0.18

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 3 (3%), Referenced to phase 2:NBSB and 6:NBSB, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay: 8.6		Intersection LOS: A	
Intersection Capacity Utilization 63.9%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 12: Apex Peakway Connector/Apex Peakway & James Street



Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	11	6	166	157	6
Future Vol, veh/h	11	11	6	166	157	6
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	12	12	7	184	174	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	376	178	181	0	-	0
Stage 1	178	-	-	-	-	-
Stage 2	198	-	-	-	-	-
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	625	865	1394	-	-	-
Stage 1	853	-	-	-	-	-
Stage 2	835	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	621	865	1394	-	-	-
Mov Cap-2 Maneuver	621	-	-	-	-	-
Stage 1	848	-	-	-	-	-
Stage 2	835	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.2	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1394	-	723	-	-
HCM Lane V/C Ratio	0.005	-	0.034	-	-
HCM Control Delay (s)	7.6	0	10.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	7	0	0	36	0	323	15	0	205	6
Future Vol, veh/h	0	0	7	0	0	36	0	323	15	0	205	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	8	0	0	40	0	359	17	0	228	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	232	-	-	368	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.22	-	-	6.22	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.318	-	-	3.318	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	807	0	0	677	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	807	-	-	677	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.5	10.7	0	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	-	-	807	677	-	-
HCM Lane V/C Ratio	-	-	0.01	0.059	-	-
HCM Control Delay (s)	-	-	9.5	10.7	-	-
HCM Lane LOS	-	-	A	B	-	-
HCM 95th %tile Q(veh)	-	-	0	0.2	-	-

Intersection	
Intersection Delay, s/veh	4.7
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	65	205	219	236
Demand Flow Rate, veh/h	66	209	223	241
Vehicles Circulating, veh/h	281	243	136	69
Vehicles Exiting, veh/h	29	116	211	383
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.1	5.2	4.7	4.4
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	66	209	223	241
Cap Entry Lane, veh/h	1036	1077	1201	1286
Entry HV Adj Factor	0.984	0.980	0.983	0.981
Flow Entry, veh/h	65	205	219	236
Cap Entry, veh/h	1019	1056	1180	1262
V/C Ratio	0.064	0.194	0.186	0.187
Control Delay, s/veh	4.1	5.2	4.7	4.4
LOS	A	A	A	A
95th %tile Queue, veh	0	1	1	1

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	10	0	0	18	0	180	10	0	176	10
Future Vol, veh/h	0	0	10	0	0	18	0	180	10	0	176	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	11	0	0	20	0	200	11	0	196	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	202	-	-	206	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.22	-	-	6.22	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.318	-	-	3.318	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	839	0	0	835	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	839	-	-	835	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.3	9.4	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	-	-	839	835	-	-
HCM Lane V/C Ratio	-	-	0.013	0.024	-	-
HCM Control Delay (s)	-	-	9.3	9.4	-	-
HCM Lane LOS	-	-	A	A	-	-
HCM 95th %tile Q(veh)	-	-	0	0.1	-	-

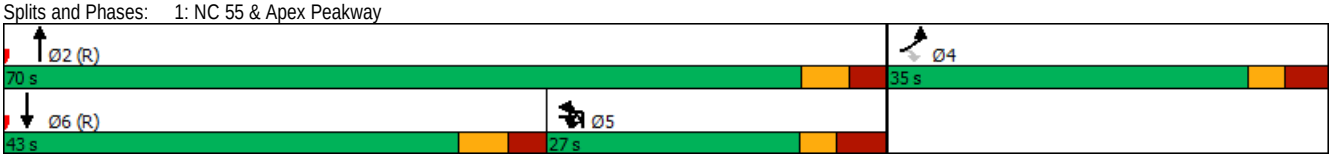
Lane Group	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	77	682	8	766	865	1039	101
Future Volume (vph)	77	682	8	766	865	1039	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)	-1%				1%	-1%	
Storage Length (ft)	0	225		0			0
Storage Lanes	1	1		2			0
Taper Length (ft)	25			25			
Satd. Flow (prot)	1778	2801	0	3416	1853	5044	0
Flt Permitted	0.950			0.950			
Satd. Flow (perm)	1775	2801	0	3416	1853	5044	0
Right Turn on Red		No					No
Satd. Flow (RTOR)							
Link Speed (mph)	35				35	35	
Link Distance (ft)	1046				702	488	
Travel Time (s)	20.4				13.7	9.5	
Confl. Peds. (#/hr)	1						
Confl. Bikes (#/hr)							
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)	0%				0%	0%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	86	758	0	860	961	1266	0
Turn Type	Prot	pm+ov	Prot	Prot	NA	NA	
Protected Phases	4	5!	5!	5	2	6	
Permitted Phases		4					
Detector Phase	4	5	5	5	2	6	
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	7.0	10.0	10.0	
Minimum Split (s)	35.0	14.0	14.0	14.0	18.0	43.0	
Total Split (s)	35.0	27.0	27.0	27.0	70.0	43.0	
Total Split (%)	33.3%	25.7%	25.7%	25.7%	66.7%	41.0%	
Maximum Green (s)	28.5	20.0	20.0	20.0	63.1	36.0	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.8	3.9	
All-Red Time (s)	3.5	4.0	4.0	4.0	3.1	3.1	
Lost Time Adjust (s)	-1.5	-2.0		-2.0	-1.9	-2.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	
Lead/Lag		Lag	Lag	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes	Yes		Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	3.0	3.0	
Minimum Gap (s)	2.0	2.0	2.0	2.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	None	None	None	C-Max	C-Max	
Walk Time (s)	7.0					7.0	
Flash Dont Walk (s)	20.0					29.0	
Pedestrian Calls (#/hr)	0					0	
Act Effct Green (s)	11.3	35.6		22.0	87.4	59.4	
Actuated g/C Ratio	0.11	0.34		0.21	0.83	0.57	
v/c Ratio	0.45	0.80		1.20	0.62	0.44	
Control Delay	50.8	37.8		141.5	6.7	14.8	
Queue Delay	0.0	0.0		0.0	0.0	0.0	
Total Delay	50.8	37.8		141.5	6.7	14.8	
LOS	D	D		F	A	B	
Approach Delay	39.1				70.4	14.8	
Approach LOS	D				E	B	
Queue Length 50th (ft)	55	250		~363	209	180	
Queue Length 95th (ft)	101	308		#485	388	238	
Internal Link Dist (ft)	966				622	408	
Turn Bay Length (ft)		225					
Base Capacity (vph)	508	950		715	1542	2852	

Lane Group	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Starvation Cap Reductn	0	0		0	0	0	
Spillback Cap Reductn	0	0		0	0	0	
Storage Cap Reductn	0	0		0	0	0	
Reduced v/c Ratio	0.17	0.80		1.20	0.62	0.44	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.20			
Intersection Signal Delay: 45.8		Intersection LOS: D	
Intersection Capacity Utilization 80.8%		ICU Level of Service D	
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.
! Phase conflict between lane groups.

Splits and Phases: 1: NC 55 & Apex Peakway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	39	75	29	6	4	68	702	77	65	720	62
Future Volume (vph)	16	39	75	29	6	4	68	702	77	65	720	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		-3%			2%			4%			2%	
Storage Length (ft)	0		0	0		0	125		0	250		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			100			100		
Satd. Flow (prot)	0	1733	0	0	1755	0	1734	3416	0	1752	3462	0
Flt Permitted		0.956			0.643		0.287			0.284		
Satd. Flow (perm)	0	1667	0	0	1170	0	524	3416	0	524	3462	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		820			683			920			1046	
Travel Time (s)		16.0			13.3			17.9			20.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	144	0	0	43	0	76	866	0	72	869	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	10.0		7.0	10.0	
Minimum Split (s)	33.0	33.0		33.0	33.0		14.0	22.0		14.0	21.0	
Total Split (s)	28.0	28.0		28.0	28.0		19.0	43.0		19.0	43.0	
Total Split (%)	31.1%	31.1%		31.1%	31.1%		21.1%	47.8%		21.1%	47.8%	
Maximum Green (s)	21.4	21.4		21.8	21.8		13.4	37.4		13.1	37.1	
Yellow Time (s)	4.1	4.1		3.7	3.7		3.0	3.6		3.0	3.7	
All-Red Time (s)	2.5	2.5		2.5	2.5		2.6	2.0		2.9	2.2	
Lost Time Adjust (s)		-1.6			-1.2		-0.6	-0.6		-0.9	-0.9	
Total Lost Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	3.0		2.0	3.0	
Minimum Gap (s)	2.0	2.0		2.0	2.0		2.0	3.0		2.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	18.0	18.0		18.0	18.0			8.0			7.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)		13.7			13.7		62.1	56.0		62.5	56.2	
Actuated g/C Ratio		0.15			0.15		0.69	0.62		0.69	0.62	
v/c Ratio		0.57			0.24		0.16	0.41		0.15	0.40	
Control Delay		43.6			35.3		5.0	10.6		4.9	10.4	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		43.6			35.3		5.0	10.6		4.9	10.4	
LOS		D			D		A	B		A	B	
Approach Delay		43.6			35.3			10.2			10.0	
Approach LOS		D			D			B			B	
Queue Length 50th (ft)		77			22		10	130		9	128	
Queue Length 95th (ft)		128			50		26	199		25	197	
Internal Link Dist (ft)		740			603			840			966	
Turn Bay Length (ft)							125			250		
Base Capacity (vph)		426			299		574	2125		577	2162	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.34			0.14		0.13	0.41		0.12	0.40	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 11 (12%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.57			
Intersection Signal Delay: 13.0		Intersection LOS: B	
Intersection Capacity Utilization 49.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: Apex Peakway & S Hughes Street



Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	49	660	4	6	581	6	7	12	41	19	6	78
Future Vol, veh/h	49	660	4	6	581	6	7	12	41	19	6	78
Conflicting Peds, #/hr	0	0	6	6	0	0	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	3	3	3	2	2	2	3	3	3
Mvmt Flow	54	733	4	7	646	7	8	13	46	21	7	87

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	653	0	0	743	0	0	1560	1516	742	1538	1515	650
Stage 1	-	-	-	-	-	-	849	849	-	664	664	-
Stage 2	-	-	-	-	-	-	711	667	-	874	851	-
Critical Hdwy	4.15	-	-	4.13	-	-	7.12	6.52	6.22	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.13	5.53	-
Follow-up Hdwy	2.245	-	-	2.227	-	-	3.518	4.018	3.318	3.527	4.027	3.327
Pot Cap-1 Maneuver	920	-	-	860	-	-	91	119	416	94	119	467
Stage 1	-	-	-	-	-	-	356	377	-	448	457	-
Stage 2	-	-	-	-	-	-	424	457	-	343	375	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	920	-	-	855	-	-	64	105	413	69	105	467
Mov Cap-2 Maneuver	-	-	-	-	-	-	64	105	-	69	105	-
Stage 1	-	-	-	-	-	-	319	337	-	403	451	-
Stage 2	-	-	-	-	-	-	336	451	-	264	336	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.1	34.8	42.3
HCM LOS			D	E

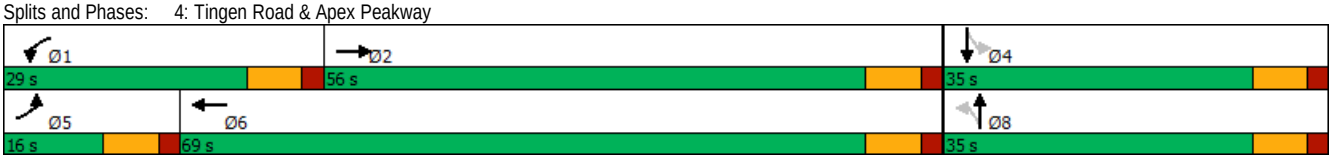
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	186	920	-	-	855	-	-	206
HCM Lane V/C Ratio	0.358	0.059	-	-	0.008	-	-	0.556
HCM Control Delay (s)	34.8	9.2	0	-	9.2	0	-	42.3
HCM Lane LOS	D	A	A	-	A	A	-	E
HCM 95th %tile Q(veh)	1.5	0.2	-	-	0	-	-	3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	56	437	61	188	385	64	67	32	168	97	97	44
Future Volume (vph)	56	437	61	188	385	64	67	32	168	97	97	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	175		0	150		0	100		0	175		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Satd. Flow (prot)	1770	1824	0	1770	1818	0	1736	1568	0	1770	1766	0
Flt Permitted	0.950			0.950			0.600			0.461		
Satd. Flow (perm)	1770	1824	0	1763	1818	0	1093	1568	0	859	1766	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			11			187			18	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		746			2148			552			479	
Travel Time (s)		14.5			41.8			10.8			9.3	
Confl. Peds. (#/hr)			3	3			3					3
Confl. Bikes (#/hr)			2			1			1			1
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	4%	4%	4%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	62	554	0	209	499	0	74	223	0	108	157	0
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	7.0	10.0		7.0	10.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	14.0	25.0		14.0	25.0		25.0	25.0		25.0	25.0	
Total Split (s)	16.0	56.0		29.0	69.0		35.0	35.0		35.0	35.0	
Total Split (%)	13.3%	46.7%		24.2%	57.5%		29.2%	29.2%		29.2%	29.2%	
Maximum Green (s)	9.0	49.0		22.0	62.0		28.0	28.0		28.0	28.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0		-2.0	-2.0		-2.0	-2.0		-2.0	-2.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	Min		None	Min		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	10.7	34.6		18.1	46.4		19.1	19.1		19.1	19.1	
Actuated g/C Ratio	0.12	0.39		0.21	0.53		0.22	0.22		0.22	0.22	
v/c Ratio	0.29	0.77		0.57	0.52		0.31	0.46		0.58	0.40	
Control Delay	47.3	32.2		42.4	17.4		36.8	11.6		48.6	32.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	47.3	32.2		42.4	17.4		36.8	11.6		48.6	32.0	
LOS	D	C		D	B		D	B		D	C	
Approach Delay		33.7			24.8			17.9			38.7	
Approach LOS		C			C			B			D	
Queue Length 50th (ft)	32	253		104	181		34	16		53	65	
Queue Length 95th (ft)	92	479		230	328		91	89		135	151	
Internal Link Dist (ft)		666			2068			472			399	
Turn Bay Length (ft)	175			150			100			175		
Base Capacity (vph)	238	1142		520	1372		401	694		315	660	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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	0.26	0.49		0.40	0.36		0.18	0.32		0.34	0.24	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 88			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay: 28.6		Intersection LOS: C	
Intersection Capacity Utilization 71.7%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 4: Tingen Road & Apex Peakway



Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	527	8	59	431	7	29	4	25	5	4	19
Future Vol, veh/h	23	527	8	59	431	7	29	4	25	5	4	19
Conflicting Peds, #/hr	0	0	7	7	0	0	2	0	0	0	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	200	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	4	4	4	2	2	2
Mvmt Flow	26	586	9	66	479	8	32	4	28	6	4	21

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	487	0	0	602	0	0	1280	1269	598	1270	1265	481
Stage 1	-	-	-	-	-	-	650	650	-	611	611	-
Stage 2	-	-	-	-	-	-	630	619	-	659	654	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.14	6.54	6.24	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.54	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.54	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.536	4.036	3.336	3.518	4.018	3.318
Pot Cap-1 Maneuver	1076	-	-	975	-	-	141	167	499	145	169	585
Stage 1	-	-	-	-	-	-	455	462	-	481	484	-
Stage 2	-	-	-	-	-	-	466	477	-	453	463	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1076	-	-	969	-	-	123	151	496	125	153	584
Mov Cap-2 Maneuver	-	-	-	-	-	-	123	151	-	125	153	-
Stage 1	-	-	-	-	-	-	441	448	-	469	451	-
Stage 2	-	-	-	-	-	-	414	445	-	413	449	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	1.1	34.3	19.2
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	186	1076	-	-	969	-	-	284
HCM Lane V/C Ratio	0.346	0.024	-	-	0.068	-	-	0.11
HCM Control Delay (s)	34.3	8.4	-	-	9	-	-	19.2
HCM Lane LOS	D	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	1.5	0.1	-	-	0.2	-	-	0.4

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	4	7	203	197	9
Future Vol, veh/h	5	4	7	203	197	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, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	3	3	2	2
Mvmt Flow	6	4	8	226	219	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	466	224	229	0	-	0
Stage 1	224	-	-	-	-	-
Stage 2	242	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.13	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.227	-	-	-
Pot Cap-1 Maneuver	555	815	1333	-	-	-
Stage 1	813	-	-	-	-	-
Stage 2	798	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	551	815	1333	-	-	-
Mov Cap-2 Maneuver	551	-	-	-	-	-
Stage 1	807	-	-	-	-	-
Stage 2	798	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.7	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1333	-	644	-	-
HCM Lane V/C Ratio	0.006	-	0.016	-	-
HCM Control Delay (s)	7.7	0	10.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	8.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	66	25	114	79	4	17	4	70	4	4	4
Future Vol, veh/h	4	66	25	114	79	4	17	4	70	4	4	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	4	4	4	3	3	3	2	2	2	2	2	2
Mvmt Flow	4	73	28	127	88	4	19	4	78	4	4	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	141	134	6	146	97	43	8	0	0	82	0	0
Stage 1	14	14	-	81	81	-	-	-	-	-	-	-
Stage 2	127	120	-	65	16	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.54	6.24	7.13	6.53	6.23	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.14	5.54	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.54	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	3.336	3.527	4.027	3.327	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	824	753	1071	820	791	1025	1612	-	-	1515	-	-
Stage 1	1001	880	-	925	826	-	-	-	-	-	-	-
Stage 2	872	793	-	943	880	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	742	742	1071	730	779	1025	1612	-	-	1515	-	-
Mov Cap-2 Maneuver	742	742	-	730	779	-	-	-	-	-	-	-
Stage 1	989	877	-	914	816	-	-	-	-	-	-	-
Stage 2	766	783	-	839	877	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.1	11.7	1.4	2.5
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1612	-	-	807	753	1515	-	-
HCM Lane V/C Ratio	0.012	-	-	0.131	0.291	0.003	-	-
HCM Control Delay (s)	7.3	0	-	10.1	11.7	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	1.2	0	-	-

Intersection	
Intersection Delay, s/veh	3.1
Intersection LOS	A

Approach	EB	WB	NB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	28	89	50
Demand Flow Rate, veh/h	29	91	52
Vehicles Circulating, veh/h	51	4	22
Vehicles Exiting, veh/h	44	70	58
Ped Vol Crossing Leg, #/h	1	2	15
Ped Cap Adj	1.000	1.000	0.998
Approach Delay, s/veh	3.0	3.2	3.1
Approach LOS	A	A	A

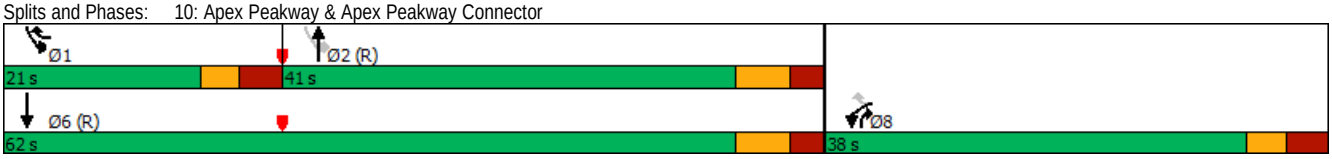
Lane	Left	Left	Left
Designated Moves	TR	LT	LR
Assumed Moves	TR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	29	91	52
Cap Entry Lane, veh/h	1310	1374	1349
Entry HV Adj Factor	0.964	0.980	0.962
Flow Entry, veh/h	28	89	50
Cap Entry, veh/h	1262	1347	1295
V/C Ratio	0.022	0.066	0.039
Control Delay, s/veh	3.0	3.2	3.1
LOS	A	A	A
95th %tile Queue, veh	0	0	0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	211	251	415	171	313	659
Future Volume (vph)	211	251	415	171	313	659
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	4%		-3%			7%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				100	
Satd. Flow (prot)	1734	1552	1891	1607	1708	3415
Flt Permitted	0.950				0.370	
Satd. Flow (perm)	1734	1552	1891	1607	665	3415
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		204		190		
Link Speed (mph)	25		35			35
Link Distance (ft)	608		931			196
Travel Time (s)	16.6		18.1			3.8
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	234	279	461	190	348	732
Turn Type	Prot	pm+ov	NA	pm+ov	D.P+P	NA
Protected Phases	8	1	2	8	1	6
Permitted Phases		8		2	2	
Detector Phase	8	1	2	8	1	6
Switch Phase						
Minimum Initial (s)	7.0	7.0	10.0	7.0	7.0	10.0
Minimum Split (s)	38.0	15.0	40.0	38.0	15.0	18.0
Total Split (s)	38.0	21.0	41.0	38.0	21.0	62.0
Total Split (%)	38.0%	21.0%	41.0%	38.0%	21.0%	62.0%
Maximum Green (s)	31.7	14.8	34.2	31.7	14.8	55.2
Yellow Time (s)	3.0	3.0	4.1	3.0	3.0	4.1
All-Red Time (s)	3.3	3.2	2.7	3.3	3.2	2.7
Lost Time Adjust (s)	-1.3	-1.2	-1.8	-1.3	-1.2	-1.8
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Vehicle Extension (s)	2.0	2.0	6.0	2.0	2.0	6.0
Minimum Gap (s)	2.0	2.0	3.0	2.0	2.0	3.0
Time Before Reduce (s)	0.0	0.0	15.0	0.0	0.0	15.0
Time To Reduce (s)	0.0	0.0	30.0	0.0	0.0	30.0
Recall Mode	None	None	C-Max	None	None	C-Max
Walk Time (s)	7.0		7.0	7.0		
Flash Dont Walk (s)	23.0		25.0	23.0		
Pedestrian Calls (#/hr)	0		0	0		
Act Effct Green (s)	19.3	40.7	49.3	73.6	65.7	70.7
Actuated g/C Ratio	0.19	0.41	0.49	0.74	0.66	0.71
v/c Ratio	0.70	0.37	0.49	0.15	0.57	0.30
Control Delay	37.0	2.5	15.8	1.8	10.5	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.0	2.5	15.8	1.8	10.5	6.4
LOS	D	A	B	A	B	A
Approach Delay	18.2		11.7			7.7
Approach LOS	B		B			A
Queue Length 50th (ft)	87	0	192	5	71	79
Queue Length 95th (ft)	123	18	367	41	139	134
Internal Link Dist (ft)	528		851			116
Turn Bay Length (ft)						
Base Capacity (vph)	572	776	932	1424	637	2415

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.36	0.49	0.13	0.55	0.30

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 25 (25%), Referenced to phase 2:NBSB and 6:SBT, Start of Green			
Natural Cycle: 95			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 11.3		Intersection LOS: B	
Intersection Capacity Utilization 63.4%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 10: Apex Peakway & Apex Peakway Connector



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1
Lane Configurations							
Traffic Volume (vph)	154	464	587	199	194	289	
Future Volume (vph)	154	464	587	199	194	289	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	
Grade (%)		0%	-2%		-4%		
Storage Length (ft)	500			150	0	0	
Storage Lanes	2			1	1	1	
Taper Length (ft)	100				25		
Satd. Flow (prot)	3433	1863	1881	1599	1805	1615	
Flt Permitted	0.950				0.950		
Satd. Flow (perm)	3433	1863	1881	1599	1805	1615	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)				113		321	
Link Speed (mph)		45	45		25		
Link Distance (ft)		948	838		608		
Travel Time (s)		14.4	12.7		16.6		
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)		0%	0%		0%		
Shared Lane Traffic (%)							
Lane Group Flow (vph)	171	516	652	221	216	321	
Turn Type	Prot	NA	NA	pm+ov	Prot	Free	
Protected Phases	5	2	6	4	4		1
Permitted Phases				6		Free	
Detector Phase	5	2	6	4	4		
Switch Phase							
Minimum Initial (s)	7.0	12.0	12.0	7.0	7.0		7.0
Minimum Split (s)	15.0	19.0	30.0	14.0	14.0		17.0
Total Split (s)	15.0	57.0	59.0	26.0	26.0		17.0
Total Split (%)	15.0%	57.0%	59.0%	26.0%	26.0%		17%
Maximum Green (s)	8.8	51.1	53.0	20.2	20.2		10.8
Yellow Time (s)	3.0	4.5	4.7	3.0	3.0		3.0
All-Red Time (s)	3.2	1.4	1.3	2.8	2.8		3.2
Lost Time Adjust (s)	-1.2	-0.9	-1.0	-0.8	-0.8		
Total Lost Time (s)	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	2.0	2.0		2.0
Minimum Gap (s)	2.0	3.0	3.0	2.0	2.0		2.0
Time Before Reduce (s)	0.0	15.0	15.0	0.0	0.0		0.0
Time To Reduce (s)	0.0	30.0	30.0	0.0	0.0		0.0
Recall Mode	None	C-Max	C-Max	None	None		None
Walk Time (s)			7.0				4.0
Flash Dont Walk (s)			15.0				5.0
Pedestrian Calls (#/hr)			0				0
Act Effct Green (s)	9.9	73.4	58.5	80.1	16.6	100.0	
Actuated g/C Ratio	0.10	0.73	0.58	0.80	0.17	1.00	
v/c Ratio	0.50	0.38	0.59	0.17	0.72	0.20	
Control Delay	48.0	6.3	17.0	1.4	45.2	0.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	48.0	6.3	17.0	1.4	45.2	0.3	
LOS	D	A	B	A	D	A	
Approach Delay		16.7	13.1		18.4		
Approach LOS		B	B		B		
Queue Length 50th (ft)	53	104	253	12	129	0	
Queue Length 95th (ft)	88	180	399	25	174	0	
Internal Link Dist (ft)		868	758		528		
Turn Bay Length (ft)	500			150			
Base Capacity (vph)	357	1367	1099	1367	379	1615	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.48	0.38	0.59	0.16	0.57	0.20	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 72 (72%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 15.6		Intersection LOS: B	
Intersection Capacity Utilization 60.0%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 11: S Salem Street & Apex Peakway Connector



Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	6	125	4	499	4	118	685
Future Volume (vph)	6	125	4	499	4	118	685
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)	4%			6%			-7%
Storage Length (ft)	0	0	75		0	150	
Storage Lanes	1	0	1		0	1	
Taper Length (ft)	25		100			100	
Satd. Flow (prot)	1587	0	1717	1805	0	1832	3663
Flt Permitted	0.998		0.361			0.387	
Satd. Flow (perm)	1587	0	652	1805	0	746	3663
Right Turn on Red		Yes			Yes		
Satd. Flow (RTOR)	139						
Link Speed (mph)	35			35			35
Link Distance (ft)	975			401			931
Travel Time (s)	19.0			7.8			18.1
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%			0%
Shared Lane Traffic (%)							
Lane Group Flow (vph)	146	0	4	558	0	131	761
Turn Type	Prot		D.Pm	NA		D.P+P	NA
Protected Phases	8			2		1	6
Permitted Phases			6			2	
Detector Phase	8		6	2		1	6
Switch Phase							
Minimum Initial (s)	7.0		10.0	10.0		7.0	10.0
Minimum Split (s)	34.0		18.0	31.0		14.0	18.0
Total Split (s)	34.0		66.0	52.0		14.0	66.0
Total Split (%)	34.0%		66.0%	52.0%		14.0%	66.0%
Maximum Green (s)	27.9		59.3	45.3		8.4	59.3
Yellow Time (s)	3.0		4.4	4.4		3.0	4.4
All-Red Time (s)	3.1		2.3	2.3		2.6	2.3
Lost Time Adjust (s)	-1.1		-1.7	-1.7		-0.6	-1.7
Total Lost Time (s)	5.0		5.0	5.0		5.0	5.0
Lead/Lag				Lead		Lag	
Lead-Lag Optimize?				Yes		Yes	
Vehicle Extension (s)	2.0		6.0	6.0		2.0	6.0
Minimum Gap (s)	2.0		3.0	3.0		2.0	3.0
Time Before Reduce (s)	0.0		15.0	15.0		0.0	15.0
Time To Reduce (s)	0.0		30.0	30.0		0.0	30.0
Recall Mode	None		C-Max	C-Max		None	C-Max
Walk Time (s)	7.0			7.0			
Flash Dont Walk (s)	19.0			16.0			
Pedestrian Calls (#/hr)	0			0			
Act Effct Green (s)	9.1		80.9	66.9		75.9	80.9
Actuated g/C Ratio	0.09		0.81	0.67		0.76	0.81
v/c Ratio	0.54		0.01	0.46		0.20	0.26
Control Delay	16.3		2.2	9.7		2.4	1.8
Queue Delay	0.0		0.0	0.0		0.0	0.0
Total Delay	16.3		2.2	9.7		2.4	1.8
LOS	B		A	A		A	A
Approach Delay	16.3			9.6			1.9
Approach LOS	B			A			A
Queue Length 50th (ft)	4		0	146		8	23
Queue Length 95th (ft)	60		3	248		16	43
Internal Link Dist (ft)	895			321			851
Turn Bay Length (ft)			75			150	
Base Capacity (vph)	558		527	1208		664	2964

Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Starvation Cap Reductn	0		0	0		0	0
Spillback Cap Reductn	0		0	0		0	0
Storage Cap Reductn	0		0	0		0	0
Reduced v/c Ratio	0.26		0.01	0.46		0.20	0.26

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 7 (7%), Referenced to phase 2:NBSB and 6:NBSB, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.54			
Intersection Signal Delay: 5.9		Intersection LOS: A	
Intersection Capacity Utilization 53.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 12: Apex Peakway Connector/Apex Peakway & James Street



Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	8	10	142	230	10
Future Vol, veh/h	8	8	10	142	230	10
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	9	9	11	158	256	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	442	262	267	0	-	0
Stage 1	262	-	-	-	-	-
Stage 2	180	-	-	-	-	-
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	573	777	1297	-	-	-
Stage 1	782	-	-	-	-	-
Stage 2	851	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	568	777	1297	-	-	-
Mov Cap-2 Maneuver	568	-	-	-	-	-
Stage 1	775	-	-	-	-	-
Stage 2	851	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.6	0.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1297	-	656	-	-
HCM Lane V/C Ratio	0.009	-	0.027	-	-
HCM Control Delay (s)	7.8	0	10.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	5	0	0	26	0	241	27	0	336	10
Future Vol, veh/h	0	0	5	0	0	26	0	241	27	0	336	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	6	0	0	29	0	268	30	0	373	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	379	-	-	283	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.22	-	-	6.22	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.318	-	-	3.318	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	668	0	0	756	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	668	-	-	756	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.4	10	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	-	-	668	756	-	-
HCM Lane V/C Ratio	-	-	0.008	0.038	-	-
HCM Control Delay (s)	-	-	10.4	10	-	-
HCM Lane LOS	-	-	B	B	-	-
HCM 95th %tile Q(veh)	-	-	0	0.1	-	-

Intersection	
Intersection Delay, s/veh	5.1
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	47	149	213	380
Demand Flow Rate, veh/h	48	152	217	388
Vehicles Circulating, veh/h	394	208	194	56
Vehicles Exiting, veh/h	50	203	248	304
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.5	4.5	5.0	5.5
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	48	152	217	388
Cap Entry Lane, veh/h	923	1116	1132	1303
Entry HV Adj Factor	0.978	0.980	0.980	0.980
Flow Entry, veh/h	47	149	213	380
Cap Entry, veh/h	903	1093	1110	1277
V/C Ratio	0.052	0.136	0.192	0.298
Control Delay, s/veh	4.5	4.5	5.0	5.5
LOS	A	A	A	A
95th %tile Queue, veh	0	0	1	1

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	8	0	0	14	0	177	17	0	203	16
Future Vol, veh/h	0	0	8	0	0	14	0	177	17	0	203	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	9	0	0	16	0	197	19	0	226	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	235	-	-	207	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.22	-	-	6.22	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.318	-	-	3.318	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	804	0	0	833	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	804	-	-	833	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.5	9.4	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	-	-	804	833	-	-
HCM Lane V/C Ratio	-	-	0.011	0.019	-	-
HCM Control Delay (s)	-	-	9.5	9.4	-	-
HCM Lane LOS	-	-	A	A	-	-
HCM 95th %tile Q(veh)	-	-	0	0.1	-	-

Appendix K:
SimTraffic Reports

Intersection: 1: NC 55 & Apex Peakway

Movement	EB	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	R	UL	L	T	T	T	TR
Maximum Queue (ft)	86	100	96	210	275	418	215	275	174
Average Queue (ft)	28	40	33	120	73	100	61	151	75
95th Queue (ft)	67	81	73	186	183	284	187	243	147
Link Distance (ft)	941	941		643	643	643		441	441
Upstream Blk Time (%)					0	0			
Queuing Penalty (veh)					0	0			
Storage Bay Dist (ft)			225				150		
Storage Blk Time (%)							0	6	
Queuing Penalty (veh)							1	18	

Intersection: 2: Apex Peakway & S Hughes Street

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	106	57	50	46	80	43	128	99
Average Queue (ft)	47	13	10	4	20	6	42	23
95th Queue (ft)	90	41	36	23	58	25	102	68
Link Distance (ft)	770	637		862	862		941	941
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			125			250		
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 3: Perry Road & Apex Peakway

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	28	38	75	46
Average Queue (ft)	2	2	20	18
95th Queue (ft)	13	17	57	43
Link Distance (ft)	2082	1152	461	480
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: Tingen Road & Apex Peakway

Movement	EB	EB	WB	NB	SB	SB
Directions Served	L	TR	LTR	LTR	LT	R
Maximum Queue (ft)	50	58	118	12	51	2
Average Queue (ft)	24	25	46	1	9	0
95th Queue (ft)	46	52	85	7	34	2
Link Distance (ft)		682	2082	1193	1409	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	175					175
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 5: Salem Village Drive & Apex Peakway

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	18	54
Average Queue (ft)	1	25
95th Queue (ft)	11	49
Link Distance (ft)		711
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	200	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Tingen Road & Widger Lane

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	30	12
Average Queue (ft)	9	0
95th Queue (ft)	32	7
Link Distance (ft)	478	541
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Tingen Road & James Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	105	125	54	59
Average Queue (ft)	45	55	7	18
95th Queue (ft)	80	96	32	51
Link Distance (ft)	1024	806	1707	333
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 8: Minley Way & James Street

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	21	20	26
Average Queue (ft)	1	1	2
95th Queue (ft)	12	9	14
Link Distance (ft)	756	1024	488
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9: S Salem Street & Apex Peakway

Movement	EB	WB	SB	SB
Directions Served	L	R	L	R
Maximum Queue (ft)	84	6	86	74
Average Queue (ft)	30	0	32	29
95th Queue (ft)	64	5	69	54
Link Distance (ft)			489	489
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	150	200		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 19

Intersection: 1: NC 55 & Apex Peakway

Movement	EB	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	R	UL	L	T	T	T	TR
Maximum Queue (ft)	147	139	129	329	298	299	248	376	289
Average Queue (ft)	60	72	65	203	165	74	114	208	130
95th Queue (ft)	122	125	117	295	268	210	263	323	243
Link Distance (ft)	941	941		643	643	643		441	441
Upstream Blk Time (%)								0	
Queuing Penalty (veh)								0	
Storage Bay Dist (ft)			225				150		
Storage Blk Time (%)							1	13	
Queuing Penalty (veh)							2	51	

Intersection: 2: Apex Peakway & S Hughes Street

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	148	45	74	57	96	48	111	78
Average Queue (ft)	79	9	19	8	29	8	25	10
95th Queue (ft)	135	33	53	34	76	31	77	41
Link Distance (ft)	770	637		862	862		941	941
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			125			250		
Storage Blk Time (%)			0					
Queuing Penalty (veh)			0					

Intersection: 3: Perry Road & Apex Peakway

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	31	32	53	62
Average Queue (ft)	2	1	25	27
95th Queue (ft)	16	14	46	50
Link Distance (ft)	2082	1152	461	480
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: Tingen Road & Apex Peakway

Movement	EB	EB	WB	NB	SB	SB
Directions Served	L	TR	LTR	LTR	LT	R
Maximum Queue (ft)	49	55	115	16	61	8
Average Queue (ft)	24	28	46	1	9	0
95th Queue (ft)	45	52	82	7	37	4
Link Distance (ft)		682	2082	1193	1409	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	175					175
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 5: Salem Village Drive & Apex Peakway

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	27	60
Average Queue (ft)	3	28
95th Queue (ft)	17	53
Link Distance (ft)		711
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	200	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Tingen Road & Widger Lane

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	30	15
Average Queue (ft)	7	1
95th Queue (ft)	28	7
Link Distance (ft)	478	541
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Tingen Road & James Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	78	137	44	84
Average Queue (ft)	35	63	4	25
95th Queue (ft)	63	109	21	66
Link Distance (ft)	1024	806	1707	333
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 8: Minley Way & James Street

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	15	12	21
Average Queue (ft)	0	1	1
95th Queue (ft)	6	8	9
Link Distance (ft)	756	1024	488
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9: S Salem Street & Apex Peakway

Movement	EB	SB	SB
Directions Served	L	L	R
Maximum Queue (ft)	64	197	119
Average Queue (ft)	29	66	51
95th Queue (ft)	54	159	93
Link Distance (ft)		489	489
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	150		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 54

Intersection: 1: NC 55 & Apex Peakway

Movement	EB	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	R	UL	L	T	T	T	TR
Maximum Queue (ft)	115	240	223	689	698	696	226	285	181
Average Queue (ft)	41	124	121	650	647	595	76	164	81
95th Queue (ft)	89	202	190	730	747	916	205	251	152
Link Distance (ft)	941	941		643	643	643		441	441
Upstream Blk Time (%)				66	62	45			
Queuing Penalty (veh)				0	0	0			
Storage Bay Dist (ft)			225				150		
Storage Blk Time (%)		0	0				0	8	
Queuing Penalty (veh)		1	0				1	21	

Intersection: 2: Apex Peakway & S Hughes Street

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	127	84	62	93	144	60	174	132
Average Queue (ft)	53	29	17	15	59	15	42	20
95th Queue (ft)	104	67	47	56	124	44	133	84
Link Distance (ft)	770	637		862	862		941	941
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			125			250		
Storage Blk Time (%)				0			0	
Queuing Penalty (veh)				0			0	

Intersection: 3: Perry Road & Apex Peakway

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	89	91	78	59
Average Queue (ft)	7	8	21	21
95th Queue (ft)	40	45	59	48
Link Distance (ft)	2082	1152	461	480
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: Tingen Road & Apex Peakway

Movement	EB	EB	WB	NB	SB	SB
Directions Served	L	TR	LTR	LTR	LT	R
Maximum Queue (ft)	56	173	252	82	86	54
Average Queue (ft)	29	75	127	36	41	20
95th Queue (ft)	53	128	216	66	69	46
Link Distance (ft)		682	2082	1193	1409	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	175					175
Storage Blk Time (%)		0				
Queuing Penalty (veh)		0				

Intersection: 5: Salem Village Drive & Apex Peakway

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	36	65
Average Queue (ft)	5	30
95th Queue (ft)	25	57
Link Distance (ft)		710
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	200	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Tingen Road & Widger Lane

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	30	6
Average Queue (ft)	9	0
95th Queue (ft)	31	5
Link Distance (ft)	478	541
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Tingen Road & James Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	73	90	21	3
Average Queue (ft)	37	40	1	0
95th Queue (ft)	58	69	11	3
Link Distance (ft)	1024	807	1707	208
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 8: Minley Way & James Street

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	21	3	38
Average Queue (ft)	1	0	3
95th Queue (ft)	9	3	19
Link Distance (ft)	756	1024	488
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: Apex Peakway & Apex Peakway Connector

Movement	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	R	T	R	L	T	T
Maximum Queue (ft)	189	143	268	42	177	120	67
Average Queue (ft)	89	70	94	7	85	46	9
95th Queue (ft)	158	112	204	29	154	100	38
Link Distance (ft)	505	505	868	868	144	144	144
Upstream Blk Time (%)					2	0	
Queuing Penalty (veh)					5	0	
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 11: S Salem Street & Apex Peakway Connector

Movement	EB	EB	EB	WB	WB	SB	SB
Directions Served	L	L	T	T	R	L	R
Maximum Queue (ft)	139	184	238	270	196	217	51
Average Queue (ft)	53	88	93	128	31	111	4
95th Queue (ft)	109	153	181	231	103	189	28
Link Distance (ft)			932	786		505	505
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	500	500			150		
Storage Blk Time (%)				4			
Queuing Penalty (veh)				8			

