AGENDA | REGULAR TOWN COUNCIL MEETING

Thursday, November 13, 2025 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

Governing Body and Town Senior Executive Leadership

Mayor: Jacques K. Gilbert | Mayor Pro-Tempore: Edward Gray
Council Members: Audra Killingsworth; Brett D. Gantt; Terry Mahaffey; Arno Zegerman
Town Manager: Randal E. Vosburg
Deputy Town Manager: Shawn Purvis
Assistant Town Managers: Demetria John and Marty Stone
Town Clerk: Allen L. Coleman | Town Attorney: Laurie L. Hohe

English	Spanish	Chinese (Simplified)
ANNOUNCEMENTS 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. The meeting date, start time, and location details are included at the top of this agenda document.	**ANUNCIOS** Las personas interesadas pueden acceder y ver la reunión a través del canal de YouTube de la Ciudad en https://www.youtube.com/c/TownofApexGov o asistir en persona. En la parte superior de este documento de agenda se indican la fecha, la hora de inicio y la ubicación de la reunión.	**公告** 公众可通过镇政府的YouTube频道 https://www.youtube.com/c/TownofApexGov 在线旁听会议，或选择现场参与。会议日期、开始时间及地点详情见本议程文件顶部。
Accommodation Statement: 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.	**Aviso sobre adaptaciones:** Si necesita adaptaciones especiales para asistir a esta reunión o requiere esta información en un formato alternativo, comuníquese con la Oficina del Secretario Municipal, ubicada en el segundo piso del Ayuntamiento de Apex, en 73 Hunter Street, por correo electrónico a través de allen.coleman@apexnc.org o llamando al 919-249-1260.	**便利服务声明：** 如需特殊便利服务以参加本次会议，或需要将本信息提供为其他格式，请联系镇书记官办公室。 办公地址：Apex镇政务厅二楼（Hunter街73号） 邮箱：allen.coleman@apexnc.org 电话：919-249-1260

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 Affordable Housing Conditional Funding Commitment - Raleigh Area Land Trust (RALT) - Support the Acquisition and Long-Term Affordability of Ten (10) Townhomes in Huxley Development in Apex, NC

Marla Y. Newman, Director, Community Development and Nghd Connections (CDNC) Dept.

CN2 Agreement and Resolution - Land Exchange AR Custom Homes LLC - 2428 Old US 1 Highway - Subdividing Lot Correction

Marty Stone, Assistant Town Manager – Development and Operations Portfolio

CN3 Agreement Ratification – Overhead Door Company of Raleigh – Time Sensitive Secure Bay Door at Public Safety Station No. 4

Jeffrey Maynard, Assistant Fire Chief, Apex Fire Department

CN4 Annexation No. 816 - 1000 Classic Road - 2.59 acres

Allen Coleman, Town Clerk

CN5 Budget Ordinance Amendment No. 7 – Conditional Funding Commitment from Affordable Housing Fund and Acceptance of Show Your Park Some Love Grant Award

Jessica Hoffman, Director, Budget and Performance Management Department

CN6 Construction Contract Award - Comfort System Systems USA (Mid Atlantic), LLC - HVAC Renovation at Public Safety Station No. 4 and Budget Ordinance Amendment No. 6

Matt Wetherell, Facilities and Grounds Manager, Public Works Department

CN7 Council Meeting Minutes – Various

Allen Coleman, Town Clerk

CN8 Rezoning Case No. 24CZ10 Ashburn PUD - Statement and Ordinance

Joshua Killian, Planner II, Planning Department

CN9 Surplus Badge and Service Weapon - Former Apex Police Lieutenant Thomas Parody

Allen Coleman, Town Clerk

CN10 Tax Report - September 2025

Allen Coleman, Town Clerk

CN11 Unified Development Ordinance (UDO) Amendments October 2025 - Statement

Bruce Venable, Planner II, Planning Department

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.

UPDATES BY TOWN MANAGER

PRESENTATIONS

PR1 Proclamation – Recognizing Team Apex Service Day and Winning Team for Food Collection

Mayor Jacques K. Gilbert

PR2 Proclamation - Small Business Saturday - Saturday, November 29, 2025

Mayor Jacques K. Gilbert

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 Annexation No. 809 - 7421 Roberts Road - 1.25 acres

Dianne Khin, Director, Planning Department

PH2 Annexation No. 810 - 2928 Evans Road - 1.31 acres

Dianne Khin, Director, Planning Department

PH3 Annexation No. 811 - 7800 Secluded Acres - 5.70 acres

Dianne Khin, Director, Planning Department

PH4 Apex Transportation Plan Amendments - 24CZ20 Hopson Gateway

Shannon Cox, Long Range Planning Manager, Planning Department

AND

PH5 Rezoning Case No. 24CZ20 – Hopson Gateway PUD and Town of Apex LI-CZ

June Cowles, Senior Planner, Planning Department

PH6 Rezoning Case No. 25CZ15 Veridea Expansion IV

Amanda Bunce, Assistant Director, Planning Department

PH7 Unified Development Ordinance (UDO) Amendments – November 2025

Bruce Venable, Planner II, Planning Department

NEW BUSINESS

NB1 Ordinance Amendment – Chapter 18 – Streets and Sidewalks, Section 11 – Obstructions – Structures – Temporary Seating Placement in Right-of-Way (ROW) at Approved Special Events

Ryan Johansen, Chief of Police, Apex Police Department

NB2 Student Parking at 8008 Humie Olive Road - Discussion and Possible Direction

Councilmember Brett Gantt, Sponsor

CLOSED SESSION

Council will enter into closed session pursuant to:

CS1 Laurie Hohe, Town Attorney

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".

CS2 Mayor Pro-Tempore Edward Gray

NCGS §143-318.11(a)(6):

"To consider the qualifications, competence, performance, character, fitness, conditions of appointment, or conditions of initial employment of an individual public officer or employee or prospective public officer or employee; or to hear or investigate a complaint, charge, or grievance by or against an individual public officer or employee."

CS3 Mayor Pro-Tempore Edward Gray

NCGS §143-318.11(a)(6):

"To consider the qualifications, competence, performance, character, fitness, conditions of appointment, or conditions of initial employment of an individual public officer or employee or prospective public officer or employee; or to hear or investigate a complaint, charge, or grievance by or against an individual public officer or employee."

CS4 Mayor Pro-Tempore Edward Gray

NCGS §143-318.11(a)(6):

"To consider the qualifications, competence, performance, character, fitness, conditions of appointment, or conditions of initial employment of an individual public officer or employee

or prospective public officer or employee; or to hear or investigate a complaint, charge, or grievance by or against an individual public officer or employee."

ADJOURNMENT

| Agenda Item | cover sheet

for consideration by the Apex Town Council

Item Type: CONSENT AGENDA

Meeting Date: November 13, 2025

Item Details

Presenter(s): Marla Y. Newman, Director

Department(s): Community Development and Neighborhood Connections (CDNC)

Requested Motions

A. Motion to authorize the Town Manager, or their designee, to extend a conditional funding commitment of $225,000 in grant funding from the Town's Affordable Housing Fund to the Raleigh Area Land Trust (RALT) to support the acquisition and long-term affordability of ten (10) townhomes located in the Huxley development in Apex. This commitment is conditional on funding to be received from Wake County.

B. Motion to approve the associated budget amendment (No. 7) and transfer of funds of up to $225,000 from available funding in the Affordable Housing Fund to the RALT project.

Approval Recommended?

Yes

Item Details

The Community Development and Neighborhood Connections Department recommends the approval of a $225,000 conditional funding commitment to the Raleigh Area Land Trust (RALT) to support the acquisition and permanent affordability of ten (10) townhomes in the Huxley subdivision being developed by Pulte Homes in Apex.

The proposed project will expand homeownership opportunities for low- and moderate-income households within a new market-rate neighborhood, helping to maintain long-term affordability and diverse housing options in Apex. Homes will be indistinguishable from surrounding market-rate homes and will be fully integrated into each neighborhood.

RALT will utilize its 99-year ground lease community land trust model to ensure these homes remain affordable for future generations while supporting community stability and intergenerational wealth-building.

The ten (10) townhomes will serve a range of income levels, including eight (8) homes reserved for households earning at or below 80% of the Area Median Income (AMI) and two (2) homes reserved for households earning at or below 60% AMI.

This tiered approach promotes mixed-income homeownership and supports long-term neighborhood affordability. Additional information about the project is included in the agenda materials.

Attachments

- CN1-A1: MEMO: Raleigh Area Land Trust (RALT) Funding Recommendation - Affordable Housing Conditional Funding Commitment

Memo

To: Randy Vosburg, Town Manager

From: Tiana Joyner, CDNC Housing Programs Manager

Date: October 29, 2025

Subject: Raleigh Area Land Trust (RALT) Funding Recommendation

What is Requested:

A. **AUTHORIZE** the Town to extend a conditional commitment of $225,000 (grant) of Town Affordable Housing Funds for the Raleigh Area Land Trust (RALT) project to support the acquisition and permanent affordability of ten townhomes in the Huxley development, subject to any applicable Wake County funding approvals. The proposed development, the unit mix, and the recommended Town funding amount is as follows:

Proposed Development	Population Served	Town Funding Recommendation	Unit AMI Level	
			60%	80%
Huxley	Low to moderate income Homebuyers	$225,000 (grant)	2	8

B. **AUTHORIZE** the associated budget amendments and transfers of funds of up to $225,000 for the RALT project from available funding in the Affordable Housing Fund.

Background:

Pulte Homes ("Pulte) committed to provide 12 affordable homes as part of rezoning Case #20CZ14 Hackney PUD. To meet the zoning conditions, Pulte partnered with the Raleigh Area Land Trust (RALT) a nonprofit community land trust. RALT now seeks Town funding to acquire ten homes from Pulte Homes in the Huxley subdivision. These homes will serve households earning between 60–80% of the Area Median Income (AMI) in Wake County, ensuring permanent affordability through RALT's 99-year ground lease community land trust model.

RALT has secured letters of intent from Pulte Homes providing $1,345,480 of in-kind support, representing discounted home sales prices.

Ten homes in the Huxley development will be sold by Pulte to RALT at a price based on 70% of the average market rate price for comparable homes, or approximately $310,000 per home, providing a reduction of $134,548 per home from the estimated market rate price of $444,548 per home. RALT will assist homebuyers in accessing Down Payment Assistance (DPA) from NCHFA's NC 1st Home Advantage program and Wake County's DPA program. Other project financing consists of NCHFA's Community Partner Loan Program, Wake County's Affordable Housing Development Program, and bridge financing from First Citizens Bank to fill short-term funding gaps, to be repaid upon home sales.

Description of Proposed Project:

The development proposed and the terms of Town investment are outlined below.

RALT will acquire ten townhomes from Pulte in market-rate neighborhoods and sell them to income-eligible buyers, while preserving long-term affordability. The homes will be indistinguishable from surrounding market-rate units and fully integrated into the neighborhoods. Using the 99-year ground lease model, RALT will ensure the homes remain affordable for future generations while fostering lasting affordability and opportunities for intergenerational wealth-building.

Income Targeting and mix:

Income Target	Number of Homes	Target Population	Approx. Affordable Sales Price	Example Eligible Buyer Profile
60% AMI	2	Lower-income working families	~$270,000–$290,000	Supports Entry-level workforce households
80% AMI	8	Moderate-income households	~$300,000–$320,000	Teachers, first responders, and municipal staff

* This tiered approach supports mixed-income homeownership and a thriving community.

Location: The ten homes proposed for acquisition and permanent affordability are situated within a Pulte Homes Community in Apex, NC:

Huxley Subdivision: Located at 2544 Olive Chapel Road, Apex, NC 27502, Huxley features modern new construction three-story townhomes and two-story single-family homes. The community is ideally situated near the Beaver Creek Shopping Center, offering residents proximity to great schools and short commutes to downtown Apex and Raleigh.

All RALT homes are designed to integrate seamlessly with surrounding market-rate homes, ensuring that the affordable homes blend harmoniously with the neighborhoods' character.

Funding: Funding will come from the Town of Apex Affordable Housing Fund as a grant of $225,000, leveraging additional support from Wake County, Pulte Homes, and other down payment assistance (DPA) programs such as:

Wake County Affordable Housing Development Program (AHDP)
Wake County's Down Payment Assistance Program
NC Housing Finance Agency's Community Partners Loan Pool (CPLP)
NC 1st Home Advantage Down Payment Program

These combined resources will enable qualified buyers to access affordable financing and close the affordability gap for households within the targeted AMI range.

Funding Source	Description	Estimated Contribution	Type
Town of Apex Affordable Housing Fund	Acquisition support grant	$225,000	Grant
Pulte Homes	Discounted sales price across 10 homes	$1,345,480	In-Kind
Wake County	Potential AHDP subsidy	$234,000	Grant
NC 1st Home Advantage	State down payment program ($15,000 per buyer)	$150,000	Loan/Grant
Wake County DPA	Down payment assistance ($40,000 per eligible buyer)	TBD	Grant
NCHFA Community Partners Loan Pool	Down payment assistance ($50,000 per eligible buyer)	TBD	Loan/Grant
RALT Bridge Financing	Short-term acquisition support	TBD	Loan

***Estimated; exact allocation depends on homebuyer and funding availability**

Recommendation:

Staff recommends $225,000 in grant funding to support RALT's acquisition of ten homes in the Huxley development for resale to income-eligible households. These homes will expand homeownership opportunities for households earning between 60% and 80% of AMI and ensure permanent affordability through RALT's community land trust structure.

The project is consistent with Town Council's goal to expand diverse housing options and leverages multiple sources of public and private funding. This initiative will strengthen Apex's commitment to developing mixed-income communities and increase pathways to homeownership for working families.