Intersection: 12: Apex Peakway Connector/Apex Peakway & James Street

Movement	WB	NB	NB	SB	SB	SB
Directions Served	LR	U	TR	L	T	T
Maximum Queue (ft)	125	18	131	78	76	3
Average Queue (ft)	47	1	11	32	7	0
95th Queue (ft)	89	10	65	65	38	0
Link Distance (ft)	901		334		868	868
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		75		150		
Storage Blk Time (%)			1			
Queuing Penalty (veh)			0			

Intersection: 100: Apex Peakway

Movement	NB	NB	SB
Directions Served	T	T	T
Maximum Queue (ft)	31	29	19
Average Queue (ft)	1	1	1
95th Queue (ft)	14	14	12
Link Distance (ft)	144	144	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			29
Storage Blk Time (%)			0
Queuing Penalty (veh)			0

Network Summary

Network wide Queuing Penalty: 36

Intersection: 1: NC 55 & Apex Peakway

Movement	EB	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	R	UL	L	T	T	T	TR
Maximum Queue (ft)	118	252	248	678	681	688	242	347	250
Average Queue (ft)	46	155	156	644	642	616	121	203	124
95th Queue (ft)	93	233	229	732	744	867	254	291	213
Link Distance (ft)	941	941		643	643	643		441	441
Upstream Blk Time (%)				72	71	58			
Queuing Penalty (veh)				0	0	0			
Storage Bay Dist (ft)			225				150		
Storage Blk Time (%)		1	1				1	14	
Queuing Penalty (veh)		3	3				2	49	

Intersection: 2: Apex Peakway & S Hughes Street

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	174	96	66	116	188	80	180	142
Average Queue (ft)	85	32	24	28	83	17	45	24
95th Queue (ft)	145	77	57	80	155	56	134	90
Link Distance (ft)	770	637		862	862		941	941
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			125			250		
Storage Blk Time (%)				0				
Queuing Penalty (veh)				0				

Intersection: 3: Perry Road & Apex Peakway

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	72	46	62	77
Average Queue (ft)	6	3	29	32
95th Queue (ft)	35	24	54	61
Link Distance (ft)	2082	1152	461	480
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: Tingen Road & Apex Peakway

Movement	EB	EB	WB	NB	SB	SB
Directions Served	L	TR	LTR	LTR	LT	R
Maximum Queue (ft)	123	287	172	77	103	62
Average Queue (ft)	30	111	86	33	51	25
95th Queue (ft)	83	218	148	61	84	51
Link Distance (ft)		682	2082	1193	1409	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	175					175
Storage Blk Time (%)		6				
Queuing Penalty (veh)		3				

Intersection: 5: Salem Village Drive & Apex Peakway

Movement	EB	WB	WB	NB
Directions Served	TR	L	T	LR
Maximum Queue (ft)	3	42	6	60
Average Queue (ft)	0	13	0	29
95th Queue (ft)	3	39	4	54
Link Distance (ft)	1885		682	710
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		200		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 6: Tingen Road & Widger Lane

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	30	21
Average Queue (ft)	7	1
95th Queue (ft)	27	12
Link Distance (ft)	478	541
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Tingen Road & James Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	73	86	7	15
Average Queue (ft)	34	45	0	1
95th Queue (ft)	57	71	4	8
Link Distance (ft)	1024	807	1707	208
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 8: Minley Way & James Street

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	21	12	24
Average Queue (ft)	1	1	2
95th Queue (ft)	10	8	13
Link Distance (ft)	756	1024	488
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: Apex Peakway & Apex Peakway Connector

Movement	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	R	T	R	L	T	T
Maximum Queue (ft)	208	111	175	56	183	167	119
Average Queue (ft)	98	56	57	13	96	72	30
95th Queue (ft)	169	91	138	42	168	143	87
Link Distance (ft)	505	505	868	868	144	144	144
Upstream Blk Time (%)					3	1	0
Queuing Penalty (veh)					8	2	0
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 11: S Salem Street & Apex Peakway Connector

Movement	EB	EB	EB	WB	WB	SB	SB
Directions Served	L	L	T	T	R	L	R
Maximum Queue (ft)	106	114	147	311	156	225	133
Average Queue (ft)	39	52	55	138	27	107	32
95th Queue (ft)	85	97	117	247	93	184	97
Link Distance (ft)			932	786		505	505
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	500	500			150		
Storage Blk Time (%)				5			
Queuing Penalty (veh)				10			

Intersection: 12: Apex Peakway Connector/Apex Peakway & James Street

Movement	WB	NB	NB	SB	SB	SB
Directions Served	LR	U	TR	L	T	T
Maximum Queue (ft)	135	18	124	78	114	32
Average Queue (ft)	49	1	11	25	10	1
95th Queue (ft)	98	10	62	61	56	13
Link Distance (ft)	901		334		868	868
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		75		150		
Storage Blk Time (%)			1		0	
Queuing Penalty (veh)			0		0	

Intersection: 100: Apex Peakway

Movement	NB	NB	SB	SB
Directions Served	T	T	T	T
Maximum Queue (ft)	5	5	37	10
Average Queue (ft)	0	0	2	0
95th Queue (ft)	4	4	20	6
Link Distance (ft)	144	144		504
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			29	
Storage Blk Time (%)			0	0
Queuing Penalty (veh)			1	0

Network Summary

Network wide Queuing Penalty: 82

Intersection: 1: NC 55 & Apex Peakway

Movement	EB	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	R	UL	L	T	T	T	TR
Maximum Queue (ft)	120	262	243	691	698	693	226	282	194
Average Queue (ft)	52	149	145	661	663	646	78	167	90
95th Queue (ft)	100	233	217	679	687	807	209	256	168
Link Distance (ft)	941	941		643	643	643		441	441
Upstream Blk Time (%)				73	72	54			
Queuing Penalty (veh)				0	0	0			
Storage Bay Dist (ft)			225				150		
Storage Blk Time (%)		1	0				0	9	
Queuing Penalty (veh)		3	1				1	23	

Intersection: 2: Apex Peakway & S Hughes Street

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	131	88	56	112	170	76	195	156
Average Queue (ft)	53	29	17	21	69	17	45	23
95th Queue (ft)	103	67	46	71	140	51	141	95
Link Distance (ft)	770	637		862	862		941	941
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			125			250		
Storage Blk Time (%)				0			0	
Queuing Penalty (veh)				0			0	

Intersection: 3: Perry Road & Apex Peakway

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	125	107	74	72
Average Queue (ft)	23	10	23	30
95th Queue (ft)	79	56	59	60
Link Distance (ft)	2082	1152	461	480
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: Tingen Road & Apex Peakway

Movement	EB	EB	WB	NB	SB	SB
Directions Served	L	TR	LTR	LTR	LT	R
Maximum Queue (ft)	149	264	509	214	98	60
Average Queue (ft)	36	120	245	86	50	20
95th Queue (ft)	114	225	509	179	82	46
Link Distance (ft)		673	2082	464	429	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	175					175
Storage Blk Time (%)		6				
Queuing Penalty (veh)		4				

Intersection: 5: Salem Village Drive/Site Driveway 1 & Apex Peakway

Movement	EB	WB	NB	SB
Directions Served	LTR	L	LTR	LTR
Maximum Queue (ft)	70	33	77	55
Average Queue (ft)	6	6	31	23
95th Queue (ft)	33	26	60	50
Link Distance (ft)	1882		710	413
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		200		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 6: Tingen Road & Widger Lane

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	30	15
Average Queue (ft)	9	1
95th Queue (ft)	32	7
Link Distance (ft)	478	541
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Tingen Road & James Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	78	72	31	18
Average Queue (ft)	38	41	2	1
95th Queue (ft)	64	64	14	9
Link Distance (ft)	1024	807	1707	208
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 8: Minley Way & James Street

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	18	24	35
Average Queue (ft)	1	1	3
95th Queue (ft)	8	11	20
Link Distance (ft)	756	1024	488
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: Apex Peakway & Apex Peakway Connector

Movement	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	R	T	R	L	T	T
Maximum Queue (ft)	246	129	256	60	186	156	100
Average Queue (ft)	113	67	111	10	89	60	12
95th Queue (ft)	197	104	225	39	156	127	53
Link Distance (ft)	505	505	868	868	144	144	144
Upstream Blk Time (%)					2	0	0
Queuing Penalty (veh)					5	1	0
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 11: S Salem Street & Apex Peakway Connector

Movement	EB	EB	EB	WB	WB	SB	SB
Directions Served	L	L	T	T	R	L	R
Maximum Queue (ft)	145	178	221	282	177	236	46
Average Queue (ft)	62	89	100	126	35	120	4
95th Queue (ft)	118	156	184	225	118	203	29
Link Distance (ft)			932	786		505	505
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	500	500			150		
Storage Blk Time (%)				4			
Queuing Penalty (veh)				8			

Intersection: 12: Apex Peakway Connector/Apex Peakway & James Street

Movement	WB	NB	NB	SB	SB	SB
Directions Served	LR	U	TR	L	T	T
Maximum Queue (ft)	126	18	117	80	62	3
Average Queue (ft)	46	1	9	34	5	0
95th Queue (ft)	85	11	56	67	33	0
Link Distance (ft)	901		334		868	868
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		75		150		
Storage Blk Time (%)			1	0		
Queuing Penalty (veh)			0	0		

Intersection: 13: Tingen Road & Site Driveway 2

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	39	15
Average Queue (ft)	15	1
95th Queue (ft)	41	8
Link Distance (ft)	458	429
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 14: Tingen Road & Site Driveway 3

Movement	EB	WB
Directions Served	R	R
Maximum Queue (ft)	28	52
Average Queue (ft)	6	21
95th Queue (ft)	25	46
Link Distance (ft)	406	280
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 15: Tingen Road & Site Driveway 4

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	62	86	15	43
Average Queue (ft)	31	47	1	11
95th Queue (ft)	53	73	9	37
Link Distance (ft)	403	371	460	551
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 16: Tingen Road & Site Driveway 5

Movement	EB	WB
Directions Served	R	R
Maximum Queue (ft)	33	34
Average Queue (ft)	9	14
95th Queue (ft)	32	38
Link Distance (ft)	376	426
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 100: Apex Peakway

Movement	NB	NB	SB	SB
Directions Served	T	T	T	T
Maximum Queue (ft)	13	18	29	2
Average Queue (ft)	1	0	1	0
95th Queue (ft)	9	7	16	2
Link Distance (ft)	144	144		504
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			29	
Storage Blk Time (%)			0	
Queuing Penalty (veh)			0	

Network Summary

Network wide Queuing Penalty: 46

Intersection: 1: NC 55 & Apex Peakway

Movement	EB	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	R	UL	L	T	T	T	TR
Maximum Queue (ft)	134	351	296	679	684	687	246	320	264
Average Queue (ft)	56	185	184	657	656	609	129	209	133
95th Queue (ft)	107	289	267	673	681	890	262	294	230
Link Distance (ft)	941	941		643	643	643		441	441
Upstream Blk Time (%)				87	85	63			0
Queuing Penalty (veh)				0	0	0			0
Storage Bay Dist (ft)			225				150		
Storage Blk Time (%)		3	3				1	15	
Queuing Penalty (veh)		12	10				2	52	

Intersection: 2: Apex Peakway & S Hughes Street

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	188	89	68	151	206	65	190	148
Average Queue (ft)	83	29	21	32	92	11	48	22
95th Queue (ft)	154	69	53	94	178	43	138	91
Link Distance (ft)	770	637		862	862		941	941
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			125			250		
Storage Blk Time (%)				0			0	
Queuing Penalty (veh)				0			0	

Intersection: 3: Perry Road & Apex Peakway

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	82	33	62	95
Average Queue (ft)	18	3	30	41
95th Queue (ft)	60	21	53	75
Link Distance (ft)	2082	1152	461	480
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: Tingen Road & Apex Peakway

Movement	EB	EB	WB	NB	SB	SB
Directions Served	L	TR	LTR	LTR	LT	R
Maximum Queue (ft)	275	671	385	149	122	65
Average Queue (ft)	153	409	180	60	59	24
95th Queue (ft)	361	764	443	113	99	51
Link Distance (ft)		673	2082	464	429	
Upstream Blk Time (%)		5				
Queuing Penalty (veh)		27				
Storage Bay Dist (ft)	175					175
Storage Blk Time (%)		67			0	
Queuing Penalty (veh)		38			0	

Intersection: 5: Salem Village Drive/Site Driveway 1 & Apex Peakway

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	L	TR	LTR	LTR
Maximum Queue (ft)	312	42	5	130	55
Average Queue (ft)	77	13	0	51	21
95th Queue (ft)	319	40	4	152	50
Link Distance (ft)	1882		673	710	413
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		200			
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 6: Tingen Road & Widger Lane

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	32	15
Average Queue (ft)	8	1
95th Queue (ft)	30	9
Link Distance (ft)	478	541
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Tingen Road & James Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	74	94	11	6
Average Queue (ft)	36	47	1	0
95th Queue (ft)	62	76	7	4
Link Distance (ft)	1024	807	1707	208
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 8: Minley Way & James Street

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	6	21	29
Average Queue (ft)	0	1	1
95th Queue (ft)	4	7	12
Link Distance (ft)	756	1024	488
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: Apex Peakway & Apex Peakway Connector

Movement	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	R	T	R	L	T	T
Maximum Queue (ft)	250	96	255	68	177	190	143
Average Queue (ft)	122	46	108	24	93	93	44
95th Queue (ft)	208	77	207	57	156	172	113
Link Distance (ft)	505	505	868	868	144	144	144
Upstream Blk Time (%)					2	2	0
Queuing Penalty (veh)					5	5	0
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 11: S Salem Street & Apex Peakway Connector

Movement	EB	EB	EB	WB	WB	SB	SB
Directions Served	L	L	T	T	R	L	R
Maximum Queue (ft)	117	130	155	315	162	228	136
Average Queue (ft)	54	61	57	136	36	116	43
95th Queue (ft)	101	111	120	249	122	195	113
Link Distance (ft)			932	786		505	505
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	500	500			150		
Storage Blk Time (%)				5			
Queuing Penalty (veh)				10			

Intersection: 12: Apex Peakway Connector/Apex Peakway & James Street

Movement	WB	NB	NB	SB	SB	SB
Directions Served	LR	U	TR	L	T	T
Maximum Queue (ft)	129	17	103	74	108	32
Average Queue (ft)	47	1	11	26	11	1
95th Queue (ft)	89	10	55	58	58	16
Link Distance (ft)	901		334		868	868
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		75		150		
Storage Blk Time (%)			0		0	
Queuing Penalty (veh)			0		0	

Intersection: 13: Tingen Road & Site Driveway 2

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	35	30
Average Queue (ft)	11	2
95th Queue (ft)	35	13
Link Distance (ft)	458	429
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 14: Tingen Road & Site Driveway 3

Movement	EB	WB
Directions Served	R	R
Maximum Queue (ft)	28	46
Average Queue (ft)	4	17
95th Queue (ft)	19	43
Link Distance (ft)	406	280
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 15: Tingen Road & Site Driveway 4

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	60	109	22	50
Average Queue (ft)	25	44	1	17
95th Queue (ft)	50	77	9	45
Link Distance (ft)	403	371	460	551
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 16: Tingen Road & Site Driveway 5

Movement	EB	WB
Directions Served	R	R
Maximum Queue (ft)	31	29
Average Queue (ft)	7	10
95th Queue (ft)	27	33
Link Distance (ft)	376	426
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 100: Apex Peakway

Movement	SB	SB
Directions Served	T	T
Maximum Queue (ft)	18	29
Average Queue (ft)	1	2
95th Queue (ft)	13	18
Link Distance (ft)		504
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	29	
Storage Blk Time (%)	0	0
Queuing Penalty (veh)	1	1

Network Summary

Network wide Queuing Penalty: 163

Intersection: 1: NC 55 & Apex Peakway

Movement	EB	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	R	UL	L	T	T	T	TR
Maximum Queue (ft)	164	280	257	694	693	698	234	293	222
Average Queue (ft)	57	156	150	660	662	656	79	168	89
95th Queue (ft)	122	253	233	683	691	758	213	258	172
Link Distance (ft)	941	941		643	643	643		441	441
Upstream Blk Time (%)				75	74	55			
Queuing Penalty (veh)				0	0	0			
Storage Bay Dist (ft)			225				150		
Storage Blk Time (%)		2	1				0	9	
Queuing Penalty (veh)		5	2				1	23	

Intersection: 2: Apex Peakway & S Hughes Street

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	117	88	61	118	176	80	200	150
Average Queue (ft)	54	27	16	21	70	15	44	22
95th Queue (ft)	103	66	46	74	150	52	136	90
Link Distance (ft)	770	637		862	862		941	941
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			125			250		
Storage Blk Time (%)				0			0	
Queuing Penalty (veh)				0			0	

Intersection: 3: Perry Road & Apex Peakway

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	190	90	77	80
Average Queue (ft)	33	11	23	31
95th Queue (ft)	117	54	64	62
Link Distance (ft)	2081	1151	455	474
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: Tingen Road & Apex Peakway

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	147	279	195	323	132	208	119	104
Average Queue (ft)	37	131	65	141	49	82	57	42
95th Queue (ft)	93	226	139	261	95	159	101	86
Link Distance (ft)		664		2081		462		416
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	175		150		100		175	
Storage Blk Time (%)		3	0	7	1	5		
Queuing Penalty (veh)		2	1	9	3	5		

Intersection: 5: Salem Village Drive/Site Driveway 1 & Apex Peakway

Movement	EB	WB	NB	SB
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	32	32	67	55
Average Queue (ft)	3	4	30	20
95th Queue (ft)	17	21	59	44
Link Distance (ft)			710	402
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	50	200		
Storage Blk Time (%)	0			
Queuing Penalty (veh)	0			

Intersection: 6: Tingen Road & Widger Lane

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	34	9
Average Queue (ft)	10	0
95th Queue (ft)	33	5
Link Distance (ft)	478	541
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Tingen Road & James Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	68	78	22	18
Average Queue (ft)	35	42	1	1
95th Queue (ft)	57	67	10	8
Link Distance (ft)	1024	807	1707	208
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 8: Minley Way & James Street

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	28	21	41
Average Queue (ft)	1	1	3
95th Queue (ft)	14	12	20
Link Distance (ft)	756	1024	488
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: Apex Peakway & Apex Peakway Connector

Movement	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	R	T	R	L	T	T
Maximum Queue (ft)	200	135	317	60	187	142	75
Average Queue (ft)	101	67	111	9	88	53	8
95th Queue (ft)	171	109	241	36	159	113	42
Link Distance (ft)	505	505	868	868	144	144	144
Upstream Blk Time (%)					3	0	0
Queuing Penalty (veh)					7	0	0
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 11: S Salem Street & Apex Peakway Connector

Movement	EB	EB	EB	WB	WB	SB	SB
Directions Served	L	L	T	T	R	L	R
Maximum Queue (ft)	135	178	228	249	160	237	70
Average Queue (ft)	59	94	99	126	29	114	4
95th Queue (ft)	120	163	190	214	91	197	30
Link Distance (ft)			932	786		505	505
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	500	500			150		
Storage Blk Time (%)				4			
Queuing Penalty (veh)				8			

Intersection: 12: Apex Peakway Connector/Apex Peakway & James Street

Movement	WB	NB	NB	SB	SB	SB
Directions Served	LR	U	TR	L	T	T
Maximum Queue (ft)	147	27	150	92	94	20
Average Queue (ft)	49	2	16	35	10	1
95th Queue (ft)	97	14	85	72	53	13
Link Distance (ft)	901		334		868	868
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		75		150		
Storage Blk Time (%)			1	0	0	
Queuing Penalty (veh)			0	0	0	

Intersection: 13: Tingen Road & Site Driveway 2

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	40	18
Average Queue (ft)	18	1
95th Queue (ft)	43	12
Link Distance (ft)	452	416
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 14: Tingen Road & Site Driveway 3

Movement	EB	WB
Directions Served	R	R
Maximum Queue (ft)	28	54
Average Queue (ft)	5	21
95th Queue (ft)	23	47
Link Distance (ft)	400	274
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 15: Tingen Road & Site Driveway 4

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	44	68	48	49
Average Queue (ft)	8	19	11	5
95th Queue (ft)	32	53	40	28
Link Distance (ft)	386	346	444	524
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 16: Tingen Road & Site Driveway 5

Movement	EB	WB
Directions Served	R	R
Maximum Queue (ft)	33	40
Average Queue (ft)	9	13
95th Queue (ft)	32	38
Link Distance (ft)	376	426
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 100: Apex Peakway

Movement	NB	NB	SB
Directions Served	T	T	T
Maximum Queue (ft)	12	6	38
Average Queue (ft)	0	0	2
95th Queue (ft)	7	6	20
Link Distance (ft)	144	144	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			29
Storage Blk Time (%)			0
Queuing Penalty (veh)			1

Network Summary

Network wide Queuing Penalty: 67

Intersection: 1: NC 55 & Apex Peakway

Movement	EB	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	R	UL	L	T	T	T	TR
Maximum Queue (ft)	145	382	308	672	677	688	243	340	273
Average Queue (ft)	63	194	189	655	656	648	127	205	134
95th Queue (ft)	124	341	294	675	678	759	257	302	232
Link Distance (ft)	941	941		643	643	643		441	441
Upstream Blk Time (%)				83	81	66			
Queuing Penalty (veh)				0	0	0			
Storage Bay Dist (ft)			225				150		
Storage Blk Time (%)		7	7				1	15	
Queuing Penalty (veh)		23	23				2	53	

Intersection: 2: Apex Peakway & S Hughes Street

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	174	81	70	148	224	94	194	155
Average Queue (ft)	86	28	25	36	95	15	46	24
95th Queue (ft)	147	64	58	103	185	56	139	94
Link Distance (ft)	770	637		862	862		941	941
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			125			250		
Storage Blk Time (%)				0			0	
Queuing Penalty (veh)				0			0	

Intersection: 3: Perry Road & Apex Peakway

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	168	52	76	93
Average Queue (ft)	25	4	33	40
95th Queue (ft)	98	30	62	74
Link Distance (ft)	2081	1151	455	474
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: Tingen Road & Apex Peakway

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	216	395	198	238	115	184	137	162
Average Queue (ft)	46	196	82	102	39	66	62	71
95th Queue (ft)	133	337	157	200	85	136	114	136
Link Distance (ft)		664		2081		462		416
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	175		150		100		175	
Storage Blk Time (%)		11	1	3	0	4	0	0
Queuing Penalty (veh)		6	4	5	1	2	0	0

Intersection: 5: Salem Village Drive/Site Driveway 1 & Apex Peakway

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	T	LTR	LTR
Maximum Queue (ft)	34	9	54	3	68	46
Average Queue (ft)	5	0	14	0	32	16
95th Queue (ft)	22	5	42	3	59	38
Link Distance (ft)		1882		664	710	402
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	50		200			
Storage Blk Time (%)	0					
Queuing Penalty (veh)	0					

Intersection: 6: Tingen Road & Widger Lane

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	39	21
Average Queue (ft)	9	1
95th Queue (ft)	32	9
Link Distance (ft)	478	541
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Tingen Road & James Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	70	84	8	6
Average Queue (ft)	35	46	0	0
95th Queue (ft)	58	73	5	4
Link Distance (ft)	1024	807	1707	208
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 8: Minley Way & James Street

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	6	18	26
Average Queue (ft)	0	1	1
95th Queue (ft)	4	11	12
Link Distance (ft)	756	1024	488
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: Apex Peakway & Apex Peakway Connector

Movement	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	R	T	R	L	T	T
Maximum Queue (ft)	249	98	247	73	176	187	142
Average Queue (ft)	119	50	108	24	87	90	44
95th Queue (ft)	205	82	213	59	149	167	114
Link Distance (ft)	505	505	868	868	144	144	144
Upstream Blk Time (%)					1	2	0
Queuing Penalty (veh)					4	5	0
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 11: S Salem Street & Apex Peakway Connector

Movement	EB	EB	EB	WB	WB	SB	SB
Directions Served	L	L	T	T	R	L	R
Maximum Queue (ft)	111	126	136	346	234	243	135
Average Queue (ft)	52	61	59	143	35	121	38
95th Queue (ft)	99	113	119	263	116	207	107
Link Distance (ft)			932	786		505	505
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	500	500			150		
Storage Blk Time (%)				6			
Queuing Penalty (veh)				13			

Intersection: 12: Apex Peakway Connector/Apex Peakway & James Street

Movement	WB	NB	NB	SB	SB	SB
Directions Served	LR	U	TR	L	T	T
Maximum Queue (ft)	162	20	120	82	139	99
Average Queue (ft)	51	1	12	28	13	4
95th Queue (ft)	105	10	64	63	69	39
Link Distance (ft)	901		334		868	868
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		75		150		
Storage Blk Time (%)			1		0	
Queuing Penalty (veh)			0		0	

Intersection: 13: Tingen Road & Site Driveway 2

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	40	34
Average Queue (ft)	14	3
95th Queue (ft)	39	19
Link Distance (ft)	452	416
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 14: Tingen Road & Site Driveway 3

Movement	EB	WB
Directions Served	R	R
Maximum Queue (ft)	28	56
Average Queue (ft)	4	17
95th Queue (ft)	21	44
Link Distance (ft)	400	274
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 15: Tingen Road & Site Driveway 4

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	46	48	52	56
Average Queue (ft)	6	12	15	9
95th Queue (ft)	29	40	46	39
Link Distance (ft)	386	346	444	524
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 16: Tingen Road & Site Driveway 5

Movement	EB	WB
Directions Served	R	R
Maximum Queue (ft)	33	29
Average Queue (ft)	9	11
95th Queue (ft)	31	33
Link Distance (ft)	376	426
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 100: Apex Peakway

Movement	NB	SB	SB
Directions Served	T	T	T
Maximum Queue (ft)	11	5	25
Average Queue (ft)	0	0	1
95th Queue (ft)	6	3	13
Link Distance (ft)	144		504
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		29	
Storage Blk Time (%)		0	0
Queuing Penalty (veh)		0	0

Network Summary

Network wide Queuing Penalty: 144

Appendix L:
Signal Plans and Timings

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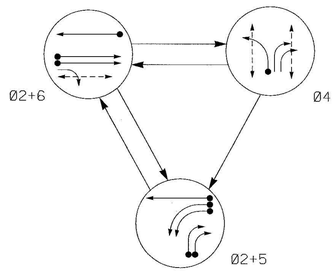
PROJECT REFERENCE NO.	SHEET NO.
U-5118AC	Sig.7

3 Phase
Fully Actuated
(NC 55 Apex Closed Loop System)

PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE Ø2+5	PHASE Ø2+6	PHASE Ø4	PHASE FLASH
21,22,23	G	G	R	Y
41	R	R	G	R
42,43	R/→	R	G	R
51,52	~~←~~	~~R~~	~~R~~	~~R~~
61,62,63	R	G	R	Y
P61,P62	DW	W	DW	DRK
P41,P42,P43,P44	DW	DW	W	DRK

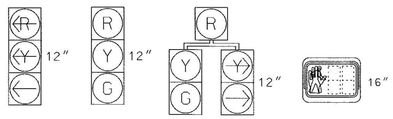
2070L LOOP & DETECTOR INSTALLATION

INDUCTIVE LOOPS					DETECTOR PROGRAMMING							
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
2A	6X6	70	4	-	2	Y	Y	-	-	-	-	-
4A	6X40	0	2-4-2	-	4	Y	Y	-	-	-	-	-
5A	6X40	0	2-4-2	-	5	Y	Y	-	-	-	-	-
5B	6X40	0	2-4-2	-	5	Y	Y	-	-	-	-	-
5C	6X40	0	2-4-2	-	5	Y	Y	-	-	15	-	-
5D	6X40	0	2-4-2	-	5	Y	Y	-	-	15	-	-
6A, 6B	6X6	70	4	-	6	Y	Y	-	-	-	-	-
* 6C	6X6	70	4	Y	6	DISCONNECT						Y

*Contractor to install loop 6C and run lead-in cable to control cabinet, however do not connect to detector unit.

SIGNAL FACE I.D.

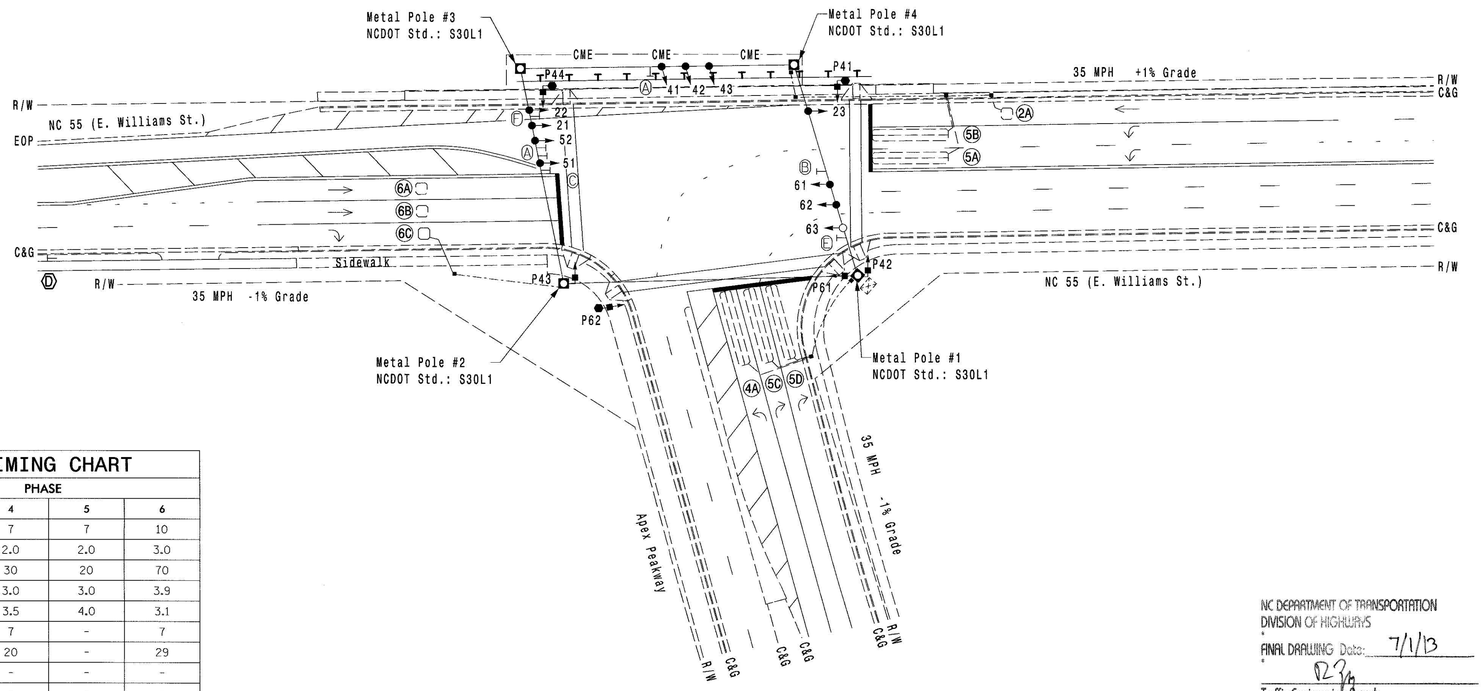
All Heads L.E.D.



51,52 | 21,22,23 61,62,63 41 | 42,43 | P61,P62 P41,P42,P43,P44

NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and Standard Specifications for Roads and Structures" dated January 2012.
2. Do not program signal for late night flashing operation.
3. Phase 5 may be lagged.
4. Reposition existing signal heads numbered 61 and 62 and signs "B" and "E".
5. Set all detector units to presence mode.
6. Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
7. Program pedestrian heads to countdown the flashing "Don't Walk" time only.
8. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
9. Closed loop system data:
   Controller Asset #: 2335.



LEGEND

PROPOSED		EXISTING
○→	Traffic Signal Head	●→
◐→	Modified Signal Head	N/A
⊣	Sign	⊣
□	Pedestrian Signal Head With Push Button & Sign	■
⬡	Signal Pedestal	⬢
N/A	Guardrail	
◎	Metal Strain Pole	◘
▭	Inductive Loop Detector	▭
⊠	Controller & Cabinet	⊠
□	Junction Box	■
----------	2-in Underground Conduit	----------
---CME---	Construction and Maintenence Easement	N/A
—DD—	Directional Drill	N/A
N/A	Right of Way	
→	Directional Arrow	→
Ⓐ	Left Arrow "ONLY" Sign (R3-5L)	Ⓐ
Ⓑ	No U-Turn Sign (R3-4)	Ⓑ
Ⓒ	"U-TURN YIELD TO RIGHT TURN" Sign (R10-16)	Ⓒ
Ⓓ	"RIGHT LANE MUST TURN RIGHT" Sign (R3-7R)	Ⓓ
Ⓔ	Right Arrow "ONLY" Sign (R3-5R)	Ⓔ
Ⓕ	Through Arrow "ONLY" Sign (R3-5a)	Ⓕ

OASIS 2070L TIMING CHART

FEATURE	PHASE 2	PHASE 4	PHASE 5	PHASE 6
Min Green 1 *	10	7	7	10
Extension 1 *	3.0	2.0	2.0	3.0
Max Green 1 *	70	30	20	70
Yellow Clearance	3.8	3.0	3.0	3.9
Red Clearance	3.1	3.5	4.0	3.1
Walk 1 *	-	7	-	7
Don't Walk 1	-	20	-	29
Seconds Per Actuation *	-	-	-	-
Max Variable Initial *	-	-	-	-
Time Before Reduction *	-	-	-	-
Time To Reduce *	-	-	-	-
Minimum Gap	-	-	-	-
Recall Mode	MIN RECALL	-	-	MIN RECALL
Vehicle Call Memory	YELLOW	-	-	YELLOW
Dual Entry	-	-	-	-
Simultaneous Gap	ON	ON	ON	ON

* These values may be field adjusted. Do not adjust Min Green and Extension times for phases 2 and 6 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.

NC DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
FINAL DRAWING Date: 7/1/13
Traffic Engineering Branch

Signal Upgrade

Prepared In the Offices of:
Transportation Mobility and Safety Division
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
Signal Design Section
750 N.Greenfield Pkwy,Garner,NC 27529

NC 55 (E. Williams Street) at Apex Peakway (South)

Division 5 | Wake County | Apex

PLAN DATE: Mar 2013 | REVIEWED BY: J.L. Lewis
PREPARED BY: D.J. Darity | VHB PROJECT NO.: 38311

SCALE 0 40 1"=40'

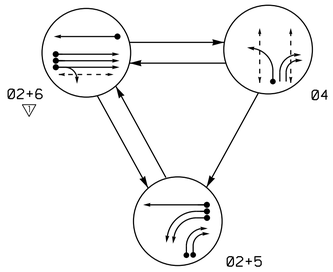
REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 19713 ENGINEER DONALD J. DARITY
6-18-2013
SIGNATURE | DATE
SIG. INVENTORY NO. 05-2335

VHB
Vanasse Hangen Brustlin, Inc.
4000 WestChase Boulevard, Suite 530
Raleigh, NC 27607
Ph: 919.829.0328 Fax: 919.829.0329
NC License No: C-3705

PROJECT REFERENCE NO.	SHEET NO.
05-2335	Sig. 1.0

PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

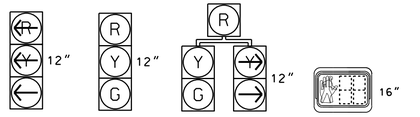
TABLE OF OPERATION

SIGNAL FACE	PHASE Ø2+5	PHASE Ø2+6	PHASE Ø4	FLASH
21, 22, 23	G	G	R	Y
41	R	R	G	R
42, 43	R/←	R	G	R
51, 52	←	~~R~~	~~R~~	~~R~~
61, 62, 63	R	G	R	Y
P41, P42, P43, P44	DW	DW	W	DRK
P61, P62	DW	W	DW	DRK

W - Walk
DW - Don't Walk
DRK - Dark

SIGNAL FACE I.D.

All Heads L.E.D.



51, 52
21, 22, 23
41
61, 62, 63
42, 43
P41, P42, P43, P44
P61, P62

OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

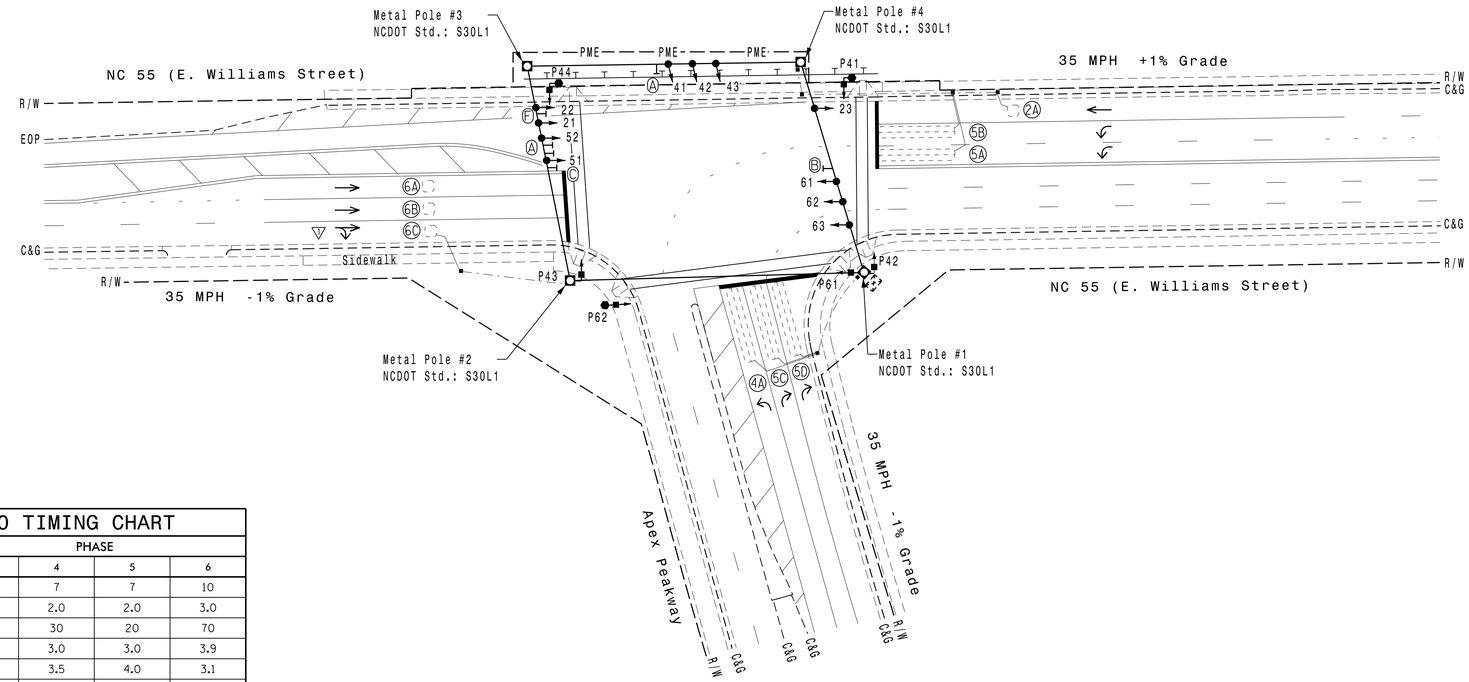
INDUCTIVE LOOPS					DETECTOR PROGRAMMING							
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
2A	6X6	70	EXISTING	-	2	Y	Y	-	-	-	-	-
4A	6X40	0	2-4-2	-	4	Y	Y	-	-	-	-	-
5A	6X40	0	2-4-2	-	5	Y	Y	-	-	-	-	-
5B	6X40	0	2-4-2	-	5	Y	Y	-	-	-	-	-
5C	6X40	0	2-4-2	-	5	Y	Y	-	-	15	-	-
5D	6X40	0	2-4-2	-	5	Y	Y	-	-	15	-	-
6A, 6B	6X6	70	EXISTING	-	6	Y	Y	-	-	-	-	-
▽ • 6C	6X6	70	EXISTING	-	6	Y	Y	-	-	-	-	-

• Connect loop 6C to detector unit.

3 Phase
Fully Actuated
(NC 55 Apex Closed Loop System)

NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Phase 5 may be lagged.
4. Set all detector units to presence mode.
5. Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
6. Program pedestrian heads to countdown the flashing "Don't Walk" time only.
7. Pavement markings are existing unless otherwise shown.
8. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
9. Closed loop system data: Controller Asset #: 2335.
10. ▽ Remove existing "Right Lane Must Turn Right" (R3-7R) and Right Arrow "Only" (R3-5R) signs.



LEGEND

PROPOSED		EXISTING
○→	Traffic Signal Head	●→
◐→	Modified Signal Head	N/A
⊣	Sign	⊣
□	Pedestrian Signal Head With Push Button & Sign	■
○	Signal Pole with Guy	●
○	Signal Pole with Sidewalk Guy	●
▭	Inductive Loop Detector	▭
⊠	Controller & Cabinet	⊠
□	Junction Box	■
·-·-·	2-in Underground Conduit	·-·-·
N/A	Right of Way	------
→	Directional Arrow	→
—CME—	Construction and Maintenence Easement	N/A
—DD—	Directional Drill	N/A
◯	Metal Strain Pole	◘
N/A	Guardrail	⊥⊥
⬡	Type II Signal Pedestal	●
Ⓐ	Left Arrow "ONLY" Sign (R3-5L)	Ⓐ
Ⓑ	No U-Turn Sign (R3-4)	Ⓑ
Ⓒ	"U-TURN YIELD TO RIGHT TURN" Sign (R10-16)	Ⓒ
Ⓕ	Through Arrow "ONLY" Sign (R3-5A)	Ⓕ

OASIS 2070 TIMING CHART

FEATURE	PHASE 2	PHASE 4	PHASE 5	PHASE 6
Min Green 1 *	10	7	7	10
Extension 1 *	3.0	2.0	2.0	3.0
Max Green 1 *	70	30	20	70
Yellow Clearance	3.8	3.0	3.0	3.9
Red Clearance	3.1	3.5	4.0	3.1
Red Revert	2.0	2.0	2.0	2.0
Walk 1 *	-	7	-	7
Don't Walk 1	-	20	-	29
Seconds Per Actuation *	-	-	-	-
Max Variable Initial *	-	-	-	-
Time Before Reduction *	-	-	-	-
Time To Reduce *	-	-	-	-
Minimum Gap	-	-	-	-
Recall Mode	MIN RECALL	-	-	MIN RECALL
Vehicle Call Memory	YELLOW	-	-	YELLOW
Dual Entry	-	-	-	-
Simultaneous Gap	ON	ON	ON	ON

* These values may be field adjusted. Do not adjust Min Green and Extension times for phases 2 and 6 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.

Signal Revision

REVISION ▽ SEAL

NORTH CAROLINA PROFESSIONAL SEAL 026486 ENGINEER ROBERT J. ZIEMBA

DocuSigned by: 2/2/2015
SIGNATURE DATE

Prepared In the Offices of:
Transportation Mobility and Safety Division
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
Signal Design Section
750 N.Greenfield Pkwy.Garner,NC 27529

NC 55 (E. Williams Street) at Apex Peakway (South)

Division 5 Wake County Apex

PLAN DATE: March 2013 REVIEWED BY: J.L. Lewis
PREPARED BY: D.J. Darity REVIEWED BY:

REVISIONS	INIT.	DATE
▽ Revised SB right lane to thru-right.	DJD	2/2/2015

SCALE 0 40 1"=40'

Not a certified document as to the Original Document but Only as to the Revisions - This document originally issued and sealed by Donald J.Darity,PE. #19713, on 6/18/2013. This document is only certified as to the revisions.

SIG. INVENTORY NO. 05-2335

09-FEB-2015 12:38
S:*TIS\SIGNALS\Signal Design Section\Central Region\Div 5\05-2335\052335_sig_dsn_20150202.dgn
rziemba

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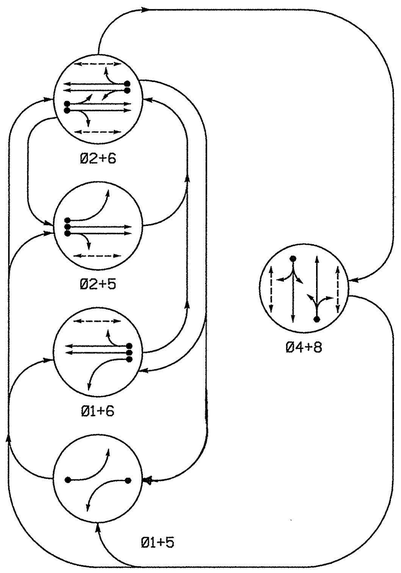
PROJECT REFERENCE NO.	SHEET NO.
36249.2675	Sig.4.1

PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

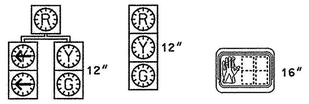
- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE Ø1+5	Ø1+6	Ø2+5	Ø2+6	Ø4+8	FLASH
21	←R	R	←G	G	R	Y
22	R	R	G	G	R	Y
41,42	R	R	R	R	G	R
61	←R	→G	R	G	R	Y
62	R	G	R	G	R	Y
81,82	R	R	R	R	G	R
P21,P22	DW	DW	W	W	DW	DRK
P41,P42	DW	DW	DW	DW	W	DRK
P61,P62	DW	W	DW	W	DW	DRK
P81,P82	DW	DW	DW	DW	W	DRK

SIGNAL FACE I.D.

Denotes L.E.D.



21, 61 — 22, 41,42, 62, 81,82 — P21,P22, P41,P42, P61,P62, P81,P82

2070L LOOP & DETECTOR INSTALLATION

INDUCTIVE LOOPS					DETECTOR PROGRAMMING							
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
1A	6X40	0	2-4-2	Y	1	Y	Y	-	-	10	-	Y
					6	Y	Y	-	-	-	-	Y
2A/S43	6X6	2A	5	Y	2	Y	Y	-	-	-	Y	Y
2B/S44	6X6	70	5	Y	2	Y	Y	-	-	-	Y	Y
4A	6X40	0	2-4-2	Y	4	Y	Y	-	-	10	-	Y
5A	6X40	0	2-4-2	Y	5	Y	Y	-	-	10	-	Y
					2	Y	Y	-	-	-	-	Y
6A/S41	6X6	70	5	Y	6	Y	Y	-	-	-	Y	Y
6B/S42	6X6	70	5	Y	6	Y	Y	-	-	-	Y	Y
8A	6X40	0	2-4-2	Y	8	Y	Y	-	-	10	-	Y

5 PHASE FULLY ACTUATED (NC 55 APEX CLOSED LOOP SYSTEM)

NOTES

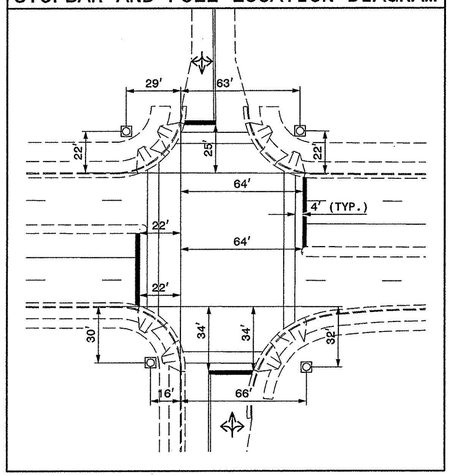
1. Refer to "Roadway Standard Drawings NCDOT" dated July 2006, "Standard Specifications for Roads and Structures" dated July 2006, these project special provisions, and all applicable sections of the latest version of the generic Project Special Provisions. The generic PSP can be accessed at the following website: http://www.ncdot.org/doh/preconstruct/traffic/itss/
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Enable backup protect for phase 2+6 to allow the controller to clear from phase 2+6 to phase 1+6 or 2+5 by progressing through an all red display.
4. Set all detector units to presence mode.
5. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
6. Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
7. Program pedestrian heads to countdown the flashing "Don't Walk" time Only.
8. Closed loop system data: Controller Asset #: 2336
9. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

2070L TIMING CHART

FEATURE	PHASE 1	2	4	5	6	8
Min Green 1 *	7	10	7	7	10	7
Extension 1 *	2.0	3.0	2.0	2.0	3.0	2.0
Max Green 1 *	20	70	30	20	70	30
Yellow Clearance	3.0	3.6	4.1	3.0	3.7	3.7
Red Clearance	2.9	2.0	2.5	2.6	2.2	2.5
Red Revert	2.0	5.0	2.0	2.0	5.0	2.0
Walk 1 *	-	7	7	-	7	7
Don't Walk 1	-	8	18	-	7	18
Seconds Per Actuation *	-	-	-	-	-	-
Max Variable Initial *	-	-	-	-	-	-
Time Before Reduction *	-	-	-	-	-	-
Time To Reduce *	-	-	-	-	-	-
Minimum Gap	-	-	-	-	-	-
Recall Mode	-	MIN RECALL	-	-	MIN RECALL	-
Vehicle Call Memory	-	YELLOW	-	-	YELLOW	-
Dual Entry	-	-	ON	-	-	ON
Simultaneous Gap	ON	ON	ON	ON	ON	ON

* These values may be field adjusted. Do not adjust Min Green and Extension times for phases 2 and 6 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.

STOPBAR AND POLE LOCATION DIAGRAM



LEGEND

PROPOSED		EXISTING
○→	Traffic Signal Head	●→
◐→	Modified Signal Head	N/A
⊓	Sign	⊓
▯↓	Pedestrian Signal Head With Push Button & Sign	■↓
⬡	Pedestrian Signal Pedestal	⬢
▣	Metal Strain Pole	◘
▭	Inductive Loop Detector	▭
⊠	Controller & Cabinet	⊠
□	Junction Box	■
·····	2-in Underground Conduit	·-·-·
—CME—	Construction and Maintenence Easement	N/A
N/A	Right of Way	- - - -
→	Directional Arrow	→
→	Pavement Marking Arrow	→

N.C. DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
FINAL DRAWING Date: 8/5/08
Traffic Engineering Branch

NEW INSTALLATION

PLANS PREPARED IN THE OFFICE OF:
Kimley-Horn and Associates, Inc.
P.O. Box 33068
Raleigh, NC 27636
(919) 677-2000

Traffic Engineering and Safety Systems Branch
STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
Signals and Geometrics Section
750 N. Greenfield Pkwy, Garner, NC 27529

SCALE 0 40 1"=40'

APEX PEAKWAY
AT
SR 1158 (SOUTH HUGHES STREET)

DIVISION 5 WAKE COUNTY APEX

PLAN DATE: OCTOBER 2007 REVIEWED BY:
PREPARED BY: DA SHINBARA REVIEWED BY: SB PRIVETTE

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 24432 ENGINEER STEPHANIE B. PRIVETTE
SIGNATURE 7.8.08 DATE

SIG. INVENTORY NO. 05-2336

7/8/2008 10:42:13 AM david.shinbara k:\ral_tden\012746003 kite realty signals\S. Hughes St at Apex Peakway\05-2336.sig

Intersection Inv. Number	Zone Number	Location	Printed	Developed By	Installed On
05-2336	0	Apex Peakway & South Hughes Street	1-NC 55	MEI	

8 - PHASE TIMING

PHASE(S)	1	2	3	4	5	6	7	8
MINIMUM GREEN 1	7	10		7	7	10		7
EXTENSION 1 (GAP 1)	2.0	3.0		2.0	2.0	3.0		2.0
MAX GREEN 1	20	70		30	20	70		30
YELLOW CLEARANCE	3.0	3.6		4.1	3.0	3.7		3.7
RED CLEARANCE	2.9	2.0		2.5	2.6	2.2		2.5
WALK 1		7		7		7		7
DON'T WALK 1		8		18		7		18
SECONDS PER ACTUATION								
MAX VARIABLE INITIAL								
TIME BEFORE REDUCTION								
TIME TO REDUCE								
MINIMUM GAP								
RECALL MODE	MIN RECALL				MIN RECALL			
VEHICLE CALL MEMORY		YELLOW				YELLOW		
DUAL ENTRY				ON				ON
SIMULTANEOUS GAP	ON	ON		ON	ON	ON		ON

4 - PHASE SEQUENCE

PAGE	RING	Bar1	Bar2	Bar3	Bar4
1	R1	1200	0400	0000	0000
	R2	5600	0800	0000	0000
2	R1				
	R2				
3	R1				
	R2				
4	R1				
	R2				
5	R1				
	R2				
6	R1				
	R2				

PAGE	RING	Bar1	Bar2	Bar3	Bar4
7	R1				
	R2				
8	R1				
	R2				
9	R1				
	R2				
10	R1				
	R2				
11	R1				
	R2				
12	R1				
	R2				

COORDINATION PLANS AND TIME-OF-DAY SCHEDULE

9 - COORDINATION

PLAN #	P-1	P-2	P-3	P-4	P-5	P-6	P-7	P-8
CYCLE LENGTH			70			90	100	
OFFSET 1			15			11	0	
OFFSET 2								
OFFSET 3								
OFFSET 4								
SPLITS: PHASE 1			17			19	25	
PHASE 2			28			43	48	
PHASE 3								
PHASE 4			25			28	27	
PHASE 5			17			19	21	
PHASE 6			28			43	52	
PHASE 7								
PHASE 8			25			28	27	
COORDINATED PHASES			2,6			2,6	2,6	
OPTIONS (Y/N)								
SPLIT / TIMING IN PERCENT?			N			N	N	
PERMISSIVE MODE (ENT: MANUAL)			AUTO			AUTO	AUTO	
ENABLE TRANSITION PERMISSIVE MODE?			N			N	N	
ADJUST NON-COORDINATED SPLITS?			Y			Y	Y	
CYCLE ONCE PER CYCLE LENGTH?			Y			Y	Y	
ACTIVE PAGES								
PHASE SEQUENCE PAGE (1-12)			1			1	1	
PHASE TIMING PAGE (1-4)			1			1		
PHASE CONTROL PAGE (1-4)			1			1		
OVERLAP CONTROL PAGE (1-4)			1			1		
INPUT PAGE (1-4)			1			1	1	
OUTPUT PAGE (1-4)			1			1	1	

B - SCHEDULING

Event #	DATE Start	DATE End	TIME Start	TIME End	PRIORITY L-M-H	PLAN #	OFFSET #	DAY OF WEEK S	M	T	W	TH	F	S
1	1/1	12/31	7:00	9:00	L	7			X	X	X	X	X	
2	1/1	12/31	9:00	11:15	L	66			X	X	X	X	X	
3	1/1	12/31	11:15	14:45	L	3			X	X	X	X	X	
4	1/1	12/31	14:45	18:00	L	6			X	X	X	X	X	
5	1/1	12/31	19:30	21:30	L	66			X	X	X	X	X	
6	1/1	12/31	21:30	6:00	L	66			X	X	X	X	X	
7														
8	1/1	12/31	7:30	10:00	L	66								X
9	1/1	12/31	10:00	17:30	L	66								X
10	1/1	12/31	17:30	20:45	L	66								X
11	1/1	12/31	20:45	6:00	L	66								X
12														
13	1/1	12/31	9:00	11:15	L	66		X						
14	1/1	12/31	11:15	15:30	L	66		X						
15	1/1	12/31	15:30	20:00	L	66		X						
16	1/1	12/31	20:00	6:00	L	66		X						
17														
18														
19														
20	11/22	11/28	0:00	24:00	M	66						X		
21	12/25	12/25	0:00	24:00	M	66		X	X	X	X	X	X	X
22	1/1	1/1	0:00	24:00	M	66		X	X	X	X	X	X	X

Notes: HOLIDAY SCHEDULE - PROGRAM EVENTS AS PRIORITY LEVEL 2 (MED)

*PERMISSIVE MODE			
	0 = AUTO	2 = MANUAL	4 = WALK
	1 = OPEN	3 = WINDOW	

Intersection ID Number	Zone Number	Location	Printed	Developed By	Installed On
05-2335	1	NC 55 (Williams Street) & South Apex Peakway	1-NC 55	MEI	

8 - PHASE TIMING

PHASE(S)	1	2	3	4	5	6	7	8
MINIMUM GREEN 1		10		7	7	10		
EXTENSION 1 (GAP 1)		3.0		2.0	2.0	3.0		
MAX GREEN 1		70		30	20	70		
YELLOW CLEARANCE		3.8		3.0	3.0	3.9		
RED CLEARANCE		3.1		3.5	4.0	3.1		
WALK 1				7		7		
DON'T WALK 1				20		29		
SECONDS PER ACTUATION								
MAX VARIABLE INITIAL								
TIME BEFORE REDUCTION								
TIME TO REDUCE								
MINIMUM GAP								
RECALL MODE	MIN RECALL				MIN RECALL			
VEHICLE CALL MEMORY		YELLOW				YELLOW		
DUAL ENTRY								
SIMULTANEOUS GAP		ON		ON	ON	ON		

4 - PHASE SEQUENCE

PAGE	RING	Bar1	Bar2	Bar3	Bar4
1	R1	0200	0400	0000	0000
	R2	5600	0000	0000	0000
2	R1	0200	0400	0000	0000
	R2	0650	0000	0000	0000
3	R1				
	R2				
4	R1				
	R2				
5	R1				
	R2				
6	R1				
	R2				

PAGE	RING	Bar1	Bar2	Bar3	Bar4
7	R1				
	R2				
8	R1				
	R2				
9	R1				
	R2				
10	R1				
	R2				
11	R1				
	R2				
12	R1				
	R2				

COORDINATION PLANS AND TIME-OF-DAY SCHEDULE

9 - COORDINATION

PLAN #	P-1	P-2	P-3	P-4	P-5	P-6	P-7	P-8
CYCLE LENGTH		140	140	150		180	100	
OFFSET 1		87	52	33		158	67	
OFFSET 2								
OFFSET 3								
OFFSET 4								
SPLITS: PHASE 1								
PHASE 2		110	105	114		143	73	
PHASE 3								
PHASE 4		30	35	36		37	27	
PHASE 5		33	30	35		33	26	
PHASE 6		77	75	79		110	47	
PHASE 7								
PHASE 8								
COORDINATED PHASES		2,6	2,6	2,6		2,6	2,6	
OPTIONS (Y/N)								
SPLIT / TIMING IN PERCENT?		N	N	N		N	N	
PERMISSIVE MODE (ENT: MANUAL)		AUTO	AUTO	AUTO		AUTO	AUTO	
ENABLE TRANSITION PERMISSIVE MODE?		N	N	N		N	N	
ADJUST NON-COORDINATED SPLITS?		Y	Y	Y		Y	Y	
CYCLE ONCE PER CYCLE LENGTH?		Y	Y	Y		Y	Y	
ACTIVE PAGES								
PHASE SEQUENCE PAGE (1-12)		2	2	2		2	1	
PHASE TIMING PAGE (1-4)		1	1	1		1	1	
PHASE CONTROL PAGE (1-4)		1	1	1		1		
OVERLAP CONTROL PAGE (1-4)		1	1	1		1		
INPUT PAGE (1-4)		1	1	1		1	1	
OUTPUT PAGE (1-4)		1	1	1		1	1	

B - SCHEDULING

Event #	DATE Start	DATE End	TIME Start	TIME End	PRIORITY L-M-H	PLAN #	OFFSET #	DAY OF WEEK S	M	T	W	TH	F	S
1	1/1	12/31	6:15	9:00	L	7			X	X	X	X	X	
2	1/1	12/31	9:00	11:15	L	2			X	X	X	X	X	
3	1/1	12/31	11:15	14:45	L	3			X	X	X	X	X	
4	1/1	12/31	14:45	19:30	L	6			X	X	X	X	X	
5	1/1	12/31	19:30	21:30	L	2			X	X	X	X	X	
6	1/1	12/31	21:30	6:00	L	66			X	X	X	X	X	
7														
8	1/1	12/31	7:30	10:00	L	2								X
9	1/1	12/31	10:00	17:30	L	4								X
10	1/1	12/31	17:30	20:45	L	2								X
11	1/1	12/31	20:45	6:00	L	66								X
12														
13	1/1	12/31	9:00	11:15	L	2		X						
14	1/1	12/31	11:15	15:30	L	3		X						
15	1/1	12/31	15:30	20:00	L	2		X						
16	1/1	12/31	20:00	6:00	L	66		X						
17														
18														
19														
20	11/22	11/28	0:00	24:00	M	66						X		
21	12/25	12/25	0:00	24:00	M	66		X	X	X	X	X	X	X
22	1/1	1/1	0:00	24:00	M	66		X	X	X	X	X	X	X

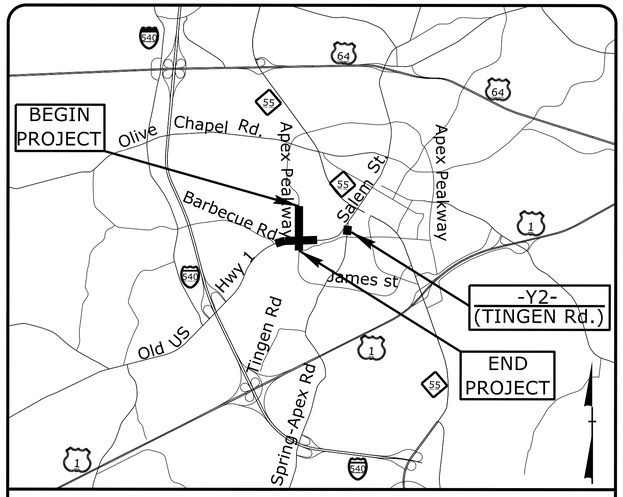
Notes:

*PERMISSIVE MODE			
	0 = AUTO	2 = MANUAL	4 = WALK
	1 = OPEN	3 = WINDOW	

09/08/99

TIP PROJECT: U–5928

CONTRACT: _____



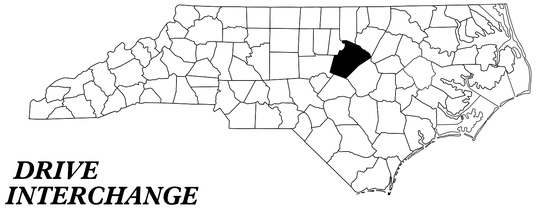
VICINITY MAP

NOT TO SCALE

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

WAKE COUNTY

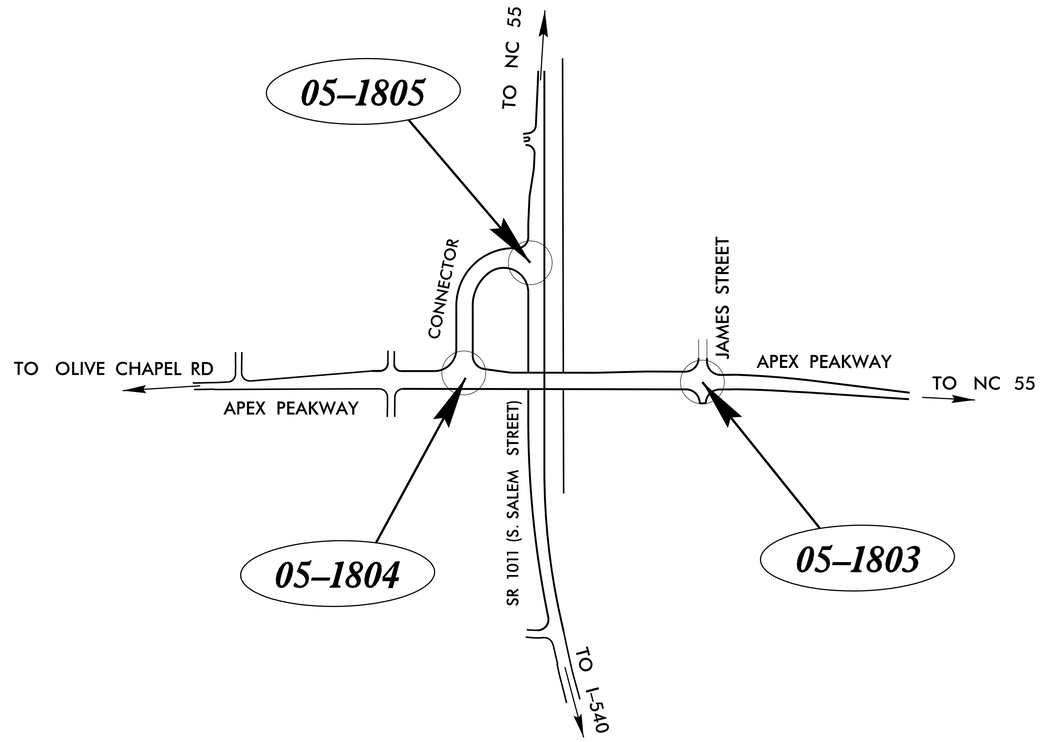
Project No.	Sheet No.
U–5928	Sig. 1.0



NAD 83/NA 2011

LOCATION: *APEX PEAKWAY FROM JAMES STREET TO TOWHEE DRIVE INCLUDING CONSTRUCTION OF GRADE SEPARATED INTERCHANGE FOR APEX PEAKWAY AT SR 1011 (SOUTH SALEM STREET) AND CSX RAILROAD*

TYPE OF WORK: *TRAFFIC SIGNALS AND SIGNAL COMMUNICATIONS*



APEX NORTH CAROLINA 1873

INDEX OF PLANS

Sheet #	Reference #	Location /Description
Sig. 1.0	––––––––	Title Sheet
Sig. 1.1–1.2	––––––––	Standard Plate Sheets
Sig. 2.0–2.3	05–1804	Apex Peakway at Connector to SR 1011 (S. Salem St.)
Sig. 3.0–3.4	05–1805	SR 1011 (S. Salem St.) at Connector to Apex Peakway
Sig. 4.0–4.4	05–1803	Apex Peakway at James St.
M1–M8	––––––––	Standard Metal Pole Details
SCP. 1–5	––––––––	Signal Communication Plans

LEGEND

##-#### *SIGNAL INVENTORY NUMBER*

TRANSPORTATION SYSTEMS MANAGEMENT & OPERATIONS UNIT

Contacts:

Robert J. Ziemba, PE – Central Region Signals Engineer

Todd Joyce, PE – Signal Equipment Design Engineer

Gregory A. Green – Signal Communications Project Engineer

Prepared for the North Carolina Department of Transportation
In the Office of:

vhb
VHB Engineering NC, P.C. (C-3705)
940 Main Campus Drive, Suite 500
Raleigh, NC 27606
919.829.0328

Refer to Roadway Standard Drawings NCDOT" dated January 2018 and Standard Specifications for Roads and Structures" dated January 2018.

TIM D. GOINS, PE
PROJECT ENGINEER

JIANXIN MA, PE PTOE
PROJECT DESIGN ENGINEER

SEAL

NORTH CAROLINA PROFESSIONAL SEAL 033108 ENGINEER JIANXIN MA

SIGNATURE DATE

DIVISION OF HIGHWAYS

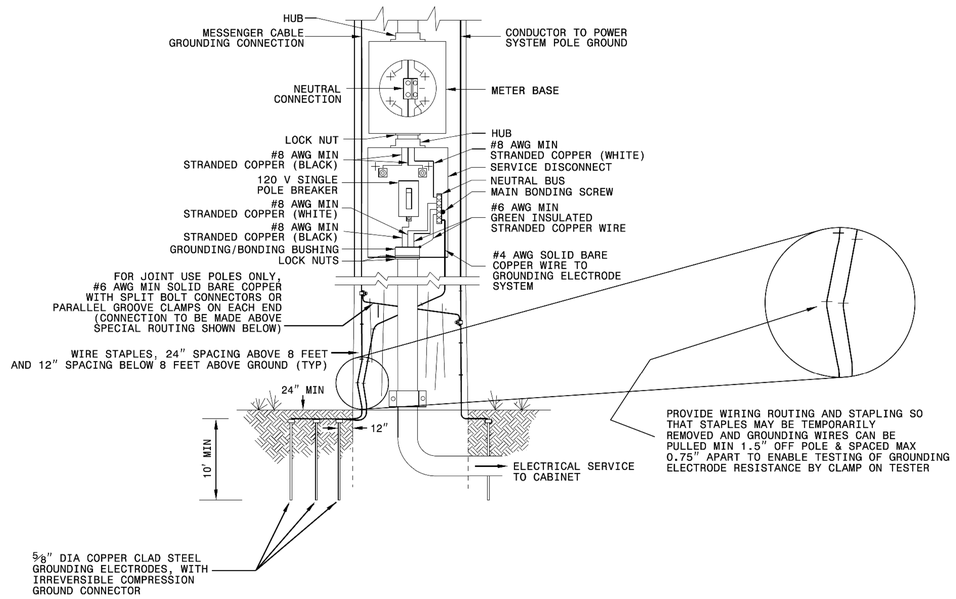
TRANSPORTATION MOBILITY AND SAFETY DIVISION

Transportation Mobility and Safety Division · DEPARTMENT OF TRANSPORTATION · STATE OF NORTH CAROLINA

TSMO Unit

750 N. Greenfield Parkway, Garner, NC 27529

PROJECT NO.	SHEET NO.
U-5928	Sig. 1.1



STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

1-18

ENGLISH STANDARD DRAWING FOR

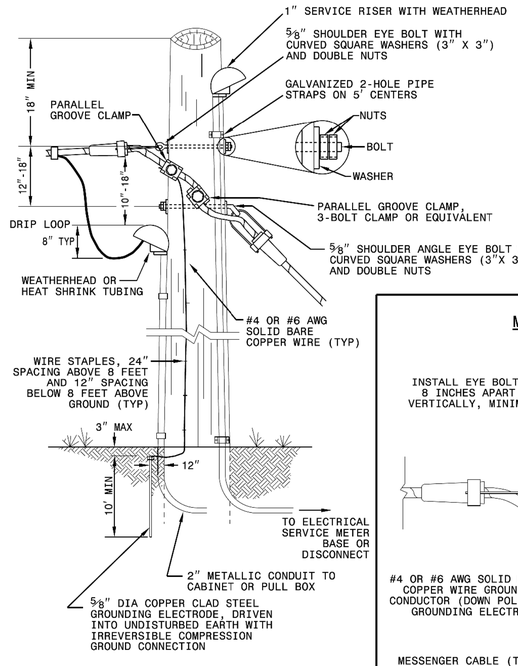
ELECTRICAL SERVICE GROUNDING

GROUNDING AND BONDING

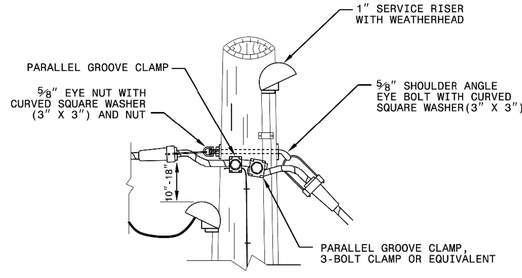
SHEET 1 OF 1

1700D01

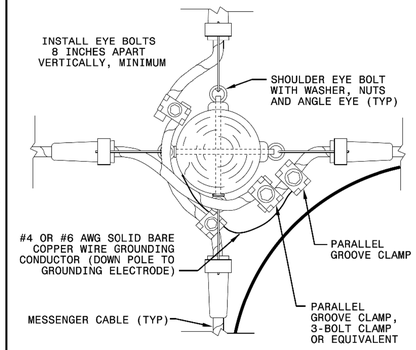
TWO-BOLT METHOD (PREFERRED)



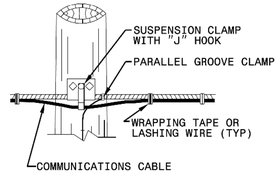
ONE-BOLT METHOD



MULTIPLE SPANS



COMMUNICATIONS CABLE AT INTERMEDIATE POLE



NOTE

FOR CONNECTING MESSENGER TO MESSENGER, USE PARALLEL GROOVE CLAMP, 3-BOLT CLAMP OR EQUIVALENT. FOR CONNECTING COPPER WIRE TO MESSENGER, USE PARALLEL GROOVE CLAMP.

STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

1-18

ENGLISH STANDARD DRAWING FOR

WOOD POLES

METHODS OF ATTACHMENT AND GROUNDING

SHEET 1 OF 1

1720D01

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

See Plate for Title

Prepared in the Offices of:

Transportation Mobility and Safety Division
Traffic Engineering Branch
Intelligent Transportation Systems & Signals Unit

750 N. Greenfield Parkway
Garner, NC 27529

SEAL
NORTH CAROLINA
PROFESSIONAL
SEAL
032108
ENGINEER
MOHD A. ASLAMI

DocuSigned by:
Mohd Aslami
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10/11/2017
DATE

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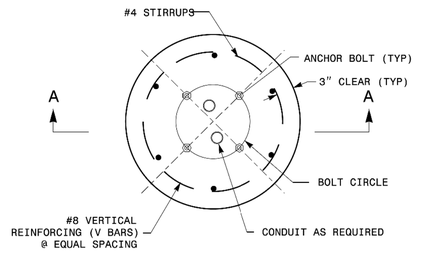
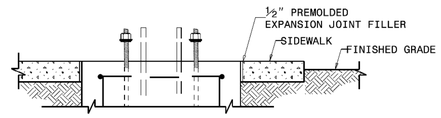
PROJECT NO.	SHEET NO.
U-5928	Sig.1.2



PEDESTAL FOUNDATION - PLAN VIEW

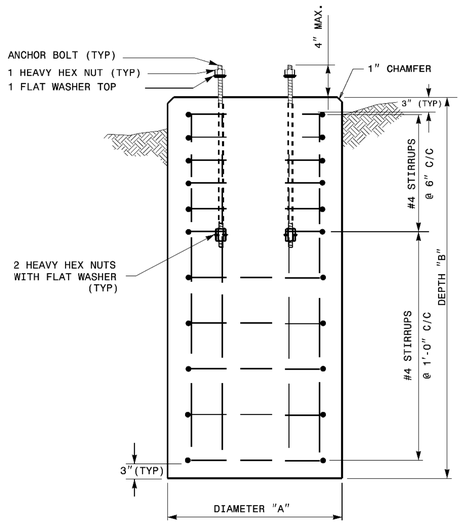


PEDESTAL FOUNDATION DETAILS FOR SIDEWALK

NOTES:

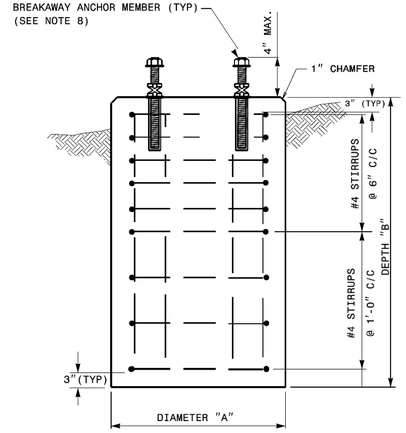
1. CAST FOUNDATION AGAINST UNDISTURBED SOIL WHEREVER CONDITIONS PERMIT. IN UNSTABLE SOIL, CAST-IN-PLACE TUBE FORMS ARE ALLOWED WITH APPROVAL.
2. COMPLY WITH APPLICABLE PROVISIONS OF SECTION 825 FOR CONCRETE CONSTRUCTION.
3. USE CLASS "A" CONCRETE THAT MEETS THE REQUIREMENTS OF SECTION 1000 WITH A COMPRESSION STRENGTH AT 28 DAYS OF F'c= 3000 PSI (MIN.).
4. USE ASTM GRADE 60 DEFORMED BARS FOR ALL REINFORCING STEEL.
5. GRADE IS ASSUMED TO BE (8H:1V) OR FLATTER. FOUNDATION SIZE AND DEPTHS ARE BASED ON THE FOLLOWING SOIL DESIGN PARAMETERS:
   A. SANDY TYPE SOIL
   B. NO GROUND WATER WITHIN 5'-0" OF SURFACE ELEVATION
   C. WIND SPEED NOT TO EXCEED 140 MPH

   IF ACTUAL CONDITIONS VARY SUBSTANTIALLY FROM THOSE ASSUMED, THE FOUNDATION DEPTH MAY BE ADJUSTED. IN THIS CASE, CONTACT THE ENGINEER.
6. MAINTAIN AT LEAST 3" COVER ON ALL REINFORCEMENT.
7. ORIENT CONDUIT AS REQUIRED BY THE DESIGN OR AS DICTATED BY FIELD CONDITIONS.
8. USE ADHESIVE ANCHOR FOR THREADED COUPLING INSERT. FOR TYPE I MINIMUM DEPTH NECESSARY IS 0'-4½" AND FOR TYPE II MINIMUM DEPTH NECESSARY IS 0'-6⅝". FOLLOW MANUFACTURER'S INSTALLATION INSTRUCTIONS.



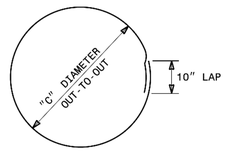
TYPES I, II & III

SECTION A-A

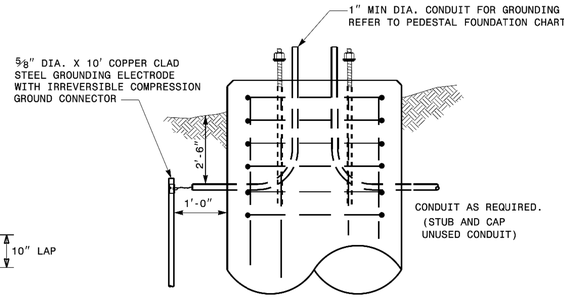


TYPES I & II ONLY

SECTION A-A



CLOSED HOOPS



GROUNDING & CONDUIT DETAIL

PEDESTAL FOUNDATION TYPE AND SIZE

TYPE	PEDESTAL DESCRIPTION	SIZE			ANCHOR BOLT		INSTALL GROUNDING SYSTEM (YES/NO)
		DIAMETER "A" FT	DEPTH "B" FT	CONCRETE VOLUME CY	DIAMETER (MIN.) IN	LENGTH FT-IN	
I	PEDESTRIAN PUSHBUTTON	2'-0"	3'-6"	.41	½	1'-6"	NO
II	NORMAL-DUTY	2'-0"	5'-0"	.58	¾	2'-0"	YES
III	HEAVY-DUTY	2'-6"	7'-0"	1.27	1	4'-0"	YES

REINFORCING STEEL SCHEDULE

TYPE	V-BAR				STIRRUP								TOTAL STEEL WEIGHT LBS
						QUANTITY							
						VERTICAL SPACING							
	SIZE #	QTY	LENGTH	WEIGHT LBS	SIZE #	ON 6" CENTERS	ON 12" CENTERS	TOTAL	LENGTH	DIAMETER "C" FT	OVERLAP MIN.	WEIGHT LBS	
I	8	6	3'-0"	56	4	0	4	4	5'-7"	1'-6"	0'-10"	15	71
II	8	6	4'-6"	86	4	5	3	8	5'-7"	1'-6"	0'-10"	30	116
III	8	6	6'-6"	122	4	7	4	11	7'-2"	2'-0"	0'-10"	53	175

STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

1-18

ENGLISH STANDARD DRAWING FOR
PEDESTALS
FOUNDATIONS

SHEET 1 OF 1

1743D01

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See Plate for Title

Prepared in the Offices of:

Transportation Mobility and Safety Division
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
ITS & Signals Unit

750 N. Greenfield Parkway
Garner, NC 27529

SEAL
NORTH CAROLINA
PROFESSIONAL
SEAL
028094
ENGINEER
DEBESH C. SARKAR

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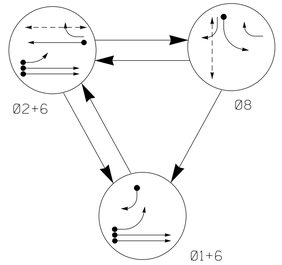
SIGNATURES COMPLETED

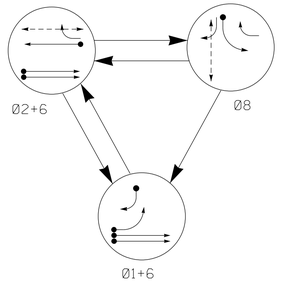
PROJECT REFERENCE NO.	SHEET NO.
U-5928	Sig. 2.0

3 Phase
Fully Actuated
(S. Salem Street @ Apex Peakway CLS)
Signal System #: DO5-72_Apex

DEFAULT PHASING DIAGRAM



ALTERNATE PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

DEFAULT PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE 0 1 + 6	PHASE 0 2 + 6	PHASE 0 8	PHASE FLASH
11	←	~~F~~ Y	~~R~~	~~Y~~
21, 22, 24	R	G	R	Y
23	R	~~F~~ Y	→	~~Y~~
61, 62	G	G	R	Y
81	R	R	G	R
82	R/→	R	G	R
P21, P22	DW	W	DW	DRK
P81, P82	DW	DW	W	DRK

ALTERNATE PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE 0 1 + 6	PHASE 0 2 + 6	PHASE 0 8	PHASE FLASH
11	←	~~R~~	~~R~~	~~Y~~
21, 22, 24	R	G	R	Y
23	R	~~F~~ Y	→	~~Y~~
61, 62	G	G	R	Y
81	R	R	G	R
82	R/→	R	G	R
P21, P22	DW	W	DW	DRK
P81, P82	DW	DW	W	DRK

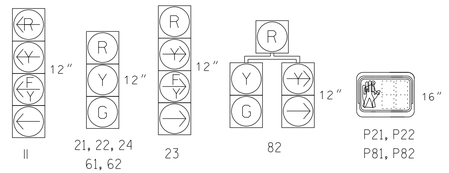
MAXTIME DETECTOR INSTALLATION CHART

DETECTOR					PROGRAMMING							
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	ADDED INITIAL	CALL	DELAY DURING GREEN	NEW CARD
1A	6X40	0	2-4-2	X	1	15*	-	X	-	X	-	X
					6#	-	-	X	-	X	-	X
1B	6X40	0	2-4-2	X	1	15	-	X	-	X	-	X
1C	6X6	0	3	X	1	15	-	X	-	X	-	X
6A	6X6	160	4	X	6	-	-	X	-	X	-	X
6B	6X6	160	4	X	6	-	-	X	-	X	-	X
8A	6X40	0	2-4-2	X	8	-	-	X	-	X	-	X

* Disable delay during Alternate Phasing Operation.
\# Disable phase call for loop(s) during Alternate Phasing Operation.