Staff recommends that Town Council:

- Authorize the Town to extend a conditional commitment of $225,000 in grant funding to the Raleigh Area Land Trust (RALT) for the acquisition of ten permanently affordable homes in the Huxley development.
- Authorize the associated budget amendments and transfers of funds from the Affordable Housing Fund.

| Agenda Item | cover sheet

for consideration by the Apex Town Council

Item Type: CONSENT AGENDA

Meeting Date: November 13, 2025

Item Details

Presenter(s): Marty Stone, Assistant Town Manager – Development and Operations Portfolio

Department(s): Town Manager's Office

Requested Motion

Motion to adopt a Resolution approving a Land Exchange Agreement between the Town of Apex and AR Custom Homes, LLC, for adjacent properties on Old US Hwy 1 (Buckhorn Township), and authorize the Town Manager, or their designee, to execute the agreement on behalf of the Town of Apex.

Approval Recommended?

Yes

Item Details

AR Custom Homes, LLC and the Town own adjacent properties on Old US Highway 1. AR Custom Homes has proposed a land exchange with the Town pursuant to North Carolina General Statute §160A-271 and as described in the attached agreement. AR Custom Homes and the Town propose to swap equally-sized 1,478 square feet (0.03 acres) tracts of land.

Due to the difference in value assigned by the Wake County Department of Tax Administration, the Town will receive $691.00 in additional compensation to satisfy the statutory requirements. Additional details of the proposal are contained in the attached land exchange agreement. The proposed swap will remedy a mistake by the prior owner of both lots who, in subdividing into the two current lots, drew the new lot lines across an existing septic field serving the AR Custom Homes lot. These new lot lines rightfully locate the full septic field on the lot which it serves.

Attachments

- CN2-A1: Resolution - Land Exchange AR Custom Homes LLC - 2428 Old US 1 Highway - Subdividing Lot Correction
- CN2-A2: Agreement – Land Exchange AR Custom Homes LLC - 2428 Old US 1 Highway - Subdividing Lot Correction
- CN2-A3: Affidavit of Publication – Public Notice of Intent to Exchange - Land Exchange AR Custom Homes LLC - 2428 Old US 1 Highway - Subdividing Lot Correction

- CN2-A4: Land Swap Exhibit - Land Exchange AR Custom Homes LLC - 2428 Old US 1 Highway - Subdividing Lot Correction

RESOLUTION NO. _____

RESOLUTION AUTHORIZING A LAND EXCHANGE BETWEEN THE TOWN OF APEX AND AR CUSTOM HOMES, LLC OF TRACTS LOCATED ON OLD US 1 HIGHWAY IN BUCKHORN TOWNSHIP, APEX, NORTH CAROLINA

Council Member _____ moved, seconded by Council Member _____, and the Town of Apex Town Council (the "Council") approved by a vote of ____ to _____, that the following Resolution be adopted by the Council:

WHEREAS, Section 160A-271 of the North Carolina General Statutes expressly provides that a city may exchange real property belonging to the city for other real property by private negotiations if the city receives a full and fair consideration in exchange for its property; and

WHEREAS, the Town and AR Custom Homes, LLC desire to exchange with each other certain tracts of real property and additional consideration; and

WHEREAS, the Town Council determines that it is in the public interest to effect the exchange embodied in the Land Exchange Agreement attached hereto.

NOW, THEREFORE, be it resolved by the Town Council of the Town of Apex as follows:

For the purpose stated above, and under the authority of § 160A-271 of the North Carolina General Statutes, the land exchange as described in the Land Exchange Agreement attached hereto is hereby approved, and the Town Manager of the Town of Apex is authorized to sign the Land Exchange Agreement attached hereto in order to enter into said Agreement on behalf of the Town.

This Resolution is effective upon adoption.

This the 13th day of November, 2025.

By:_____
Jacques K. Gilbert,
Mayor

ATTEST:

_____
Allen L. Coleman, MMC, NCCCC
Town Clerk

NORTH CAROLINA LAND EXCHANGE AGREEMENT

WAKE COUNTY

THIS LAND EXCHANGE AGREEMENT (**"Agreement"**) is made and entered into this ___ day of _____, 2025, by and between AR Custom Homes, LLC (**"AR Custom Homes"**) and the Town of Apex (**"Town"**).

W I T N E S S E T H:

WHEREAS, Section 160A-271 of the North Carolina General Statutes expressly provides that a city may exchange any real property belonging to the city for other real property by private negotiations if the city receives full and fair consideration in exchange for its property; and

WHEREAS, AR Custom Homes and the Town desire to exchange with each other certain tracts of real property of like value.

NOW, THEREFORE, in consideration of the mutual covenants set forth herein and other good and valuable consideration, the receipt and legal sufficiency of which are hereby acknowledged, the parties hereto agree as follows:

Section 1. Land Exchange.

(a) The Town is the owner of a certain tract of land comprising 4.37 acres located in the County of Wake, State of North Carolina, which is designated as PIN #0720-78-6682 by the Wake County Revenue Department, and is more particularly described in the deed recorded in Deed Book 19515, Page 0399; and as "New Lot 1" as shown in "Exempt Subdivision Plat Exclusively for: Apex Humie Olive, LLC," recorded in Book of Maps 2024, Page 0079, Wake County Registry ("**Subdivision Plat**"). The portion of PIN #0720-78-6682 to be exchanged is comprised of 1,478 square feet and shall be known as the Town Tract, and is shown on the attached Survey, labeled as Exhibit A.

(b) AR Custom Homes is the owner of a certain tract of land comprising 1.00 acres located in the County of Wake, State of North Carolina, which is designated as PIN #0720-78-9538 by the Wake County Revenue Department, and is more particularly described in the deed recorded in Deed Book 19742, Page 2270 and as "Remainder New Lot 2" as shown on the Subdivision Plat. The portion of PIN #0720-78-9538 to be exchanged is comprised of 1,478 square feet and shall be known as the AR Custom Homes Tract, and is shown on the attached Survey, labeled as Exhibit A.

(c) Subject to the terms and conditions of this Agreement, AR Custom Homes agrees to exchange the AR Custom Homes Tract for the Town Tract and the Town agrees to exchange the Town Tract for the AR Custom Homes Tract (the "**Exchange**"). The consideration provided by each party to the other shall be the simultaneous conveyance of the AR Custom Homes Tract

by AR Custom Homes to the Town and the conveyance of the Town Tract by the Town to AR Custom Homes, as well as the items described in Section 2.

Section 2. Additional Items for Supplemental Consideration.

AR Custom Homes will pay to the Town $691.00 for the exchange which represents the difference in value assigned to the two tract portions by the Wake County Department of Tax Administration.

Section 3. Survey.

The Survey, titled Land Swap: PIN# 0720-78-9538 & PIN# 0720-78-6682, dated September 26, 2025, is attached hereto as Exhibit A, and the Parties agree to use it for the purposes of effecting this Agreement.

Section 4. Commissions; Agency.

Neither party shall be responsible for payment of any commission payable to a broker or agent arising out of this transaction except as specifically retained and agreed by that party, and each party agrees to otherwise indemnify the other, non-retaining, party from liability for any such commission.

Section 5. Cooperation.

Each party agrees to take such action and execute such documents as are reasonably necessary to enable the other party to use the property it acquires under this agreement for the use intended by the acquiring party.

Section 6. Environmental.

Each party warrants that, to the best of that party's knowledge, the property being conveyed by that party is free of underground storage tanks, pollution, contamination, hazardous materials, toxic wastes, asbestos, and products containing same, and is in compliance with all environmental regulations. Each party shall, upon signing this contract, furnish the other party with any available environmental reports or audits pertaining to the property being conveyed by that party.

Section 7. Property Condition.

Except as specifically set forth above, neither party warrants the physical condition of the property being conveyed by that party or any improvements thereon, and each tract is conveyed "as-is" as to physical condition.

Section 8. Closing.

The closing (the **"Closing"**) of the Exchange shall occur no later than _____,

2025 (the **"Closing Date"**), at a location designated by the Town. At Closing, the following shall occur:

(a) Each party shall deliver to the other party the items set forth below, to the reasonable satisfaction of each party's counsel:

(i) A General Warranty Deed (the **"Deed"**) fully and duly executed and acknowledged by the party, that conveys to the other party the tract as provided in Section 1. Each party agrees to pay at Closing the cost of the excise tax if any due and payable in connection with recording the General Warranty Deed from it to the other party and to pay at Closing the cost of recording the General Warranty Deed to it from the other party;

(ii) Each party shall provide the other with an affidavit (the **"Title Affidavit"**) stating that there are no unpaid debts for work performed on or materials provided to that party's tract as of the Closing Date;

(iii) Each party shall provide the other with a certificate (the **"FIRPTA Certificate"**) executed and sworn to by it that it is not a "foreign person" as defined under Section 1445 of the Internal Revenue Code;

(b) Each party shall pay for the cost of the title insurance policy (if any) obtained by it for the tract to be conveyed to it. Each party shall pay its own costs and expenses incurred in connection with this Agreement, including its respective attorneys' fees and any other expenses specifically allocated hereunder.

(c) Each party shall pay the real estate taxes due on its own tract that it is conveying to the other party, or will be due in the year at closing. Each party shall be responsible for any special assessments which are owing or due on its property as of the Closing Date. The provisions of this Section shall survive the Closing.

Section 9. <u>Title</u>.

(a) At Closing, each party shall deliver to the other the Deed, subject to Acceptable Encumbrances (as defined below), conveying to the other, an indefeasible, fee simple, marketable title to the Property, insurable at regular rates by a reputable title insurance company of Purchaser's choice (the "**Title Company"**).

(b) Within **ten (10) days** after the Execution Date of this Agreement, each party agrees to deliver to the other copies of all relevant title information and title policies in possession of, or reasonably available to it.

(c) As a condition to being obligated to close, each party shall be able to obtain a commitment for a policy of title insurance insuring title to the property it will receive at standard rates from the Title Company, subject only to the following (collectively the **"Acceptable**

Encumbrances"):

(i) Real property taxes for the year in which the sale and purchase shall be closed.

(ii) Any other exceptions that specifically approved in writing.

(d) Acceptable Encumbrances are limited to the following: any easements to the Town of Apex.

(e) Each party shall have until fifteen (15) days before the Closing Date within which to cause the title to the Property to be examined and then to notify the other party of any objections thereto that render title other than good, marketable and insurable. If a party so notifies the other party and the other party does not cure the title defect within **ten (10) days** of the mailing of the Notice, then notifying party shall have the right to terminate this contract by written Notice to the other party.

Section 10. <u>Further Warranties</u>.

The parties respectively make the following representations to each other. Such representations also shall be deemed made as of the Closing.

(a) Each party has the full right, power, and authority to execute, deliver, and perform this Agreement.

(b) There are no unpaid bills for labor or materials related to the tracts. There are no taxes, charges or assessments that would constitute a lien against the tracts that are unpaid other than ad valorem taxes for the current year now due and payable.

(c) Each party has complied with all applicable laws, ordinances, regulations, and restrictions relating to its tracts.

Section 11. <u>Notices</u>.

Any notice required under this Agreement shall be in writing and shall be delivered in person, by certified mail, return receipt requested, or by a nationally recognized overnight delivery service. Notices shall be effective as of the time of delivery. Notices shall be addressed as follows:

<u>To AR Custom Homes</u>: AR Custom Homes LLC, 2609 New Hill Olive Chapel Rd., New Hill, NC 27562-9175

<u>To Town</u>: Randall Vosburg, Town Manager, Town of Apex, P.O. Box 250, Apex, NC, 27502

Either party may, at any time, and from time to time, designate in writing a substitute address by giving notice to the other party.

Section 12. Further Assurances.

Each of the parties hereto agrees to perform, execute, acknowledge and deliver and cause to be performed, executed, acknowledged and delivered all such further acts, assignments, transfers and assurances as shall reasonably be requested of it in order to carry out this Agreement. Without in any manner limiting their specific rights and obligations set forth in this Agreement, the parties declare their intention to cooperate with each other in effecting the terms of this Agreement.

Section 13. Other Terms or Conditions.

This Agreement is the entire agreement between AR Custom Homes and the Town concerning the properties and no modification hereof is effective unless it be in writing and signed by the parties. This Agreement shall be binding and inure to the benefit of AR Custom Homes and the Town, their heirs, legal representatives, successors and assigns.

EXECUTED the date and year noted beside the respective signatures.

AR Custom Homes, LLC

By: _____

NORTH CAROLINA
_____ COUNTY

I, a Notary Public of the County and State aforesaid, certify that _____, on behalf of AR Custom Homes, LLC, personally appeared before me this day and acknowledged the execution of the foregoing instrument.

Witness my hand and official stamp or seal, this ___ day of _____, 2025.

_____
[Signature of Notary]

_____
[Print or Type Notary Name]

My Commission Expires: _____

Town of Apex

_____
Randal E. Vosburg
Town Manager

(Corporate Seal)

ATTEST:

_____
Allen L. Coleman, CMC
Town Clerk

STATE OF NORTH CAROLINA
COUNTY OF WAKE

I, a Notary Public of the County and State aforesaid, certify that Allen L. Coleman personally came before me this day and acknowledged that he is Town Clerk of the Town of Apex, a North Carolina Municipal Corporation, and that by authority duly given and as the act of the corporation, the foregoing instrument was signed in its name by its Town Manager, sealed with its corporate seal and attested by him as its Town Clerk.

Witness my hand and official stamp or seal, this the ____ day of _____, 2025.