SIGNAL FACE I.D.

All Heads L.E.D.



RADAR DETECTION SYSTEM

FUNCTION	Sensor 1 (2A) (S3)
Channel	1
Phase	2
Direction of Travel	NB
Detection Zone (ft)	100-500
Enable Speed	Y
Speed Range (mph)	35-100
Enable Estimated Time of Arrival	Y
Estimate Time of Arrival (sec)	2.5-6.5

NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2018 and "Standard Specifications for Roads and Structures" dated January 2018.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Phase 1 may be lagged.
4. Set all detector units to presence mode.
5. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
6. Program pedestrian heads to count down the flashing "Don't Walk" time only.
7. Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
8. Street name signs will be provided by Town of Apex.
9. All metal poles, arms, pedestals and signal head housings shall be black in color as specified in the project special provisions.
10. This intersection features a multizone microwave detection system. Install detectors according to manufacturer's specifications to ensure optimum detection zone coverage.
11. The Division Traffic Engineer will determine the hours of use for each phasing plan.
12. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

MAXTIME TIMING CHART

FEATURE	PHASE 1	PHASE 2	PHASE 6	PHASE 8
Walk *	–	7	–	7
Ped Clear *	–	25	–	23
Min Green	7	10	10	7
Passage *	2.0	6.0	6.0	2.0
Max 1 *	20	50	50	25
Yellow Change	3.0	4.1	4.1	3.0
Red Clear	3.2	2.7	2.7	3.3
Added Initial *	–	2.5	1.5	–
Maximum Initial *	–	24	20	–
Time Before Reduction *	–	15	15	–
Time To Reduce *	–	30	30	–
Minimum Gap	–	3.0	3.0	–
Advance Walk	–	3.0	–	3.0
Non Lock Detector	X	–	–	X
Vehicle Recall	–	MIN RECALL	MIN RECALL	–
Dual Entry	–	–	–	–

* These values may be field adjusted. Do not adjust Min Green and Extension times for phases 2 and 6 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.

LEGEND

PROPOSED		EXISTING
	Traffic Signal Head	
	Sign	
	Pedestrian Signal Head With Push Button & Sign	
	Inductive Loop Detector	
	Controller & Cabinet	
	Junction Box	
	2-in Underground Conduit	
N/A	Right of Way	
	Directional Arrow	
	Metal Pole with Mastarm	
	Type II Signal Pedestal	
DD	Directional Drill	N/A

PROPOSED		EXISTING
N/A	Railroad Tracks	
N/A	Guardrail	
N/A	Concrete Barrier	
N/A	Curb Ramp	
(A)	No U-Turn Sign (R 3-4)	(A)
(B)	Right Arrow "TURNING VEHICLES" Yield "TO" Pedestrians Sign (R10-15R)	(B)
(C)	"U-TURN YIELD TO RIGHT TURN" Sign (R10-16)	(C)
(D)	Right Arrow "ONLY" Sign (R3-5R)	(D)
(E)	Street Name Sign (D3-1)	(E)

NC Dept of Transportation
Division of Highways

Final Drawing Date: _____

ITS & Signals Unit

The signatures affixed below certify that this sheet has been reviewed and approved solely per the certifications signed on the cover sheet of these construction plans.

Public Works – Transportation	Water Resources – Stormwater
Building Inspections	Planning
Water Resources – Utility Engineering	Planning – Transportation
Electric	Fire
Water Resources – Soil & Erosion Control	Parks, Recreation & Cultural Resources

VHB Engineering NC, P.C. (C-3705)
940 Main Campus Drive, Suite 500
Raleigh, NC 27606
919.829.0328

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New Installation

Prepared for the Offices of:
Traffic Engineering Stability and Safety Unit
North Carolina Department of Transportation
Signal Design Section

750 N.Greenfield Pkwy,Garner,NC 27529

Apex Peakway at Connector to SR 1011 (S. Salem Street)

Division 5 Wake County Apex

PLAN DATE: April 2023 REVIEWED BY: J. L. Lewis

PREPARED BY: J. Ma VHB PROJECT NO.: 38523.00

SCALE 0 40 1"=40'

REVISIONS	INIT.	DATE

SEAL

PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION

SIGNATURE DATE

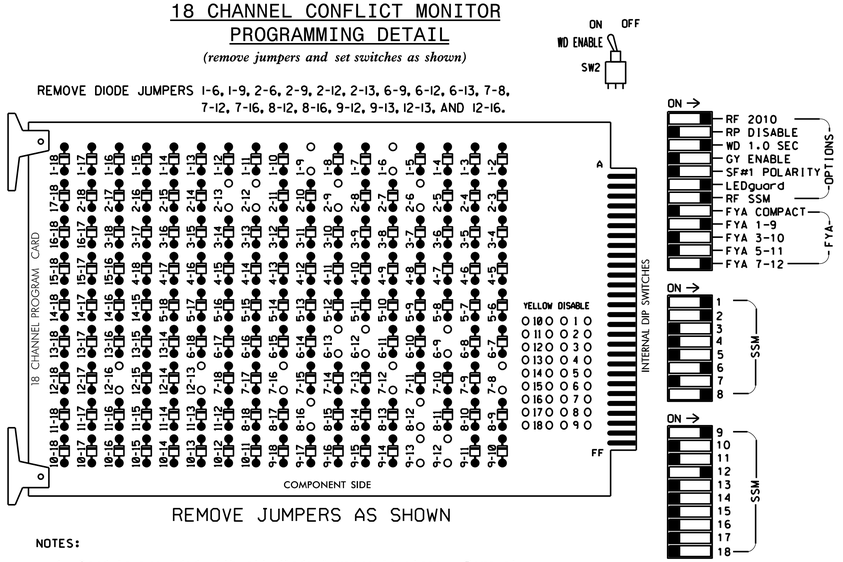
SIG. INVENTORY NO. 05-1804

38523.00

18 CHANNEL CONFLICT MONITOR PROGRAMMING DETAIL

(remove jumpers and set switches as shown)

REMOVE DIODE JUMPERS 1-6, 1-9, 2-6, 2-9, 2-12, 2-13, 6-9, 6-12, 6-13, 7-8, 7-12, 7-16, 8-12, 8-16, 9-12, 9-13, 12-13, AND 12-16.



REMOVE JUMPERS AS SHOWN

NOTES:

1. Card is provided with all diode jumpers in place. Removal of any jumper allows its channels to run concurrently.
2. Ensure jumpers SEL2-SEL5 and SEL9 are present on the monitor board.
3. Ensure that Red Enable is active at all times during normal operation.
4. Connect serial cable from conflict monitor to comm. port 1 of 2070 controller. Ensure conflict monitor communicates with 2070.

■ = DENOTES POSITION OF SWITCH

NOTES

1. To prevent "flash-conflict" problems, insert red flash program blocks for all unused vehicle load switches in the output file. The installer shall verify that signal heads flash in accordance with the Signal Plans.
2. Enable Simultaneous Gap-Out for all Phases.
3. Program phases 2 and 6 for Variable Initial and Gap Reduction.
4. Program phases 2 and 6 for Startup In Green.
5. Program phases 2, and 8 for Startup Ped Call.
6. Program phases 2 and 6 for Yellow Flash, and overlap 1 as Wag overlap.
7. The cabinet and controller are part of the Apex Peakway Closed Loop System.

EQUIPMENT INFORMATION

CONTROLLER.....2070LX
CABINET.....332 W/ AUX
SOFTWARE.....O-Free MAXTIME
CABINET MOUNT.....BASE
OUTPUT FILE POSITIONS...18 WITH AUX. OUTPUT FILE
LOAD SWITCHES USED.....S1,S2,S3,S8,S10,S11,S12, AUX S1,AUX S5
PHASES USED.....1,2,2PED,6,8,8PED
OVERLAP "1".....★
OVERLAP "2".....NOT USED
OVERLAP "3".....NOT USED
OVERLAP "4".....★
OVERLAP "8".....★

★ See overlap programming detail on sheet 2.

SIGNAL HEAD HOOK-UP CHART

LOAD SWITCH NO.	S1		S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	AUX S1	AUX S2	AUX S3	AUX S4	AUX S5	AUX S6
CMU CHANNEL NO.	1		2	13	3	4	14	5	6	15	7	8	16	9	10	17	11	12	18
PHASE	1		2	2 PED	OL7	4	4 PED	5	6	6 PED	OL8	8	8 PED	OL1	OL2	SPARE	OL3	OL4	SPARE
SIGNAL HEAD NO.	11★	82	21,22 24	P21, P22	NU	NU	NU	NU	61,62	NU	23★	81,82	P81, P82	11★	NU	NU	NU	23★	NU
RED		✳	128						134			107						A101	
YELLOW			129						135		✳	108							
GREEN			130						136			109							
RED ARROW														A121					
YELLOW ARROW		126												A122				A102	
FLASHING YELLOW ARROW														A123				A103	
GREEN ARROW	127	127									124								
✋				113									110						
🚶				115									112						

NU = Not Used

✳ Denotes install load resistor. See load resistor installation detail this sheet.

★ See pictorial of head wiring in detail this sheet.

INPUT FILE POSITION LAYOUT

(front view)

		1	2	3	4	5	6	7	8	9	10	11	12	13	14
FILE "I"	U	Ø1 1A	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	Ø2 PED DC ISOLATOR	NOT USED	FS DC ISOLATOR
	L	NOT USED											NOT USED	Ø8 PED DC ISOLATOR	ST DC ISOLATOR
FILE "J"	U	SLOT EMPTY	Ø6 6A	SLOT EMPTY	WIRED INPUT ⊗	SLOT EMPTY	Ø8 8A	Ø1 1C	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY
	L		Ø6 6B				Ø1 1B	NOT USED							

EX.: 1A, 2A, ETC. = LOOP NO.'S

FS = FLASH SENSE
ST = STOP TIME

⊗ Wired Input - Do not populate slot with detector card

INPUT FILE CONNECTION & PROGRAMMING CHART

LOOP NO.	LOOP TERMINAL	INPUT FILE POS.	PIN NO.	INPUT POINT	DETECTOR NO.	CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	ADDED INITIAL	CALL	DELAY DURING GREEN
1A	TB2-1,2	I1U	56	18	1★	1	15.0		X		X	
	-	J4U	48	10	20★	6			X		X	
1B	TB5-11,12	J6L	46	8	23	1	15.0		X		X	
1C	TB7-1,2	J7U	66	32	24	1	15.0		X		X	
6A	TB3-5,6	J2U	40	2	16	6			X		X	
6B	TB3-7,8	J2L	44	6	17	6			X		X	
8A	TB5-9,10	J6U	42	4	22	8			X		X	
PED PUSH BUTTONS												
P21,P22	TB8-4,6	I12U	67	33	2	PED 2						
P81,P82	TB8-8,9	I13L	70	36	8	PED 8						

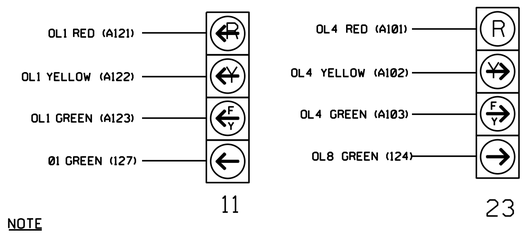
NOTE:
INSTALL DC ISOLATORS IN INPUT FILE SLOTS I12 AND I13.

★ See Input Page Assignment programming details on sheet 2.

INPUT FILE POSITION LEGEND: J2L
FILE J
SLOT 2
LOWER

FYA SIGNAL WIRING DETAIL

(wire signal heads as shown)



NOTE

The sequence display for signal heads 11 and 23 require special logic programming. See sheet 2 for programming instructions.

SPECIAL DETECTOR NOTE

Install a multizone microwave detection zone for vehicle detection for zone 2A/S3. Perform installation according to manufacturer's directions and NCDOT engineer-approved mounting locations to accomplish the detection schemes shown on the Signal Design Plans.

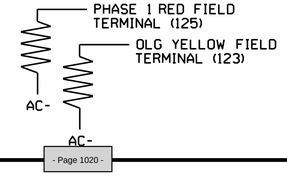
COUNTDOWN PEDESTRIAN SIGNAL OPERATION

Countdown Ped Signals are required to display timing only during Ped Clearance Interval. Consult Ped Signal Module user's manual for instructions on selecting this feature.

LOAD RESISTOR INSTALLATION DETAIL

(install resistors as shown below)

ACCEPTABLE VALUES	
VALUE (ohms)	WATTAGE
1.5K - 1.9K	25W (min)
2.0K - 3.0K	10W (min)



NC Dept of Transportation
Division of Highways

Final Drawing Date: _____

ITS & Signals Unit

THIS ELECTRICAL DETAIL IS FOR THE SIGNAL DESIGN: 05-1804
DESIGNED: April 2023
SEALED: N/A
REVISED: N/A

The signatures affixed below certify that this sheet has been reviewed and approved solely per the certifications signed on the cover sheet of these construction plans.

Public Works – Transportation	Water Resources – Stormwater
Building Inspections	Planning
Water Resources – Utility Engineering	Planning – Transportation
Electric	Fire
Water Resources – Soil & Erosion Control	Parks, Recreation & Cultural Resources

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940 Main Campus Drive, Suite 500
Raleigh, NC 27606
919.829.0328

Electrical Detail - Sheet 1 of 3

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ELECTRICAL AND PROGRAMMING DETAILS FOR:

Traffic Engineering and Safety Systems Branch
DEPARTMENT OF TRANSPORTATION
Signals Management Section

750 N. Greenfield Pkwy, Garner, NC 27529

Apex Peakway
at
Connector to SR 1011
(S. Salem Street)

Division 5 Wake County Apex

PLAN DATE:	April 2023	REVIEWED BY:	J. L. Lewis
PREPARED BY:	J. Ma	VHB Project No.:	38523.00

REVISIONS	INIT.	DATE

SEAL

PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION

DATE

SIG. INVENTORY NO. 05-1804

38523.00

PROJECT REFERENCE NO.	SHEET NO.
U-5928	Sig 2.2

MAXTIME OVERLAP PROGRAMMING DETAIL FOR DEFAULT PHASING

Front Panel
Main Menu >Controller >Overlap >Overlap Parameters/Overlap Timings

Web Interface
Home >Controller >Overlap Configuration >Overlaps

Overlap Plan 1

Overlap	1	4	8
Type	FYA 4 - Section	FYA 4 - Section	Normal
Included Phases	2	4	8
Modifier Phases	1	-	-
Modifier Overlap	-	8	-
Trail Green	0	0	0
Trail Yellow	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0

MAXTIME OVERLAP PROGRAMMING DETAIL FOR ALTERNATE PHASING

Front Panel
Main Menu >Controller >Overlap >Overlap Parameters/Overlap Timings

Web Interface
Home >Controller >Overlap Configuration >Overlaps

In the table view of the web interface, right click on "Overlap" in the top left corner of the table. Copy the entire contents of Overlap Plan 1. Paste Overlap Plan 1 into Overlap Plan 2. Modify Overlap Plan 2 as shown below and save changes.

Overlap Plan 2

Overlap	1	4	8
Type	FYA 4 - Section	FYA 4 - Section	FYA 4 - section
Included Phases	2	2	2
Modifier Phases	1	-	-
Modifier Overlap	-	8	-
Trail Green	0	0	0
Trail Yellow	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0

← NOTICE INCLUDED PHASE

MAXTIME ALTERNATE PHASING PATTERN PROGRAMMING DETAIL

Front Panel
Main Menu >Controller >Coordination >Patterns

Web Interface
Home >Controller >Coordination >Patterns

Pattern Parameters

Pattern	Veh Det Plan	Overlap Plan
*	2	2

* The Pattern number(s) are to be determined by the Division and/or City Traffic Engineer.

MAXTIME DETECTOR PROGRAMMING DETAIL FOR ALTERNATE PHASING LOOP 1A

Front Panel
Main Menu >Controller >Detector >Veh Det Plans

Web Interface
Home >Controller >Detector Configuration >Vehicle Detectors

In the table view of web interface right click on "Detector" in the top left corner of the table. Copy the entire contents of Detector Plan 1. Paste Detector Plan 1 into Detector Plan 2. Modify Detector Plan 2 as shown below and save changes.

Plan 2

1A

Detector	Call Phase	Delay
1	1	-
20	0	-

NC Dept of Transportation
Division of Highways
Final Drawing Date: _____
_____
ITS & Signals Unit

THIS ELECTRICAL DETAIL IS FOR
THE SIGNAL DESIGN: 05-1804
DESIGNED: April 2023
SEALED: N/A
REVISED: N/A

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Building Inspections	Planning
Water Resources – Utility Engineering	Planning – Transportation
Electric	Fire
Water Resources – Soil & Erosion Control	Parks, Recreation & Cultural Resources

ELECTRICAL AND PROGRAMMING DETAILS FOR:

Public Lighting and Safety Systems Branch
STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
Signal Management Section

750 N. Greenfield Pkwy, Garner, NC 27529

Apex Peakway
at
Connector to SR 1011
(S. Salem Street)

Division 5 Wake County Apex

PLAN DATE:	April 2023	REVIEWED BY:	J. L. Lewis
PREPARED BY:	J. Ma	VHB Project No.:	38523.00

REVISIONS	INIT.	DATE

SEAL

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

DATE

SIG. INVENTORY NO. 05-1804

38523.00

MAXTIME ALTERNATE PHASING ACTIVATION DETAIL

To run alternate phasing, select a Pattern that is programmed to run Overlap Plan 2 and Detector Plan 2.
A Pattern can be selected through the scheduler or manually by changing the Operational Mode.

PHASING	OVERLAP PLAN	VEH DET PLAN
ACTIVE PLAN REQUIRED TO RUN DEFAULT PHASING	1	1
ACTIVE PLAN REQUIRED TO RUN ALTERNATE PHASING	2	2

ALTERNATE PHASING CHANGE SUMMARY

THE FOLLOWING IS A SUMMARY OF WHAT TAKES PLACE WHEN OVERLAP 2 AND VEHICLE DETECTOR PLAN 2 ACTIVATE TO CALL THE "ALTERNATE PHASING":

OVERLAP PLAN 2: Modifies overlap included phases for head 11 to run protected turns only.

VEH DET PLAN 2: Reduces delay time for phase 1 call on loop 1A to 0 seconds.

OUTPUT CHANNEL CONFIGURATION

Front Panel
Main Menu >Controller >More>Channels>Channels Config

Web Interface
Home >Controller >Advanced IO>Channels>Channels Configuration

Channel Configuration

NOTICE CONTROL SOURCE 7 ASSIGNED TO CHANNEL 7 →

Channel	Control Type	Control Source	Flash Yellow	Flash Red	Flash Alt	MMU Channel
1	Phase Vehicle	1		X	X	1
2	Phase Vehicle	2	X			2
3	Phase Vehicle	3		X	X	3
4	Phase Vehicle	4		X		4
5	Phase Vehicle	5		X		5
6	Phase Vehicle	6	X		X	6
7	Overlap	7		X		7
8	Phase Vehicle	8		X	X	8
9	Overlap	1	X		X	9
10	Overlap	2		X	X	10
11	Overlap	3	X			11
12	Overlap	4		X		12
13	Phase Ped	2				13
14	Phase Ped	4				14
15	Phase Ped	6				15
16	Phase Ped	8				16
17	Overlap	5		X	X	17
18	Overlap	6		X		18

FLASHER CIRCUIT MODIFICATION DETAIL

IN ORDER TO INSURE THAT SIGNALS FLASH CONCURRENTLY ON THE SAME APPROACH, MAKE THE FOLLOWING FLASHER CIRCUIT CHANGES:

1. ON REAR OF PDA - REMOVE WIRE FROM TERM. T2-4 AND TERMINATE ON T2-3.
2. ON REAR OF PDA - REMOVE WIRE FROM TERM. T2-5 AND TERMINATE ON T2-2.
3. REMOVE FLASHER UNIT 2.

THE CHANGES LISTED ABOVE TIES ALL PHASES AND OVERLAPS TO FLASHER UNIT 1.

NC Dept of Transportation
Division of Highways
Final Drawing Date: _____
ITS & Signals Unit

THIS ELECTRICAL DETAIL IS FOR
THE SIGNAL DESIGN: 05-1804
DESIGNED: April 2023
SEALED: N/A
REVISED: N/A

Electrical Detail - Sheet 3 of 3

The signatures affixed below certify that this sheet has been reviewed and approved solely per the certifications signed on the cover sheet of these construction plans.

Public Works – Transportation	Water Resources – Stormwater
Building Inspections	Planning
Water Resources – Utility Engineering	Planning – Transportation
Electric	Fire
Water Resources – Soil & Erosion Control	Parks, Recreation & Cultural Resources

Traffic Engineering and Safety Systems Branch
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
Signals Management Section
750 N. Greenfield Pkwy, Garner, NC 27529

ELECTRICAL AND PROGRAMMING DETAILS FOR:

Apex Peakway
at
Connector to SR 1011
(S. Salem Street)

Division 5 Wake County Apex

PLAN DATE:	April 2023	REVIEWED BY:	J. L. Lewis
PREPARED BY:	J. Ma	VHB Project No.:	38523.00

REVISIONS	INIT.	DATE

VHB Engineering NC, P.C. (C-3705)
940 Main Campus Drive, Suite 500
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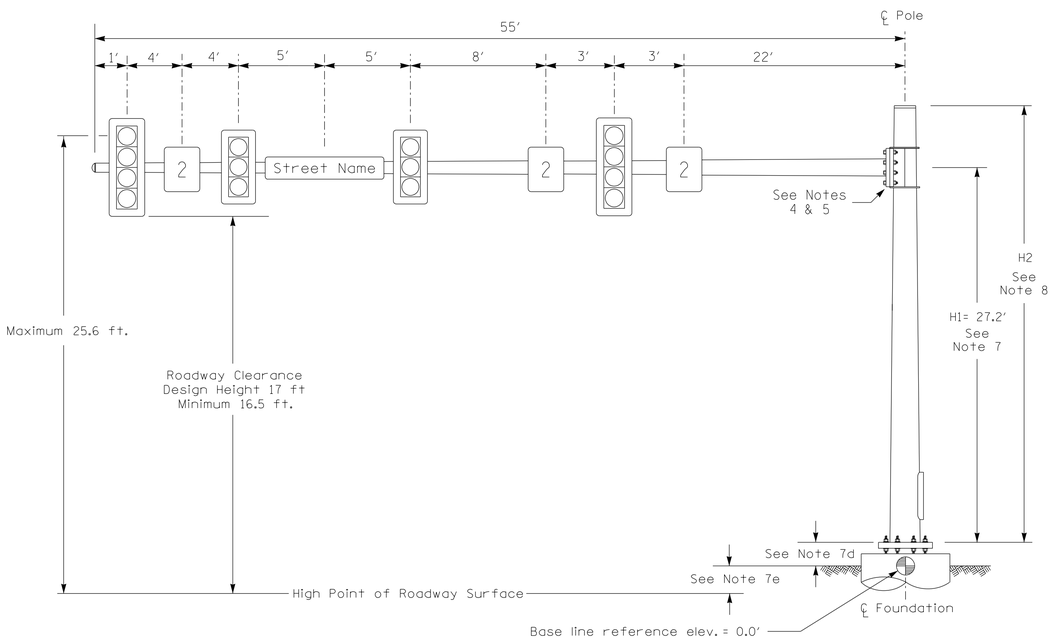
DATE

SIG. INVENTORY NO. 05-1804

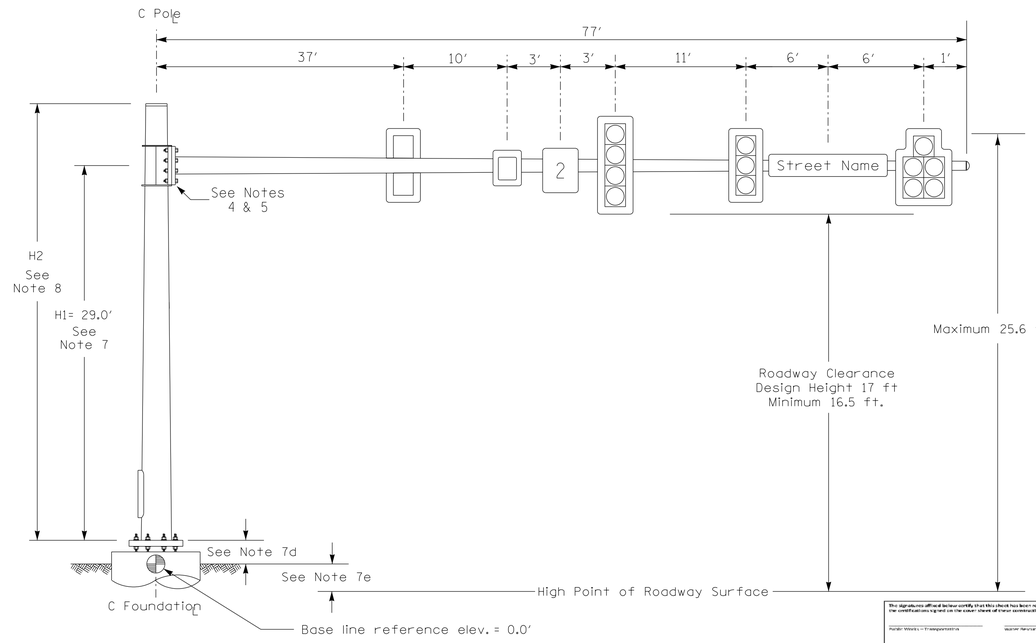
38523.00

Design Loading for METAL POLE NO. 1



Elevation View

Design Loading for METAL POLE NO. 2



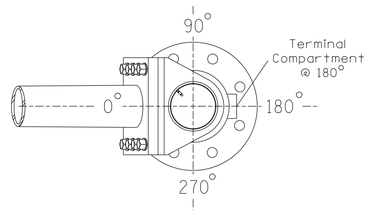
Elevation View

SPECIAL NOTE

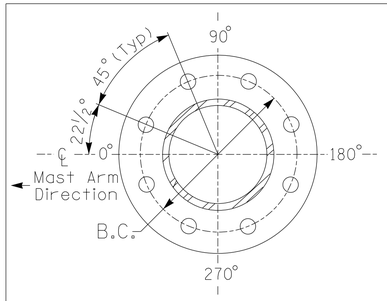
The contractor is responsible for verifying that the mast arm attachment height (H1) will provide the "Design Height" clearance from the roadway before submitting final shop drawings for approval. Verify elevation data below which was obtained by field measurement or from available project survey data.

Elevation Data for Mast Arm Attachment (H1)

Elevation Differences for:	Pole 1	Pole 2
Baseline reference point at ℄ Foundation @ ground level	0.0 ft.	0.0 ft.
Elevation difference at High point of roadway surface	+8.13 ft.	+9.94 ft.
Elevation difference at Edge of travelway or face of curb	+7.29 ft.	+9.15 ft.

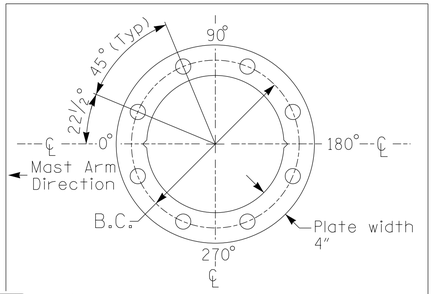


POLE RADIAL ORIENTATION



8 BOLT BASE PLATE DETAIL

See Note 6



BASE PLATE TEMPLATE & ANCHOR BOLT LOCK PLATE DETAIL

For 8 Bolt Base Plate

METAL POLE No. 1 and 2

PROJECT REFERENCE NO.	SHEET NO.
U-5928	Sig.2.4

MAST ARM LOADING SCHEDULE

LOADING SYMBOL	DESCRIPTION	AREA	SIZE	WEIGHT
	RIGID MOUNTED SIGNAL HEAD 12″-5 SECTION-WITH BACKPLATE	16.3 S.F.	42.0″ W X 56.0″ L	103 LBS
	RIGID MOUNTED SIGNAL HEAD 12″-4 SECTION-WITH BACKPLATE	11.5 S.F.	25.5″ W X 66.0″ L	74 LBS
	RIGID MOUNTED SIGNAL HEAD 12″-3 SECTION-WITH BACKPLATE	9.3 S.F.	25.5″ W X 52.5″ L	60 LBS
2	SIGN RIGID MOUNTED	7.5 S.F.	30.0″ W X 36.0″ L	14 LBS
Street Name	STREET NAME SIGN RIGID MOUNTED	16.0 S.F.	24.0″ W X 96.0″ L	36 LBS
	MICROWAVE MOTION SENSOR	4.0 S.F.	6.0″ W X 6.0″ L	1 LB

NOTES

DESIGN REFERENCE MATERIAL

1. Design the traffic signal structure and foundation in accordance with:
   - The 6th Edition 2013 AASHTO "Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals, including all of the latest interim revisions.
   - The 2018 NCDOT "Standard Specifications for Roads and Structures." The latest addenda to the specifications can be found in the traffic signal project special provisions.
   - The 2018 NCDOT Roadway Standard Drawings.
   - The traffic signal project plans and special provisions.
   - The NCDOT "Metal Pole Standards" located at the following NCDOT website: https://connect.ncdot.gov/resources/safety/Pages/ITS-Design-Resources.aspx

DESIGN REQUIREMENTS

2. Design the traffic signal structure using the loading conditions shown in the elevation views. These are anticipated worst case "design loads" and may not represent the actual loads that will be applied at the time of the installation. The contractor should refer to the traffic signal plans for the actual loads that will be applied at the time of the installation.
3. Design all signal supports using stress ratios that do not exceed 0.9.
4. The camber design for the mast arm deflection should provide an appearance of a low pitched arch where the tip or the free end of the mast arm does not deflect below horizontal when fully loaded.
5. A clamp-type bolted mast arm-to-pole connection may be used instead of the welded ring stiffened box connection shown as long as the connection meets all of the design requirements.
6. Design base plate with 8 anchor bolt holes. Provide 2 inch x 60 inch anchor bolts.
7. The mast arm attachment height (H1) shown is based on the following design assumptions:
   a. Mast arm slope and deflection are not considered in determining the arm attachment height as they are assumed to offset each other.
   b. Signal heads are rigidly mounted and vertically centered on the mast arm.
   c. The roadway clearance height for design is as shown in the elevation views.
   d. The top of the pole base plate is 0.75 feet above the ground elevation.
   e. Refer to the Elevation Data Chart for the elevation differences between the proposed foundation ground level and the high point of the roadway.
8. The pole manufacturer will determine the total height (H2) of each pole using the greater of the following:
   - Mast arm attachment height (H1) plus 2 feet, or
   - H1 plus 1/2 of the total height of the mast arm attachment assembly plus 1 foot.
9. If pole location adjustments are required, the contractor must gain approval from the Engineer as this may affect the mast arm lengths and arm attachment heights. The contractor may contact the Signal Design Section Senior Structural Engineer for assistance at (919) 814-5000.
10. The contractor is responsible for verifying that the mast arm length shown will allow proper positioning of the signal heads over the roadway.
11. The contractor is responsible for providing soil penetration testing data (SPT) to the pole manufacturer so site specific foundations can be designed.

All metal poles, arms and pedestals should be black in color as specified in the project special provisions.

NC Dept of Transportation
Division of Highways

Final Drawing Date: _____

ITS & Signals Unit

VHB Engineering NC, P.C. (C-3705)
940 Main Campus Drive, Suite 500
Raleigh, NC 27606
919.829.0328

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

NCDOT Wind Zone 4 (90 mph)

Prepared for the Offices of:
Transportation Mobility and Safety Division
Signal Design Section
750 N.Greenfield Pkwy.Garner,NC 27529

Apex Peakway
at
Connector to SR 1011
(S. Salem Street)

Division 5 | Wake County | Apex

PLAN DATE:	June 2022	REVIEWED BY:	J. L. Lewis
PREPARED BY:	J. Ma	VHB PROJECT NO.:	38523.00

REVISIONS	INIT.	DATE

SCALE 0 N/A N/A

SEAL NORTH CAROLINA PROFESSIONAL SEAL 033108 ENGINEER JIANXIN MA

SIGNATURE _____ DATE _____

05-1804

38523.00

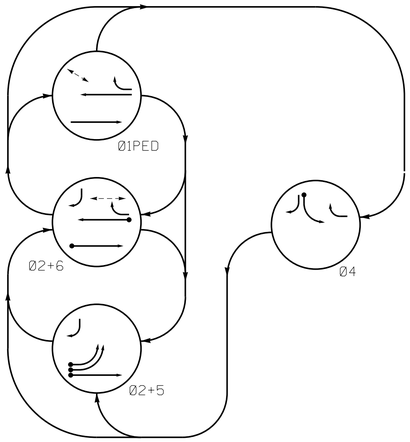
This signature affirmed below certify that this check has been reviewed and approved solely per the certifications signed on the cover sheet of these construction plans.

Public Works — Transportation | Water Resources — Stormwater
Building Inspections | Planning
Water Resources — Utility Engineering | Planning — Transportation
Director | Date
Electric Resources — NW & Annexation Areas | Electric Resources — Annexations

PROJECT REFERENCE NO.	SHEET NO.
U-5928	Sig. 3.0

4 Phase
Fully Actuated
S. Salem Street @ Apex Peakway CLS
Signal System #: D05-72_Apex

PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

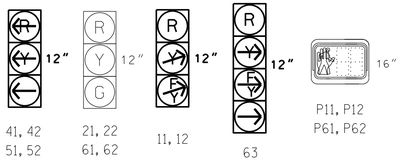
- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE Ø2+5	Ø2+6	Ø4	Ø1PED	FLASH
11, 12	F	F	F	R	Y
21, 22	G	G	R	G	Y
41, 42	R	R	R	R	R
51, 52	R	R	R	R	R
61, 62	R	G	R	G	Y
63	R	F	R	F	Y
P11, P12	DW	DW	DW	W	DRK
P61, P62	DW	W	DW	DW	DRK

SIGNAL FACE I.D.

All Heads L.E.D.



MAXTIME DETECTOR INSTALLATION CHART

DETECTOR LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	ADDED INITIAL	CALL	DELAY DURING GREEN	NEW CARD
2A	6X6	300	6	X	2	-	-	X	-	X	-	X
4A	6X40	0	2-4-2	X	4	-	-	X	-	X	-	X
5A	6X40	0	2-4-2	X	5	-	-	X	-	X	-	X
5B	6X40	0	2-4-2	X	5	-	-	X	-	X	-	X
6A	6X6	300	4	X	6	-	-	X	-	X	-	X

NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2018 and "Standard Specifications for Roads and Structures" dated January 2018.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. The order of phase 1 and phase 5 may be reversed, but phase 1 and phase 5 shall not operate simultaneously.
4. Set all detector units to presence mode.
5. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
6. Program pedestrian heads to count down the flashing "Don't Walk" time only.
7. Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
8. Street name signs will be provided by Town of Apex.
9. All metal poles, arms, pedestals and signal head housings shall be black in color as specified in the project special provisions.
10. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

MAXTIME TIMING CHART

FEATURE	PHASE 1 PED	2	4	5	6
Walk *	4	–	–	–	7
Ped Clear *	5	–	–	–	15
Min Green	7	12	7	7	12
Passage *	2.0	6.0	2..0	2.0	6.0
Max 1 *	20	50	25	20	50
Yellow Change	3.0	4.5	3.0	3.0	4.7
Red Clear	3.2	1.4	2.8	3.2	1.3
Added Initial *	–	1.5	–	–	2.5
Maximum Initial *	–	34	–	–	34
Time Before Reduction *	–	15	–	–	15
Time To Reduce *	–	30	–	–	30
Minimum Gap	–	3.0	–	–	3.0
Advance Walk	3.0	–	–	–	3.0
Non Lock Detector	–	–	X	X	–
Vehicle Recall	–	MIN RECALL	–	–	MIN RECALL
Dual Entry	–	–	X	–	–

* These values may be field adjusted. Do not adjust Min Green and Extension times for phases 2 and 6 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.

LEGEND

PROPOSED		EXISTING
	Traffic Signal Head	
	Sign	
	Pedestrian Signal Head With Push Button & Sign	
	Inductive Loop Detector	
	Controller & Cabinet	
	Junction Box	
	2-in Underground Conduit	
N/A	Right of Way	
	Directional Arrow	
	Metal Pole with Mastarm	
	Type II Signal Pedestal	
N/A	Railroad Tracks	
DD	Directional Drill	N/A
N/A	Curb Ramp	
Ⓐ	Entering Added Lane Sign (W4-6)	Ⓐ
Ⓑ	Pedestrian Crossing Sign (W11-2)	Ⓑ
Ⓒ	Right Arrow "TURNING VEHICLES" Yield To Pedestrians Sign (R10-15R)	Ⓒ
Ⓓ	"NO TURN ON RED" ● Sign (R10-11)	Ⓓ
Ⓔ	Street Name Sign (D3-1)	Ⓔ

The signatures affixed below certify that this sheet has been reviewed and approved solely per the certifications signed on the cover sheet of these construction plans.

Public Works – Transportation	Water Resources – Stormwater
Building Inspections	Planning
Water Resources – Utility Engineering	Planning – Transportation
Electric	Fire
Water Resources – Soil & Erosion Control	Parks, Recreation & Cultural Resources

NC Dept of Transportation
Division of Highways
Final Drawing Date: _____

_____
ITS & Signals Unit

VHB Engineering NC, P.C. (C-3705)
940 Main Campus Drive, Suite 500
Raleigh, NC 27606
919.829.0328

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

New Installation

Prepared for the Offices of:
Transportation Mobility and Safety Division
STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
Signal Design Section
750 N.Greenfield Pkwy,Garner,NC 27529

SR 1011 (S. Salem Street) at Connector to Apex Peakway

Division 5 Wake County Apex

PLAN DATE:	April 2023	REVIEWED BY:	J. L. Lewis
PREPARED BY:	J. Ma	VHB PROJECT NO.:	38523.00

SCALE 0 40 1"=40'

REVISIONS	INIT.	DATE

SEAL
PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION

SIGNATURE _____ DATE _____

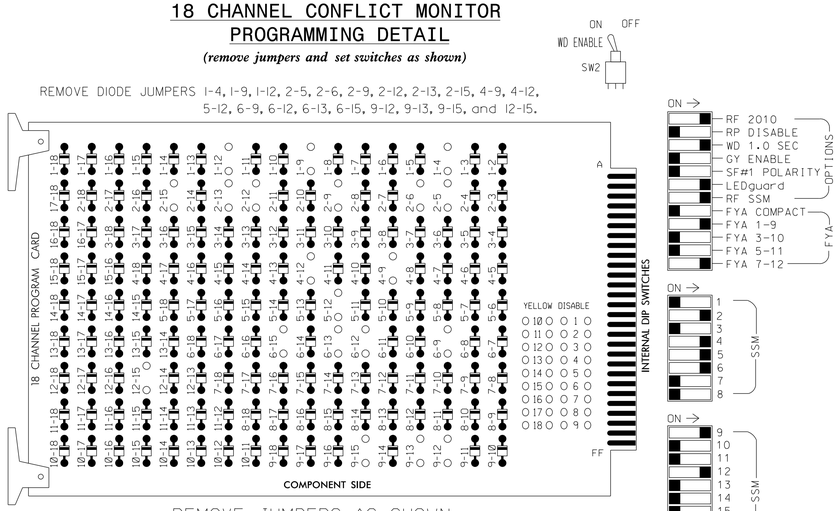
SIG. INVENTORY NO. 05-1805

38523.00

PROJECT REFERENCE NO.	SHEET NO.
U-5928	Sig 3.1

18 CHANNEL CONFLICT MONITOR PROGRAMMING DETAIL

(remove jumpers and set switches as shown)



REMOVE JUMPERS AS SHOWN

NOTES:

1. Card is provided with all diode jumpers in place. Removal of any jumper allows its channels to run concurrently.
2. Ensure jumpers SEL2-SEL5 and SEL9 are present on the monitor board.
3. Ensure that Red Enable is active at all times during normal operation.
4. Connect serial cable from conflict monitor to comm. port 1 of 2070 controller. Ensure conflict monitor communicates with 2070.