_____
[Notary Signature]

_____, Notary Public
[Print or Type Notary Name]

My Commission Expires: _____

McClatchy

The Beaufort Gazette
The Belleville News-Democrat
Bellingham Herald
Centre Daily Times
Sun Herald
Idaho Statesman
Bradenton Herald
The Charlotte Observer
The State
Ledger-Enquirer
Durham | The Herald-Sun
Fort Worth Star-Telegram
The Fresno Bee
The Island Packet
The Kansas City Star
Lexington Herald-Leader
The Telegraph - Macon
Merced Sun-Star
Miami Herald
El Nuevo Herald
The Modesto Bee
The Sun News - Myrtle Beach
Raleigh News & Observer
Rock Hill | The Herald
The Sacramento Bee
San Luis Obispo Tribune
Tacoma | The News Tribune
Tri-City Herald
The Wichita Eagle
The Olympian

AFFIDAVIT OF PUBLICATION

Account #	Order Number	Identification	Order PO	Cols	Depth
42887	IPL0286560	Legal Ad - IPL0286560		2.0	138.0L

ATTENTION: TOWN OF APEX IP
PO BOX 250
APEX, NC 27502-2312
Apex.Invoices@apexnc.org

TOWN OF APEX, NORTH CAROLINA

OFFICE OF THE TOWN CLERK
PO BOX 250, APEX, NC 27502
E-mail: Allen.Coleman@apexnc.org
Phone (919) 249-1260

NOTICE OF THE TOWN COUNCIL'S INTENT TO EXCHANGE REAL PROPERTY

Pursuant to North Carolina General Statutes (NCGS) § 160A-271, Public Notice is hereby provided that the Town Council for the Town of Apex intends to authorize the exchange of real property owned by the Town described below as "**the Town Tract**" for real property owned by AR Custom Homes, LLC described below as "**the AR Custom Homes Tract**" during their Regular Meeting scheduled for 6:00 p.m. on Thursday, November 13, 2025. This meeting will be held on the 2nd floor in the Council Chamber at Apex Town Hall located at 73 Hunter Street in Apex, North Carolina.

(1) **The Town Tract** is a portion of PIN # 0720-78-6682 located in Buckhorn Township, Apex, North Carolina, and is more particularly described as follows:

Being that certain area shown as "1,478 SF TO BE TRANSFERRED FROM PIN# 0720786682 TO PIN# 0720789538" on that certain survey designated as "EXHIBIT A EXCLUSIVELY FOR AR CUSTOM HOMES LLC" by Bateman Civil Survey Company, dated 09/26/2025 (the "Survey"). The Survey is available for public inspection at the Office of the Town Clerk located on the second floor of Town Hall, 73 Hunter Street, Apex, NC 27502.

(2) **The AR Custom Homes Tract** is a portion of PIN # 0720-78-9538 located in Buckhorn Township, Apex, North Carolina, and is more particularly described as follows:

Being that certain area shown as "1,478 SF TO BE TRANSFERRED FROM PIN# 0720789538 TO PIN# 0720786682" on the Survey.

(3) **Other Consideration.** AR Custom Homes, LLC will pay to the Town additional consideration for the exchange, calculated as follows:

(a) $691.00

(4) The value of the Town Tract is approximately $3,253.00 and the value of the AR Custom Homes Tract is approximately $2,562.00.

Any persons wishing to submit comments on this action are encouraged to contact the Office of the Town Clerk by sending an email to public.forum@apexnc.org or written mail through the United States Postal Service (USPS) to the Office of the Town Clerk, Attention Allen Coleman at 73 Hunter Street in Apex, North Carolina 27502.

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.

SPANISH: Aviso sobre adaptaciones: Si necesita adaptaciones especiales para asistir a esta reunión o requiere esta información en un formato alternativo, comuníquese con la Oficina del Secretario Municipal, ubicada en el segundo piso del Ayuntamiento de Apex, en 73 Hunter Street, por correo electrónico a través de allen.coleman@apexnc.org o llamando al 919-249-1260.

Respectfully Submitted by:
Allen L. Coleman, CMC
Apex Town Clerk
This the 29th day of October 2025
IPL0286560
Nov 2 2025

STATE OF NORTH CAROLINA
COUNTY OF WAKE, COUNTY OF DURHAM

Before the undersigned, a Notary duly commissioned and authorized to administer oaths, affirmations, etc., personally appeared the undersigned, who being duly sworn or affirmed, according to law, doth depose and say that he or she is Accounts Receivable Specialist of the News & Observer Publishing Company, a corporation organized and doing business under the Laws of the State of North Carolina, and publishing a newspaper known as The News & Observer, Wake and State aforesaid, the said newspaper in which such notice, paper, document, or legal advertisement was published was, at the time of each and every such publication, a newspaper meeting all of the requirements and qualifications of Section 1-597 of the General Statutes of North Carolina and was a qualified newspaper within the meaning of Section 1-597 of the General Statutes of North Carolina, and that as such he or she makes this affidavit; and is familiar with the books, files and business of said corporation and by reference to the files of said publication the attached advertisement was inserted in the aforesaid newspaper on dates as follows:

1.0 insertion(s) published on:
11/02/25 Print

Print Tearsheet Link

Marketplace Link

Sherry Chasteen

DIGITALLY SIGNED

Sherry Chasteen

Julie A Ambry

DIGITALLY SIGNED

Sworn to and subscribed before me on Nov 3, 2025, 9:51 AM EST

Online Notary Public. This notarial act involved the use of online audio/video communication technology. Notarization facilitated by SIGNiX®

TOWN OF APEX, NORTH CAROLINA

OFFICE OF THE TOWN CLERK
PO BOX 250, APEX, NC 27502
E-mail: Allen.Coleman@apexnc.org
Phone (919) 249-1260

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Respectfully Submitted by:
Allen L. Coleman, CMC
Apex Town Clerk
This the 29th day of October 2025
IPL0286560
Nov 2 2025

NEW PROPERTY LINE TABLE		
LINE#	DIRECTION	LENGTH
NPL1	N13° 02' 07"W	82.18'
NPL2	N08° 48' 58"W	22.58'
NPL3	N15° 09' 12"E	53.62'

LEGEND

- EXISTING BOUNDARY CORNER FOUND
- BOUNDARY CORNER SET
- COMPUTED POINT
- CONCRETE MONUMENT FOUND
- SITE BENCHMARK
- UTILITY POLE
- FIBER OPTIC HAND HOLE
- FIBER OPTIC MARKER
- RETRACED BOUNDARY LINE
- BOUNDARY LINE BY DEED
- NEW PROPERTY LINE
- PROPERTY LINE TO BE REMOVED
- R/W — RIGHT OF WAY
- EASEMENTS
- TREE LINE
- OHE — OVERHEAD UTILITY LINE
- GRAVEL

SITE INFORMATION

PIN:	0720789538
REID:	0513050
OWNER:	AR CUSTOM HOMES LLC
ADDRESS:	2425 OLD US 1 HWY, APEX NC
DEED:	DB 19742 PG 2270
PLAT:	BM 2024 PG 78-79
ZONED:	RR
LOT AREA:	BEFORE LAND SWAP: 43,723 SF (1.004 AC)
	AFTER LAND SWAP: 43,723 SF (1.004 AC)
	NET TRANSFER = 0 SF (0.0 AC)
PIN:	0720786682
REID:	0125562
OWNER:	TOWN OF APEX
ADDRESS:	0 OLD US 1 HWY, APEX NC
DEED:	19515 PG 399
PLAT:	BM 2024 PG 79
ZONED:	RR
LOT AREA:	BEFORE LAND SWAP: 190,408 SF / 4.371 AC
	AFTER LAND SWAP: 190,408 SF / 4.371 AC
	NET TRANSFER = 0 SF (0.0 AC)

CLASS OF SURVEY: A
POSITIONAL ACCURACY: 0.07'
TYPE OF GPS FIELD PROCEDURE: NC REAL TIME NETWORK
DATES OF SURVEY: DECEMBER 2024 & JANUARY 2025
DATUM/EPOCH: NAD83 / NSRS 2011 / SPC
COMBINED GRID FACTOR(S): 0.99988652
CGF BASED ON CONTROL CORNER 1
UNITS: US SURVEY FEET

ABBREVIATIONS

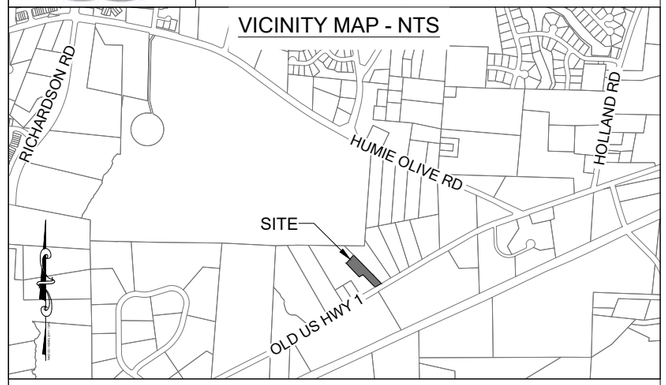
EIP	EXISTING IRON PIPE	EIR	EXISTING IRON REBAR
IPS	IRON PIPE SET	PLTBR	PROPERTY LINE TO BE REMOVED
PKF	PK NAIL FOUND	R/W	RIGHT OF WAY
SSMH	SANITARY SEWER MANHOLE	N	NORTH
DB	DEED BOOK	E	EAST
BM	BOOK OF MAPS	S	SOUTH
RCP	REINFORCED CONCRETE PIPE	W	WEST
CMP	CORRUGATED METAL PIPE	NE	NORTHEAST
PG	PAGE	SE	SOUTHEAST
N/F	NOW OR FORMERLY	SW	SOUTHWEST
(T)	TOTAL	NW	NORTHWEST
(M)	MEASURED	(D)	DEEDED

NOTES:

1. PROPERTY LIES IN ZONE "X" PER NATIONAL INSURANCE PROGRAM FLOOD INSURANCE RATE MAP #3720072000K, DATED 07/19/2022.
2. ALL DISTANCES ARE HORIZONTAL GROUND DISTANCES AND ALL BEARINGS ARE BASED ON GPS OBSERVATIONS, NAD83 / NSRS 2011 SPC, UNLESS OTHERWISE SHOWN.
3. SITE ZONED "RR" PER WAKE COUNTY GIS.
4. AREAS COMPUTED BY THE COORDINATE METHOD.
5. THIS SURVEY WAS PREPARED BY BATEMAN CIVIL SURVEY COMPANY UNDER THE SUPERVISION OF F. REX COOPER, PLS.
6. THIS MAP HAS NOT BEEN REVIEWED BY A LOCAL GOVERNMENT AGENCY FOR COMPLIANCE WITH ANY APPLICABLE LAND DEVELOPMENT REGULATIONS.
7. SURVEY HAS MADE NO INVESTIGATION OR INDEPENDENT SEARCH FOR EASEMENTS OF RECORD, ENCUMBRANCES, RESTRICTIVE COVENANTS, OWNERSHIP TITLE EVIDENCE, OR ANY OTHER FACTS THAT AN ACCURATE AND CURRENT TITLE SEARCH MAY DISCLOSE.
8. NO INVESTIGATION INTO THE EXISTENCE IF JURISDICTIONAL WETLANDS OR RIPARIAN BUFFERS BY THIS FIRM.
9. THIS PLAN HAS BEEN PREPARED FOR LAYOUT & PERMITTING PURPOSES ONLY.
10. NO MAX IMPERVIOUS FOR THIS LOT PER TOWN OF APEX UDO.
11. BUILDING SETBACKS PER TOWN OF APEX UDO ARTICLE 5 (5.1 TABLE OF INTENSITY AND DIMENSIONAL STANDARDS)
    FRONT: 40' SIDE: 15' REAR: 25'
12. THE SOLE PURPOSE OF THIS EXHIBIT IS TO SHOW THE PROPOSED LAND SWAP BETWEEN PIN# 0720789538 & PIN# 0720786682.

BATEMAN CIVIL SURVEY COMPANY
ENGINEERS ● SURVEYORS ● PLANNERS
2524 RELIANCE AVENUE, APEX, NC 27539
PHONE: (919) 577-1080 FAX: (919) 577-1081
INFO@BATEMANCIVILSURVEY.COM
NCBELS FIRM# C-2378

VICINITY MAP - NTS



I, F. REX COOPER, CERTIFY THAT THIS MAP WAS DRAWN UNDER MY SUPERVISION AND PROPERTY LINES SHOWN ARE BASED ON DEEDS OR PLATS AS REFERENCED; THAT THIS PLAN HAS BEEN PREPARED FOR LAYOUT AND PERMITTING PURPOSES ONLY AND IS NOT A BOUNDARY SURVEY; AND THAT THIS MAP MEETS THE REQUIREMENTS OF THE STANDARDS OF PRACTICE FOR LAND SURVEYING IN NORTH CAROLINA (21 NCAC 56. 1600).

NORTH CAROLINA PROFESSIONAL SEAL L-4269 LAND SURVEYOR F. REX COOPER

F. REX COOPER, PLS DATE
NC LICENSE NO. L-4269

THIS MAP IS CONSIDERED PRELIMINARY, NOT FOR RECORDATION, CONVEYANCE OR SALES UNLESS SIGNED AND SEALED BY THE LICENSED SURVEYOR.

THIS MAP IS OF AN EXISTING PARCEL OF LAND AND IS ONLY INTENDED FOR THE PARTIES AND PURPOSES SHOWN. THIS MAP IS NOT FOR RECORDATION. NO TITLE REPORT PROVIDED.

EXHIBIT A

EXCLUSIVELY FOR
AR CUSTOM HOMES LLC

LAND SWAP: PIN# 0720789538 & PIN# 0720786682
2428 OLD US 1 HWY, APEX, NC
BUCKHORN TOWNSHIP, WAKE COUNTY
BOOK OF MAPS 2024 PAGES 78-79 - LOTS 1 & 2

DATE: 09/26/2025 DRAWN BY: BMN CHECKED BY: FRC
BCS# 241120 REFERENCE: DB 19742 PG 2270 SCALE: 1" = 50'

SCALE: 1" = 50'

P:\2024 Projects\241120 2428 Old US 1 HW (Old 210357)\SURVEY\DWG\241120 2428 Old US HWY 1 - Land Swap Exhibit.dwg, 9/26/2025 3:26:31 PM, AutoCAD PDF (High Quality Print).pc3

| Agenda Item | cover sheet

for consideration by the Apex Town Council

Item Type: CONSENT AGENDA

Meeting Date: November 13, 2025

Item Details

Presenter(s): Jeffrey Maynard, Assistant Fire Chief

Department(s): Apex Fire Department (AFD)

Requested Motion

Motion to ratify an oral agreement between the Town of Apex and Overhead Door Company of Raleigh for time sensitive services to secure a bay door at Public Safety Station (PSS) No. 4 following a vehicle collision, for an amount not to exceed $8,020.95.

Approval Recommended?

Yes

Item Details

On August 26, 2025, a fire truck struck a bay door at Public Safety Station (PSS) No. 4 making the bay door inoperable. In order to minimize further damage and secure the bay, Overhead Door Company of Raleigh, who services the bay doors, was contacted to provide time-sensitive assistance to secure the bay door until the necessary repairs could be identified and quoted.

The cost of the services to initially secure the bay door are $8,020.95 ($7,478.74 plus tax) and noted on Estimate 1140 dated 9/24/2025. A separate agreement will be routed for the remaining items quoted in the estimate.

Attachments

- CN3-A1: Estimate No. 1140 – Overhead Door Company of Raleigh - Agreement Ratification - Overhead Door Company of Raleigh - Time Sensitive Services to Secure Bay Door at Public Safety Station No. 4

The Genuine. The Original.

OVERHEAD DOOR®

3224 Gresham Lake Road
Raleigh, NC 27615
(919) 876-0637
contactus@ohdraleigh.com

Estimate

ESTIMATE#	1140
DATE	09/24/2025
PO#	

CUSTOMER

TOWN OF APEX
315 W Williams St
Apex North Carolina 27502-1834
(919) 368-8427

SERVICE LOCATION

TOWN OF APEX
1615 E Williams St
Apex North Carolina 27539
(919) 368-8427

DESCRIPTION	Ladder truck hit door. SF Job# 1068100583

Estimate

Description	Qty	Rate	Total
Replacement Parts - Initial Trip Qty of 1: Bot Section Model 426 = $963.98/ea - $963.98 Qty of 3: Int. Section Model 426 = $900.83/ea - $2702.49 Qty of 20: Hinges = $17/ea - $340.00 Qty of 8: LS Rollers = $22/ea - $176.00	1.00	4,281.47	4,281.47
Commercial Service - Initial Trip Initial Emergency Response: 6 Hrs Onsite w/ 3 Techs Includes Equipment & Travel As Needed	1.00	3,197.27	3,197.27
Replacement Sections Only Specs To Meet Existing OEM (1) Bottom + (3) Intermediates Reuse Existing Door Track, Springs, and Operator	1.00	13,950.00	13,950.00
Commercial Service Replace Damaged Panels Only Reconnect Existing Hardware Ensure Proper Operation	1.00	4,255.00	4,255.00
Wake County		7.25%	1,862.07

CUSTOMER MESSAGE

This estimate includes work that was already completed a subtotal of $7478.74 plus the new work to be completed.

*Initial Here _____ to add new working stop light next to door; add $950 to total.

Estimate Total: $27,545.81

PRE-WORK SIGNATURE

Signed By:

| Agenda Item | cover sheet

for consideration by the Apex Town Council

Item Type: CONSENT AGENDA

Meeting Date: November 13, 2025

Item Details

Presenter(s): Allen Coleman, Town Clerk

Department(s): Town Clerk's Office

Requested Motion

Motion to adopt a Resolution Directing the Town Clerk to Investigate Petition Received, to accept the Certificate of Sufficiency by the Town Clerk, and to adopt a Resolution Setting the Date of a Public Hearing for December 9, 2025, on the Question of Annexation - Apex Town Council's intent to annex 2.59 acres, located at 1000 Classic Road (PIN 0751-26-9262), Annexation No. 816, into the Town Corporate limits.

Approval Recommended?

Yes

Item Details

The Town Clerk certifies to the investigation of said annexation.

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

NOTE: This annexation petition is requested to receive town services by a singular property owner.

Attachments

- CN4-A1: Resolution Directing the Town Clerk to Investigate Petition
  - Certificate of Sufficiency by the Town Clerk
  - Resolution Setting Date of Public Hearing
- CN4-A2: Legal Description – Annexation No. 816 – 1000 Classic Road – 2.59 acres
- CN4-A3: Aerial Map – Annexation No. 816 – 1000 Classic Road – 2.59 acres
- CN4-A4: Plat Map – Annexation No. 816 – 1000 Classic Road – 2.59 acres
- CN4-A5: Annexation Petition – Annexation No. 816 – 1000 Classic Road – 2.59 acres

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

Annexation Petition No. 816
1000 Classic Road – 2.59 acres

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

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

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

This the 13th day of November, 2025.

_____
Jacques K. Gilbert
Mayor

ATTEST:

_____
Allen L. Coleman, CMC
Town Clerk

CERTIFICATE OF SUFFICIENCY BY THE TOWN CLERK

Annexation Petition No. 816
1000 Classic Road – 2.59 acres

To: The Town Council of the Town of Apex, North Carolina

I, Allen L. Coleman, Town Clerk, do hereby certify that I have investigated the annexation petition attached hereto, and have found, as a fact, that said petition is signed by all owners of real property lying in the area described therein, in accordance with G.S.§ 160A-31, as amended.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of the Town of Apex, North Carolina this 13th day of November, 2025.

_____
Allen L. Coleman, CMC
Town Clerk

(Seal)

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

Annexation Petition No. 816
1000 Classic Road – 2.59 acres

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

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

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

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

Section 1. A public hearing on the question of annexation of the area described herein will be held at the Apex Town Hall at 6 o'clock p.m. on the 9th day of December, 2025.

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

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

This the 13th day of November, 2025

_____
Jacques K. Gilbert,
Mayor

ATTEST:

_____
Allen L. Coleman, CMC
Town Clerk

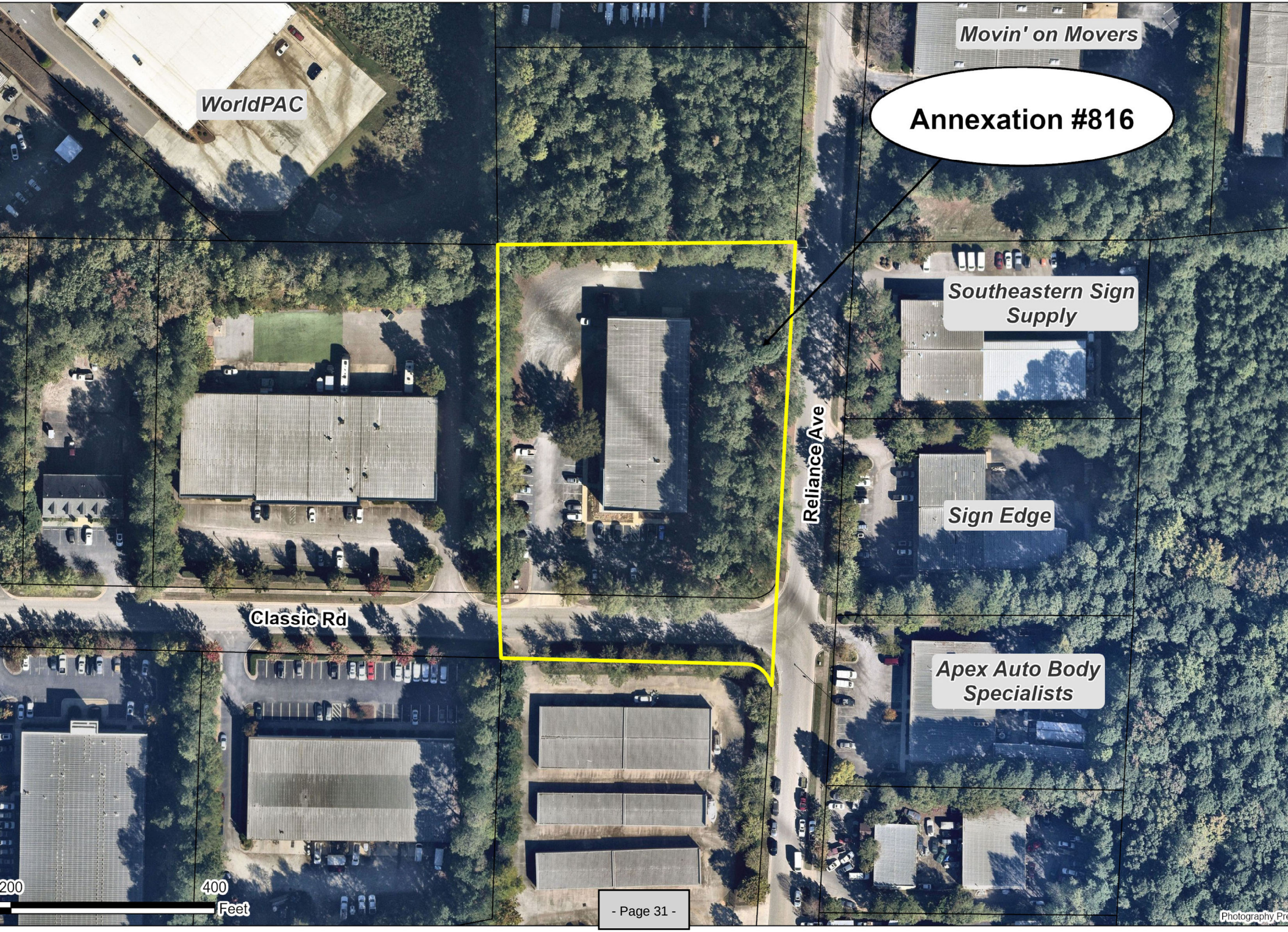
Attachment: Legal Description

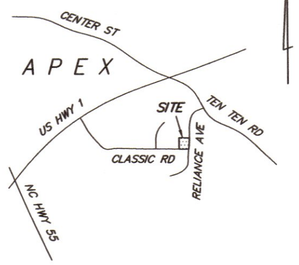
Smith & Smith Surveyors, P.A.
P.O. Box 457
Apex, N.C. 27502
(919) 362-7111
Firm License No. C-0155

Lying and being in Town of Apex ETJ, White Oak Township, Wake County, North Carolina and described more fully as follows to wit:

BEGINNING at a point the northwest corner of Lot 26 (B.M. 1996, PG. 1146), northeast corner of Lot 27 (B.M. 1997, PG. 1915), southeast corner of Lot 2 (B.M. 2020, PG. 1710), and southwest corner of Lot 4 (B.M. 1994, PG. 85); thence with Lot 4 South 89° 54' 15" East, 290.24 feet to a point; thence South 03° 51' 24" West, 326.27 feet to a point; thence South 02° 53' 13" West, 108.84 feet to a point; thence a curve to the left North 42° 29' 43" West, 36.05 feet (chord), 25.01 feet (radius) to a point; thence North 88° 37' 34" West, 240.96 feet to a point; thence North 00° 20' 46" East, 59.98 feet to a point; thence North 00° 20' 46" East, 342.38 feet to the BEGINNING, containing 2.59 total acres more or less.

This description was prepared for the sole purpose of annexation of a municipal boundary and for no other use.


Movin' on Movers
Annexation #816
WorldPAC
Southeastern Sign Supply
Reliance Ave
Sign Edge
Classic Rd
Apex Auto Body Specialists
200
400
Feet



VICINITY MAP (NOT TO SCALE)

I, STALEY C. SMITH , CERTIFY THAT THIS PLAT WAS DRAWN UNDER MY SUPERVISION ~~FROM AN ACTUAL SURVEY~~ MADE UNDER MY SUPERVISION AS RECORDED IN:

D.B. 8910, PG. 2375
B.M. 1996, PG. 1146

THAT THE BOUNDARIES NOT SURVEYED ARE CLEARLY INDICATED AS BROKEN LINES AND WERE PLOTTED FROM INFORMATION AS REFERENCED HEREON; THAT THE RATIO OF PRECISION AS CALCULATED WAS 1: N/A AND THAT THIS PLAT MEETS THE REQUIREMENTS OF THE STANDARDS OF PRACTICE FOR LAND SURVEYING IN NORTH CAROLINA (21 NCAC 56 .1600)

THIS MAP OR PLAT IS EXEMPT FROM THE REQUIREMENTS OF G.S. 47-30 PURSUANT TO G.S. 47-30(j).

WITNESS MY ORIGINAL SIGNATURE, LICENSE NUMBER, AND SEAL THIS 29TH DAY OF OCTOBER, A.D., 2025.

NORTH CAROLINA PROFESSIONAL SEAL L-3766 LAND SURVEYOR STALEY C. SMITH

Staley C. Smith
Professional Land Surveyor

L-3766
License Number

(2)
NOW OR FORMERLY
STRAIGHT ARROW PROPERTIES, LLC
D.B. 18935, PG. 885
B.M. 2017, PG. 2326
B.M. 2020, PG. 1710

B.M. 2016, PG. 1343
ANNEXATION #579

(4)
CONNIE STONE, TRUSTEE
MILDRED M. STONE, TRUSTEE
D.B. 16352, PG. 1050
B.M. 1994, PG. 85

(3R)
APEX HOLDINGS GROUP, LLC
D.B. 19794, PG. 59
B.M. 1994, PG. 1692

B.M. 1997, PG. 2076
MAP NORTH

(9)
SEVEN SPRINGS PROPERTIES GROUP, LLC
D.B. 16774, PG. 1747
B.M. 1996, PG. 493

20' SANITARY SEWER EASEMENT D.B. 7926, PG. 785

290.24'
S 89°54'15" E

TOWN OF APEX CORPORATE LIMITS IN OUT

342.38'
N 00°20'46" E

2.59 ACRES TOTAL ANNEXED
NOT A PHYSICAL SURVEY

THIS MAP WAS PREPARED FOR THE SOLE PURPOSE OF ANNEXATION OF A MUNICIPAL BOUNDARY.
THIS MAP SHOULD NOT BE USED TO TRANSFER PROPERTY SHOWN HEREON.

2460

S 03°51'24" W
326.27'

(26)
SMITH/McCORMICK PROPERTIES, LLC
D.B. 8910, PG. 2375
B.M. 1996, PG. 1146
PIN 0751-26-9262

RELIANCE AVENUE
60' PUBLIC R/W
B.M. 1996, PG. 493

ANNEXATION # _____

I, ALLEN COLEMAN, CMC, NCCCC, TOWN CLERK , Apex, North Carolina certify this is a true and exact map of annexation adopted the _____ day of _____ , 2025. by the Town Council. I set my hand and seal of the Town of Apex, _____ , 2025.