■ = DENOTES POSITION OF SWITCH

NOTES

1. To prevent "flash-conflict" problems, insert red flash program blocks for all unused vehicle load switches in the output file. The installer shall verify that signal heads flash in accordance with the Signal Plans.
2. Enable Simultaneous Gap-Out for all Phases.
3. Program phases 2 and 6 for Variable Initial and Gap Reduction.
4. Program phases 2 and 6 for Startup In Green.
5. Program phase 6 for Startup Ped Call.
6. Program phases 2 and 6 for Yellow Flash.
7. The cabinet and controller are part of the Apex Peakway Closed Loop System.

EQUIPMENT INFORMATION

CONTROLLER.....2070LX
CABINET.....332 W/ AUX
SOFTWARE.....Q-Free MAXTIME
CABINET MOUNT.....BASE
OUTPUT FILE POSITIONS...18 WITH AUX. OUTPUT FILE
LOAD SWITCHES USED.....S1,S2,S3,S5,S7,S8,S9,AUX S1,AUX S5
PHASES USED.....1PED,2,4,5,6,6PED
OVERLAP "1".....*
OVERLAP "2".....NOT USED
OVERLAP "3".....NOT USED
OVERLAP "4".....*
OVERLAP "7".....*
OVERLAP "8".....*
OVERLAP "9".....*
*See over lap programming detail on shhet 2.

SIGNAL HEAD HOOK-UP CHART

LOAD SWITCH NO.	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	AUX S1	AUX S2	AUX S3	AUX S4	AUX S5	AUX S6
CMU CHANNEL NO.	1	2	13	3	4	14	5	6	15	7	8	16	9	10	17	11	12	18
PHASE	OL9	OL7	1 PED	3	4	4 PED	5	OL8	6 PED	7	8	8 PED	OL1	OL2	SPARE	OL3	OL4	SPARE
SIGNAL HEAD NO.	63 ★	21,22	P11, P12	NU	41,42	NU	51,52	61,62	P61, P62	NU	NU	NU	63 ★	NU	NU	NU	11,12 ★	NU
RED		128						134					A121				A101	
YELLOW	*	129						135										
GREEN		130						136										
RED ARROW					101		131											
YELLOW ARROW					102		132						A122				A102	
FLASHING YELLOW ARROW													A123				A103	
GREEN ARROW	127				103		133											
✋			113						119									
🚶			115						121									

NU = Not Used

★ See pictorial of head wiring in detail below.

* Denotes install load resistor. See load resistor installation detail this sheet.

NOTE: outputs for loadswitches S1, S2, and S8 have been remapped. See sheets 2, 3 and 4.

INPUT FILE POSITION LAYOUT

(front view)

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
FILE "I" UPPER	SLOT EMPTY	ø2 2A NOT USED	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	ø4 4A NOT USED	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	ø1 PED DC ISOLATOR NOT USED	ø6 PED DC ISOLATOR NOT USED	FS DC ISOLATOR ST DC ISOLATOR
FILE "J" LOWER	ø5 5A NOT USED	ø6 6A NOT USED	ø5 5B NOT USED	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY	SLOT EMPTY

EX.: 1A, 2A, ETC. = LOOP NO.'S

FS = FLASH SENSE
ST = STOP TIME

INPUT FILE CONNECTION & PROGRAMMING CHART

LOOP NO.	LOOP TERMINAL	INPUT FILE POS.	PIN NO.	INPUT POINT	DETECTOR NO.	CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	ADDED INITIAL	CALL	DELAY DURING GREEN
2A	TB2-5,6	I2U	39	1	2	2			X		X	
4A	TB4-9,10	I6U	41	3	8	4			X		X	
5A	TB3-1,2	J1U	55	17	15	5			X		X	
5B	TB3-9,10	J3U	64	30	18	5			X		X	
6A	TB3-5,6	J2U	40	2	16	6			X		X	
PED PUSH BUTTONS												
* P11,P12	TB8-4,6	I12U	67	29	2	PED 2						
P61,P62	TB8-7,9	I13U	68	34	6	PED 6						

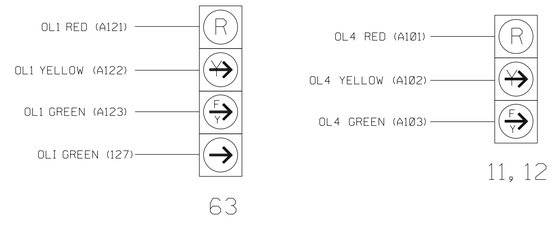
*See PED 1 programming detail on Sheet 2.

NOTE:
INSTALL DC ISOLATORS IN INPUT FILE SLOTS I12 AND I13.

INPUT FILE POSITION LEGEND: J2L
FILE J
SLOT 2
LOWER

FYA SIGNAL WIRING DETAIL

(wire signal heads as shown)



NOTE

The sequence display for signal head 63 requires special logic programming. See sheet 2 for programming instructions.

COUNTDOWN PEDESTRIAN SIGNAL OPERATION

Countdown Ped Signals are required to display timing only during Ped Clearance Interval. Consult Ped Signal Module user's manual for instructions on selecting this feature.

LOAD RESISTOR INSTALLATION DETAIL

(install resistor as shown below)

ACCEPTABLE VALUES	
VALUE (ohms)	WATTAGE
1.5K - 1.9K	25W (min)
2.0K - 3.0K	10W (min)

OL1 YELLOW FIELD TERMINAL (126)

AC-

The signatures affixed below certify that this sheet has been reviewed and approved solely per the certifications signed on the cover sheet of these construction plans.

Public Works – Transportation
Water Resources – Stormwater
Building Inspections
Planning
Water Resources – Utility Engineering
Planning – Transportation
Electric
Fire
Water Resources – Soil & Erosion Control
Parks, Recreation & Cultural Resources

NC Dept of Transportation
Division of Highways
Final Drawing Date: _____
ITS & Signals Unit

THIS ELECTRICAL DETAIL IS FOR
THE SIGNAL DESIGN: 05-1805
DESIGNED: April 2023
SEALED: N/A
REVISED: N/A

VHB Engineering NC, P.C. (C-3705)
940 Main Campus Drive, Suite 500
Raleigh, NC 27606
919.829.0328

Electrical Detail Sheet 1 of 2

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

ELECTRICAL AND PROGRAMMING DETAILS FOR:

SR 1011 (S. Salem Street)
at
Connector to Apex Peakway

Division 5 Wake County Apex

PLAN DATE:	April 2023	REVIEWED BY:	J. L. Lewis
PREPARED BY:	J. Ma	VHB Project No.:	38523.00

REVISIONS	INIT.	DATE

Traffic Engineering and Safety Systems Branch
STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
Signal Management Section
750 N. Greenfield Pkwy, Garner, NC 27529

SEAL
PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION

DATE

SIG. INVENTORY NO. 05-1805

38523.00

PROJECT REFERENCE NO.	SHEET NO.
U-5928	Sig 3.2

SEQUENCE DETAIL

Front Panel
Main Menu >Controller >Sequence & Phs Config>Sequences

Web Interface
Home >Controller >Sequence

Sequence 1

Ring	Sequence Data
1	1,2,a,3,4,b
2	5,6,a,7,8,b

PED DETECTOR PROGRAMMING DETAIL

Front Panel
Main Menu >Controller >Detector >Ped Det Plans

Web Interface
Home >Controller >Detector Configuration >Pedestrian Detector

Plan 1

MODIFY PHASE ASSIGNED TO PED DETECTOR #2 FROM PHASE 2 TO PHASE 1 →

Detector	Descripton	Call Phase	Call Overlap
2		1	0

OUTPUT CHANNEL CONFIGURATION

Front Panel
Main Menu >Controller >More>Channels>Channels Config

Web Interface
Home >Controller >Advanced IO>Channels>Channels Configuration

Channel Configuration

NOTICE CONTROL SOURCE 1 ASSIGNED TO CHANNEL 1 →

Channel	Control Type	Control Source	Flash Yellow	Flash Red	Flash Alt	MMU Channel
1	Overlap	1		X	X	1
2	Overlap	2	X			2
3	Phase Vehicle	3		X	X	3
4	Phase Vehicle	4		X		4
5	Phase Vehicle	5		X		5
6	Overlap	6	X		X	6
7	Phase Vehicle	7		X		7
8	Phase Vehicle	8		X	X	8
9	Overlap	1	X		X	9
10	Overlap	2		X	X	10
11	Overlap	3	X			11
12	Overlap	4		X		12
13	Phase Ped	2				13
14	Phase Ped	4				14
15	Phase Ped	6				15
16	Phase Ped	8				16
17	Overlap	5		X	X	17
18	Overlap	6		X		18

MAXTIME OVERLAP PROGRAMMING DETAIL

Front Panel
Main Menu >Controller >Overlap >Overlap Parameters/Overlap Timings

Web Interface
Home >Controller >Overlap Configuration >Overlaps

Overlap Plan 1

Overlap	1	4	7	8	9
Type	FYA 4 - Section	FYA 3 - Section	Normal	Normal	FYA 4 - Section
Included Phases	1	4	2	6	1
Modifier Phases	6	2	-	-	6
Modifier Overlap	-	-	-	-	-
Trail Green	0	0	0	0	0
Trail Yellow	0.0	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0	0.0

The signatures affixed below certify that this sheet has been reviewed and approved solely per the certifications signed on the cover sheet of these construction plans.

Public Works – Transportation
Water Resources – Stormwater
Building Inspections
Planning
Water Resources – Utility Engineering
Planning – Transportation
Electric
Fire
Water Resources – Soil & Erosion Control
Parks, Recreation & Cultural Resources

NC Dept of Transportation
Division of Highways
Final Drawing Date: _____
ITS & Signals Unit

THIS ELECTRICAL DETAIL IS FOR
THE SIGNAL DESIGN: 05-1805
DESIGNED: April 2023
SEALED: N/A
REVISED: N/A

VHB Engineering NC, P.C. (C-3705)
940 Main Campus Drive, Suite 500
Raleigh, NC 27606
919.829.0328

Electrical Detail Sheet 2 of 2

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

ELECTRICAL AND PROGRAMMING DETAILS FOR:

Traffic Engineering and Safety Systems Branch
STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
Signals Management Section
750 N. Greenfield Pkwy, Garner, NC 27529

SR 1011 (S. Salem Street)
at
Connector to Apex Peakway

Division 5 Wake County Apex

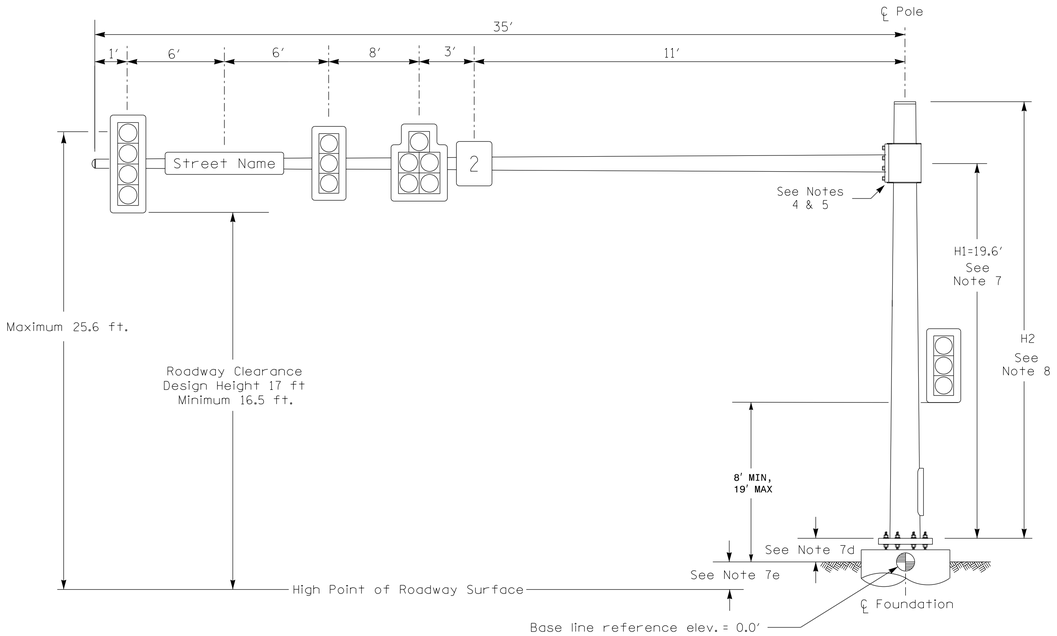
PLAN DATE:	April 2023	REVIEWED BY:	J. L. Lewis
PREPARED BY:	J. Ma	VHB Project No.:	38523.00

REVISIONS	INIT.	DATE

SEAL
PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION
DATE

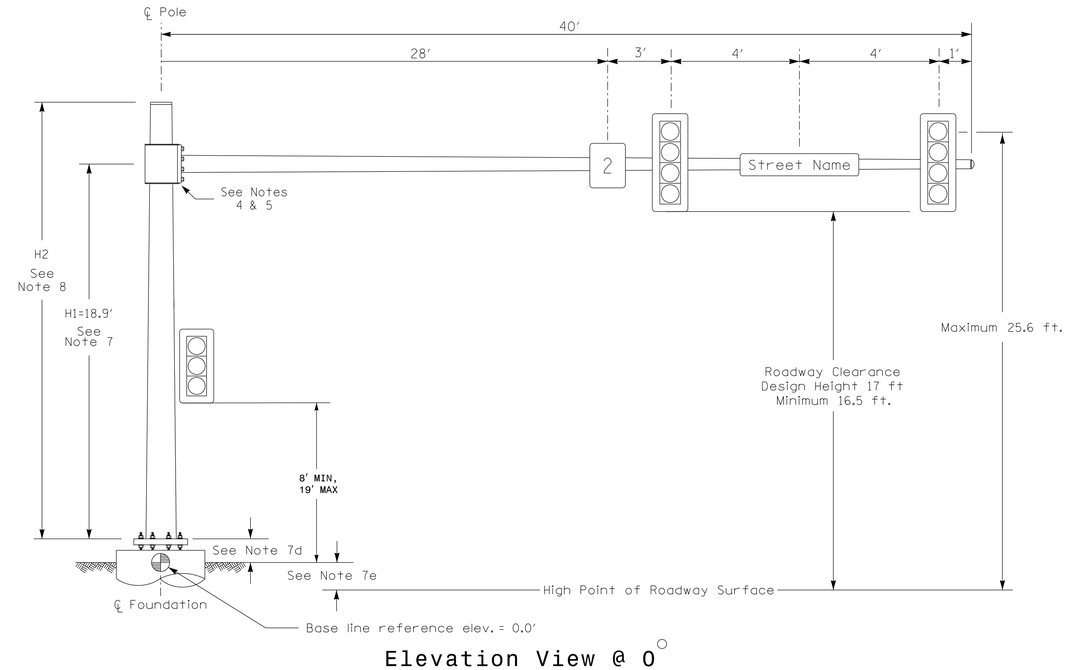
SIG. INVENTORY NO. 05-1805

Design Loading for METAL POLE NO. 3, MAST ARM A



Elevation View

Design Loading for METAL POLE NO. 3, MAST ARM B



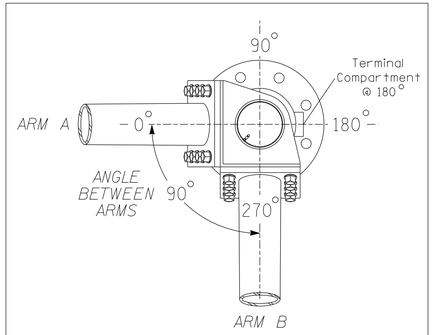
Elevation View @ 0°

SPECIAL NOTE

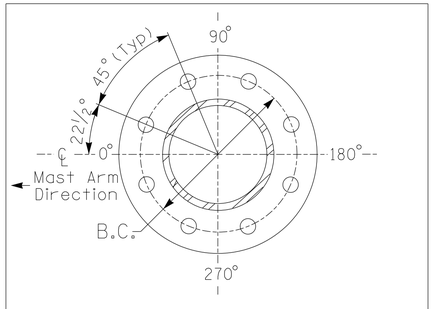
The contractor is responsible for verifying that the mast arm attachment height (H1) will provide the "Design Height" clearance from the roadway before submitting final shop drawings for approval. Verify elevation data below which was obtained by field measurement or from available project survey data.

Elevation Data for Mast Arm Attachment (H1)

Elevation Differences for:	ARM A	ARM B
Baseline reference point at ℄ Foundation @ ground level	0.0 ft.	0.0 ft.
Elevation difference at High point of roadway surface	+0.51 ft.	-0.17 ft.
Elevation difference at Edge of travelway or face of curb	-0.07 ft.	0.00 ft.

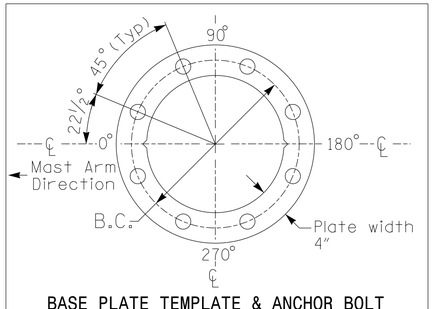


POLE RADIAL ORIENTATION



8 BOLT BASE PLATE DETAIL

See Note 6



BASE PLATE TEMPLATE & ANCHOR BOLT LOCK PLATE DETAIL
For 8 Bolt Base Plate

MAST ARM LOADING SCHEDULE

LOADING SYMBOL	DESCRIPTION	AREA	SIZE	WEIGHT
	RIGID MOUNTED SIGNAL HEAD 12″-5 SECTION-WITH BACKPLATE	16.3 S.F.	42.0″W X 56.0″L	103 LBS
	RIGID MOUNTED SIGNAL HEAD 12″-4 SECTION-WITH BACKPLATE	11.5 S.F.	25.5″W X 66.0″L	74 LBS
	RIGID MOUNTED SIGNAL HEAD 12″-3 SECTION-WITH BACKPLATE	9.3 S.F.	25.5″W X 52.5″L	60 LBS
2	SIGN RIGID MOUNTED	7.5 S.F.	30.0″W X 36.0″L	14 LBS
Street Name	STREET NAME SIGN RIGID MOUNTED	16.0 S.F.	24.0″W X 96.0″L	36 LBS

NOTES

DESIGN REFERENCE MATERIAL

1. Design the traffic signal structure and foundation in accordance with:
   - The 6th Edition 2013 AASHTO "Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals, including all of the latest interim revisions.
   - The 2018 NCDOT "Standard Specifications for Roads and Structures." The latest addenda to the specifications can be found in the traffic signal project special provisions.
   - The 2018 NCDOT Roadway Standard Drawings.
   - The traffic signal project plans and special provisions.
   - The NCDOT "Metal Pole Standards" located at the following NCDOT website: https://connect.ncdot.gov/resources/safety/Pages/ITS-Design-Resources.aspx

DESIGN REQUIREMENTS

2. Design the traffic signal structure using the loading conditions shown in the elevation views. These are anticipated worst case "design loads" and may not represent the actual loads that will be applied at the time of the installation. The contractor should refer to the traffic signal plans for the actual loads that will be applied at the time of the installation.
3. Design all signal supports using stress ratios that do not exceed 0.9.
4. The camber design for the mast arm deflection should provide an appearance of a low pitched arch where the tip or the free end of the mast arm does not deflect below horizontal when fully loaded.
5. A clamp-type bolted mast arm-to-pole connection may be used instead of the welded ring stiffened box connection shown as long as the connection meets all of the design requirements.
6. Design base plate with 8 anchor bolt holes. Provide 2 inch x 60 inch anchor bolts.
7. The mast arm attachment height (H1) shown is based on the following design assumptions:
   a. Mast arm slope and deflection are not considered in determining the arm attachment height as they are assumed to offset each other.
   b. Signal heads are rigidly mounted and vertically centered on the mast arm.
   c. The roadway clearance height for design is as shown in the elevation views.
   d. The top of the pole base plate is 0.75 feet above the ground elevation.
   e. Refer to the Elevation Data Chart for the elevation differences between the proposed foundation ground level and the high point of the roadway.
8. The pole manufacturer will determine the total height (H2) of each pole using the greater of the following:
   - Mast arm attachment height (H1) plus 2 feet, or
   - H1 plus 1/2 of the total height of the mast arm attachment assembly plus 1 foot.
9. If pole location adjustments are required, the contractor must gain approval from the Engineer as this may affect the mast arm lengths and arm attachment heights. The contractor may contact the Signal Design Section Senior Structural Engineer for assistance at (919) 814-5000.
10. The contractor is responsible for verifying that the mast arm length shown will allow proper positioning of the signal heads over the roadway.
11. The contractor is responsible for providing soil penetration testing data (SPT) to the pole manufacturer so site specific foundations can be designed.

All metal poles, arms and pedestals should be black in color as specified in the project special provisions.

NC Dept of Transportation
Division of Highways

Final Drawing Date: _____

ITS & Signals Unit

The signatures affixed below certify that this sheet has been reviewed and approved solely on the certifications signed on the owner sheet of these construction plans.

Public Waterways / Navigations	Water Resources / Reservoirs
Building Inspections	Planning
Water Resources – Wildlife Engineering	Planning – Transportation
Electric	Fire
Water Resources – Soil & Erosion Control	Parks, Recreation & Cultural Resources

vhb
VHB Engineering NC, P.C. (C-3705)
940 Main Campus Drive, Suite 500
Raleigh, NC 27606
919.829.0328

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

NCDOT Wind Zone 4 (90 mph)

Prepared for the Offices of:
Transportation Mobility and Safety Division
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
Signal Design Section
750 N.Greenfield Pkwy.Garner,NC 27529

SR 1011 (S. Salem Street)
at
Connector to Apex Peakway

Division 5 | Wake County | Apex

PLAN DATE:	June 2022	REVIEWED BY:	J. L. Lewis
PREPARED BY:	J. Ma	VHB PROJECT NO.:	38523.00

SCALE: 0 N/A — N/A

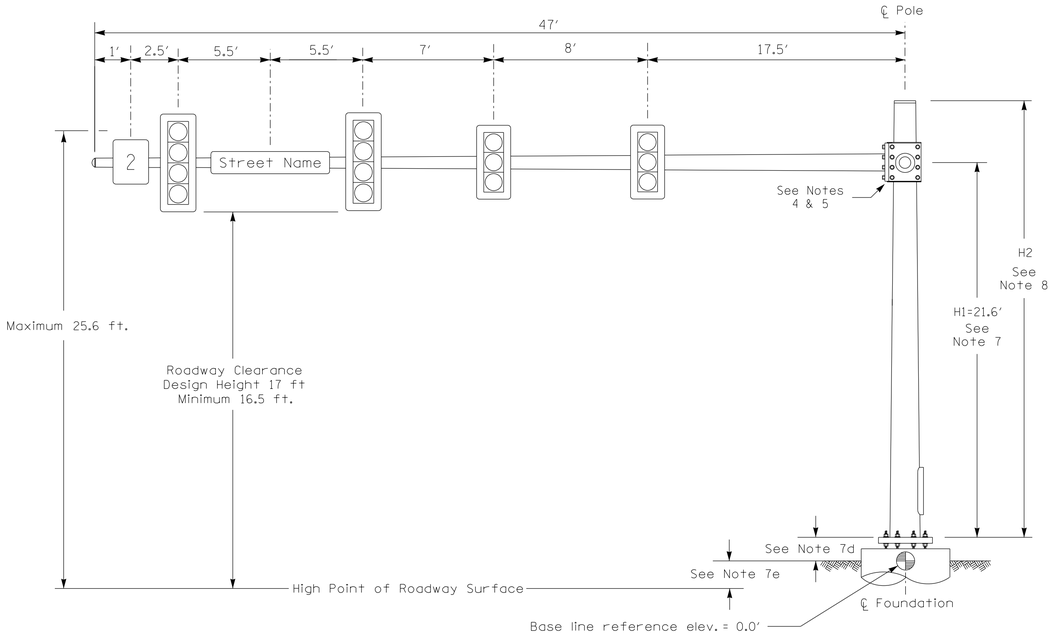
REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 033108 ENGINEER JIANXIN MA

SIGNATURE _____ DATE 05-1805

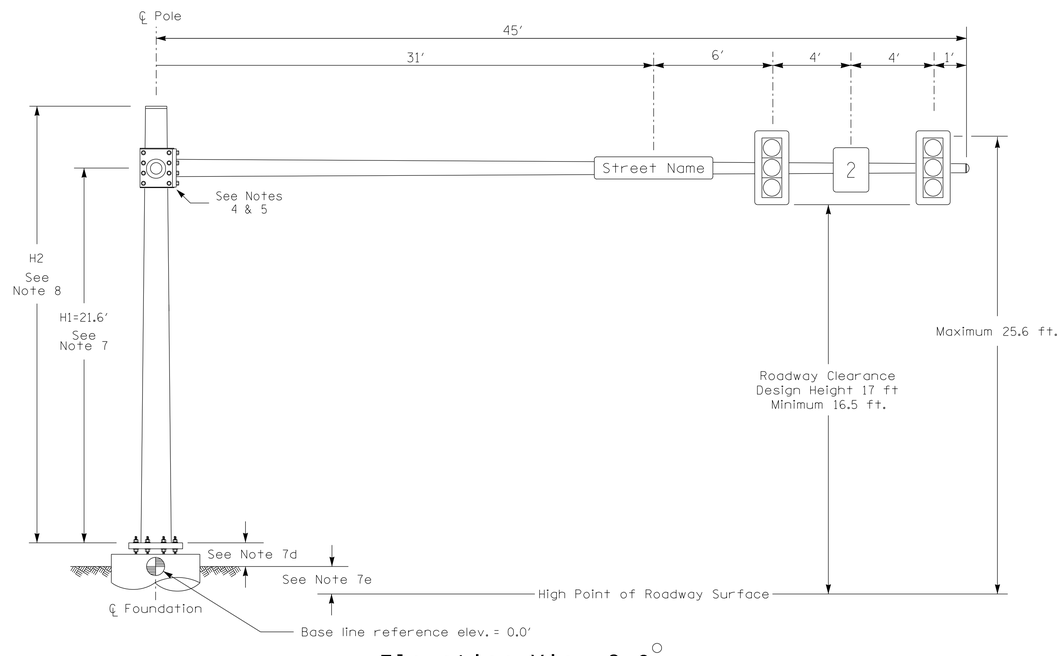
38523.00

Design Loading for METAL POLE NO. 4, MAST ARM A



Elevation View @ 270°

Design Loading for METAL POLE NO. 4, MAST ARM B



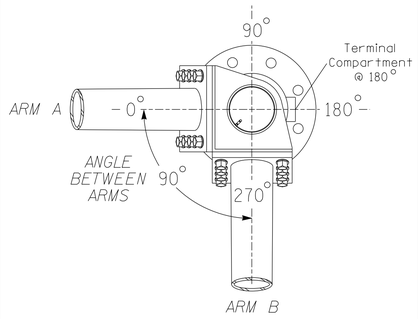
Elevation View @ 0°

SPECIAL NOTE

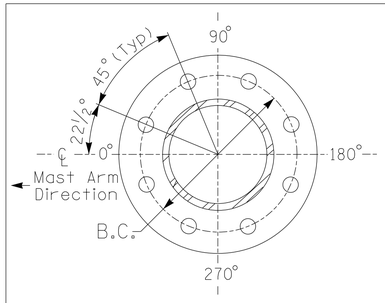
The contractor is responsible for verifying that the mast arm attachment height (H1) will provide the "Design Height" clearance from the roadway before submitting final shop drawings for approval. Verify elevation data below which was obtained by field measurement or from available project survey data.

Elevation Data for Mast Arm Attachment (H1)

Elevation Differences for:	ARM A	ARM B
Baseline reference point at ℄ Foundation @ ground level	0.0 ft.	0.0 ft.
Elevation difference at High point of roadway surface	+2.57 ft.	+0.00 ft.
Elevation difference at Edge of travelway or face of curb	+2.35 ft.	N/A

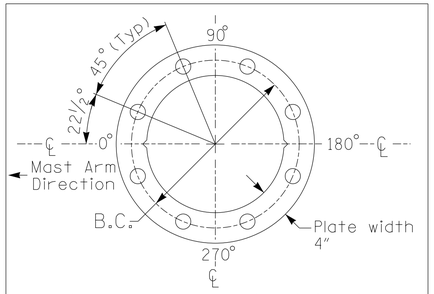


POLE RADIAL ORIENTATION



8 BOLT BASE PLATE DETAIL

See Note 6



BASE PLATE TEMPLATE & ANCHOR BOLT LOCK PLATE DETAIL

For 8 Bolt Base Plate

METAL POLE No. 4

PROJECT REFERENCE NO.	SHEET NO.
U-5928	Sig.3.4

MAST ARM LOADING SCHEDULE

LOADING SYMBOL	DESCRIPTION	AREA	SIZE	WEIGHT
	RIGID MOUNTED SIGNAL HEAD 12"-5 SECTION-WITH BACKPLATE	16.3 S.F.	42.0"W X 56.0"L	103 LBS
	RIGID MOUNTED SIGNAL HEAD 12"-4 SECTION-WITH BACKPLATE	11.5 S.F.	25.5"W X 66.0"L	74 LBS
	RIGID MOUNTED SIGNAL HEAD 12"-3 SECTION-WITH BACKPLATE	9.3 S.F.	25.5"W X 52.5"L	60 LBS
2	SIGN RIGID MOUNTED	7.5 S.F.	30.0"W X 36.0"L	14 LBS
Street Name	STREET NAME SIGN RIGID MOUNTED	16.0 S.F.	24.0"W X 96.0"L	36 LBS

NOTES

DESIGN REFERENCE MATERIAL

1. Design the traffic signal structure and foundation in accordance with:
   - The 6th Edition 2013 AASHTO "Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals, including all of the latest interim revisions.
   - The 2018 NCDOT "Standard Specifications for Roads and Structures." The latest addenda to the specifications can be found in the traffic signal project special provisions.
   - The 2018 NCDOT Roadway Standard Drawings.
   - The traffic signal project plans and special provisions.
   - The NCDOT "Metal Pole Standards" located at the following NCDOT website: https://connect.ncdot.gov/resources/safety/Pages/ITS-Design-Resources.aspx

DESIGN REQUIREMENTS

2. Design the traffic signal structure using the loading conditions shown in the elevation views. These are anticipated worst case "design loads" and may not represent the actual loads that will be applied at the time of the installation. The contractor should refer to the traffic signal plans for the actual loads that will be applied at the time of the installation.
3. Design all signal supports using stress ratios that do not exceed 0.9.
4. The camber design for the mast arm deflection should provide an appearance of a low pitched arch where the tip or the free end of the mast arm does not deflect below horizontal when fully loaded.
5. A clamp-type bolted mast arm-to-pole connection may be used instead of the welded ring stiffened box connection shown as long as the connection meets all of the design requirements. This requires staggering the connections. Use elevation data for each arm to determine appropriate arm connection points.
6. Design base plate with 8 anchor bolt holes. Provide 2 inch x 60 inch anchor bolts.
7. The mast arm attachment height (H1) shown is based on the following design assumptions:
   a. Mast arm slope and deflection are not considered in determining the arm attachment height as they are assumed to offset each other.
   b. Signal heads are rigidly mounted and vertically centered on the mast arm.
   c. The roadway clearance height for design is as shown in the elevation views.
   d. The top of the pole base plate is 0.75 feet above the ground elevation.
   e. Refer to the Elevation Data Chart for the elevation differences between the proposed foundation ground level and the high point of the roadway.
8. The pole manufacturer will determine the total height (H2) of each pole using the greater of the following:
   Mast arm attachment height (H1) plus 2 feet, or
   H1 plus 1/2 of the total height of the mast arm attachment assembly plus 1 foot.
9. If pole location adjustments are required, the contractor must gain approval from the Engineer as this may affect the mast arm lengths and arm attachment heights. The contractor may contact the Signal Design Section Senior Structural Engineer for assistance at (919) 814-5000.
10. The contractor is responsible for verifying that the mast arm length shown will allow proper positioning of the signal heads over the roadway.
11. The contractor is responsible for providing soil penetration testing data (SPT) to the pole manufacturer so site specific foundations can be designed.

All metal poles, arms and pedestals should be black in color as specified in the project special provisions.

NC Dept of Transportation
Division of Highways

Final Drawing Date: _____

ITS & Signals Unit

The signatures affixed below certify that this sheet has been reviewed and approved safely per the certification signed on the seal sheet of these construction plans.

Traffic Signal Design Unit Supervisor	Maintenance Supervisor / Technician
Roadway Design Engineer	Planning
Division Operations Engineer / Traffic Engineering	Planning / Investigations
Resident	Fire
Division Operations / Traffic Engineer's Approval	Fire Dist. Chief and/or N. Carolina Fire Commission

NCDOT Wind Zone 4 (90 mph)

VHB Engineering NC, P.C. (C-3705)
940 Main Campus Drive, Suite 500
Raleigh, NC 27606
919.829.0328

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Prepared for the Offices of:
Transportation Mobility and Safety Division
Signal Design Section
750 N.Greenfield Pkwy,Garner,NC 27529

SR 1011 (S. Salem Street)
at
Connector to Apex Peakway

Division 5 Wake County Apex

PLAN DATE:	June 2022	REVIEWED BY:	J. L. Lewis
PREPARED BY:	J. Ma	VHB PROJECT NO.:	38523.00

SCALE: 0 N/A _N/A_

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 033108 ENGINEER JIANXIN MA

SIGNATURE DATE

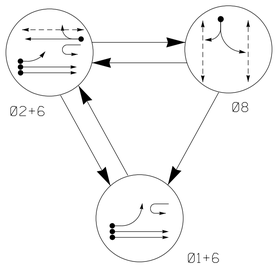
05-1805

38523.00

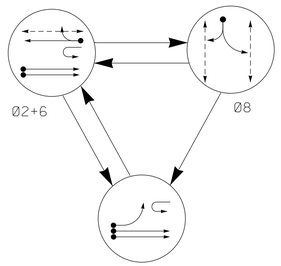
PROJECT REFERENCE NO.	SHEET NO.
U-5928	Sig. 4.0

3 Phase
Fully Actuated
S. Salem Street @ Apex Peakway CLS
Signal System #: D05-72_Apex

DEFAULT PHASING DIAGRAM



ALTERNATE PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

DEFAULT PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE Ø1+6	Ø2+6	Ø8	FLASH
11	←	~~F~~	~~R~~	~~Y~~
21	(F)	(F)	(R)	(Y)
22, 23	R	G	R	Y
61, 62	G	G	R	Y
81, 82	R	R	G	R
P21, P22	DW	W	DW	DRK
P81,P82,P83,P84	DW	DW	W	DRK

ALTERNATE PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE Ø1+6	Ø2+6	Ø8	FLASH
11	←	~~R~~	~~R~~	~~Y~~
21	(F)	(F)	(R)	(Y)
22, 23	R	G	R	Y
61, 62	G	G	R	Y
81, 82	R	R	G	R
P21, P22	DW	W	DW	DRK
P81,P82,P83,P84	DW	DW	W	DRK

MAXTIME DETECTOR INSTALLATION CHART

DETECTOR LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	ADDED INITIAL	CALL	DELAY DURING GREEN	NEW CARD
1A	6X40	0	2-4-2	X	1	15*	-	x	-	X	-	X
					6#	3*	-	X	-	X	-	X
2A	6X6	200	4	X	2	-	-	x	-	X	-	X
2B	6X6	0	2-4-2	X	2	-	-	x	-	X	-	X
6A	6X6	200	4	X	6	-	-	X	-	X	-	X
6B	6X6	200	4	X	6	-	-	X	X	X	-	X
8A	6X40	0	2-4-2	X	8	10	-	X	-	X	-	X
8B	6X6	0	3	X	8	15	-	X	-	X	-	X

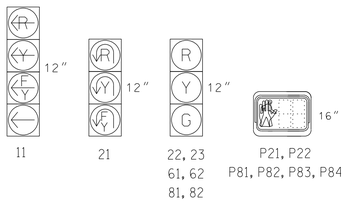
* Disable delay during Alternate Phasing Operation.
\# Disable phase call for loop(s) during Alternate Phasing Operation.

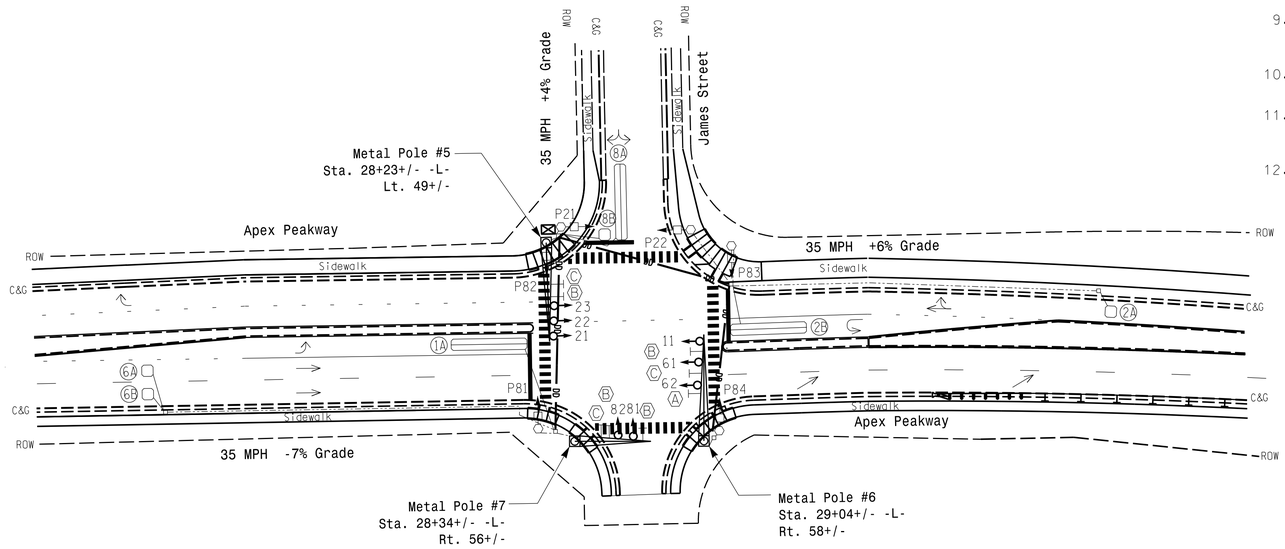
NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2018 and "Standard Specifications for Roads and Structures" dated January 2018.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Phase 1 may be lagged.
4. Set all detector units to presence mode.
5. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
6. Program pedestrian heads to count down the flashing "Don't Walk" time only.
7. Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
8. Street name signs will be provided by Town of Apex.
9. All metal poles, arms, pedestals and signal head housings shall be black in color as specified in the project special provisions.
10. The Division Traffic Engineer will determine the hours of use for each phasing plan.
11. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
12. Closed loop system data: Controller Asset #: 1803.

SIGNAL FACE I.D.

All Heads L.E.D.





LEGEND

PROPOSED		EXISTING
○→	Traffic Signal Head	●→
⊣	Sign	⊣
▭	Pedestrian Signal Head With Push Button & Sign	■
▭	Inductive Loop Detector	▭
Ⓜ	Master Controller & Cabinet	Ⓜ
□	Junction Box	■
----------	2-in Underground Conduit	----------
N/A	Right of Way	————
→	Directional Arrow	→
▭	Metal Pole with Mastarm	▭
⬡	Type II Signal Pedestal	⬢
— DD —	Directional Drill	N/A
N/A	Guardrail	⊥⊥
N/A	Curb Ramp	◢
Ⓐ	No Right Turn Sign (R3-1)	Ⓐ
Ⓑ	"TURNING TRAFFIC MUST YIELD TO" PEDESTRIANS Sign (R10-15)	Ⓑ
Ⓒ	Street Name Sign (D3-1)	Ⓒ

MAXTIME TIMING CHART

FEATURE	PHASE 1	2	6	8
Walk *	–	7	–	7
Ped Clear *	–	16	–	19
Min Green	7	10	10	7
Passage *	2.0	6.0	6.0	2.0
Max 1 *	20	50	50	25
Yellow Change	3.0	4.4	4.4	3.0
Red Clear	2.6	2.3	2.3	3.1
Added Initial *	–	2.5	1.5	–
Maximum Initial *	–	24	24	–
Time Before Reduction *	–	15	15	–
Time To Reduce *	–	30	30	–
Minimum Gap	–	3.0	3.0	–
Advance Walk	–	3.0	–	3.0
Non Lock Detector	X	–	–	X
Vehicle Recall	–	MIN RECALL	MIN RECALL	–
Dual Entry	–	–	–	–

* These values may be field adjusted. Do not adjust Min Green and Extension times for phases 2 and 6 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.