_____
ALLEN COLEMAN, CMC, NCCCC, TOWN CLERK

(27)
CLASSIC ROAD HOLDINGS, LLC
D.B. 17705, PG. 2163
B.M. 1997, PG. 1915

B.M. 1997, PG. 2076
ANNEXATION #235

20' SANITARY SEWER EASEMENT D.B. 7950, PG. 796

TOWN OF APEX CORPORATE LIMITS IN OUT

1000

N 00°20'46" E
59.98'

CLASSIC ROAD
60' PUBLIC R/W
B.M. 1996, PG. 493

S 02°53'13" W
108.84'

(10)
JOHN D. ABOOD, ET UX
D.B. 6974, PG. 914
B.M. 1996, PG. 493

OUT
IN
TOWN OF APEX CORPORATE LIMITS

N 88°37'34" W
240.96'
BEARING BASIS

N 42°29'43" W
CHORD=36.05'
RADIUS=25.01'

0 20 40 80
U.S. SURVEY FEET
1 inch = 40 ft.

(41)
B.M. 1997, PG. 1734

B.M. 1997, PG. 2076
ANNEXATION #235

(24)
PS NC III, L.P.
D.B. 15714, PG. 1652
B.M. 2000, PG. 127

B.M. 1997, PG. 2076
ANNEXATION #235

TOWN OF APEX CORPORATE LIMITS IN OUT

OUT
IN

SURVEYOR NOTES:

1. THE PROPERTY SHOWN HEREON MAY BE SUBJECT TO COVENANTS, CONDITIONS, RESTRICTIONS, RIGHTS OF WAY, AND EASEMENTS OF RECORD AFFECTING THE SAME.
2. NO TITLE SEARCH HAS BEEN PERFORMED BY THIS FIRM DURING THE COURSE OF THIS SURVEY.
3. THIS SURVEYOR DOES NOT CERTIFY TO THE EXISTENCE OR NON-EXISTENCE OF ANY UNDERGROUND UTILITIES, BURIAL GROUNDS, OR ANY SUBSURFACE FEATURES THAT MAY OR MAY NOT BE PRESENT ON THIS SITE.
4. ALL DISTANCES ARE HORIZONTAL U.S. SURVEY FOOT UNIT GROUND MEASUREMENTS.
5. AREA DETERMINED USING THE COORDINATE GEOMETRY METHOD.
6. CURRENT PROPERTY ZONING: LI-CU (LIGHT INDUSTRIAL - CONDITIONAL USE)
7. SUBJECT PROPERTY ADDRESS: 1000 CLASSIC RD APEX, NC 27539 AND 2460 RELIANCE AVE APEX, NC 27539

Legend
R/W - Right Of Way
PIN - Parcel Identification Number
1000 - Street Address (Typical)
Property Line (not surveyed)
Property Line (not surveyed)
Approximate Right Of Way Line (not surveyed)
Easement (not surveyed)
Existing Town of Apex Corporate Limits (not surveyed)

RECORDED IN BOOK OF MAPS 2025 ,PAGE _____ .

ANNEXATION MAP for the TOWN OF APEX
SMITH/McCORMICK PROPERTIES, LLC
TOWN OF APEX ETJ, WHITE OAK TOWNSHIP, WAKE COUNTY, NC

LISTED OWNER
(NOT A TITLE VERIFICATION)
SMITH/McCORMICK PROPERTIES, LLC
1812 E WENDOVER AVE
GREENSBORO, NC 27405

PIN 0751-26-9262

Smith & Smith, Surveyors, P.A.
P.O. BOX 457
APEX, N.C. 27502
(919) 362-7111
FIRM LICENSE No. C-0155

DATE SEPT 4, 2025
SCALE 1" = 40'
DRAWN BY WBH
PROJ. NO. 2025-67

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 #: 816 Submittal Date: 10-1-2025

Fee Paid $ 300.00 Check # CC

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

Smith Mccormick Properties, LLC	0751-26-9262
Owner Name (Please Print)	Property PIN or Deed Book & Page #
(336) 690-7185	dixonsmith@ese-co.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: Smith & Smith Surveyors

Phone: (919) 362-7111 Fax:

E-mail Address: ben@smithandsmithsurveyors.net

ANNEXATION SUMMARY CHART

Property Information		Reason(s) for annexation (select all that apply)	
Total Acreage to be annexed:	2.59	Need water service due to well failure	☐
Population of acreage to be annexed:	0	Need sewer service due to septic system failure	☐
Existing # of housing units:	0	Water service (new construction)	☐
Proposed # of housing units:	0	Sewer service (new construction)	☐
Zoning District*:	LI-CU	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 Planning Department with questions.

PETITION FOR VOLUNTARY ANNEXATION

Application #: 816 Submittal Date: 10-1-2025

COMPLETE IF IN A LIMITED LIABILITY COMPANY

In witness whereof, Smith McCormick a limited liability company, caused this instrument to be executed in its name by a member/manager pursuant to authority duly given, this the 15 day of September, 2025

Name of Limited Liability Company SMITH MCCORMICK

By: Jo B. McCord
Signature of Member/Manager

STATE OF NORTH CAROLINA
COUNTY OF WAKE

Sworn and subscribed before me, James B. McCormick, a Notary Public for the above State and County, this the 15 day of September, 2025.

Heather Jean
Notary Public

SEAL

Heather Jean
Notary Public, North Carolina
Guilford County

My Commission Expires: 09/26/2027

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: _____

| Agenda Item | cover sheet

for consideration by the Apex Town Council

Item Type: CONSENT AGENDA

Meeting Date: November 13, 2025

Item Details

Presenter(s): Jessica Hoffman, Director

Department(s): Budget and Performance Management

Requested Motion

Motion to approve Budget Ordinance Amendment No. 7 which allocates $225,000 from the Affordable Housing Fund for a conditional funding commitment for an affordable housing project through the Raleigh Area Land Trust (RALT) and accepts and allocates $10,000 in grant funds to support new and ongoing recycling programs in Town Parks and Community Spaces.

Approval Recommended?

Yes

Item Details

On November 13, 2025, the Apex Town Council is scheduled to consider, under consent (CN1), a conditional funding commitment of $225,000 to the Raleigh Area Land Trust (RALT) to support the acquisition and long-term affordability of ten (10) townhomes in the Huxley Development in Apex, North Carolina. These funds are allocated from the Affordable Housing Fund.

In addition, the Town receive notification of a "Show Your Park Some Love" Grant Award in the amount of $10,000. These funds are given from the National Recreation and Park Association Inc. and were applied to by Nora Skinner, Environmental Programs Coordinator in the Planning Department. These funds will support the new and ongoing recycling programs in various Town Parks and Community Spaces.

Attachments

- CN5-A1: Budget Ordinance Amendment No. 7 - Conditional Funding Commitment from Affordable Housing Fund and Acceptance of Show Your Park Some Love Grant Award

Town of Apex

Budget Ordinance Amendment No. 7

BE IT ORDAINED, by the Council of the Town of Apex that the following Budget Amendment for the Fiscal Year 2025-2026 Budget Ordinance be adopted:

Affordable Housing Fund

Section 1. Revenues:

48020	Fund Blance - Amended	225,000
Total Revenues		**$225,000**

Section 2. Expenditures:

49703	Affordable Housing Grant	225,000
Total Expenditures		**$225,000**

General Fund

Section 1. Revenues:

43152	Private Grants	10,000
Total Revenues		**$10,000**

Section 2. Expenditures:

54420	Departmental Supplies	10,000
Total Expenditures		**$10,000**

Section 3. Within five (5) days after adoption, copies of this Amendment shall be filed with the Finance Officer and Town Clerk.

Adopted this the 13th day of November 2025.

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: November 13, 2025

Item Details

Presenter(s): Matt Wetherell, Facilities and Grounds Manager

Department(s): Public Works

Requested Motion

A. Motion to award an HVAC Construction and Repair Contact between Comfort Systems USA (Mid Atlantic) LLC and Town of Apex, for Public Safety Station No. 4 HVAC system renovation, and to authorize the Town Manager, or their designee, to execute the contract on behalf of the Town.

B. Motion to approve Budget Ordinance Amendment No. 6 appropriating funds for the Public Safety Station No. 4 HVAC Renovation Project in Fiscal Year 2025-2026.

Approval Recommended?

Yes

Item Details

The HVAC system at Public Safety Station No. 4 (PSS No. 4) is nearing the end of its service life and has been experiencing recurring temperature and humidity control issues. The fiscal year 2025–2026 Budget includes $525,000 for the renovation of the system. The project was originally bid on October 21, 2025; however, the bids could not be opened because fewer than three were received. The Town re-advertised the project and received one bid on October 29, 2025, from Comfort Systems USA (Mid Atlantic), LLC, with a base bid amount of $521,000.

After review of the bid documents, staff recommends awarding the construction contract for the PSS No. 4 HVAC Renovation project to Comfort Systems USA (Mid Atlantic), LLC, for the base bid amount of $521,000. This amount is within the approved project budget of $525,000.

To provide adequate contingency funding, Budget Ordinance Amendment No. 6 allocates an additional $40,000 from the General Fund Balance to the PSS No. 4 HVAC Renovation project.

Attachments

- CN5-A1: Bid Tabulation – Construction Contract Award - Comfort System Systems USA (Mid Atlantic), LLC - HVAC Renovation at Public Safety Stati[illegible]d Budget Ordinance Amendment No. 6

- CN5-A2: Bid Package – Construction Contract Award - Comfort System Systems USA (Mid Atlantic), LLC - HVAC Renovation at Public Safety Station No. 4 and Budget Ordinance Amendment No. 6
- CN5-A3: Construction Contract – REFERENCE ONLY - Comfort System Systems USA (Mid Atlantic), LLC - HVAC Renovation at Public Safety Station No. 4 and Budget Ordinance Amendment No. 6
- CN4-A4: Budget Ordinance Amendment No. 6 - Construction Contract Award - Comfort System Systems USA (Mid Atlantic), LLC - HVAC Renovation at Public Safety Station No. 4 and Budget Ordinance Amendment No. 6

Town of Apex PSS#4 HVAC Renovation Project
October 29, 2025 at 2:00pm
Conference Room, Public Works Operations Center, 105 A Upchurch Street, Apex, NC 27502

Bid Tabulation

Company	NC Contractor License	Bid Bond, in separate envelope	Identification of Minority Business Participants	Affidavit A or B	Base Bid	Alternate Bid	Total Base + Alt Bid
Comfort Systems USA (Mid Atlantic), LLC	L.45477	Yes	Yes	A	$521,000.00	$144, 000.00	$665,000.00

Bids reviewed by Matt Wetherell, Town of Apex Facilities & Grounds Manager

FORM OF PROPOSAL

Apex Public Safety Station #4 HVAC Renovation Contract: Single Prime

Town of Apex, North Carolina Bidder: Comfort Systems USA (MidAtlantic), LLC

Date: October 29, 2025

The undersigned, as bidder, hereby declares that the only person or persons interested in this proposal as principal or principals is or are named herein and that no other person than herein mentioned has any interest in this proposal or in the contract to be entered into; that this proposal is made without connection with any other person, company or parties making a bid or proposal; and that it is in all respects fair and in good faith without collusion or fraud. The bidder further declares that he has examined the site of the work and the contract documents relative thereto, and has read all special provisions furnished prior to the opening of bids; that he has satisfied himself relative to the work to be performed. The bidder further declares that he and his subcontractors have fully complied with NCGS 64, Article 2 in regards to E-Verification as required by Section 2.(c) of Session Law 2013-418, codified as N.C. Gen. Stat. § 143-129(j).

The Bidder proposes and agrees if this proposal is accepted to contract with the

Town of Apex

in the form of contract specified below, to furnish all necessary materials, equipment, machinery, tools, apparatus, means of transportation and labor necessary to complete the construction of

Apex Public Safety Station #4 HVAC Renovation

in full in complete accordance with the plans, specifications and contract documents, to the full and entire satisfaction of the laws of the State of North Carolina, and the

Town of Apex and IMEG

with a definite understanding that no money will be allowed for extra work except as set forth in the General Conditions and the contract documents, for the sum of:

CONTRACT:

Base Bid:

Five hundred twenty-one thousand and 00/100 Dollars($) 521,000.00

General Subcontractor:

Comfort Systems USA (MidAtlantic), LLC Lic 45477

Plumbing Subcontractor:

Comfort Systems USA (MidAtlantic), LLC Lic 35609

Mechanical Subcontractor:

Comfort Systems USA (MidAtlantic), LLC Lic 35609

Electrical Subcontractor:

Comfort Systems USA (MidAtlantic), LLC Lic 31285-U

GS143-128(d) requires all single prime bidders to identify their subcontractors for the above subdivisions of work. A contractor whose bid is accepted shall not substitute any person as subcontractor in the place of the subcontractor listed in the original bid, except (i) if the listed subcontractor's bid is later determined by the contractor to be non-responsible or non-responsive or the listed subcontractor refuses to enter into a contract for the complete performance of the bid work, or (ii) with the approval of the awarding authority for good cause shown by the contractor.

ALTERNATES:

Should any of the alternates as described in the contract documents be accepted, the amount written below shall be the amount to be "added to" the base bid.

GENERAL CONTRACT:

Alternate No. 1 Provide and Install New 150 KW Generator

1. Alternate 1: To include the total cost of all labor, materials, and equipment required to provide stand-by generator indicated on the drawings.

(Add) One hundred fourty-four thousand and 00/100 Dollars($) 144,000

The bidder further proposes and agrees hereby to commence work under this contract on a date to be specified in a written order of the designer and shall fully complete all work thereunder within the time specified in the Contract Documents. Applicable liquidated damages amount is also stated in the Contract Documents.