NC Dept of Transportation
Division of Highways

Final Drawing Date: _____

ITS & Signals Unit

VHB Engineering NC, P.C. (C-3705)
940 Main Campus Drive, Suite 500
Raleigh, NC 27606
919.829.0328

The signatures affixed below certify that this sheet has been reviewed and approved solely per the certifications signed on the cover sheet of these construction plans.

Public Works – Transportation	Water Resources – Stormwater
Building Inspections	Planning
Water Resources – Utility Engineering	Planning – Transportation
Electric	Fire
Water Resources – Soil & Erosion Control	Parks, Recreation & Cultural Resources

New Installation

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Prepared for the Offices of:

Transportation Mobility and Safety Division
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
Signal Design Section
750 N.Greenfield Pkwy.Garner,NC 27529

Apex Peakway at James Street

Division 5 | Wake County | Apex

PLAN DATE: April 2023 | REVIEWED BY: J. L. Lewis

PREPARED BY: J. Ma | VHB PROJECT NO.: 38523.00

REVISIONS	INIT.	DATE

SCALE: 0 40 — 1"=40'

SEAL: PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION

SIGNATURE | DATE

SIG. INVENTORY NO. 05-1803

38523-00

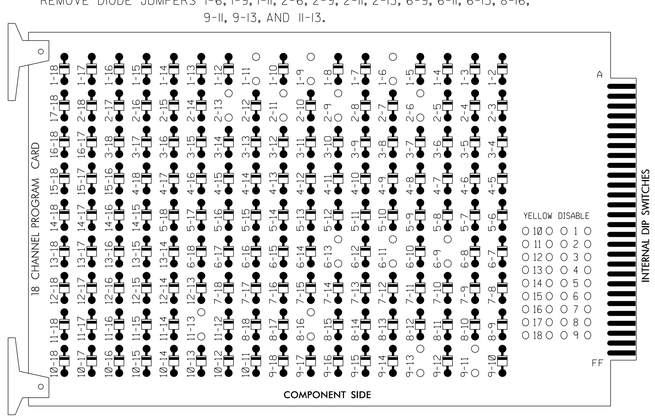
PROJECT REFERENCE NO.	SHEET NO.
U-5928	Sig 4.1

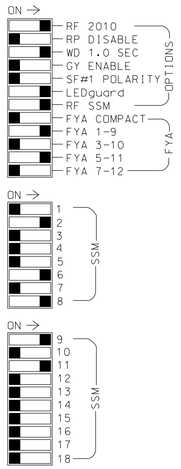
18 CHANNEL CONFLICT MONITOR PROGRAMMING DETAIL

(remove jumpers and set switches as shown)

ON OFF
WD ENABLE
SW2

REMOVE DIODE JUMPERS 1-6, 1-9, 1-11, 2-6, 2-9, 2-11, 2-13, 6-9, 6-11, 6-13, 8-16, 9-11, 9-13, AND 11-13.





■ = DENOTES POSITION OF SWITCH

REMOVE JUMPERS AS SHOWN

NOTES:

1. Card is provided with all diode jumpers in place. Removal of any jumper allows its channels to run concurrently.
2. Ensure jumpers SEL2-SEL5 and SEL9 are present on the monitor board.
3. Ensure that Red Enable is active at all times during normal operation.
4. Connect serial cable from conflict monitor to comm. port 1 of 2070 controller. Ensure conflict monitor communicates with 2070.

NOTES

1. To prevent "flash-conflict" problems, insert red flash program blocks for all unused vehicle load switches in the output file. The installer shall verify that signal heads flash in accordance with the Signal Plans.
2. Enable Simultaneous Gap-Out for all Phases.
3. Program phases 2 and 6 for Variable Initial and Gap Reduction.
4. Program phases 2 and 6 for Startup In Green.
5. Program phases 2 and 8 for Startup Ped Call.
6. Program phases 2 and 6 for Yellow Flash, and overlap 1 as Wag overlap.
7. The cabinet and controller are part of the Apex Peakway Closed Loop System.

EQUIPMENT INFORMATION

CONTROLLER.....2070LX
CABINET.....332 W/ AUX
SOFTWARE.....Q-Free MAXTIME
CABINET MOUNT.....BASE
OUTPUT FILE POSITIONS...18 WITH AUX. OUTPUT FILE
LOAD SWITCHES USED.....S1,S2,S3,S8,S11,S12,AUX S1,AUX S4
PHASES USED.....1,2,2PED,6,8,8PED
OVERLAP "1".....★
OVERLAP "2".....NOT USED
OVERLAP "3".....★
OVERLAP "4".....NOT USED

★ See overlap programming detail on sheet 2.

SIGNAL HEAD HOOK-UP CHART

LOAD SWITCH NO.	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	AUX S1	AUX S2	AUX S3	AUX S4	AUX S5	AUX S6
CMU CHANNEL NO.	1	2	13	3	4	14	5	6	15	7	8	16	9	10	17	11	12	18
PHASE	1	2	2 PED	3	4	4 PED	5	6	6 PED	7	8	8 PED	OL1	OL2	SPARE	OL3	OL4	SPARE
SIGNAL HEAD NO.	11★	22,23	P21, P22	NU	NU	NU	NU	61,62	NU	NU	81,82	P81,P82 P83,P84	11★	NU	NU	21★	NU	NU
RED		128						134			107							
YELLOW	✳	129						135			108							
GREEN		130						136			109							
RED ARROW													A121			A114		
YELLOW ARROW													A122			A115		
FLASHING YELLOW ARROW													A123			A116		
GREEN ARROW	127																	
✋			113									110						
🚶			115									112						

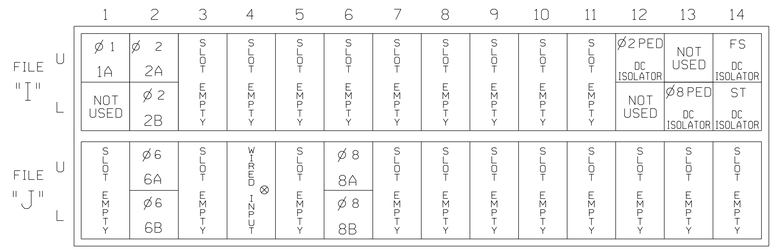
NU = Not Used

✳ Denotes install load resistor. See load resistor installation detail this sheet.

★ See pictorial of head wiring in detail this sheet.

INPUT FILE POSITION LAYOUT

(front view)



EX.: 1A, 2A, ETC. = LOOP NO.'S

⊗ Wired Input - Do not populate slot with detector card

FS = FLASH SENSE
ST = STOP TIME

INPUT FILE CONNECTION & PROGRAMMING CHART

LOOP NO.	LOOP TERMINAL	INPUT FILE POS.	PIN NO.	INPUT POINT	DETECTOR NO.	CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	ADDED INITIAL	CALL	DELAY DURING GREEN
1A	TB2-1,2	I1U	56	18	1★	1	15		X		X	
	-	J4U	48	10	20★	6			X		X	
2A	TB2-5,6	I2U	39	1	2	2			X		X	
2B	TB2-7,8	I2L	43	5	3	2			X		X	
6A	TB3-5,6	J2U	40	2	16	6			X		X	
6B	TB3-7,8	J2L	44	6	17	6			X		X	
8A	TB4-9,10	I6U	41	3	8	4	10		X		X	
8B	TB4-11,12	I6L	45	7	9	4	15		X		X	
PED PUSH BUTTONS												
P21,P22	TB8-4,6	I12U	67	33	2	PED 2						
P81,P82	TB8-8,9	I13L	70	36	8	PED 8						

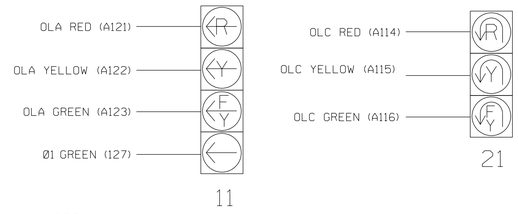
NOTE:
INSTALL DC ISOLATORS IN INPUT FILE SLOTS I12 AND I13.

★ See Input Page Assignment programming details on sheet 2.

INPUT FILE POSITION LEGEND: J2L
FILE J
SLOT 2
LOWER

FYA SIGNAL WIRING DETAIL

(wire signal heads as shown)



NOTE

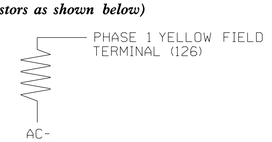
The sequence display for signal head 11 requires special logic programming. See sheet 2 for programming instructions.

LOAD RESISTOR INSTALLATION DETAIL

(install resistors as shown below)

ACCEPTABLE VALUES

VALUE (ohms)	WATTAGE
1.5K - 1.9K	25W (min)
2.0K - 3.0K	10W (min)



COUNTDOWN PEDESTRIAN SIGNAL OPERATION

Countdown Ped Signals are required to display timing only during Ped Clearance Interval. Consult Ped Signal Module user's manual for instructions on selecting this feature.

The signatures affixed below certify that this sheet has been reviewed and approved solely per the certifications signed on the cover sheet of these construction plans.

Public Works – Transportation
Water Resources – Stormwater
Building Inspections
Planning
Water Resources – Utility Engineering
Planning – Transportation
Electric
Fire
Water Resources – Soil & Erosion Control
Parks, Recreation & Cultural Resources

THIS ELECTRICAL DETAIL IS FOR THE SIGNAL DESIGN: 05-1803
DESIGNED: April 2023
SEALED: N/A
REVISED: N/A

NC Dept of Transportation
Division of Highways
Final Drawing Date: _____
ITS & Signals Unit

VHB Engineering NC, P.C. (C-3705)
940 Main Campus Drive, Suite 500
Raleigh, NC 27606
919.829.0328

Electrical Detail - Sheet 1 of 2

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

ELECTRICAL AND PROGRAMMING DETAILS FOR:

Traffic Engineering and Safety Systems Branch
DEPARTMENT OF TRANSPORTATION STATE OF NORTH CAROLINA
Signals Management Section
750 N. Greenfield Pkwy, Garner, NC 27529

Apex Peakway at James Street

Division 5 Wake County Apex

PLAN DATE:	April 2023	REVIEWED BY:	J. L. Lewis
PREPARED BY:	J. Ma	VHB Project No.:	38523.00

REVISIONS	INIT.	DATE

SEAL
PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION
DATE

SIG. INVENTORY NO. 05-1803

38523.00

PROJECT REFERENCE NO.	SHEET NO.
U-5928	Sig 4.2

MAXTIME ALTERNATE PHASING ACTIVATION DETAIL

To run alternate phasing, select a Pattern that is programmed to run Overlap Plan 2 and Detector Plan 2.
A Pattern can be selected through the scheduler or manually by changing the Operational Mode.

PHASING	OVERLAP PLAN	VEH DET PLAN
ACTIVE PLAN REQUIRED TO RUN DEFAULT PHASING	1	1
ACTIVE PLAN REQUIRED TO RUN ALTERNATE PHASING	2	2

ALTERNATE PHASING CHANGE SUMMARY

THE FOLLOWING IS A SUMMARY OF WHAT TAKES PLACE WHEN OVERLAP 2 AND VEHICLE DETECTOR PLAN 2 ACTIVATE TO CALL THE "ALTERNATE PHASING":

OVERLAP PLAN 2: Modifies overlap included phases for head 11 to run protected turns only.

VEH DET PLAN 2: Reduces delay time for phase 1 call on loop 1A to 0 seconds.

MAXTIME ALTERNATE PHASING PATTERN PROGRAMMING DETAIL

Front Panel
Main Menu >Controller >Coordination >Patterns

Web Interface
Home >Controller >Coordination >Patterns

Pattern Parameters

Pattern	Veh Det Plan	Overlap Plan
*	2	2

* The Pattern number(s) are to be determined by the Division and/or City Traffic Engineer.

MAXTIME DETECTOR PROGRAMMING DETAIL FOR ALTERNATE PHASING LOOP 1A

Front Panel
Main Menu >Controller >Detector >Veh Det Plans

Web Interface
Home >Controller >Detector Configuration >Vehicle Detectors

In the table view of web interface right click on "Detector" in the top left corner of the table. Copy the entire contents of Detector Plan 1. Paste Detector Plan 1 into Detector Plan 2. Modify Detector Plan 2 as shown below and save changes.

Plan 2

1A

Detector	Call Phase	Delay
1	1	-
20	0	-

MAXTIME OVERLAP PROGRAMMING DETAIL FOR DEFAULT PHASING

Front Panel
Main Menu >Controller >Overlap >Overlap Parameters/Overlap Timings

Web Interface
Home >Controller >Overlap Configuration >Overlaps

Overlap Plan 1

Overlap	1	4
Type	FYA 4 - Section	FYA 4 - Section
Included Phases	2	2
Modifier Phases	1	-
Trail Green	0	0
Trail Yellow	0.0	0.0
Trail Red	0.0	0.0

MAXTIME OVERLAP PROGRAMMING DETAIL FOR ALTERNATE PHASING

Front Panel
Main Menu >Controller >Overlap >Overlap Parameters/Overlap Timings

Web Interface
Home >Controller >Overlap Configuration >Overlaps

In the table view of the web interface, right click on "Overlap" in the top left corner of the table. Copy the entire contents of Overlap Plan 1. Paste Overlap Plan 1 into Overlap Plan 2. Modify Overlap Plan 2 as shown below and save changes.

Overlap Plan 2

Overlap	1	4
Type	FYA 4 - Section	FYA 4 - Section
Included Phases	-	2
Modifier Phases	1	-
Trail Green	0	0
Trail Yellow	0.0	0.0
Trail Red	0.0	0.0

← NOTICE INCLUDED PHASE

FLASHER CIRCUIT MODIFICATION DETAIL

IN ORDER TO INSURE THAT SIGNALS FLASH CONCURRENTLY ON THE SAME APPROACH, MAKE THE FOLLOWING FLASHER CIRCUIT CHANGES:

1. ON REAR OF PDA - REMOVE WIRE FROM TERM. T2-4 AND TERMINATE ON T2-3.
2. ON REAR OF PDA - REMOVE WIRE FROM TERM. T2-5 AND TERMINATE ON T2-2.
3. REMOVE FLASHER UNIT 2.

THE CHANGES LISTED ABOVE TIES ALL PHASES AND OVERLAPS TO FLASHER UNIT 1.

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Public Works – Transportation
Water Resources – Stormwater
Building Inspections
Planning
Water Resources – Utility Engineering
Planning – Transportation
Electric
Fire
Water Resources – Soil & Erosion Control
Parks, Recreation & Cultural Resources

NC Dept of Transportation
Division of Highways
Final Drawing Date: _____
ITS & Signals Unit

THIS ELECTRICAL DETAIL IS FOR
THE SIGNAL DESIGN: 05-1803
DESIGNED: April 2023
SEALED: N/A
REVISED: N/A

Electrical Detail - Sheet 2 of 2

VHB Engineering NC, P.C. (C-3705)
940 Main Campus Drive, Suite 500
Raleigh, NC 27606
919.829.0328

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

ELECTRICAL AND PROGRAMMING DETAILS FOR:

Traffic Engineering and Safety Systems Branch
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
Signals Management Section
750 N. Greenfield Pkwy, Garner, NC 27529

Apex Peakway
at
James Street

Division 5 Wake County Apex

PLAN DATE:	April 2023	REVIEWED BY:	J. L. Lewis
PREPARED BY:	J. Ma	VHB Project No.:	38523.00

REVISIONS	INIT.	DATE

SEAL

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

DATE

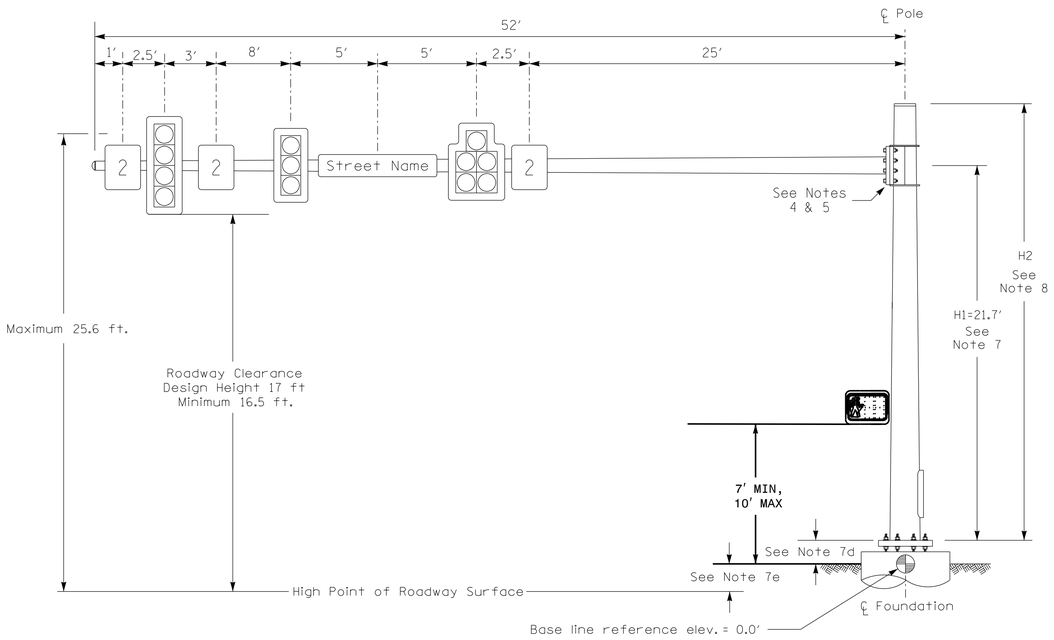
SIG. INVENTORY NO. 05-1803

38523.00

METAL POLE No. 5 and 6

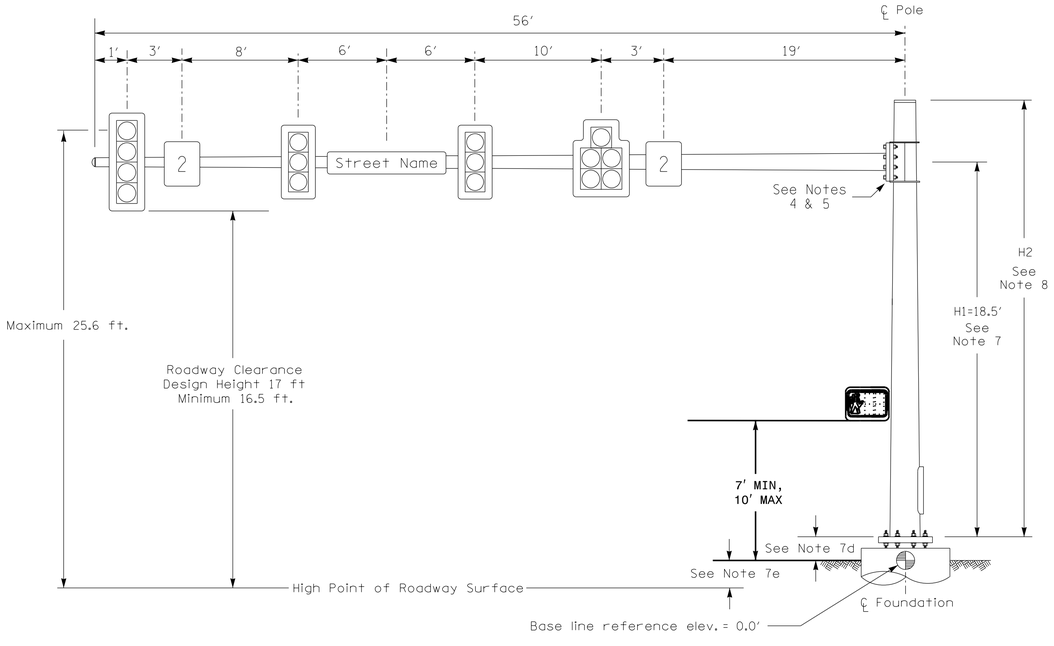
PROJECT REFERENCE NO.	SHEET NO.
U-5928	Sig.4.3

Design Loading for METAL POLE NO. 5



Elevation View

Design Loading for METAL POLE NO. 6



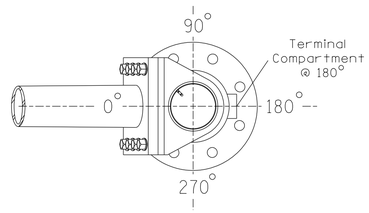
Elevation View

SPECIAL NOTE

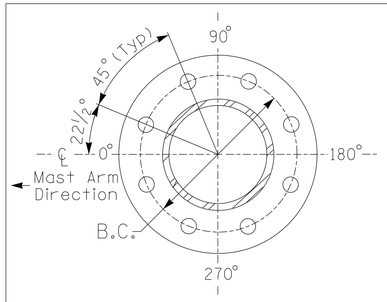
The contractor is responsible for verifying that the mast arm attachment height (H1) will provide the "Design Height" clearance from the roadway before submitting final shop drawings for approval. Verify elevation data below which was obtained by field measurement or from available project survey data.

Elevation Data for Mast Arm Attachment (H1)

Elevation Differences for:	Pole 5	Pole 6
Baseline reference point at ℄ Foundation @ ground level	0.0 ft.	0.0 ft.
Elevation difference at High point of roadway surface	+2.69 ft.	-0.57 ft.
Elevation difference at Edge of travelway or face of curb	+1.94 ft.	-1.47 ft.

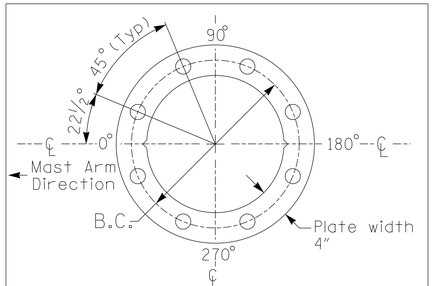


POLE RADIAL ORIENTATION



8 BOLT BASE PLATE DETAIL

See Note 6



BASE PLATE TEMPLATE & ANCHOR BOLT LOCK PLATE DETAIL
For 8 Bolt Base Plate

MAST ARM LOADING SCHEDULE

LOADING SYMBOL	DESCRIPTION	AREA	SIZE	WEIGHT
	RIGID MOUNTED SIGNAL HEAD 12″-5 SECTION-WITH BACKPLATE	16.3 S.F.	42.0″W X 56.0″L	103 LBS
	RIGID MOUNTED SIGNAL HEAD 12″-4 SECTION-WITH BACKPLATE	11.5 S.F.	25.5″W X 66.0″L	74 LBS
	RIGID MOUNTED SIGNAL HEAD 12″-3 SECTION-WITH BACKPLATE	9.3 S.F.	25.5″W X 52.5″L	60 LBS
2	SIGN RIGID MOUNTED	7.5 S.F.	30.0″W X 36.0″L	14 LBS
	PEDESTRIAN SIGNAL HEAD WITH MOUNTING HARDWARE	2.2 S.F.	18.5″W X 17.0″L	21 LBS
Street Name	STREET NAME SIGN RIGID MOUNTED	16.0 S.F.	24.0″W X 96.0″L	36 LBS

NOTES

DESIGN REFERENCE MATERIAL

1. Design the traffic signal structure and foundation in accordance with:
   - The 6th Edition 2013 AASHTO "Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals, including all of the latest interim revisions.
   - The 2018 NCDOT "Standard Specifications for Roads and Structures." The latest addenda to the specifications can be found in the traffic signal project special provisions.
   - The 2018 NCDOT Roadway Standard Drawings.
   - The traffic signal project plans and special provisions.
   - The NCDOT "Metal Pole Standards" located at the following NCDOT website: https://connect.ncdot.gov/resources/safety/Pages/ITS-Design-Resources.aspx

DESIGN REQUIREMENTS

2. Design the traffic signal structure using the loading conditions shown in the elevation views. These are anticipated worst case "design loads" and may not represent the actual loads that will be applied at the time of the installation. The contractor should refer to the traffic signal plans for the actual loads that will be applied at the time of the installation.
3. Design all signal supports using stress ratios that do not exceed 0.9.
4. The camber design for the mast arm deflection should provide an appearance of a low pitched arch where the tip or the free end of the mast arm does not deflect below horizontal when fully loaded.
5. A clamp-type bolted mast arm-to-pole connection may be used instead of the welded ring stiffened box connection shown as long as the connection meets all of the design requirements.
6. Design base plate with 8 anchor bolt holes. Provide 2 inch x 60 inch anchor bolts.
7. The mast arm attachment height (H1) shown is based on the following design assumptions:
   a. Mast arm slope and deflection are not considered in determining the arm attachment height as they are assumed to offset each other.
   b. Signal heads are rigidly mounted and vertically centered on the mast arm.
   c. The roadway clearance height for design is as shown in the elevation views.
   d. The top of the pole base plate is 0.75 feet above the ground elevation.
   e. Refer to the Elevation Data Chart for the elevation differences between the proposed foundation ground level and the high point of the roadway.
8. The pole manufacturer will determine the total height (H2) of each pole using the greater of the following:
   - Mast arm attachment height (H1) plus 2 feet, or
   - H1 plus 1/2 of the total height of the mast arm attachment assembly plus 1 foot.
9. If pole location adjustments are required, the contractor must gain approval from the Engineer as this may affect the mast arm lengths and arm attachment heights. The contractor may contact the Signal Design Section Senior Structural Engineer for assistance at (919) 814-5000.
10. The contractor is responsible for verifying that the mast arm length shown will allow proper positioning of the signal heads over the roadway.
11. The contractor is responsible for providing soil penetration testing data (SPT) to the pole manufacturer so site specific foundations can be designed.

All metal poles, arms and pedestals should be black in color as specified in the project special provisions.

NC Dept of Transportation
Division of Highways

Final Drawing Date: _____

ITS & Signals Unit

NCDOT Wind Zone 4 (90 mph)

VHB Engineering NC, P.C. (C-3705)
940 Main Campus Drive, Suite 500
Raleigh, NC 27606
919.829.0328

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Prepared for the Offices of:
Transportation Mobility and Safety Division
Signal Design Section
750 N.Greenfield Pkwy.Garner,NC 27529

Apex Peakway
at
James Street

Division 5 Wake County Apex

PLAN DATE:	June 2022	REVIEWED BY:	J. L. Lewis
PREPARED BY:	J. Ma	VHB PROJECT NO.:	38523.00

SCALE 0 N/A N/A

REVISIONS	INIT.	DATE

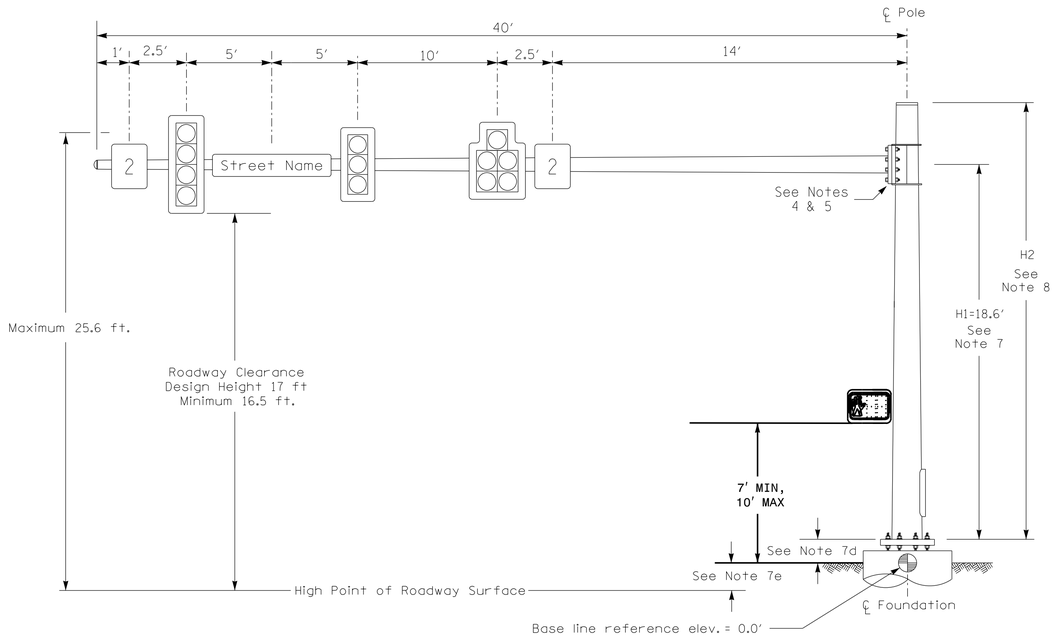
SEAL
NORTH CAROLINA PROFESSIONAL SEAL 033108 ENGINEER JIANXIN MA

SIGNATURE DATE

05-1803

38523.00

Design Loading for METAL POLE NO. 7



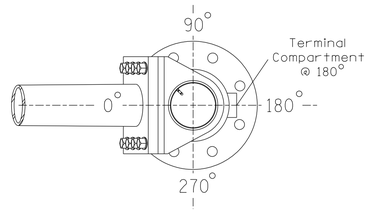
Elevation View

SPECIAL NOTE

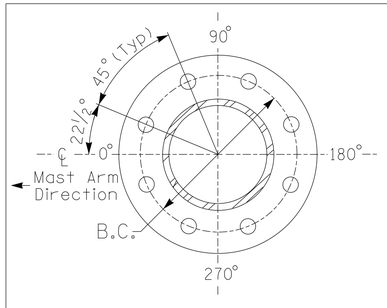
The contractor is responsible for verifying that the mast arm attachment height (H1) will provide the "Design Height" clearance from the roadway before submitting final shop drawings for approval. Verify elevation data below which was obtained by field measurement or from available project survey data.

Elevation Data for Mast Arm Attachment (H1)

Elevation Differences for:	Pole 7
Baseline reference point at ℄ Foundation @ ground level	0.0 ft.
Elevation difference at High point of roadway surface	-0.46 ft.
Elevation difference at Edge of travelway or face of curb	-0.46 ft.

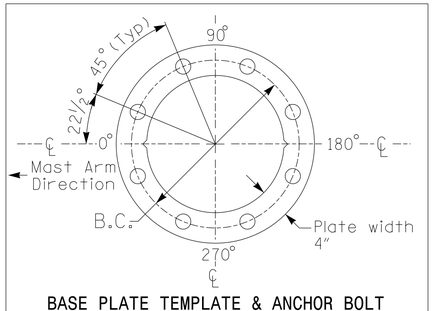


POLE RADIAL ORIENTATION



8 BOLT BASE PLATE DETAIL

See Note 6



BASE PLATE TEMPLATE & ANCHOR BOLT LOCK PLATE DETAIL
For 8 Bolt Base Plate

METAL POLE No. 7

PROJECT REFERENCE NO.	SHEET NO.
U-5928	Sig.4.4

MAST ARM LOADING SCHEDULE

LOADING SYMBOL	DESCRIPTION	AREA	SIZE	WEIGHT
	RIGID MOUNTED SIGNAL HEAD 12"-5 SECTION-WITH BACKPLATE	16.3 S.F.	42.0"W X 56.0"L	103 LBS
	RIGID MOUNTED SIGNAL HEAD 12"-4 SECTION-WITH BACKPLATE	11.5 S.F.	25.5"W X 66.0"L	74 LBS
	RIGID MOUNTED SIGNAL HEAD 12"-3 SECTION-WITH BACKPLATE	9.3 S.F.	25.5"W X 52.5"L	60 LBS
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DESIGN REQUIREMENTS

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3. Design all signal supports using stress ratios that do not exceed 0.9.
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5. A clamp-type bolted mast arm-to-pole connection may be used instead of the welded ring stiffened box connection shown as long as the connection meets all of the design requirements.
6. Design base plate with 8 anchor bolt holes. Provide 2 inch x 60 inch anchor bolts.
7. The mast arm attachment height (H1) shown is based on the following design assumptions:
   a. Mast arm slope and deflection are not considered in determining the arm attachment height as they are assumed to offset each other.
   b. Signal heads are rigidly mounted and vertically centered on the mast arm.
   c. The roadway clearance height for design is as shown in the elevation views.
   d. The top of the pole base plate is 0.75 feet above the ground elevation.
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8. The pole manufacturer will determine the total height (H2) of each pole using the greater of the following:
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   - H1 plus 1/2 of the total height of the mast arm attachment assembly plus 1 foot.
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10. The contractor is responsible for verifying that the mast arm length shown will allow proper positioning of the signal heads over the roadway.
11. The contractor is responsible for providing soil penetration testing data (SPT) to the pole manufacturer so site specific foundations can be designed.

All metal poles, arms and pedestals should be black in color as specified in the project special provisions.

NC Dept of Transportation
Division of Highways

Final Drawing Date: _____

_____
ITS & Signals Unit

The signatures affixed below certify that this sheet has been reviewed and approved solely per the certifications signed on the cover sheet of these construction plans.

Public Works – Transportation	Water Resources – Stormwater
Building Inspections	Planning
Water Resources – Utility Engineering	Planning – Transportation
Electric	Fire
Water Resources – Soil & Erosion Control	Parks, Recreation & Cultural Resources

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940 Main Campus Drive, Suite 500
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NCDOT Wind Zone 4 (90 mph)

Prepared for the Offices of:
Transportation Mobility and Safety Division
STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
Signal Design Section
750 N.Greenfield Pkwy.Garner,NC 27529

Apex Peakway at James Street

Division 5 Wake County Apex

PLAN DATE:	June 2022	REVIEWED BY:	J. L. Lewis
PREPARED BY:	J. Ma	VHB PROJECT NO.:	38523.00

SCALE 0 N/A N/A

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 033108 ENGINEER JIANXIN MA

SIGNATURE DATE

05-1803

38523.00

PROJECT REFERENCE NO.	SHEET NO.
U-5928	SCP 1

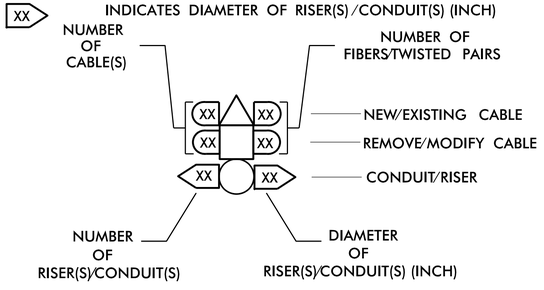
1. INSTALL REA, PE – 22, SHIELDED, TWISTED PAIR COMMUNICATIONS CABLE
2. INSTALL COAX CABLE
3. INSTALL ETHERNET CABLE
4. INSTALL SMFO CABLE
5. INSTALL MMFO CABLE
6. INSTALL FIBER OPTIC DROP CABLE
7. INSTALL TRACER WIRE
8. TRENCH
9. INSTALL PVC CONDUIT
10. INSTALL RIGID, GALVANIZED STEEL CONDUIT
11. INSTALL RIGID, GALVANIZED STEEL RISER WITH WEATHERHEAD
12. INSTALL RIGID, GALVANIZED STEEL RISER WITH FIBER OPTIC CABLE SEAL
13. INSTALL OUTER–DUCT POLYETHYLENE CONDUIT
14. INSTALL POLYETHYLENE CONDUIT
15. DIRECTIONAL DRILL CONDUIT
16. BORE AND JACK CONDUIT
17. INSTALL CABLE(S) IN EXISTING CONDUIT
18. INSTALL CABLE(S) IN NEW CONDUIT
19. INSTALL CABLE(S) IN EXISTING RISER
20. INSTALL CABLE(S) IN NEW RISER
21. INSTALL CABLE(S) IN EXISTING CONDUIT STUB–OUTS
22. INSTALL NEW CONDUIT INTO EXISTING CABINET BASE (USE EXISTING CONDUIT STUB–OUTS WHEN AVAILABLE)
23. INSTALL NEW RISER INTO EXISTING CABINET BASE (USE EXISTING CONDUIT STUB–OUTS WHEN AVAILABLE)
24. INSTALL NEW CONDUIT INTO EXISTING POLE MOUNTED CABINET
25. INSTALL NEW RISER INTO EXISTING POLE MOUNTED CABINET
26. MODIFY EXISTING INTERCONNECT CENTER /SPLICE ENCLOSURE
27. INSTALL NEW FIBER OPTIC TRANSCEIVER
28. INSTALL INTERCONNECT CENTER, PATCH PANEL, JUMPERS AND FUSION SPLICE CABLE IN CABINET
29. INSTALL UNDERGROUND SPLICE ENCLOSURE
30. INSTALL AERIAL SPLICE ENCLOSURE
31. INSTALL POLE MOUNTED SPLICE CABINET
32. INSTALL BASE MOUNTED SPLICE CABINET
33. REMOVE EXISTING SPLICE CABINET
34. INSTALL CABINET FOUNDATION
35. INSTALL CCTV CAMERA POLE MOUNTED CABINET
36. INSTALL CCTV CAMERA ASSEMBLY
37. INSTALL CCTV CAMERA WOOD POLE
38. INSTALL CCTV CAMERA METAL POLE AND FOUNDATION
39. INSTALL JUNCTION BOX
40A. INSTALL OVERSIZED JUNCTION BOX
40B. INSTALL SPECIAL OVERSIZED JUNCTION BOX (36" x 36" x 24")
41. REMOVE EXISTING JUNCTION BOX
42. INSTALL WOOD POLE
43. REMOVE EXISTING WOOD POLE
44. INSTALL AERIAL GUY ASSEMBLY
45. INSTALL STANDARD GUY ASSEMBLY
46. INSTALL SIDEWALK GUY ASSEMBLY
47. INSTALL MESSENGER CABLE
48A. REMOVE EXISTING COMMUNICATIONS AND MESSENGER CABLE
48B. REMOVE EXISTING COMMUNICATIONS CABLE
49. BACK PULL EXISTING COMMUNICATIONS CABLE
50. INSTALL CELLULAR MODEM
51. INSTALL CABLE STORAGE RACKS (SNOW SHOES) AND STORE 100 FEET OF CABLE
52A. INSTALL DELINEATOR MARKER
52B. INSTALL JUNCTION BOX MARKER
53. STORE 20 FEET OF COMMUNICATIONS CABLE
54. LASH CABLE(S) TO EXISTING COMMUNICATIONS CABLE
55. LASH CABLE(S) TO EXISTING MESSENGER CABLE
56. LASH CABLE(S) TO NEW MESSENGER CABLE
57. MODIFY EXISTING ELECTRICAL SERVICE
58. INSTALL NEW ELECTRICAL SERVICE
59. INSTALL NEW ETHERNET EDGE SWITCH
60. BOND TRACER WIRE TO EQUIPMENT GROUND BUS
61. DO NOT BOND TRACER WIRE TO EQUIPMENT GROUND BUS
62. BOND RISER AND MESSENGER CABLE TO POLE GROUND
63. BOND RISER TO POLE GROUND
64. BOND MESSENGER CABLE TO POLE GROUND
65. INSTALL HEAT SHRINK TUBING RETROFIT KIT
66. INSTALL MOLDABLE DUCT SEAL
67. SLACK SPAN

LEGEND

- NEW FIBER OPTIC COMMUNICATIONS CABLE
- NEW TWISTED PAIR COMMUNICATIONS CABLE
- EXISTING COMMUNICATIONS CABLE
- EXISTING COMMUNICATIONS CABLE TO BE REMOVED
- NEW AERIAL GUY ASSEMBLY
- NEW CONDUIT
- EXISTING CONDUIT
- NEW DIRECTIONAL DRILLED CONDUIT
- NEW BORED AND JACKED CONDUIT
- NEW JUNCTION BOX
- EXISTING JUNCTION BOX
- NEW WOOD POLE
- EXISTING WOOD POLE
- AERIAL SPLICE ENCLOSURE
- UNDERGROUND SPLICE ENCLOSURE
- NEW METAL POLE
- EXISTING METAL POLE
- NEW CCTV ASSEMBLY
- NEW STANDARD GUY ASSEMBLY
- NEW SIDEWALK GUY ASSEMBLY
- XX–XXXX SIGNAL INVENTORY NUMBER
- NEW CABLE STORAGE RACKS (SNOW SHOES)
- EXISTING CABLE STORAGE RACK (SNOW SHOE)
- EXISTING CONTROLLER AND CABINET
- NEW CCTV CABINET
- EXISTING SPLICE CABINET
- NEW SPLICE CABINET
- SP SIGNAL POLE
- FLAT PANEL ANTENNA (SINGLE)
- YAGI ANTENNA (DOUBLE) FOR REPEATER OPERATION
- YAGI ANTENNA (SINGLE)
- OMNI ANTENNA