MINORITY BUSINESS PARTICIPATION REQUIREMENTS

Provide with the bid - Under GS 143-128.2(c) the undersigned bidder shall identify **on its bid** (Identification of Minority Business Participation Form) the minority businesses that it will use on the project with the total dollar value of the bids that will be performed by the minority businesses. **Also** list the good faith efforts (Affidavit **A**) made to solicit minority participation in the bid effort.

NOTE: A contractor that performs all of the work with its own workforce may submit an Affidavit (**B**) to that effect in lieu of Affidavit (**A**) required above. The MB Participation Form must still be submitted even if there is zero participation.

After the bid opening - The Owner will consider all bids and alternates and determine the lowest responsible, responsive bidder. Upon notification of being the apparent low bidder, the bidder shall then file within 72 hours of the notification of being the apparent lowest bidder, the following:

An Affidavit (**C**) that includes a description of the portion of work to be executed by minority businesses, expressed as a percentage of the total contract price, which is equal to or more than the 10% goal established. This affidavit shall give rise to the presumption that the bidder has made the required good faith effort and Affidavit **D** is not necessary;

*** OR ***

If less than the 10% goal, Affidavit (**D**) of its good faith effort to meet the goal shall be provided. The document must include evidence of all good faith efforts that were implemented, including any advertisements, solicitations and other specific actions demonstrating recruitment and selection of minority businesses for participation in the contract.

Note: Bidders must always submit **with their bid** the Identification of Minority Business Participation Form listing all MB contractors, vendors and suppliers that will be used. If there is no MB participation, then enter none or zero on the form. Affidavit A **or** Affidavit B, as applicable, also must be submitted with the bid. Failure to file a required affidavit or documentation with the bid or after being notified apparent low bidder is grounds for rejection of the bid.

Proposal Signature Page

The undersigned further agrees that in the case of failure on his part to execute the said contract and the bonds within ten (10) consecutive calendar days after being given written notice of the award of contract, the certified check, cash or bid bond accompanying this bid shall be paid into the funds of the owner's account set aside for the project, as liquidated damages for such failure; otherwise the certified check, cash or bid bond accompanying this proposal shall be returned to the undersigned.

Respectfully submitted this day of October 29, 2025

Comfort Systems USA (MidAtlantic), LLC
(Name of firm or corporation making bid)

WITNESS:

(Proprietorship or Partnership)

By: _____
Signature

Name: David N. Allen
Print or type

Title President
(Owner/Partner/Pres./V.Pres)

Address 1057 Bill Tuck Hwy

South Boston, VA 24592

ATTEST:

By: _____
Shawn P. Hudson

Title: Assistant Secretary
(Corp. Secer Asst. Secretary)

(CORPORATE SEAL)

License No. 35609 - Plumbing & Heating
45477 - General Contracting

Federal I.D. No. 74 2897582

Email Address: neil.allen@comfortsystemsusa.com

Addendum received and used in computing bid:

Addendum No. 1 X Addendum No. 3 _____ Addendum No. 5_____ Addendum No. 7_____

Addendum No. 2 X Addendum No. 4 _____ Addendum No. 6 _____ Addendum No. 8_____

AFFIDAVIT A – Listing of Good Faith Efforts

(Name of Bidder)

Affidavit of Comfort Systems USA (MidAtlantic), LLC

I have made a good faith effort to comply under the following areas checked:

Bidders must earn at least 50 points from the good faith efforts listed for their bid to be considered responsive.

- ☒ **1 – (10 pts)** Contacted minority businesses that reasonably could have been expected to submit a quote and that were known to the contractor, or available on State or local government maintained lists, at least 10 days before the bid date and notified them of the nature and scope of the work to be performed.
- ☒ **2 –(10 pts)** Made the construction plans, specifications and requirements available for review by prospective minority businesses, or providing these documents to them at least 10 days before the bids are due.
- ☒ **3 – (15 pts)** Broken down or combined elements of work into economically feasible units to facilitate minority participation.
- ☐ **4 – (10 pts)** Worked with minority trade, community, or contractor organizations identified by the Office of Historically Underutilized Businesses and included in the bid documents that provide assistance in recruitment of minority businesses.
- ☐ **5 – (10 pts)** Attended prebid meetings scheduled by the public owner.
- ☒ **6 – (20 pts)** Provided assistance in getting required bonding or insurance or provided alternatives to bonding or insurance for subcontractors.
- ☐ **7 – (15 pts)** Negotiated in good faith with interested minority businesses and did not reject them as unqualified without sound reasons based on their capabilities. Any rejection of a minority business based on lack of qualification should have the reasons documented in writing.
- ☒ **8 – (25 pts)** Provided assistance to an otherwise qualified minority business in need of equipment, loan capital, lines of credit, or joint pay agreements to secure loans, supplies, or letters of credit, including waiving credit that is ordinarily required. Assisted minority businesses in obtaining the same unit pricing with the bidder's suppliers in order to help minority businesses in establishing credit.
- ☐ **9 – (20 pts)** Negotiated joint venture and partnership arrangements with minority businesses in order to increase opportunities for minority business participation on a public construction or repair project when possible.
- ☒ **10 - (20 pts)** Provided quick pay agreements and policies to enable minority contractors and suppliers to meet cash-flow demands.

The undersigned, if apparent low bidder, will enter into a formal agreement with the firms listed in the Identification of Minority Business Participation schedule conditional upon scope of contract to be executed with the Owner. Substitution of contractors must be in accordance with GS143-128.2(d) Failure to abide by this statutory provision will constitute a breach of the contract.

The undersigned hereby certifies that he or she has read the terms of the minority business commitment and is authorized to bind the bidder to the commitment herein set forth.

Date: 10/29/2025 Name of Authorized Officer: David N. Allen

Signature: David N. Allen

Title: President

ANGELA SHELTON COMMONWEALTH OF VIRGINIA Reg. #364616 NOTARY PUBLIC

State of Virginia, County of Halifax

Subscribed and sworn to before me this 29th day of October 20 25

Notary Public

My commission expires 03/31/2029

Identification of HUB Certified/ Minority Business Participation

I, Comfort Systems USA (MidAtlantic), LLC
(Name of Bidder)

do hereby certify that on this project, we will use the following HUB Certified/ minority business as construction subcontractors, vendors, suppliers or providers of professional services.

Firm Name, Address and Phone #	Work Type	*Minority Category	**HUB Certified (Y/N)
Davis Techinical Staffing Durham, NC 919-651-8115	Temporary Labor	B	Y
Triangle Insulation Service Durham, NC 919-682-4300	Insulation	F	Y
Airflow Experts Graham, NC 336-224-1470	Air Balance	F	Y

*Minority categories: Black, African American (**B**), Hispanic (**H**), Asian American (**A**) American Indian (**I**), Female (**F**) Socially and Economically Disadvantaged (**D**)

**** HUB Certification with the state HUB Office required to be counted toward participation goals.**

The total value of minority business contracting will be ($) 29,000 .

COMFORT SYSTEMS USA

MidAtlantic

1057 Bill Tuck Highway
South Boston, VA 24592
Telephone (434) 572-6986
Fax (434) 572-8935

Request for Bids from
HUB / MBE / WBE / DBE / SDBE
Certified Business Enterprises

Comfort Systems USA (MidAtlantic), LLC, is soliciting pricing from HUB Certified Vendors and Subcontractors (including MBE, WBE, DBE, and SDBE) for any portion of the HVAC/Mechanical, Plumbing, and Electrical Contracts for the following project:

Town of Apex
Apex Public Safety Station #4 HVAC Renovation
Apex, North Carolina

Plans are available in the regional plan rooms.

Our bid is due on October 21, 2025, at 3:00 p.m.
We need your scope of work and prices at least 2 hours prior to bid time.

If you are a HUB enterprise, we are very interested in helping you participate in this project. We realize that some aspects of the process may prove difficult for you. We are willing to review any responsible quote and will negotiate terms, if appropriate. We will notify your firm if your bid is accepted for this project.

Please contact us if you need help with any of the following:

- Access to plans and specifications. If you do not have access to the regional plan rooms, we can arrange access or provide plans for your use.
- Breaking the work down into smaller more economically feasible portions of work that are sized more to your comfort level.
- Assistance with obtaining bonding, lines of credit, insurance, joint-pay agreements, quick pay arrangements, and/or better unit pricing from suppliers.
- Assistance with equipment needs, materials, and/or supplies.

Contact: Mark Glasscock Phone (434) 572-6986 Fax (434) 572-8935
mark.glasscock@comfortsystemsusa.com

Barts, Susan

From: Barts, Susan
Sent: Monday, October 13, 2025 8:36 AM
To: 'A+ Tree & Crane Services'; 'Airflow Experts, Inc.'; 'Anne-Marie Hyatt'; 'BJ's Cleaning Service'; 'Bryant Industrial Contractors'; 'Davis Technical Staffing'; 'Eakins Plumbing Company'; 'Electrical Technologies'; 'Energy Automation Technologies'; 'FJP Insulators'; 'FM Supplies'; 'GP Supply Company'; 'HVAC Concepts, LLC'; 'JC Electric'; 'KAD Construction'; 'KH Electrical LLC'; Parham, Cindy; 'Plumbing & Pipe Technology'; 'Premier Fire Protection'; 'Ray Group Consulting'; 'RC Insulation Company'; 'Sparkle & Shine Cleaning Service'; 'Triangle Insulation Services, Inc.'; 'Tyler FJP'; ' FRANCO MASONRY CONCRETE INC '; ' JAMES L. HINES DBA HINES CONCRETE '; ' NEHEMIAH BUILDERS INC '; ' NORTH STAR UTILITY LLC '; ' PREMIER CONCRETE CONSTRUCTION LLC '; ' SURE POWER ELECTRIC INC '; ' TROPICAL PAINTING & GENERAL CONSTRUCTION '; ' WASPCO CORPORATION '; 'Hoggard Electric Co LLC'
Subject: Bid Request for Apex Safety Station #4 HVAC Renovation
Attachments: MBE Request for Bids - All Trades.pdf

Please see the attached Request for Apex Safety Station #4 HVAC Renovation which bids on October 21, 2025, at 3:00 p.m.

We welcome your participation and look forward to receiving your quotes. Please send to Mark Glasscock at mark.glasscock@comfortsystemsusa.com or fax to 434-572-8935.

Please review all plans, specifications and addenda provided by the architect, engineer and or owner to ensure that the product you are quoting will meet the specifications..

Use the following link to access our Dropbox where you can download plans and specifications. This information is being provided as a courtesy for CSUSA-MA vendors only. Any unauthorized use is strictly prohibited. These are documents that you may use at your discretion. It is your responsibility to review all plans, specifications and all addenda provided by the architect, engineer and / or owner to ensure that your quote is complete.

Plans can be viewed via our Dropbox, click the link below to access.

Jobs Bidding

For help using or questions about our **Dropbox**, please contact me.

Thank you,

Susan Barts
Estimating Administrative Coordinator
COMFORT SYSTEMS USA
MidAtlantic
1057 Bill Tuck Highway
South Boston, VA 24592
Phone: 434-572-6986
Fax: 434-572-8935
www.comfortsystemsusamidatlantic.com

HUB / MBE / WBE / DBE / SDBE Contact List

Apex Public Safety Station #4 HVAC Renovation
Apex, NC

SDBE & MBE Contact	PHONE	DATE CONTACTED BY PHONE	EMAIL	DATE CONTACTED BY EMAIL
A+ Tree & Crane Services	919-854-0020		knellis@bellsouth.net	10/13/25
Airflow Experts, Inc.	336-229-1470		sales@airflowexperts.com	10/13/25
BJ's Cleaning Service	919-261-8090		bjscleaningser@aol.com	10/13/25
Bryant Industrial Contractors	919-467-2492		bryant@bryantindustrialcrane.com	10/13/25
Davis Technical Staffing	919-651-8115		amiller@dtscsolutions.com	10/13/25
Eakins Plumbing Company	919-682-4075		eakinsplumbingco@aol.com	10/13/25
Electrical Technologies	336-578-7274		estimates@etiteam.com	10/13/25
Energy Automation Technologies	919-390-4943		lori@energyautomationtech.com	10/13/25
FJP Insulators	919-772-5012		tphillips.fjp@gmail.com	10/13/25
FM Supplies	336-788-7455		FMITIKU@Triad.rr.com	10/13/25
Gajjar Engineering Systems	770-966-8090		info@gajjar.com	10/13/25
GP Supply Company	336-274-7615		awallace@gpsupplycompany.com	10/13/25
HVAC Concepts, LLC	336-782-0795		heating@bellsouth.net	10/13/25
JC Electric, Inc.	919-309-9000		chrismc@jcenc.com	10/13/25
KAD Construction, Inc.	919-790-2323		estimating @kadinc.us	10/13/25
KH Electrical LLC	919-437-4956		kevin.hillelectrical@gmail.com	10/13/25
Plumbing & Pipe Technology	919-293-1221		pptplumbing@yahoo.com	10/13/25
Premier Fire Protection			premierfire@gmail.com	10/13/25
RC Insulation Company	919-667-5092		rcinsulationcompany@gmail.com	10/13/25
Ray Group Consulting	770-953-1443		ashimr@raygroup.net	10/13/25
Sparkle & Shine Cleaning Service	919-466-9001		steve@sparkle-shinecleaning.com	10/13/25
Triangle Insulation Services, Inc.	919-682-4300		insulationman71@yahoo.com	10/13/25
Hoggard Electric Co LLc	919-423-8231		THOGGARD07@GMAIL.COM	10/13/25
North Star Utility LLC	919-599-1973		JE@NORTHSTARUTILITYLLC.COM	10/13/25
Premier Concrete Construction LLC	984-227-3039		Premierconcrete.198@gmail.com	10/13/25
Savai Smith Enterprises GCS Paint Contractore LLC	919-672-9819		GCSPAINT1@YAHOO.COM	10/13/25
Sure Power Electric Inc	919-452-2370		JUSTINEJENKINS2003@YAHOO.COM	10/13/25
Tropical Painting & General Construction	919-247-9228		TROPICALPAINTIN@GMAIL.COM	10/13/25
WASPCO Corporation	919-489-6891		SUSANHARMON@WASPCO.COM	10/13/25
Franco Masonary Concrete Inc	919-255-0331		FRANCOMASONRYCON@GMAIL.COM	10/13/25
Hines Concrete - James L. Hines	919-798-8830		HINESCAROLYN@BELLSOUTH.NET	10/13/25
Nehemiah Builders Inc	919-877-0505		DONALDEVANSNB@AOL.COM	10/13/25

FORM OF BID BOND

KNOW ALL MEN BY THESE PRESENTS THAT Comfort Systems USA (MidAtlantic), LLC as principal, and Fidelity and Deposit Company of Maryland, as surety, who is duly licensed to act as surety in North Carolina, are held and firmly bound unto the Town of Apex in the penal sum of FIVE PERCENT OF AMOUNT BID --5%-- DOLLARS, lawful money of the United States of America, for the payment of which, well and truly to be made, we bind ourselves, our heirs, executors, administrators, successors and assigns, jointly and severally, firmly by these presents.

Signed, sealed and dated this 14TH day of OCTOBER 20 25

WHEREAS, the said principal is herewith submitting proposal for APEX PUBLIC SAFETY STATION #4 HVAC RENOVATIONS and the principal desires to file this bid bond in lieu of making the cash deposit as required by G.S. 143-129.

NOW, THEREFORE, THE CONDITION OF THE ABOVE OBLIGATION is such, that if the principal shall be awarded the contract for which the bid is submitted and shall execute the contract and give bond for the faithful performance thereof within ten days after the award of same to the principal, then this obligation shall be null and void; but if the principal fails to so execute such contract and give performance bond as required by G.S. 143-129, the surety shall, upon demand, forthwith pay to the obligee the amount set forth in the first paragraph hereof. Provided further, that the bid may be withdrawn as provided by G.S. 143-129.1

Must be signed by Contractor and Surety to be valid

Comfort Systems USA (MidAtlantic), LLC

(SEAL)

David N. Allen, President

Comfort Systems USA (MidAtlantic), LLC Limited Liability Company Seal 2010 VIRGINIA

FIDELITY AND DEPOSIT COMPANY OF MARYLAND

(SEAL)

KATHLEEN M. CRISTIANO, ATTORNEY-IN-FACT

LIMITED LIABILITY COMPANY ACKNOWLEDGEMENT

State of Virginia

County of Halifax

On this 21st day October 2025, before me personally came David N. Allen to me known to be the individual who executed the foregoing instrument, and who, being duly sworn by me, did depose and say that he is President (Member/Manager) of Comfort Systems USA (MidAtlantic), LLC (Limited Liability Company), a Limited Liability Company, and that he has authority to sign the same, and acknowledge that he executed the same as the act and deed of said Limited Liability Company.

(SEAL)
ANGELA SHELTON
COMMONWEALTH OF VIRGINIA
Reg. #364616
NOTARY PUBLIC

Notary Public

My commission expires: 03/31/2029

CORPORATE ACKNOWLEDGMENT

State of NJ
County of Monmouth

On this 14th **day of** October **, 2025 before me personally came** Kathleen M. Cristiano **, to me known, who, being by me duly sworn, did depose and say that he/she resides in** Westfield, NJ

that he/she is the Attorney-In-Fact **of the** Liberty and Deposit Company of Maryland **the corporation described in and which executed the above instrument; that he/she knows that seal of said corporation; that the seal affixed to said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of said corporation, and that he/she signed his/her name thereto by like order.**

(SEAL)

Adrianne Scalera

ADRIANNE SCALERA
NOTARY PUBLIC OF NEW JERSEY
My Commission Expires 02/03/2026

THE FIDELITY AND DEPOSIT COMPANY

OF MARYLAND
1299 Zurich Way Schaumburg, IL 60196

Statement of Financial Condition
As Of December 31, 2024

ASSETS

Bonds		$ 181,162,758
Stocks		18,212,825
Cash and Short-Term Investments		2,411,982
Reinsurance Recoverable		20,361,515
Federal Income Tax Recoverable		10,150
Other Accounts Receivable		26,284,837
TOTAL ADMITTED ASSETS		$ 248,444,067

LIABILITIES, SURPLUS AND OTHER FUNDS

Reserve for Taxes and Expenses		$ 103,295
Ceded Reinsurance Premiums Payable		45,005,200
Remittances and Items Unallocated		0
Payable to parents, subs and affiliates		0
Securities Lending Collateral Liability		0
TOTAL LIABILITIES		$ 45,108,495
Capital Stock, Paid Up	$ 5,000,000	
Surplus	198,335,572	
Surplus as regards Policyholders		203,335,572
TOTAL		$ 248,444,067

Securities carried at $78,636,217 in the above statement are deposited with various states as required by law.

Securities carried on the basis prescribed by the National Association of Insurance Commissioners. On the basis of market quotations for all bonds and stocks owned, the Company's total admitted assets at December 31, 2024 would be $236,552,538 and surplus as regards policyholders $191,444,043.

I, LAURA J. LAZARCZYK, Corporate Secretary of the FIDELITY AND DEPOSIT COMPANY OF MARYLAND, do hereby certify that the foregoing statement is a correct exhibit of the assets and liabilities of the said Company on the 31st day of December, 2024.

Signed by: Laura J. Lazarczyk

Corporate Secretary

State of Illinois
City of Schaumburg } SS:

Subscribed and sworn to, before me, a Notary Public of the State of Illinois, in the City of Schaumburg, this 25th day of February, 2025.

Notary Public

Official Seal
KATHERINE R SCHULTZ
Notary Public, State of Illinois
Commission No. 686903
My Commission Expires December 7, 2027

ZURICH AMERICAN INSURANCE COMPANY
COLONIAL AMERICAN CASUALTY AND SURETY COMPANY
FIDELITY AND DEPOSIT COMPANY OF MARYLAND
POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That the ZURICH AMERICAN INSURANCE COMPANY, a corporation of the State of New York, the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, a corporation of the State of Illinois, and the FIDELITY AND DEPOSIT COMPANY OF MARYLAND a corporation of the State of Illinois (herein collectively called the "Companies"), by Christopher Nolan, Vice President, in pursuance of authority granted by Article V, Section 8, of the By-Laws of said Companies, which are set forth on the reverse side hereof and are hereby certified to be in full force and effect on the date hereof, do hereby nominate, constitute, and appoint **Kathleen M. CRISTIANO, Adrianne SCALERA and John Dougherty HUNTER, all of Westfield, New Jersey, ,** its true and lawful agent and Attorney-in-Fact, to make, execute, seal and deliver, for, and on its behalf as surety, and as its act and deed: **any and all bonds and undertakings,** and the execution of such bonds or undertakings in pursuance of these presents, shall be as binding upon said Companies, as fully and amply, to all intents and purposes, as if they had been duly executed and acknowledged by the regularly elected officers of the ZURICH AMERICAN INSURANCE COMPANY at its office in New York, New York., the regularly elected officers of the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY at its office in Owings Mills, Maryland., and the regularly elected officers of the FIDELITY AND DEPOSIT COMPANY OF MARYLAND at its office in Owings Mills, Maryland., in their own proper persons.

The said Vice President does hereby certify that the extract set forth on the reverse side hereof is a true copy of Article V, Section 8, of the By-Laws of said Companies, and is now in force.

IN WITNESS WHEREOF, the said Vice-President has hereunto subscribed his/her names and affixed the Corporate Seals of the said **ZURICH AMERICAN INSURANCE COMPANY, COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, and FIDELITY AND DEPOSIT COMPANY OF MARYLAND**, this 3rd day of January A.D. 2025.

ATTEST:
ZURICH AMERICAN INSURANCE COMPANY
COLONIAL AMERICAN CASUALTY AND SURETY COMPANY
FIDELITY AND DEPOSIT COMPANY OF MARYLAND

By: Christopher Nolan
Vice President

By: Dawn E. Brown
Secretary

State of Maryland
County of Baltimore

On this 3rd day of January A.D. 2025, before the subscriber, a Notary Public of the State of Maryland, duly commissioned and qualified, **Christopher Nolan, Vice President and Dawn E. Brown, Secretary** of the Companies, to me personally known to be the individuals and officers described in and who executed the preceding instrument, and acknowledged the execution of same, and being by me duly sworn, deposeth and saith, that he/she is the said officer of the Company aforesaid, and that the seals affixed to the preceding instrument are the Corporate Seals of said Companies, and that the said Corporate Seals and the signature as such officer were duly affixed and subscribed to the said instrument by the authority and direction of the said Corporations.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my Official Seal the day and year first above written.

Genevieve M. Maison
Notary Public
My Commission Expire January 27, 2029

Authenticity of this bond can be confirmed at bondvalidator.zurichna.com or 410-559-8790

EXTRACT FROM BY-LAWS OF THE COMPANIES

"Article V, Section 8, Attorneys-in-Fact. The Chief Executive Officer, the President, or any Executive Vice President or Vice President may, by written instrument under the attested corporate seal, appoint attorneys-in-fact with authority to execute bonds, policies, recognizances, stipulations, undertakings, or other like instruments on behalf of the Company, and may authorize any officer or any such attorney-in-fact to affix the corporate seal thereto; and may with or without cause modify of revoke any such appointment or authority at any time."

CERTIFICATE

I, the undersigned, Vice President of the ZURICH AMERICAN INSURANCE COMPANY, the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, and the FIDELITY AND DEPOSIT COMPANY OF MARYLAND, do hereby certify that the foregoing Power of Attorney is still in full force and effect on the date of this certificate; and I do further certify that Article V, Section 8, of the By-Laws of the Companies is still in force.

This Power of Attorney and Certificate may be signed by facsimile under and by authority of the following resolution of the Board of Directors of the ZURICH AMERICAN INSURANCE COMPANY at a meeting duly called and held on the 15th day of December 1998.

RESOLVED: "That the signature of the President or a Vice President and the attesting signature of a Secretary or an Assistant Secretary and the Seal of the Company may be affixed by facsimile on any Power of Attorney...Any such Power or any certificate thereof bearing such facsimile signature and seal shall be valid and binding on the Company."

This Power of Attorney and Certificate may be signed by facsimile under and by authority of the following resolution of the Board of Directors of the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY at a meeting duly called and held on the 5th day of May, 1994, and the following resolution of the Board of Directors of the FIDELITY AND DEPOSIT COMPANY OF MARYLAND at a meeting duly called and held on the 10th day of May, 1990.

RESOLVED: "That the facsimile or mechanically reproduced seal of the company and facsimile or mechanically reproduced signature of any Vice-President, Secretary, or Assistant Secretary of the Company, whether made heretofore or hereafter, wherever appearing upon a certified copy of any power of attorney issued by the Company, shall be valid and binding upon the Company with the same force and effect as though manually affixed.

IN TESTIMONY WHEREOF, I have hereunto subscribed my name and affixed the corporate seals of the said Companies, this **14th** day of **October**, **2025**

Mary Jean Pethick
Vice President

TO REPORT A CLAIM WITH REGARD TO A SURETY BOND, PLEASE SUBMIT A COMPLETE DESCRIPTION OF THE CLAIM INCLUDING THE PRINCIPAL ON THE BOND, THE BOND NUMBER, AND YOUR CONTACT INFORMATION TO:

Zurich Surety Claims
1299 Zurich Way
Schaumburg, IL 60196-1056
reportsfclaims@zurichna.com
800-626-4577

Authenticity of this bond can be confirmed at bondvalidator.zurichna.com or 410-559-8790

STATE OF NORTH CAROLINA
COUNTY OF WAKE

PURCHASE ORDER #
HVAC CONSTRUCTION AND REPAIR CONTRACT

THIS CONTRACT is entered into this the _____day of _____, 2025, by and between, _____, a North Carolina Corporation with its principal business offices located at _____ (the "Contractor"), and the Town of Apex, a municipal corporation of the State of North Carolina, (the "Town" or the "Owner"). Town and Contractor may collectively be referred to as "Parties" hereinafter.

WITNESSETH:

WHEREAS, Town is engaged in the planning, operation, and utilization of town facilities and infrastructure which from time to time require construction, building, design, reconfiguration, renovation, installation, evaluation, site work, landscaping, testing, and other related projects; and

WHEREAS, the professional services of contractors from time to time are needed by the Town for the services as described above; and

WHEREAS, Contractor provides services of the nature required by the Town and employs trained and experienced technical personnel possessing adequate knowledge, skills, and experience to provide such professional services to the Town; and

NOW THEREFORE, in consideration of the foregoing recitals, and the premises and mutual covenants herein contained, the receipt and adequacy of which is hereby acknowledged, the Parties, intending to be legally bound, hereto do contract and agree as follows:

1. SCOPE OF SERVICES.
The Contractor agrees to provide all materials, equipment, machinery, tools, apparatus, means of transportation and labor necessary to provide renovation of the HVAC system at the Town of Apex Public Safety Station #4, located at 1615 E. Williams Street, Apex, NC 27502 (the "Work"). Specifically, Contractor will perform the following services:

a. Replace existing (6) gas furnaces and condensing units with new air handler and VAV terminals. Connect to existing air distribution system as required.
b. Provide VAV terminals with electric heat.
c. Provide duct heater for preheat.
d. Connect all new equipment to existing Desigo build automation system by Siemens.
e. Existing 100 KW generator to remain. Connect existing controls to existing generator. Controls to shut down electric heat of VAV terminals when generator is operational.
f. Provide 15 tons of temporary conditioning and heat during construction.
g. Provide temporary 150 KW generator during construction.
h. Duct detector added to fire alarm.