CONSTRUCTION NOTE SYMBOLOGY KEY

- (XX) INDICATES NUMBER OF CABLES, LOOPS, ETC.
- [XX] INDICATES NUMBER OF FIBERS PER CABLE, TWISTED PAIRS PER CABLE, ETC.
- <XX INDICATES NUMBER OF RISER(S)/CONDUIT(S)
- XX> INDICATES DIAMETER OF RISER(S)/CONDUIT(S) (INCH)



ATTACHMENT POINT:

- XX"/SS / YYY DISTANCE ABOVE (IN)/ATTACHMENT POINT REFERENCE POINT
- YYY / XX"/SS REFERENCE POINT DISTANCE BELOW (IN)/ATTACHMENT POINT

"SS" REFERENCE LOCATION	
FS =	FRONT SIDE OF POLE
BS =	BACK SIDE OF POLE

NC Dept of Transportation
Division of Highways

Final Drawing Date: _____

_____
ITS & Signals Unit

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Public Works – Transportation	Water Resources – Stormwater
Building Inspections	Planning
Water Resources – Utility Engineering	Planning – Transportation
Electric	Fire
Water Resources – Soil & Erosion Control	Parks, Recreation & Cultural Resources

Construction Notes

Prepared for the Offices of:
NC Department of Transportation Transportation Mobility and Safety Division Traffic Engineering Branch & Signal Management Section
750 N.Greenfield Pkwy.Garner,NC 27529

Apex Peakway
Closed Loop System
Signal Communication

Division 5 | Wake County | Apex

PLAN DATE:	April 2023	REVIEWED BY:	J. L. Lewis
PREPARED BY:	J. Ma	VHB PROJECT NO.:	38523.00

REVISIONS	INIT.	DATE

vhb
VHB Engineering NC, P.C. (C-3705)
940 Main Campus Drive, Suite 500
Raleigh, NC 27606
919.829.0328

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

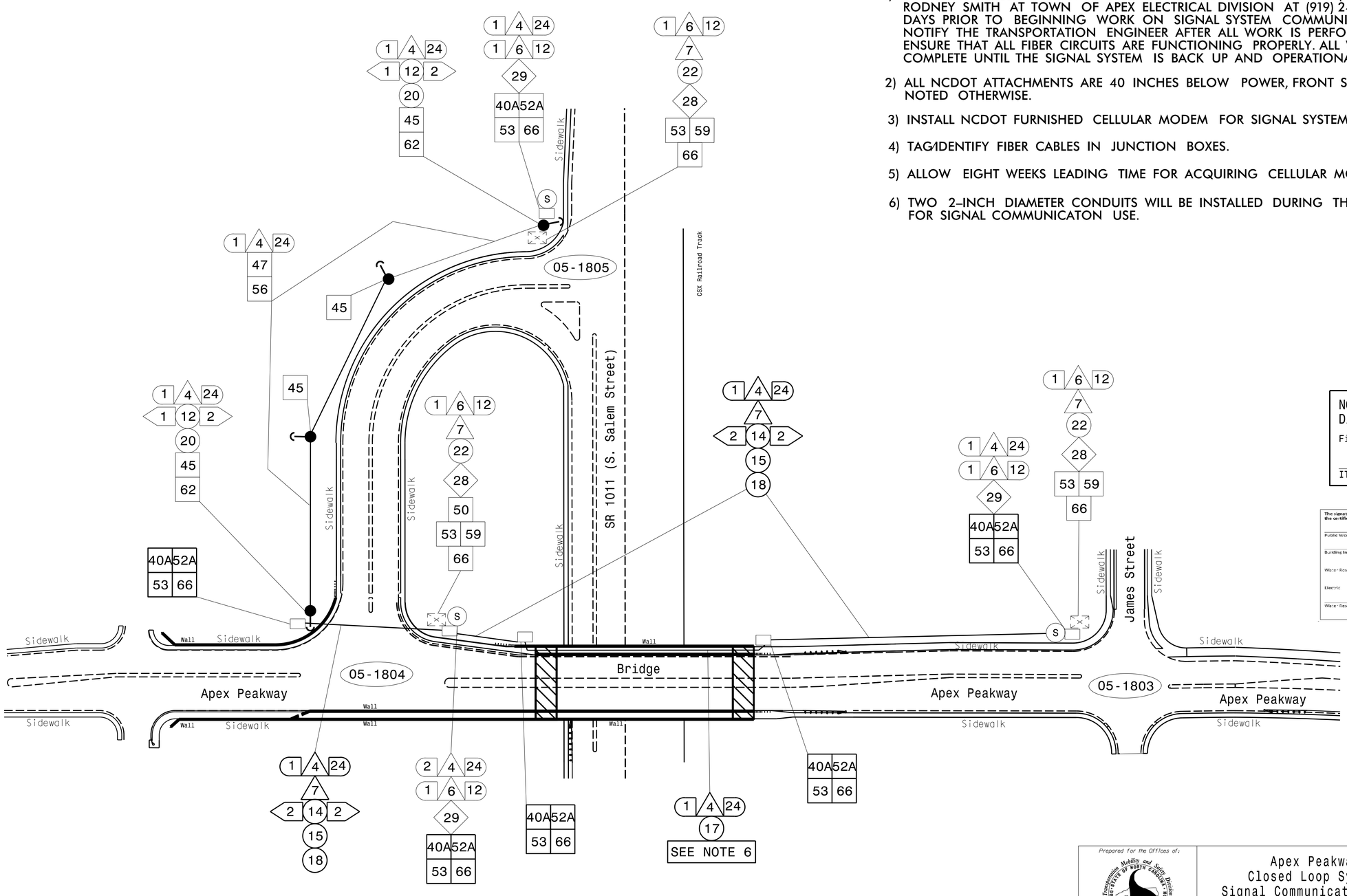
SEAL
PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION

SIGNATURE _____ DATE _____

PROJECT REFERENCE NO.	SHEET NO.
U-5928	SCP 2

NOTES

1) NOTIFY THE NCDOT HIGHWAY DIVISION 5 TRAFFIC ENGINEER AT (919) 220–4600, AND RODNEY SMITH AT TOWN OF APEX ELECTRICAL DIVISION AT (919) 249–3342, FIVE (5) DAYS PRIOR TO BEGINNING WORK ON SIGNAL SYSTEM COMMUNICATIONS CABLE. NOTIFY THE TRANSPORTATION ENGINEER AFTER ALL WORK IS PERFORMED TO ENSURE THAT ALL FIBER CIRCUITS ARE FUNCTIONING PROPERLY. ALL WORK IS NOT COMPLETE UNTIL THE SIGNAL SYSTEM IS BACK UP AND OPERATIONAL.
2) ALL NCDOT ATTACHMENTS ARE 40 INCHES BELOW POWER, FRONT SIDE OF POLE, UNLESS NOTED OTHERWISE.
3) INSTALL NCDOT FURNISHED CELLULAR MODEM FOR SIGNAL SYSTEM INTERFACE.
4) TAG/IDENTIFY FIBER CABLES IN JUNCTION BOXES.
5) ALLOW EIGHT WEEKS LEADING TIME FOR ACQUIRING CELLULAR MODEMS.
6) TWO 2–INCH DIAMETER CONDUITS WILL BE INSTALLED DURING THE BRIDGE CONSTRUCTION FOR SIGNAL COMMUNICATON USE.



NC Dept of Transportation
Division of Highways

Final Drawing Date: _____

ITS & Signals Unit

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Building Inspections	Planning
Water Resources – Utility Engineering	Planning – Transportation
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Prepared for the Offices of:
Transportation Mobility and Safety Division
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
ITS & Signals Management Section

750 N.Greenfield Pkwy,Garner,NC 27529

Apex Peakway
Closed Loop System
Signal Communication Plan

Division 5 Wake County Apex

PLAN DATE:	April 2023	REVIEWED BY:	J. L. Lewis
PREPARED BY:	J. Ma	VHB PROJECT NO.:	38523.00

SCALE: 0 60 — 1"=60'

REVISIONS	INIT.	DATE

SEAL

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

SIGNATURE DATE

38523.00

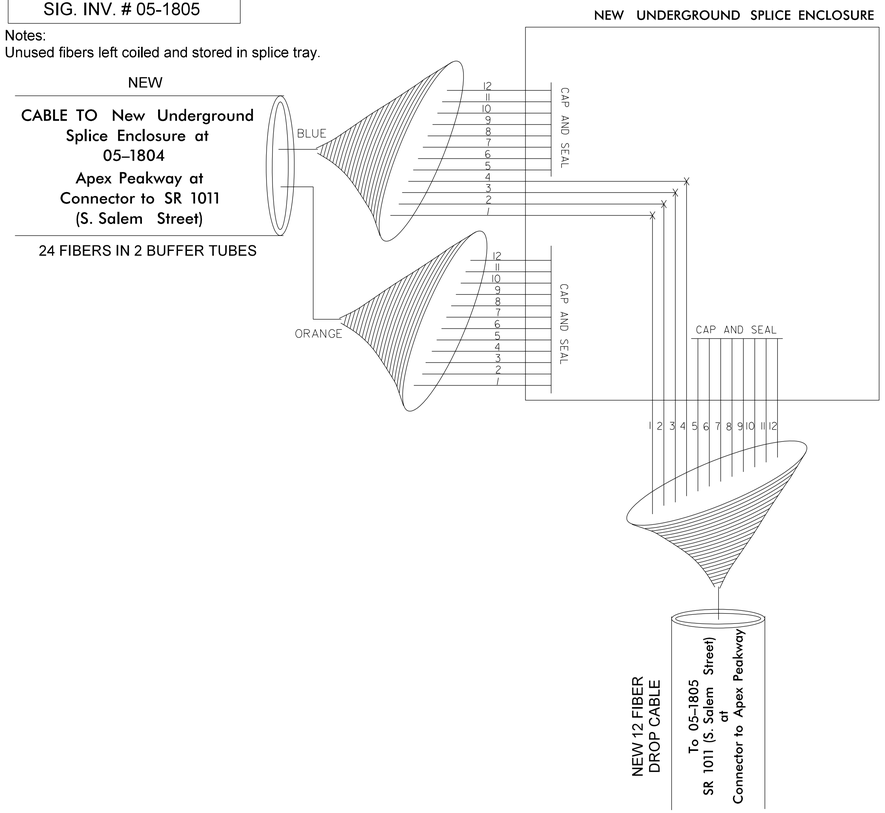
PROJECT REFERENCE NO.	SHEET NO.
U-5928	SCP 3

New Underground Splice Enclosure at

SR 1011 (S. Salem Street)
at
Connector to Apex Peakway

SIG. INV. # 05-1805

Notes:
Unused fibers left coiled and stored in splice tray.

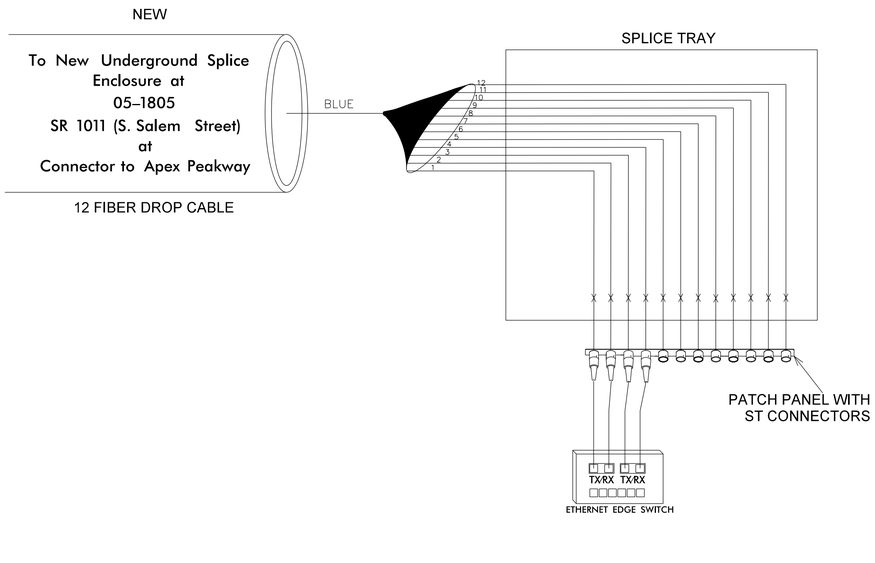


SIG. INV. #: 05-1805
SR 1011 (S. Salem Street)
at
Connector to Apex Peakway

LEGEND

X = FUSION SPLICE

Note: Unused fibers left coiled and stored in splice tray.



NOTES

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2) ETHERNET SWITCH TERMINATION CONFIGURATIONS ARE GENERIC. CONTRACTOR IS RESPONSIBLE FOR DETERMINING \ ENSURING PROPER TERMINATIONS.

3) INCLUDE ON THE COVER OF EACH SPLICE TRAY THE FOLLOWING: REFERENCE SECTION 1731 "FIBER OPTIC SPLICE ENCLOSURE"

   1) SPLICE LOCATION
   2) DATE
   3) COMPANY NAME
   4) NAME OF INDIVIDUAL PERFORMING THE SPLICING

   PRIOR TO INSTALLING THE COVER ON THE SPLICE TRAY TAKE A DIGITAL PHOTOGRAPH SHOWING THE SPLICE TRAY AND INFORMATION SHOWN ABOVE (1–4) AND SUBMIT PHOTOGRAPH ALONG WITH OTDR TEST RESULTS.

4) ALLOW EIGHT WEEKS LEADING TIME FOR ACQUIRING CELLULAR MODEMS.

COLOR CODE
TIA/EIA 598-A

(1) BLUE	(7) RED
(2) ORANGE	(8) BLACK
(3) GREEN	(9) YELLOW
(4) BROWN	(10) VIOLET
(5) SLATE	(11) ROSE
(6) WHITE	(12) AQUA

NC Dept of Transportation
Division of Highways
Final Drawing Date: _____
_____
ITS & Signals Unit

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Building Inspections	Planning
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Electric	Fire
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Prepared for the Offices of:
NC Department of Transportation Mobility and Safety Division Traffic Engineering Branch
750 N.Greenfield Pkwy,Garner,NC 27529

Apex Peakway Closed Loop System Splicing Details

Division 5 ___ Wake County ___ Apex

PLAN DATE:	April 2023	REVIEWED BY:	J. L. Lewis
PREPARED BY:	J. Ma	VHB PROJECT NO.:	38523.00

REVISIONS	INIT.	DATE

SEAL
PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION

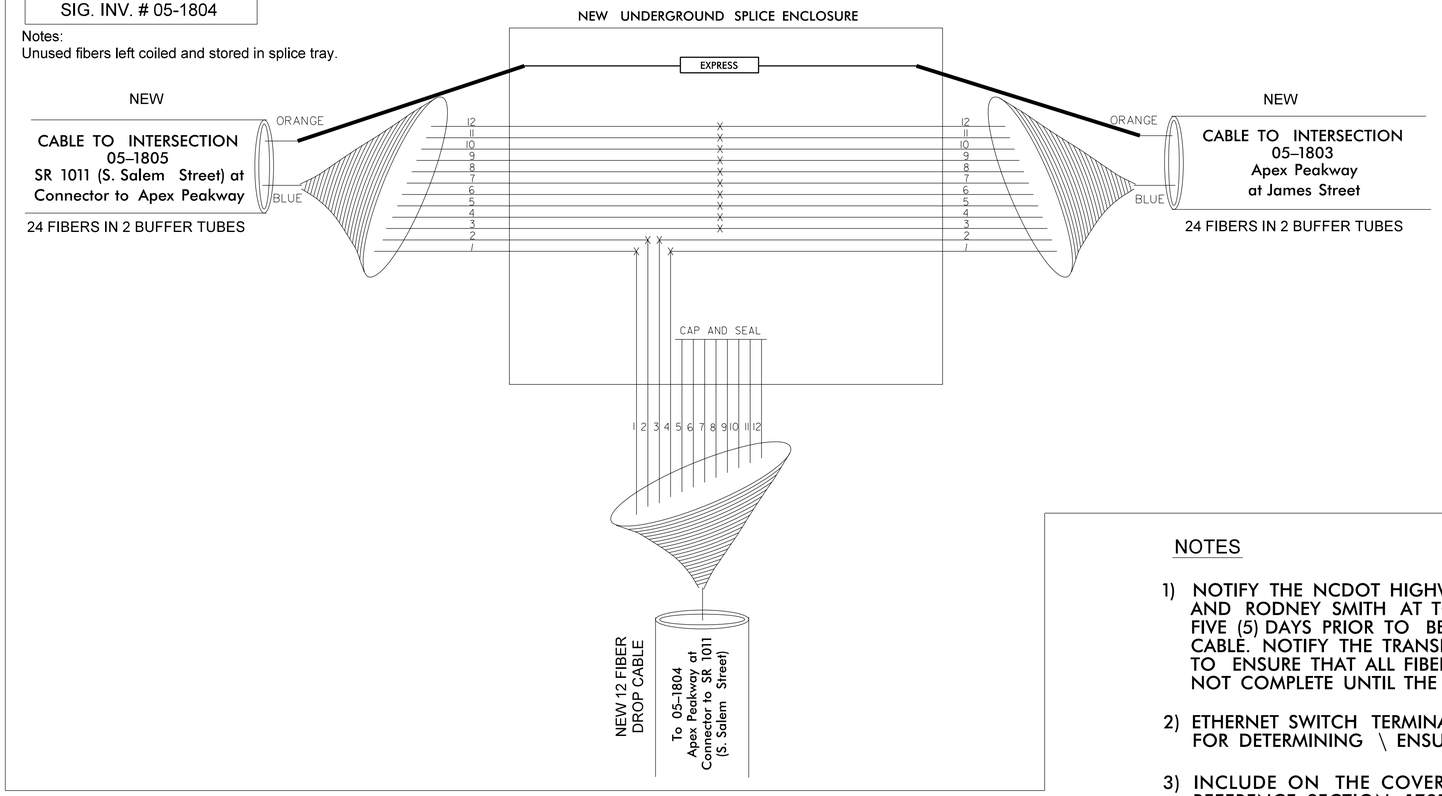
SIGNATURE _____ DATE _____

PROJECT REFERENCE NO.	SHEET NO.
U-5928	SCP 4

New Underground Splice Enclosure at

Apex Peakway
at
Connector to SR 1011
(S. Salem Street)
SIG. INV. # 05-1804

Notes:
Unused fibers left coiled and stored in splice tray.



COLOR CODE
TIA/EIA 598-A

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(4) BROWN	(10) VIOLET
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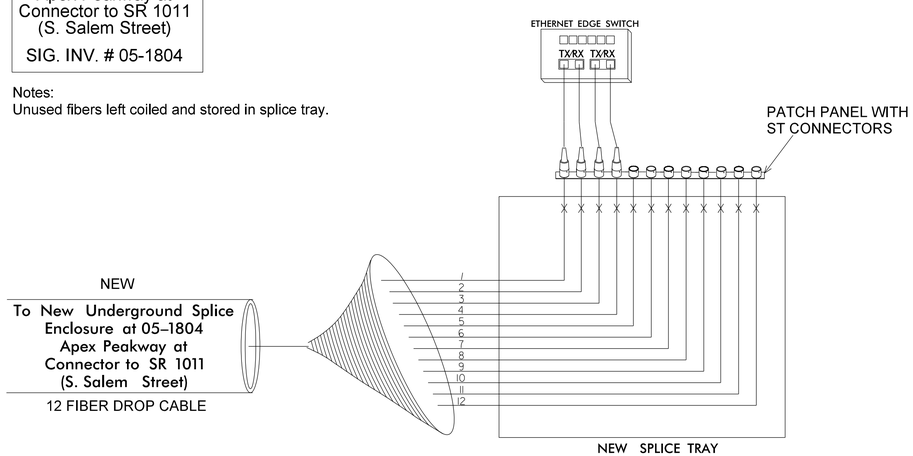
(6) WHITE	(12) AQUA

Master Controller

Apex Peakway at
Connector to SR 1011
(S. Salem Street)
SIG. INV. # 05-1804

Notes:
Unused fibers left coiled and stored in splice tray.



NOTES

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3) INCLUDE ON THE COVER OF EACH SPLICE TRAY THE FOLLOWING: REFERENCE SECTION 1731 "FIBER OPTIC SPLICE ENCLOSURE"

   1) SPLICE LOCATION
   2) DATE
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   4) NAME OF INDIVIDUAL PERFORMING THE SPLICING

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4) ALLOW EIGHT WEEKS LEADING TIME FOR ACQUIRING CELLULAR MODEMS.

NC Dept of Transportation
Division of Highways
Final Drawing Date: _____
ITS & Signals Unit

VHB Engineering NC, P.C. (C-3705)
940 Main Campus Drive, Suite 500
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919.829.0328

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Building Inspections	Planning
Water Resources – Utility Engineering	Planning – Transportation
Electric	Fire
Water Resources – Soil & Erosion Control	Parks, Recreation & Cultural Resources

Prepared for the Offices of:
Transportation Mobility and Safety Division
STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
ITS & Signals Management Section
750 N.Greenfield Pkwy,Garner,NC 27529

Apex Peakway
Closed Loop System
Splicing Details

Division 5 Wake County Apex

PLAN DATE:	April 2023	REVIEWED BY:	J. L. Lewis
PREPARED BY:	J. Ma	VHB PROJECT NO.:	38523.00

REVISIONS	INIT.	DATE

SEAL
PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION
SIGNATURE DATE

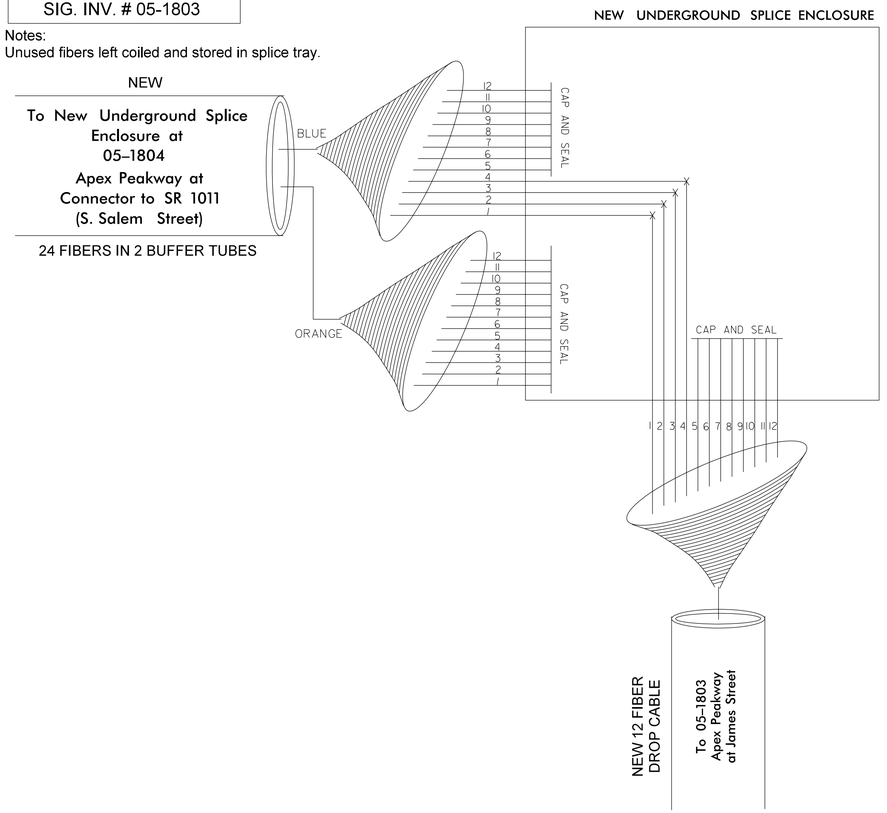
PROJECT REFERENCE NO.	SHEET NO.
U-5928	SCP 5

New Underground Splice Enclosure at

Apex Peakway
at
James Street

SIG. INV. # 05-1803

Notes:
Unused fibers left coiled and stored in splice tray.

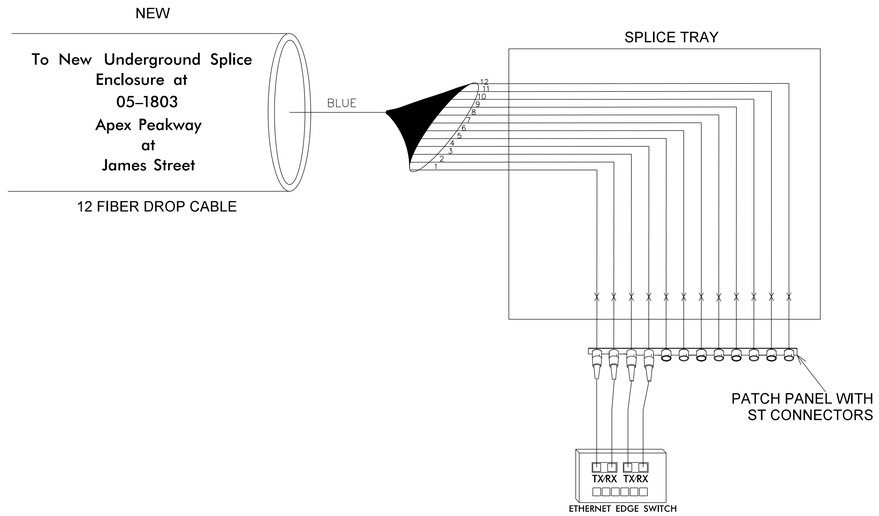


CONTROLLER

SIG. INV. #: 05-1803
Apex Peakway
at
James Street

LEGEND
X = FUSION SPLICE

Note: Unused fibers left coiled and stored in splice tray.



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4) ALLOW EIGHT WEEKS LEADING TIME FOR ACQUIRING CELLULAR MODEMS.

COLOR CODE
TIA/EIA 598-A

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NC Dept of Transportation
Division of Highways
Final Drawing Date: _____
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STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
ITS & Signals Management Section
750 N.Greenfield Pkwy,Garner,NC 27529

Apex Peakway
Closed Loop System
Splicing Details

Division 5 Wake County Apex

PLAN DATE:	April 2023	REVIEWED BY:	J. L. Lewis
PREPARED BY:	J. Ma	VHB PROJECT NO.:	38523.00

REVISIONS	INIT.	DATE

SEAL
PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION
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Appendix M:
Crash Data Reports

North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Strip Analysis Report

Study Criteria Summary

County: WAKE **City:** All and Rural
Date: 5/1/2018 **to** 4/30/2023 **Study:** SEYMOUR
Location: On Apex Peakway between Padstone Dr and SR 1171 (Perry Rd)

Report Details

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
1	**105533559**	10.746	06/25/2018 17:23	RIGHT TURN, DIFFERENT ROADWAYS	$ 1000	0	0	0	0	1	1	1	1	0	1	1
Unit 1 : 32	**Alchl/Drgs:** 7	**Speed:** 25 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**											
Unit 2 : 1	**Alchl/Drgs:** 0	**Speed:** 30 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:** 7	**Obj Strk:**											
2	**105820321**	10.746	03/22/2019 17:25	ANGLE	$ 4000	0	0	0	0	1	1	1	7	0	1	1
Unit 1 : 10	**Alchl/Drgs:** 0	**Speed:** 10 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:** 12	**Obj Strk:**											
Unit 2 : 5	**Alchl/Drgs:** 0	**Speed:** 35 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**											
3	**105869848**	10.746	05/01/2019 08:48	ANGLE	$ 5100	0	0	0	1	1	1	1	1	0	1	1
Unit 1 : 2	**Alchl/Drgs:** 0	**Speed:** 10 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**											
Unit 2 : 1	**Alchl/Drgs:** 0	**Speed:** 35 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**											
Unit 3 : 2	**Alchl/Drgs:** 0	**Speed:** 35 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**											
4	**105973000**	10.746	08/19/2019 08:54	RAN OFF ROAD - LEFT	$ 250	0	0	0	0	1	1	1	1	0	1	1
Unit 1 : 1	**Alchl/Drgs:** 0	**Speed:** 15 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**											
Unit 2 : 31	**Alchl/Drgs:** 0	**Speed:** 35 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:** 64											
5	**106219016**	10.746	03/09/2020 11:24	ANGLE	$ 11500	0	0	0	0	1	1	1	1	0	1	1
Unit 1 : 4	**Alchl/Drgs:** 0	**Speed:** 15 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**											
Unit 2 : 1	**Alchl/Drgs:** 0	**Speed:** 35 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**											
6	**106726621**	10.746	08/26/2021 08:46	ANGLE	$ 13000	0	0	1	1	1	1	1		0		
Unit 1 : 2	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**											
Unit 2 : 1	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**											
7	**106754206**	10.746	09/21/2021 13:02	ANGLE	$ 1800	0	0	0	0	2	1	2	1	0	1	1
Unit 1 : 2	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**											
Unit 2 : 4	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**											

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
8	**106934420**	10.746	03/17/2022 06:23	ANGLE	$ 5000	0	0	0	0	2	4	3	1	0	1	1
Unit	**1 :** 1	**Alchl/Drgs:** 0	**Speed:** 25 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**										
Unit	**2 :** 4	**Alchl/Drgs:** 0	**Speed:** 35 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**										
9	**106956999**	10.746	04/22/2022 16:16	ANGLE	$ 22000	0	0	0	2	1	1	1	1	0	1	1
Unit	**1 :** 4	**Alchl/Drgs:** 0	**Speed:** 25 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**										
Unit	**2 :** 4	**Alchl/Drgs:** 0	**Speed:** 30 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**										
10	**107021296**	10.746	07/03/2022 09:41	ANGLE	$ 14200	0	0	1	0	1	1	1	1	0	1	1
Unit	**1 :** 4	**Alchl/Drgs:** 0	**Speed:** 45 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**										
Unit	**2 :** 1	**Alchl/Drgs:** 0	**Speed:** 25 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:** 64										
11	**107283759**	10.746	03/07/2023 10:42	ANGLE	$ 27000	0	1	1	0	1	1	1	1	0	1	1
Unit	**1 :** 1	**Alchl/Drgs:** 0	**Speed:** 20 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**										
Unit	**2 :** 1	**Alchl/Drgs:** 0	**Speed:** 45 MPH	**Dir:** SE	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**										
12	**106743021**	10.748	09/08/2021 11:40	ANGLE	$ 6000	0	0	0	0	1	1	2	1	0	1	1
Unit	**1 :** 1	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**										
Unit	**2 :** 1	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**										
13	**106910314**	10.803	01/31/2022 19:54	OTHER NON-COLLISION	$ 5000	0	0	0	0	1	4	1	3	0	0	
Unit	**1 :** 1	**Alchl/Drgs:** 0	**Speed:** 35 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**										
14	**106525975**	10.948	02/24/2021 08:41	ANGLE	$ 3000	0	0	0	0	1	1	1	3	0	1	1
Unit	**1 :** 10	**Alchl/Drgs:** 0	**Speed:** 5 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 12	**Obj Strk:**										
Unit	**2 :** 1	**Alchl/Drgs:** 0	**Speed:** 30 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**										
15	**105736943**	11.070	12/22/2018 14:59	LEFT TURN, DIFFERENT ROADWAYS	$ 1000	0	0	0	0	1	1	1	3	0	1	1
Unit	**1 :** 4	**Alchl/Drgs:** 0	**Speed:** 5 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 12	**Obj Strk:**										
Unit	**2 :** 1	**Alchl/Drgs:** 0	**Speed:** 30 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**										
16	**105876615**	11.151	05/03/2019 10:38	LEFT TURN, SAME ROADWAY	$ 4000	0	0	0	0	1	1	1	1	0		
Unit	**1 :** 12	**Alchl/Drgs:** 0	**Speed:** 5 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:** 8	**Obj Strk:**										
Unit	**2 :** 5	**Alchl/Drgs:** 0	**Speed:** 30 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:** 6	**Obj Strk:**										

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
17	**105927265**	11.151	05/29/2019 16:00	LEFT TURN, SAME ROADWAY	$ 11000	0	0	0	1	1	1	1	1	0		
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**3 :** 2	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				7			**Obj Strk:**			
18	**106509139**	11.151	01/19/2021 13:30	LEFT TURN, DIFFERENT ROADWAYS	$ 3800	0	0	0	0	1	1	2	1	0	1	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
Unit	**2 :** 2	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** SE	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
19	**106750765**	11.151	09/08/2021 12:16	ANGLE	$ 11000	0	0	0	2	1	1	1		0		
Unit	**1 :** 5	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** SE	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
20	**107053546**	11.151	07/28/2022 17:02	ANGLE	$ 7500	0	0	0	0	1	1	1	1	0	1	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				12			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 40 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
21	**107088738**	11.151	09/14/2022 17:09	LEFT TURN, SAME ROADWAY	$ 6000	0	0	0	0	1	1	1	1	0	1	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				12			**Obj Strk:**			
Unit	**2 :** 2	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
22	**105688201**	11.227	11/13/2018 19:47	ANIMAL	$ 1000	0	0	0	0	2	4	3	1	0	0	
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**		17	

Legend for Report Details:

Acc No - Accident Number
Injuries: F - Fatal, A - Class A, B - Class B, C - Class C
Condition: R - Road Surface, L - Ambient Light, W - Weather
Rd Ch - Road Character
Rd Ci - Roadway Contributing Circumstances
Trfc Ctl - Traffic Control: Dv - Device, Op - Operating
Alchl/Drgs - Alcohol Drugs Suspected
Veh Mnvr/Ped Actn - Vehicle Maneuver/Pedestrian Action
Obj Strk - Object Struck

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Summary Statistics

High Level Crash Summary

Crash Type	Number of Crashes	Percent of Total
Total Crashes	22	100.00
Fatal Crashes	0	0.00
Non-Fatal Injury Crashes	7	31.82
Total Injury Crashes	7	31.82
Property Damage Only Crashes	15	68.18
Night Crashes	3	13.64
Wet Crashes	3	13.64
Alcohol/Drugs Involvement Crashes	0	0.00

Crash Severity Summary

Crash Type	Number of Crashes	Percent of Total
Total Crashes	22	100.00
Fatal Crashes	0	0.00
Class A Crashes	1	4.55
Class B Crashes	2	9.09
Class C Crashes	4	18.18
Property Damage Only Crashes	15	68.18

Vehicle Exposure Statistics

Annual ADT = 4000

Total Length = 0.684 (Miles) **1.101 (Kilometers)**

Total Vehicle Exposure = 5 (MVMT) **8.04 (MVKMT)**

Crash Rate	Crashes Per 100 Million Vehicle Miles	Crashes Per 100 Million Vehicle Kilometers
Total Crash Rate	440.36	273.63
Fatal Crash Rate	0.00	0.00
Non Fatal Crash Rate	140.11	87.06
Night Crash Rate	60.05	37.31
Wet Crash Rate	60.05	37.31
EPDO Rate	2846.31	1768.62

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Miscellaneous Statistics

Severity Index =	6.46
EPDO Crash Index =	142.20
Estimated Property Damage Total = $	164150.00

Accident Type Summary

Accident Type	Number of Crashes	Percent of Total
ANGLE	13	59.09
ANIMAL	1	4.55
LEFT TURN, DIFFERENT ROADWAYS	2	9.09
LEFT TURN, SAME ROADWAY	3	13.64
OTHER NON-COLLISION	1	4.55
RAN OFF ROAD - LEFT	1	4.55
RIGHT TURN, DIFFERENT ROADWAYS	1	4.55

Injury Summary

Injury Type	Number of Injuries	Percent of Total
Fatal Injuries	0	0.00
Class A Injuries	1	9.09
Class B Injuries	3	27.27
Class C Injuries	7	63.64
Total Non-Fatal Injuries	11	100.00
Total Injuries	11	100.00

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Monthly Summary

Month	Number of Crashes	Percent of Total
Jan	2	9.09
Feb	1	4.55
Mar	4	18.18
Apr	1	4.55
May	3	13.64
Jun	1	4.55
Jul	2	9.09
Aug	2	9.09
Sep	4	18.18
Oct	0	0.00
Nov	1	4.55
Dec	1	4.55

Daily Summary

Day	Number of Crashes	Percent of Total
Mon	4	18.18
Tue	4	18.18
Wed	6	27.27
Thu	3	13.64
Fri	3	13.64
Sat	1	4.55
Sun	1	4.55

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Hourly Summary

Hour	Number of Crashes	Percent of Total
0000-0059	0	0.00
0100-0159	0	0.00
0200-0259	0	0.00
0300-0359	0	0.00
0400-0459	0	0.00
0500-0559	0	0.00
0600-0659	1	4.55
0700-0759	0	0.00
0800-0859	4	18.18
0900-0959	1	4.55
1000-1059	2	9.09
1100-1159	2	9.09
1200-1259	1	4.55
1300-1359	2	9.09
1400-1459	1	4.55
1500-1559	0	0.00
1600-1659	2	9.09
1700-1759	4	18.18
1800-1859	0	0.00
1900-1959	2	9.09
2000-2059	0	0.00
2100-2159	0	0.00
2200-2259	0	0.00
2300-2359	0	0.00

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Light and Road Conditions Summary

Condition	Dry	Wet	Other	Total
Day	18	1	0	19
Dark	1	2	0	3
Other	0	0	0	0
Total	19	3	0	22

Object Struck Summary

Object Type	Times Struck	Percent of Total
ANIMAL	1	33.33
OTHER FIXED OBJECT	2	66.67

Vehicle Type Summary

Vehicle Type	Number Involved	Percent of Total
PASSENGER CAR	17	38.64
PICKUP	7	15.91
POLICE	1	2.27
SINGLE UNIT TRUCK (2-AXLE, 6-TIRE)	2	4.55
SPORT UTILITY	12	27.27
TRUCK/TRAILER	1	2.27
UNKNOWN	1	2.27
VAN	3	6.82

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Yearly Totals Summary

Accident Totals

Year	Total Accidents	Fatal Accidents	Injury Accidents	Property Damage Only Accidents
2018	3	0	0	3
2019	5	0	2	3
2020	1	0	0	1
2021	6	0	2	4
2022	6	0	2	4
2023	1	0	1	0
Total	22	0	7	15

Injury Totals

Year	Fatal Injuries	Class A, B, or C Injuries
2018	0	0
2019	0	2
2020	0	0
2021	0	4
2022	0	3
2023	0	2
Total	0	11

Miscellaneous Totals

Year	Property Damage	EPDO Index
2018	$ 3000	3.00
2019	$ 24350	19.80
2020	$ 11500	1.00
2021	$ 38600	20.80
2022	$ 59700	20.80
2023	$ 27000	76.80
Total	$ 164150	142.20

Type of Accident Totals

Year	Left Turn	Right Turn	Rear End	Run Off Road & Fixed Object	Angle	Side Swipe	Other
2018	1	1	0	0	0	0	1
2019	2	0	0	1	2	0	0

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criteria provided by the report's creator. The onus is strictly upon the user of this report to exercise due diligence in in
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Year	Left Turn	Right Turn	Rear End	Run Off Road & Fixed Object	Angle	Side Swipe	Other
2020	0	0	0	0	1	0	0
2021	1	0	0	0	5	0	0
2022	1	0	0	0	4	0	1
2023	0	0	0	0	1	0	0
Total	5	1	0	1	13	0	2

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Strip Diagram

Features	Milepost	Crash IDs
SR 1171 | PERRY	10.75	105533559 | 105820321 | 105869848 | 105973000 |
		106219016 | 106726621 | 106754206 | 106934420 |
		106956999 | 107021296 | 107283759 | 106743021
	10.76	
	10.77	
	10.78	
	10.79	
	10.80	106910314
	10.81	
	10.82	
	10.83	
	10.84	
	10.85	
	10.86	
	10.87	
	10.88	
	10.89	
	10.90	
	10.91	
	10.92	
	10.93	
	10.94	
SHACKLETON	10.95	106525975
	10.96	
	10.97	
	10.98	
	10.99	
	11.00	
	11.01	
	11.02	
	11.03	
	11.04	
	11.05	
	11.06	
ANTERBURY	11.07	105736943
	11.08	
	11.09	
	11.10	
	11.11	
	11.12	
	11.13	
	11.14	
SR 1153 | TINGEN	11.15	105876615 | 105927265 | 106509139 | 106750765 |

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Features	Milepost	Crash IDs
		107053546 | 107088738
	11.16	
	11.17	
	11.18	
	11.19	
	11.20	
	11.21	
	11.22	
	11.23	105688201
	11.24	
	11.25	
	11.26	
	11.27	
	11.28	
	11.29	
	11.30	
	11.31	
	11.32	
	11.33	
	11.34	
	11.35	
	11.36	
	11.37	
	11.38	
	11.39	
	11.40	
	11.41	
	11.42	
PADSTONE	11.43	

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Study Criteria

Study Name	Log No.	PH No.	TIP No.	K/A Cf.	B/C Cf.	ADT	ADT Route
SEYMOUR				76.8	8.4	4000	

Request Date	Courier Service	Phone No.	Ext.	Fax No.

County			Municipality					
Name	Code	Div.	Name	Code	Y-Line Ft.	Begin Date	End Date	Years
WAKE	92	5	All and Rural		0	5/1/2018	4/30/2023	5.00

Location Text

On Apex Peakway between Padstone Dr and SR 1171 (Perry Rd)

Requestor

Fiche Roads

Name	Code
APEX PEAKWAY	50000831
JAMES ST	50015249

Strip Road

Name	Code	Begin MP	End MP	Miles	Kilometers
APEX PEAKWAY	50000831	10.746	11.430	0.684	1.101

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TOWN OF APEX
POST OFFICE BOX 250
APEX, NORTH CAROLINA 27502
PHONE 919-249-3426

PUBLIC NOTIFICATION
OF PUBLIC HEARINGS
CONDITIONAL ZONING #23CZ13
Seymour Mixed Use 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: Barnett Properties, LLC
Authorized Agents: Matthew Carpenter, Parker Poe, LLP; Jeff Roach, Peak Engineering & Design, PLLC; Alan Maness, Barnett Properties, LLC
Property Addresses: 0, 0, and 0 Tingen Road
Acreage: ±83.9 acres
Property Identification Numbers (PINs): 0741142574, 0741152543, 0741155913
Current 2045 Land Use Map Designation: Medium Density Residential; Medium/High Density Residential; Medium/High Density Residential; High Density Residential; Medium/High Density Residential; Office Employment
If rezoned as proposed, the 2045 Land Use Map Designation will change to: Medium Density Residential; Medium/High Density Residential; High Density Residential; Office Employment; Commercial Services
Existing Zoning of Properties: Residential Agricultural (RA) and High Density Single-Family Residential (HDSF)
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: January 8, 2024 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.

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.

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.apexnc.org/DocumentCenter/View/678. You may call 919-249-3426, Planning Department, with questions or for further information. To view the petition and related documents on-line: https://www.apexnc.org/DocumentCenter/View/63874.

Dianne F. Khin, AICP
Planning Director

Published Dates: December 21, 2023 – January 8, 2024

47°F Sunny 11:20 AM 12/21/2023

TOWN OF APEX
PO BOX 250
APEX, NORTH CAROLINA 27502
TELEPHONO 919.249.3426

NOTIFICACIÓN PÚBLICA DE AUDIENCIAS PÚBLICAS

ORDENAMIENTO TERRITORIAL CONDICIONAL #23CZ13
Seymour Mixed Use PUD

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: Barnett Properties, LLC
Agente autorizado: Matthew Carpenter, Parker Poe, LLP; Jeff Roach, Peak Engineering & Design, PLLC; Alan Maness, Barnett Properties, LLC
Dirección de las propiedades: 0, 0, and 0 Tingen Road
Superficie: ±81.9 acres
Números de identificación de las propiedades: 0741142574, 0741152543, 0741155913
Designación actual en el Mapa de Uso Territorial para 2045: Medium Density Residential; Medium/High Density Residential; Medium/High Density Residential; High Density Residential; Medium/High Density Residential, Office Employment
Si se aprueba el cambio de zonificación como se propone, el Mapa de Uso Territorial para el 2045 cambiará a: Medium Density Residential; Medium/High Density Residential; High Density Residential; Office Employment, Commercial Services
Ordenamiento territorial existente de las propiedades: Residential Agricultural (RA) and High Density Single-Family Residential (HDSF)
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: 8 de enero de 2024 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/townofapexnc.

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.

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/4778. Si tiene preguntas o desea obtener más información, puede comunicarse con el Departamento de Planificación al 919-249-3426. Puede ver la solicitud y otros documentos relacionados aquí: https://www.apexnc.org/DocumentCenter/View/19974.

Dianne F. Khin, AICP
Directora de Planificación

Fechas de publicación: 21 de diciembre de 2023 - 8 de enero de 2024

47°F Sunny
11:20 AM
12/21/2023

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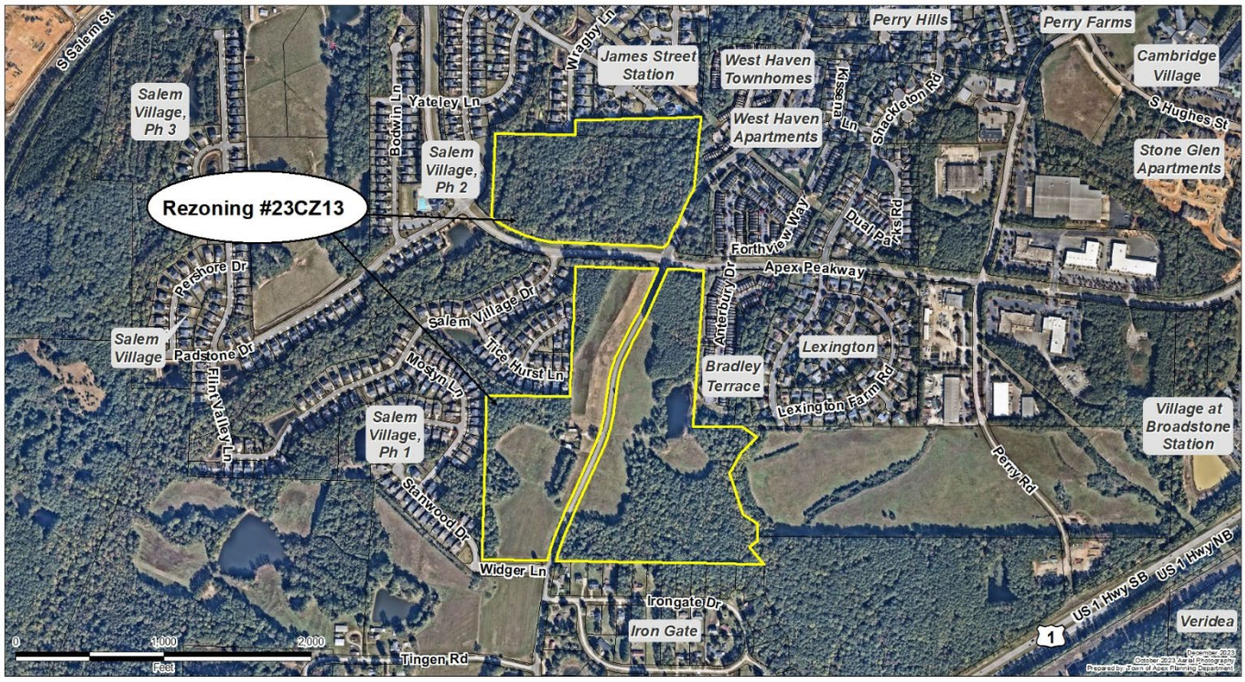
A separate notice of the Town Council public hearing on this project will be mailed and posted in order to comply with State public notice requirements.

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.apexnc.org/DocumentCenter/View/478. You may call 919-249-3426, Planning Department, with questions or for further information. To view the petition and related documents on-line: https://www.apexnc.org/DocumentCenter/View/43974.

Dianne F. Khin, AICP
Planning Director

Published Dates: December 21, 2023 – January 8, 2024

TOWN OF APEX
PO BOX 250
APEX, NORTH CAROLINA 27502
TELÉFONO 919-249-3426

NOTIFICACIÓN PÚBLICA DE AUDIENCIAS PÚBLICAS

ORDENAMIENTO TERRITORIAL CONDICIONAL #23CZ13
Seymour Mixed Use PUD

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: Barnett Properties, LLC
Agente autorizado: Matthew Carpenter, Parker Poe, LLP; Jeff Roach, Peak Engineering & Design, PLLC; Alan Maness, Barnett Properties, LLC
Dirección de las propiedades: 0, 0, and 0 Tingen Road
Superficie: ±81.9 acres
Números de identificación de las propiedades: 0741142574, 0741152543, 0741155913
Designación actual en el Mapa de Uso Territorial para 2045: Medium Density Residential; Medium/High Density Residential; Medium/High Density Residential, High Density Residential; Medium/High Density Residential, Office Employment
Si se aprueba el cambio de zonificación como se propone, el Mapa de Uso Territorial para el 2045 cambiará a: Medium Density Residential; Medium/High Density Residential; High Density Residential; Office Employment, Commercial Services
Ordenamiento territorial existente de las propiedades: Residential Agricultural (RA) and High Density Single-Family Residential (HDSF)
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

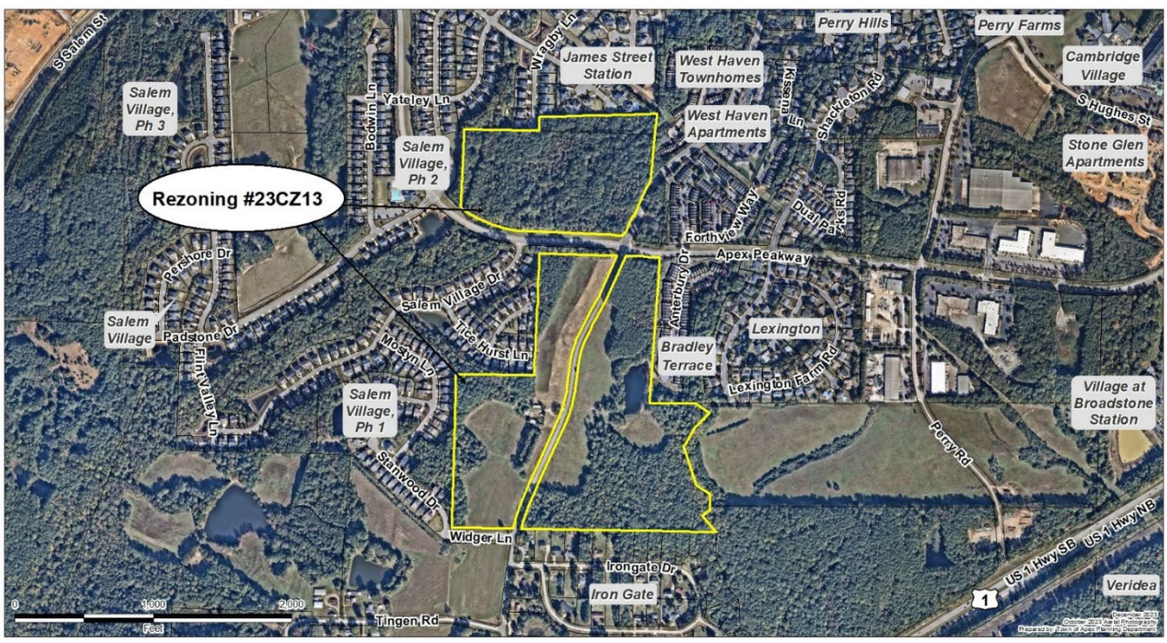
Fecha y hora de la audiencia pública de la Junta de Planificación: 8 de enero de 2024 4:30 P.M.

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.

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.

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 al 919-249-3426. Puede ver la solicitud y otros documentos relacionados aquí: https://www.apexnc.org/DocumentCenter/View/43974.

Dianne F. Khin, AICP
Directora de Planificación

Fechas de publicación: 21 de diciembre de 2023 - 8 de en[illegible]

TOWN OF APEX
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

Project Name:	Seymour Mixed Use Planned Unit Development -Conditional Zoning #23CZ13
Project Location:	0,0, and 0 Tingen Road (PIN 0741142574, 0741152543, 0741155913)
Applicant or Authorized Agent:	Barnett Properties, LLC Matthew Carpenter, Parker Poe, LLP; Jeff Roach, Peak Engineering & Design, PLLC; Alan Maness, Barnett Properties, LLC
Planning Board Public Hearing Date:	January 8, 2024
Project Planner:	Shelly Mayo/June Cowles

This is to certify that I, as Planning Director, mailed or caused to have mailed by first class postage for the above mentioned project on December 21, 2023, 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 information from the Wake County Tax Assessor 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.

12/21/2023
Date

Planning Director

STATE OF NORTH CAROLINA
COUNTY OF WAKE

Sworn and subscribed before me, LAUREN J SISSON, a Notary Public for the above State and County, this the 21st day of DECEMBER, 2023.

LAUREN J SISSON
Notary Public - North Carolina
Wake County
My Commission Expires Oct 3, 2027

Notary Public

My Commission Expires: 10/3/2027

TOWN OF APEX
POST OFFICE BOX 250
APEX, NORTH CAROLINA 27502
PHONE 919-249-3426

PUBLIC NOTIFICATION
OF PUBLIC HEARINGS
CONDITIONAL ZONING #23CZ13
Seymour Mixed Use 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: Barnett Properties, LLC
Authorized Agent: Matthew Carpenter, Parker Poe, LLP; Jeff Roach, Peak Engineering & Design, PLLC; Alan Maness, Barnett Properties, LLC
Property Addresses: 0, 0, and 0 Tingen Road
Acreage: ±81.9 acres
Property Identification Numbers (PINs): 0741142574, 0741152543, 0741155913
Current 2045 Land Use Map Designation: Medium Density Residential; Medium/High Density Residential; Medium/High Density Residential, High Density Residential; Medium/High Density Residential, Office Employment
If rezoned as proposed, the 2045 Land Use Map Designation will change to: Medium Density Residential; Medium/High Density Residential; High Density Residential; Office Employment, Commercial Services
Existing Zoning of Properties: Residential Agricultural (RA) and High Density Single-Family Residential (HDSF)
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: January 23, 2024 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.

If you are unable to attend, you may provide a written statement by email to public.hearing@apexnc.org, or submit it to the Office of the Town Clerk (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 prior to their vote. Please include the Public Hearing name in the subject line.

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.apexnc.org/DocumentCenter/View/478. You may call 919-249-3426, Planning Department, with questions or for further information. To view the petition and related documents on-line: https://www.apexnc.org/DocumentCenter/View/43974.

Dianne F. Khin, AICP
Planning Director

Published Dates: January 2 - January 23, 2024

TOWN OF APEX
PO BOX 250

NOTIFICACIÓN PÚBLICA DE AUDIENCIAS PÚBLICAS
ORDENAMIENTO TERRITORIAL CONDICIONAL #23CZ13

1:28 PM
1/2/2024

TOWN OF APEX
PO BOX 250
APEX, NORTH CAROLINA 27502
TELEFONO 919-249-3426

NOTIFICACIÓN PÚBLICA DE AUDIENCIAS PÚBLICAS
ORDENAMIENTO TERRITORIAL CONDICIONAL #23CZ13
Seymour Mixed Use PUD

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: Barnett Properties, LLC
Agente autorizado: Matthew Carpenter, Parker Poe, LLP; Jeff Roach, Peak Engineering & Design, PLLC; Alan Maness, Barnett Properties, LLC
Dirección de las propiedades: 0, 0, and 0 Tingen Road
Superficie: ±81.9 acres
Números de identificación de las propiedades: 0741142574, 0741152543, 0741155913
Designación actual en el Mapa de Uso Territorial para 2045: Medium Density Residential; Medium/High Density Residential; Medium/High Density Residential, High Density Residential; Medium/High Density Residential, Office Employment
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Ordenamiento territorial existente de las propiedades: Residential Agricultural (RA) and High Density Single-Family Residential (HDSF).
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: 23 de enero de 2024 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.
Si no puede asistir, puede enviar una declaración escrita por correo electrónico a public.hearing@apexnc.org, o presentarla a la oficina del Secretario Municipal (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.

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 al 919-249-3426. Puede ver la solicitud y otros documentos relacionados aquí: https://www.apexnc.org/DocumentCenter/View/43974.

Dianne F. Khin, AICP
Directora de Planificación

Fechas de publicación: 2 de enero - 23 de enero de 2024

1:29 PM
1/2/2024

TOWN OF APEX
POST OFFICE BOX 250
APEX, NORTH CAROLINA 27502
PHONE 919-249-3426

PUBLIC NOTIFICATION OF PUBLIC HEARINGS

CONDITIONAL ZONING #23CZ13
Seymour Mixed Use 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: Barnett Properties, LLC
Authorized Agent: Matthew Carpenter, Parker Poe, LLP; Jeff Roach, Peak Engineering & Design, PLLC; Alan Maness, Barnett Properties, LLC
Property Addresses: 0, 0, and 0 Tingen Road
Acreage: ±81.9 acres
Property Identification Numbers (PINs): 0741142574, 0741152543, 0741155913
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Existing Zoning of Properties: Residential Agricultural (RA) and High Density Single-Family Residential (HDSF)
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: January 23, 2024 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.

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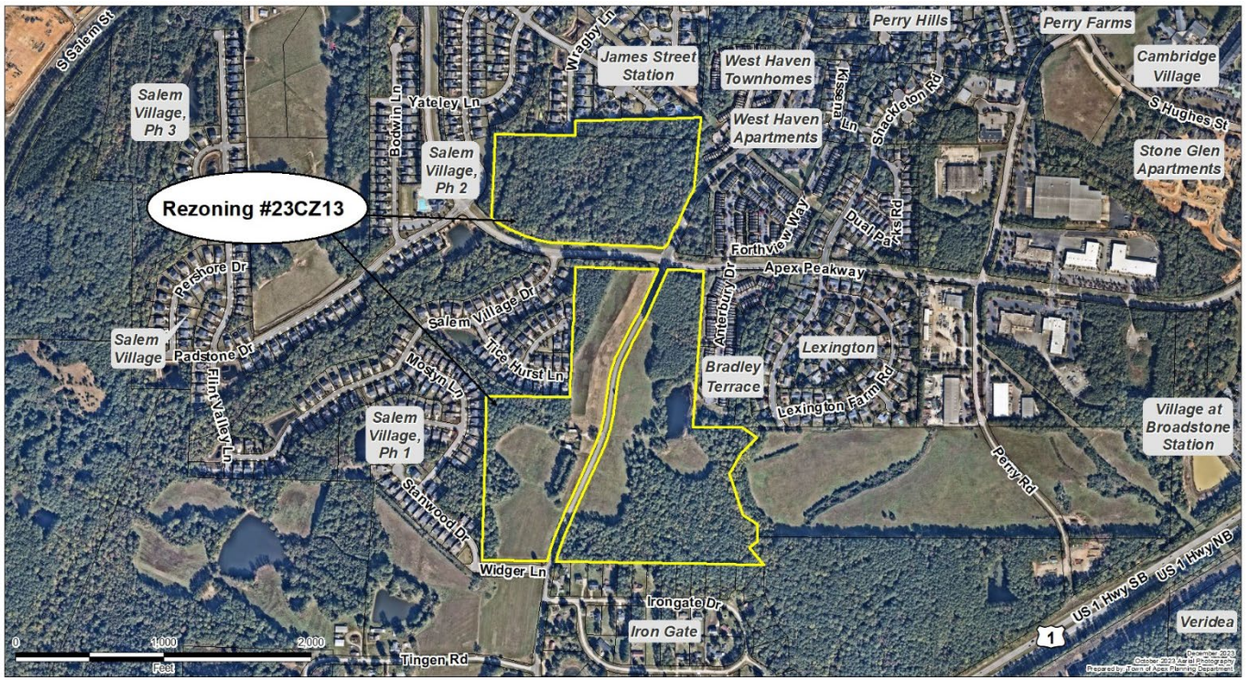
Vicinity Map:



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.apexnc.org/DocumentCenter/View/478. You may call 919-249-3426, Planning Department, with questions or for further information. To view the petition and related documents on-line: https://www.apexnc.org/DocumentCenter/View/43974.

Dianne F. Khin, AICP
Planning Director

Published Dates: January 2 - January 23, 2024

TOWN OF APEX
PO BOX 250
APEX, NORTH CAROLINA 27502
TELÉFONO 919-249-3426

NOTIFICACIÓN PÚBLICA DE AUDIENCIAS PÚBLICAS

ORDENAMIENTO TERRITORIAL CONDICIONAL #23CZ13
Seymour Mixed Use PUD

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: Barnett Properties, LLC
Agente autorizado: Matthew Carpenter, Parker Poe, LLP; Jeff Roach, Peak Engineering & Design, PLLC; Alan Maness, Barnett Properties, LLC
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Superficie: ±81.9 acres
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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

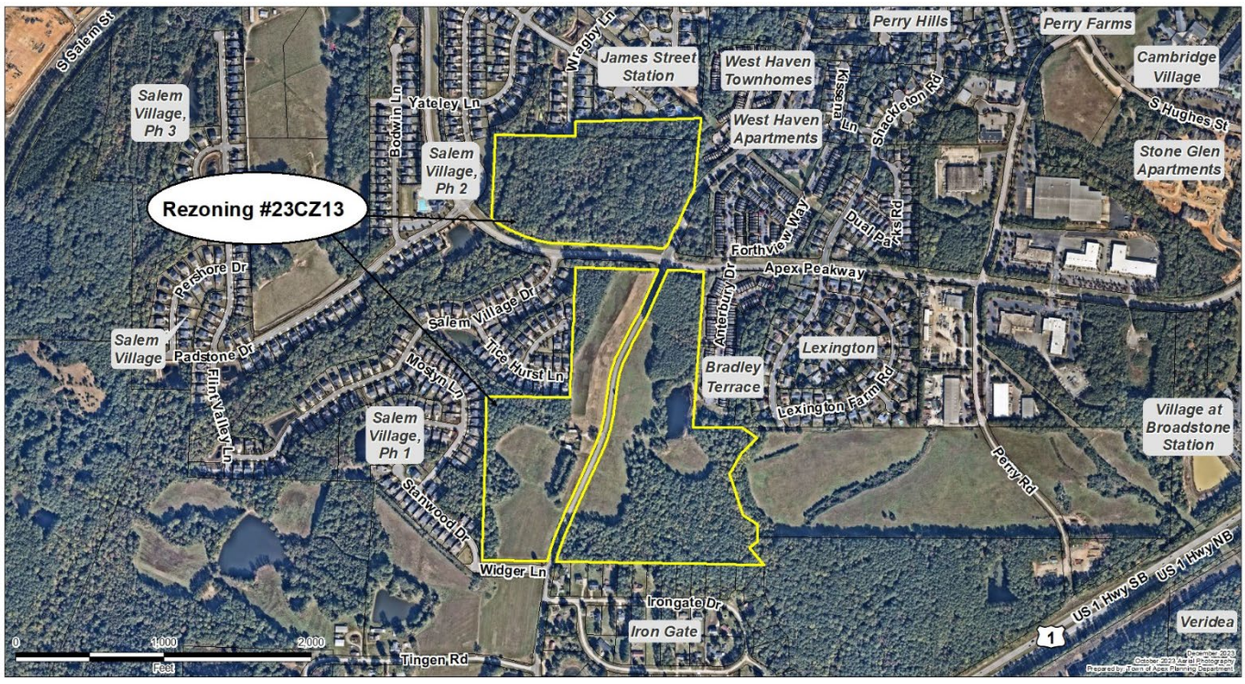
Los comentarios recibidos antes de la audiencia pública de la Junta de Planificación no se proporcionarán al Consejo Municipal. Los comentarios para la audiencia pública del Consejo Municipal deben presentarse por separado en el plazo especificado a continuación.

Fecha y hora de la audiencia pública del Consejo Municipal: 23 de enero de 2024 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.

Si no puede asistir, puede enviar una declaración escrita por correo electrónico a public.hearing@apexnc.org, o presentarla a la oficina del Secretario Municipal (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.

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 al 919-249-3426. Puede ver la solicitud y otros documentos relacionados aquí: https://www.apexnc.org/DocumentCenter/View/43974.

Dianne F. Khin, AICP
Directora de Planificación

Fechas de publicación: 2 de enero - 23 de enero de 2024

TOWN OF APEX
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

Project Name:	Seymour Mixed Use Planned Unit Development-Conditional Zoning #23CZ13
Project Location:	0,0, and 0 Tingen Road (PIN 0741142574, 0741152543, 0741155913)
Applicant or Authorized Agent:	Barnett Properties, LLC Matthew Carpenter, Parker Poe, LLP; Jeff Roach, Peak Engineering & Design, PLLC; Alan Maness, Barnett Properties, LLC
Town Council Public Hearing Date:	January 23, 2024
Project Planner:	Shelly Mayo/June Cowles

This is to certify that I, as Planning Director, mailed or caused to have mailed by first class postage for the above mentioned project on January 2, 2024, 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 information from the Wake County Tax Assessor 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.

1/2/2024
Date

Planning Director

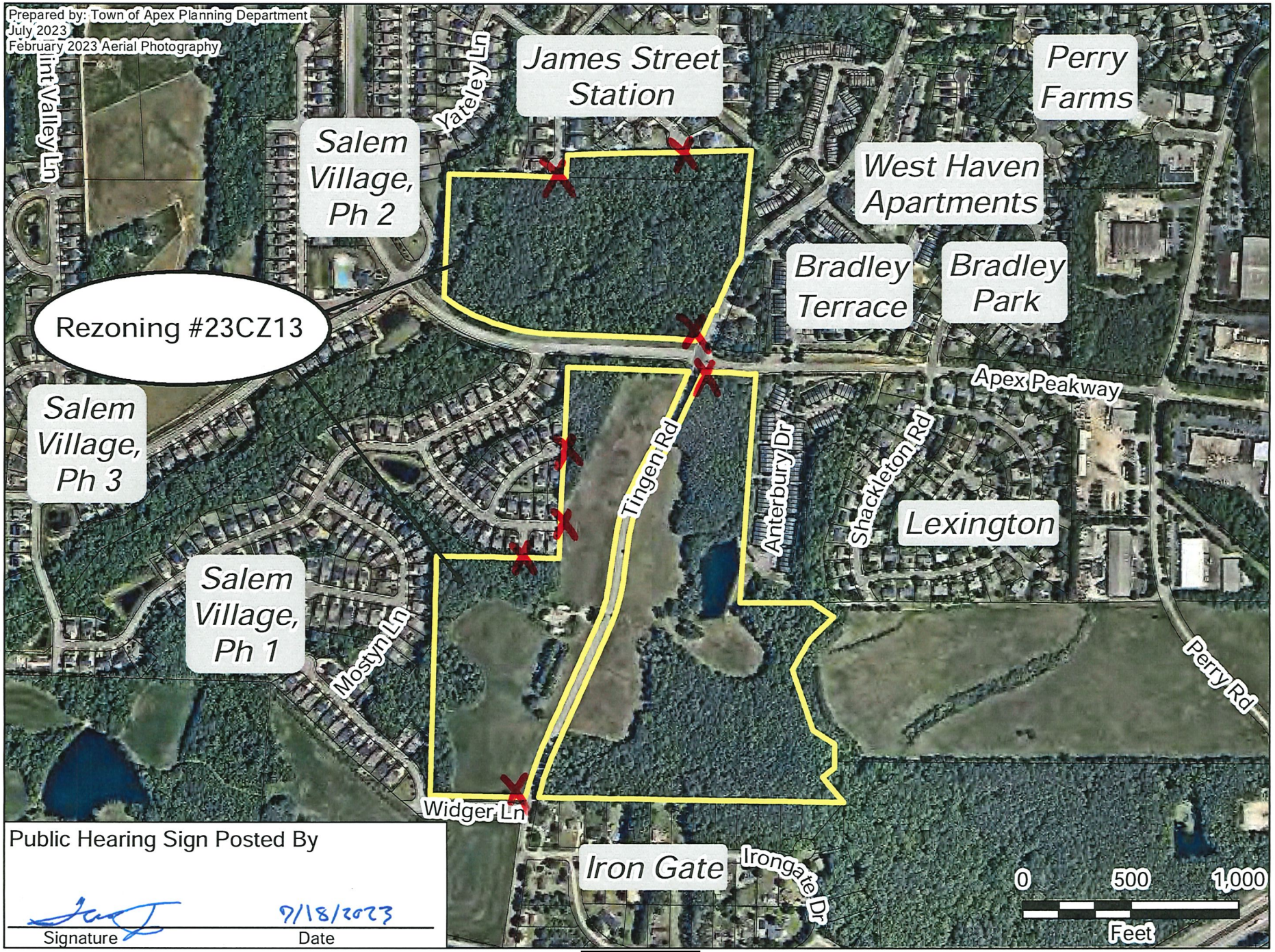
STATE OF NORTH CAROLINA
COUNTY OF WAKE

Sworn and subscribed before me, Jeri Chastain Pederson, a Notary Public for the above State and County, this the 2 day of January, 2024.

JERI CHASTAIN PEDERSON
Notary Public
Wake County, North Carolina
My Commission Expires
March 10, 2024
SEAL

Jeri Chastain Pederson
Notary Public

My Commission Expires: 03/10/2024



Public Hearing Sign Posted By

Signature

7/18/2023

Date

WAKE COUNTY
PUBLIC SCHOOL SYSTEM

Student Assignment
5625 Dillard Drive
Cary, NC 27518

October 30, 2023

Dianne Khin, AICP
Director, Department of Planning and Community Development
Town of Apex
Dianne.Khin@apexnc.org

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: July 3, 2023
- Name of development: 23CZ13 Seymour Mixed Use PUD
- Address of rezoning: 0, 0 & 0 Tingen Rd (PINs 0741142574; 0741152543; 0741155913)
- Total number of proposed residential units (from TIA): 800
- Type(s) of residential units proposed (from TIA): 100 single-family; 300 townhomes; and 400 apartments (unit count for each housing type subject to change)

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

☐ Schools at all grade levels within the current assignment area for the proposed rezoning/development are anticipated to have sufficient capacity for future students.

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

☒ Elementary ☒ Middle ☒ High

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

☐ Not applicable – existing school capacity is anticipated to be sufficient.

☐ School expansion or construction within the next five years is not anticipated to address concerns.

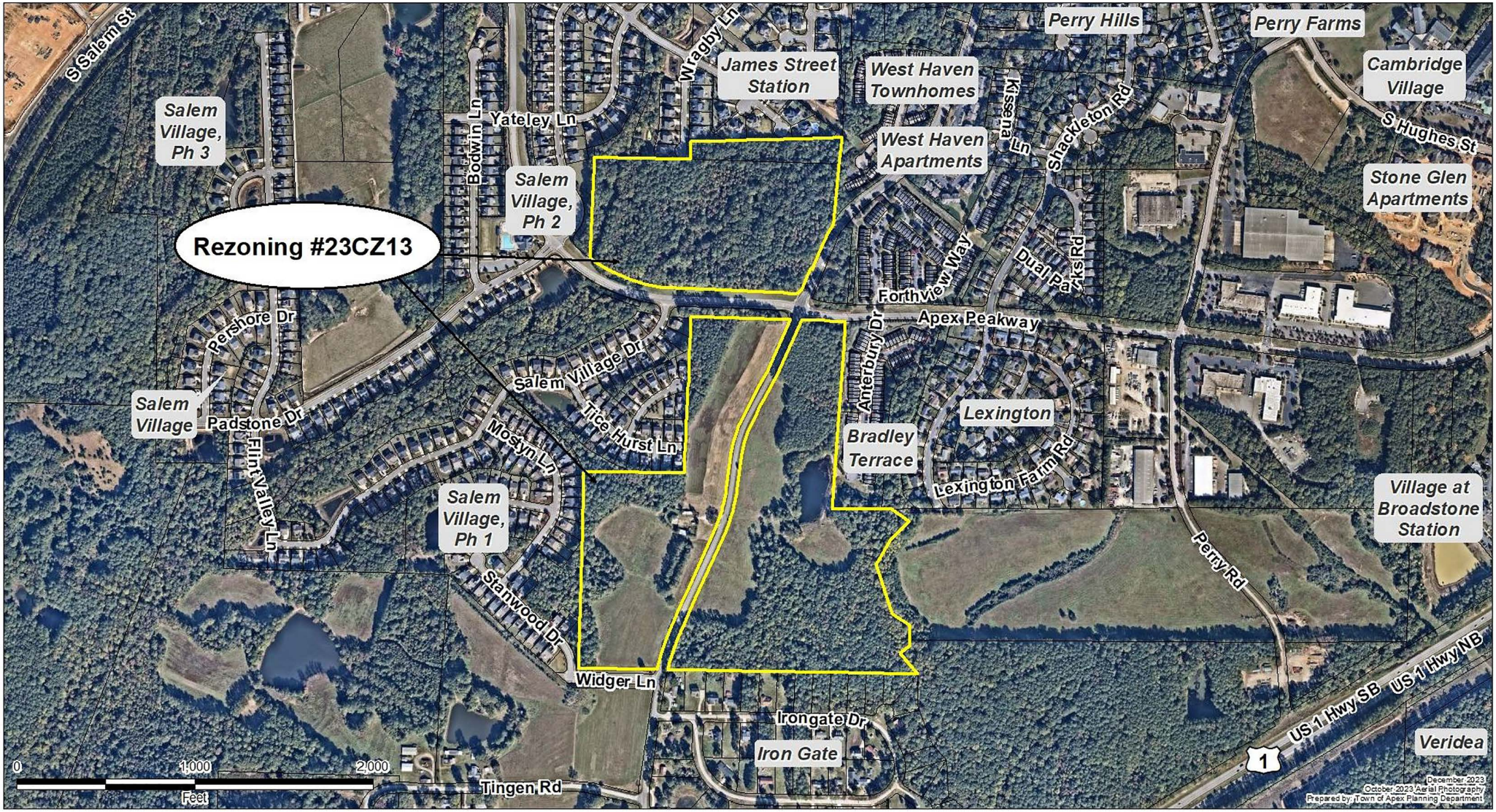
☒ School expansion or construction within the next five years may address concerns at these grade levels:

☒ Elementary ☐ Middle ☒ High

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

Sincerely,

Susan W. Pullium, MSA
Senior Director
spullium@wcpss.net


Rezoning #23CZ13
S Salem St
Salem Village, Ph 3
Bodwin Ln
Yateley Ln
Wragby Ln
James Street Station
Salem Village, Ph 2
West Haven Townhomes
West Haven Apartments
Kissena Ln
Shackleton Rd
Perry Hills
Perry Farms
Cambridge Village
S Hughes St
Stone Glen Apartments
Forthview Way
Dual Parks Rd
Apex Peakway
Anterbury Dr
Pershore Dr
Salem Village Dr
Salem Village
Padstone Dr
Tice Hurst Ln
Mostyn Ln
Flint Valley Ln
Bradley Terrace
Lexington
Lexington Farm Rd
Village at Broadstone Station
Salem Village, Ph 1
Stanwood Dr
Perry Rd
Widger Ln
Irongate Dr
Iron Gate
US 1 Hwy SB
US 1 Hwy NB
Veridea
Tingen Rd
0
1,000
2,000
Feet
December 2023
October 2023 Aerial Photography
Prepared by: Town of Apex Planning Department

PLANNING BOARD REPORT TO TOWN COUNCIL

Rezoning Case: 23CZ13 Seymour Mixed Use PUD

Planning Board Meeting Date: January 8, 2024

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:	±81.9 acres
PIN(s):	0741142574, 0741152543, 0741155913
Current Zoning:	Residential Agricultural (RA) and High Density Single-Family Residential (HDSF)
Proposed Zoning:	Planned Unit Development-Conditional Zoning (PUD-CZ)
Current 2045 Land Use Map:	Medium Density Residential; Medium/High Density Residential; Medium/High Density Residential, High Density Residential; Medium/High Density Residential, Office Employment
If rezoned as proposed, the 2045 Land Use Map Designation will change to:	Medium Density Residential; Medium/ High Density Residential; High Density Residential; Office Employment, Commercial Services
Town Limits:	In the 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:

Per state law, the Land Use Map will be updated automatically if rezoning is approved.

☑ Apex Transportation Plan
☑ Consistent ☐ Inconsistent Reason:

☑ Parks, Recreation, Open Space, and Greenways Plan
☑ Consistent ☐ Inconsistent Reason:

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 ☐ Inconsistent Reason: Per state law, the Land Use Map will be updated automatically if rezoning is approved.

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:

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.
☑ Consistent ☐ Inconsistent Reason: _____

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 ☐ Inconsistent 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: _____

Planning Board Recommendation:

Motion: To recommend approval with conditions as presented with an additional condition to address Apex Peakway issue

Introduced by Planning Board member: Ryan Akers

Seconded by Planning Board member: Keith Braswell

☐ *Approval*: the project is consistent with all applicable officially adopted plans and the applicable legislative considerations listed above.

☑ *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:

Additional condition: Applicant to work with staff to resolve Apex Peakway fee-in-lieu vs. full construction issue.

☐ *Denial*: the project is not consistent with all applicable officially adopted plans and/or the applicable legislative considerations as noted above.

With 5 Planning Board Member(s) voting "aye"

With 4 Planning Board Member(s) voting "no"

Reasons for dissenting votes:

Dissenting votes Tina Sherman, Daniel Khodaparast, Tim Royal, and Sarah Soh. See attached.

This report reflects the recommendation of the Planning Board, this the 8th day of January 2024.

Attest:

Reginald Skinner, Planning Board Chair

Dianne F. Khin Digitally signed by Dianne F. Khin Date: 2024.01.08 20:49:04 -05'00'

Dianne Khin, Planning Director

PLANNING BOARD REPORT TO TOWN COUNCIL
Dissenting Member Comments

Planning Board Member Name: Daniel Khodaparast

Meeting Date: 01/08/2024

☒ Rezoning # 23CZ14

☐ Long Range Plan amendment(s)_____

☐ Other_____

Reason(s) for dissenting vote:

I do not feel that there has been adequate follow up to ensure that the necessary concerns of staff for the Peakway ultimate option and the neighborhood have been met. The proposed zoning adjacent to the western parcel does not complement the existing neighborhood aesthetic. The increase in density and uncertainty around sewer capacity are also concerning, given that the property has not been developed for quite some time. In addition I would have liked to have seen more clarification on addressing green space for residents.

Planning Board Member Name: Sarah Soh

Meeting Date: 1/8/2024

☐ Rezoning # 23CZ13 Seymour Mixed-Use PUD

☐ Long Range Plan amendment(s)_____

☐ Other_____

Reason(s) for dissenting vote:

Reasons being Staff does not recommend, and traffic study does not include Grace Christian School expansion/ extension. Although the school is in conversation with the developer, that information is not public yet. The infrastructure is priority and with the vast growth around the Apex Peakway and Salem St, we need to be more cognizant of what is needed Day 1. Rezoning conversations needs polishing with neighboring residents that shared their concerns with storm drainage, density of units. 800 units is significant in this area esp. with insufficient school space in all levels.
I believe this is a good beginning but just needs tightening up and come to agreement between Planning Staff, residents and developer.

Planning Board Member Name: Tim Royal

Meeting Date: 1/8/2024

☒ Rezoning # 23CZ13 Seymour PUD

☐ Long Range Plan amendment(s)_____

☐ Other_____

Reason(s) for dissenting vote:

1. Tingen road downgrade from a future 4 lane to 3 lane causes serious concern given the proposed Grace Christian School TIA was not included and they currently have approximately 1,200 students enrolled. Buses will not be an option so parent and student must drive themselves.

2. Apex Peakway - no commitment from the developer to add language per staff requests.

3. Stub streets from Salem Village need to continue the same lot size and remain detached single family residential with .25 acre lots further into the proposed Seymour PUD.

PLANNING BOARD REPORT TO TOWN COUNCIL
Dissenting Member Comments

Planning Board Member Name: Tina Sherman

Meeting Date: 1/8/2024

☐ Rezoning # 2 & 3

☐ Long Range Plan amendment(s)_____

☐ Other_____

Reason(s) for dissenting vote:

not aligned with the land use map & issues with staff alignment

| Agenda Item | cover sheet

for consideration by the Apex Town Council

Item Type: CLOSED SESSION

Meeting Date: January 23, 2024

Item Details

Presenter(s): Steve Adams, Real Estate/Utilities Acquisition Specialist

Department(s): Transportation & Infrastructure Development

Requested Motion

Possible motion to go into closed session pursuant to NCGS 143-318.11(a)(5) to discuss matters related to acquisition of real property.

Approval Recommended?

N/A

Item Details

NCGS § 143-318.11(a)(5)

"To establish, or to instruct the public body's staff or negotiating agents concerning the position to be taken by or on behalf of the pubic body in negotiating (i) the price and other material terms of a contract or proposed contract for the acquisition of real property by purchase, option, exchange, or lease; or (ii) the amount of compensation and other material terms of an employment contract or proposed employment contract"

Attachments

- N/A

| Agenda Item | cover sheet

for consideration by the Apex Town Council

Item Type: CLOSED SESSION

Meeting Date: January 23, 2024

Item Details

Presenter(s): Councilmember Terry Mahaffey

Department(s): Governing Body

Requested Motion

Possible motion to go into closed session pursuant to NCGS §143-318.11(a)(3) to preserve attorney-client privilege.

Approval Recommended?

N/A

Item Details

NCGS § 143-318.11(a)(3)

"To consult with an attorney employed or retained by the public body in order to preserve the attorney-client privilege between the attorney and the public body"

Attachments

- N/A