All Work shall be performed consistent with the "Contract Documents." "Contract Documents" as used in this Contract include the following which are hereby incorporated into this Contract:

A. This Contract

B. Plan sheets titled “Apex Public Safety Station #4 HVAC Renovation”
C. Apex Public Safety Station #4 HVAC Renovation General Conditions
D. Electrical and Mechanical Technical Specifications
E. Bid Advertisement
F. Instructions to Bidders
G. Execution of Bid
H. Bid Form
I. Bid Form Submission
J. Bid Bond
K. Notice of Award
L. Performance & Payment Bonds
M. Notice to Proceed
N. Addenda
O. Certificate(s) of Insurance

Contractor shall perform Work during normal business hours, Monday through Friday, unless a different schedule is agreed to by the Town representative identified in Section 22 of this Agreement.

2. TIME OF COMMENCEMENT AND COMPLETION.

Contractor shall commence the Work required in this Contract upon the issuance of a Notice to Proceed, and the Contractor shall complete entire Work within forty-five (45) calendar days of receipt of the equipment to be installed and in any case, no later than _____. Contractor shall order the necessary equipment upon receipt of the Notice to Proceed. Both Parties recognize that delivery of equipment to Contractor could take multiple months. If Contractor has not satisfactorily commenced or completed the Work within the times specified, the Town may declare such delay a material breach of contract and may pursue all available legal and equitable remedies. Any changes to the schedule(s) provided in the Contract must be agreed to in writing by the Town and the Contractor.

If the Contractor is delayed at any time in the progress of his Work by any act or negligence of the Town, his employees or his separate contractor, by changes ordered in the Work; by abnormal weather conditions; by any causes beyond the Contractor's control or by other causes deemed justifiable by Town, then the contract time may be reasonably extended in a written order from the Town upon written request from the contractor within ten days following the cause for delay. Time extensions for weather delays, labor disputes, fire, delays in transportation, unavoidable casualties or other delays which are beyond the control of the Town do not entitle the Contractor to compensable damages for delays. Any Contractor claim for compensable damages for delays is limited to delays caused solely by the Town or its agents.

3. CONSIDERATION AND PAYMENT OF SERVICES.

In consideration of the above services, the Town will pay the Contractor the total sum of $_____. Contractor shall submit invoices or applications for payment reflecting Work completed through the date of invoice or application. Town will process all pay applications as the Work progresses. The Parties agree that upon receipt of the equipment, Contractor may bill the Town for the cost of the equipment. Notwithstanding Town’s payment for equipment, Contractor shall remain responsible for the safety of the equipment through the completion of installation. Risk of loss for the equipment shall remain with Contractor until installation is complete. All materials and equipment paid for by the Town, until installed, shall be stored in an insured and bonded facility with limits in coverage that exceed the cost of the materials and equipment stored. Said bonding and insurance documentation shall be provided to the Town. If this

Contract is terminated prior to completion of the Work, Contractor shall deliver any equipment paid for by the Town to the Town at the location designated by the Town's representative.

Except for final payment (addressed below), payments shall be made within 30 days after certification of the Work included in an invoice. 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 at times set forth above unless a bona fide dispute exists between Town and Contractor concerning the accuracy of said invoice or the services covered thereby.

Retainage:

In accordance with N.C.G.S 143-134.1, Town may withhold a percentage of payment until the project has been satisfactorily completed for projects costing more than $100,000.00. For projects costing $100,000.00 or more:

a. Retainage withheld shall not exceed 5% at any time.
b. The same terms shall apply to the general contractor and subcontractors alike.
c. Following 50% completion of the project no further retainage will be withheld if the Contractor/subcontractor has performed satisfactorily.
d. Town may reinstate retainage if the Contractor/subcontractor does not continue to perform satisfactorily. Following 50% completion of the project, Town is authorized to withhold additional retainage from a subsequent payment application if the amount of retainage withheld falls below 2.5%.

Final payment will be made within forty-five (45) days after acceptance of the Work and after the Town has received, if applicable, all required warranty information, "as-built" drawings as required, and receipt of the final pay request which shall include the Contractor's affidavit in the following form:

"This is to certify that all costs of materials, equipment, labor, subcontracted work, and all else entering into the accomplishment of this contract, including payrolls, have been paid in full."

The Town, may withhold payment for any of the following reasons:

a. Faulty or defective Work not corrected.
b. The unpaid balance remaining on the Contract is not sufficient to complete the Work in the sole judgement and discretion of the Town.
c. To provide a sufficient contract balance to cover liquidated damages (if applicable) that will be assessed.
d. Evidence that subcontractors have not been paid.

Payment will be released once the grounds for withholding payments have been removed.

4. CHANGE ORDERS.

A. In the event Town has changes in the Work not covered by the Contract, these changes will not invalidate or relieve Contractor from any guarantee it has given in this Contract. If a bond was required these changes will not relieve the surety or sureties of said bond. Changes in Work shall *not* proceed without a Change Order approved by the Town. 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. For purposes of this Contract, "net cost" shall mean the difference between all proper cost additions and deductions. No claim for

adjustments of the contract price shall be valid unless the procedure outlined in this section is followed. Any Work performed pursuant to an approved change order shall be governed by the terms of this Contract.

B. The Parties agree that there are two methods that may be utilized to determine the cost of changes:

1. If unit prices are quoted in the proposal or bid and the additional Work is covered by those unit prices, or can be subsequently agreed to by the Parties, the cost of the change shall be computed by application of the unit prices based on quantities. If this method is used no additional allowances shall be made for overhead and profit.
2. If the additional Work is not covered by unit prices, unit prices were not provided in the proposal or bid, or by the Parties mutual election, Town and Contractor may negotiate and agree upon the value of the change prior to the issuance of the change order and the change order shall identify the corresponding lump sum adjustment to the contract price.

C. In the event concealed conditions are discovered in the performance of the Work below grade, or in the event concealed or unknown conditions in an existing structure vary from the conditions indicated in the Contract Documents, the contract sum and time for completion may be adjusted by Change Order upon claim by either party made within thirty (30) days after the condition has been identified. The cost shall be determined by one of the methods outlined in this Contract.

D. Change Orders shall be submitted by the Contractor for the Town's review and approval. Contractor shall provide all applicable supporting data and information. Delay in approval of a Change Order due to Contractor's failure to submit proper documentation shall not be grounds for a time extension or basis of a claim. The Town shall respond to the Contractor's proposal within fourteen (14) days of receipt of the proposal. If accepted, the Town shall prepare the Change Order for the Contractor's signature. The Town shall execute the approved Change Order within seven (7) days of receipt from the Contractor. If the project requires bonding, the Contractor shall notify its bonding company that the contract has been changed by the amount of the Change Order and provide a copy of the approved Change Order to the surety. In the event a Change Order cannot be agreed upon by the Parties, nothing in this Contract shall preclude the Town from performing, or having performed, the Work requested in a Change Order.

5. 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.

6. 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 contract and any attached specifications. This Contract shall be governed by the laws of the State of North Carolina.

Contractor shall obtain all required permits and inspections and shall give all notices required by law in performance of the Work. In the event Contractor observes that any drawings or specifications are not in compliance with any such rules, laws, or regulations, Contractor shall promptly notify the Town in writing. Contractor shall not perform any Work knowing it to be contrary to any laws, ordinances, codes, rules or regulations.

All Work under this Contract shall be performed in accordance with the North Carolina Building Code and all other applicable state or national codes.

7. 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).

8. 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.

9. QUALITY AND WORKMANSHIP.
Contractor shall provide services in accordance with all governing agency regulations and shall be held to the same standard and shall exercise the same degree of care, skill and judgment in the performance of services for Town as is ordinarily provided by a similar professional under the same or similar circumstances at the time in North Carolina. Contractor hereby certifies that Contractor is properly licensed to perform the Work as required by North Carolina law.

10. PROTECTION AND RESTORATION OF SITE.
Unless otherwise noted in the Contract Documents, Contractor shall supply all labor, transportation, tools, and apparatus necessary for the completion of this Work and shall maintain and remove all equipment of the construction, and be responsible for the safe, proper and lawful construction, maintenance and use of the same. Contractor shall provide all necessary protections for the site and shall be responsible for and pay for or repair, any damage to Town property caused by Contractor's or subcontractor's actions on the site. Protections provided by Contractor shall include cover of any Work that is not in progress but is accessible to the public. Any Work damaged that was not properly protected shall be repaired or replaced by the Contractor. Contractor shall provide all barricades necessary to keep the public away from construction.

If at any point during the construction or completion of the Work contemplated by this Contract, the conduct or behavior of any worker on the site be determined to be a nuisance to the Town, or detrimental to the Town's operations, Contractor shall immediately remove such party from the site.

Contractor shall keep the Work site and surrounding area reasonably free from obstruction and debris and shall remove all such debris when requested by the Town. Before final acceptance of the Work Contractor shall thoroughly clean the site and surrounding area and prepare the project site for use by the Town.

11. CODES AND STANDARDS.
Wherever reference is made to codes, standard specifications, or other data published by regulating agencies it shall be understood that said reference is to the latest edition published prior to the date of the Contract

Documents. These regulating agencies include, but are not limited to, North Carolina state building codes, federal specifications, national electric codes, ASTM specifications and various institute specifications.

12. INSURANCE.
Work under this Contract shall not proceed until the Contractor has obtained all required insurance. The Contractor shall maintain valid general liability insurance in the minimum amount of $2,000,000, 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. Policy limits noted above may be met through an umbrella liability policy. Additionally, the Contractor shall maintain and show proof of workers' compensation in accordance with the statutory limits 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 are attached and considered part of this document. 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.

13. PRE-PROJECT SAFETY REVIEW MEETING.
When requested by the Town, the Contractor shall attend a pre-project safety review meeting with the contracting Department Head and Supervisors and Safety and Risk Manager prior to the start of Work.

14. SUBCONTRACTORS.
Contractor shall be fully responsible for Contractor's own acts or omissions as well as those of any subcontractor retained to perform services pursuant to this Contract. Contractor acknowledges that no contractual relationship exists between the subcontractor and the Town regarding this Contract and that the subcontractor is acting as an agent or employee of the Contractor. Contractor acknowledges that the terms of this Contract apply to each subcontractor as it does to the Contractor and Contractor will take whatever steps necessary to bind all subcontractors working on this project to these terms.

15. DEFAULT.
In the event the Contractor fails to begin the Work pursuant to the Contract Documents within the time specified, or the progress of the Work is not maintained on schedule, or the Work is not completed within the time specified, or fails to perform the Work with sufficient staff and equipment or with sufficient materials to ensure the prompt completion of said Work, or shall perform the Work unsuitably or shall discontinue the prosecution of the Work, or if the Contractor shall become insolvent or be declared bankrupt or commit any act of bankruptcy or insolvency, or allow any final judgment to stand against him unsatisfied for a period of forty-eight (48) hours, or shall make an assignment for the benefit of creditors, or for any other cause whatsoever shall not carry on the Work in an acceptable manner, the Town may give notice in writing, sent by certified mail, return receipt requested, to the Contractor and its surety (if applicable) of such delay, neglect or default, specifying the same, and if the Contractor within a period of seven (7) days after such notice shall not proceed in accordance therewith, then the Town shall, declare this Contract in default. Upon a declaration of default, the following shall apply:

1. If the project was required to be bonded the surety shall promptly take over the Work and complete the performance of this Contract in the manner and within the time frame specified. In the event the surety (if applicable) shall fail to take over the Work to be done under this

Contract within seven (7) days after being so notified and notify the Town in writing, sent by certified mail, return receipt requested, that he is taking the same over and stating that he will diligently pursue and complete the same, the Town shall have full power and authority, without violating the Contract, to take the prosecution of the Work out of the hands of said Contractor, to appropriate or use any or all contract materials and equipment on the grounds as may be suitable and acceptable and may enter into an agreement, either by public letting or negotiation, for the completion of said Contract according to the terms and provisions thereof or use such other methods as in his opinion shall be required for the completion of said Contract in an acceptable manner. All costs and charges incurred by the Town, together with the costs of completing the Work under Contract, shall be deducted from any monies due or which may become due said Contractor and surety. In case the expense so incurred by the Contractor shall be less than the sum which would have been payable under the Contract, if it had been completed by said Contractor, then the said Contractor and surety shall be entitled to receive the difference, but in case such expense shall exceed the sum which would have been payable under the Contract, then the Contractor and the surety shall be liable and shall pay to the Town the amount of said excess.

2. If a bond was not required and there is not surety, then the Contractor shall promptly cure the default and complete the performance of this Contract in the manner and within the time frame specified in the written notice. In the event the Contractor shall fail to cure the default within the time specified, the Town shall have full power and authority, without violating the Contract, to take the prosecution of the Work out of the hands of said Contractor, to appropriate or use any or all contract materials and equipment on the grounds as may be suitable and acceptable and may enter into an agreement, either by public letting or negotiation, for the completion of said Contract according to the terms and provisions thereof or use such other methods as in his opinion shall be required for the completion of said Contract in an acceptable manner. All costs and charges incurred by the Town, together with the costs of completing the Work under Contract, shall be deducted from any monies due or which may become due said Contractor. If the expense so incurred by the Town shall be less than the sum which would have been payable under the Contract, if it had been completed by said Contractor, then the said Contractor shall be entitled to receive the difference, but in case such expense shall exceed the sum which would have been payable under the Contract, then the Contractor shall be liable and shall pay to the Town the amount of said excess.

16. TERMINATION FOR CONVENIENCE.

Town shall have the right to terminate this Contract 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. Unless otherwise notified, upon termination Contractor shall discontinue all Work and the placement of orders for materials and supplies in connection with this Contract. In the event of termination for convenience, the Town shall pay Contractor for all services satisfactorily performed in accordance with this Contract and such other costs actually incurred by the Contractor as approved by the Town.

17. TOWN'S RIGHT TO PERFORM WORK

If at any point during the performance or progress of the Work, or during the period of guarantee, Contractor fails perform the Work in satisfactory manner or to perform in accordance with the terms of this Contract, the Town, after seven (7) days' written notice to the Contractor from either the Town may perform or have performed that portion of the Work. The cost of the associated Work may be deducted from any amounts due or that become due to the Contractor. In the event the cost of such performance exceeds the amount

due the Contractor, then the Contractor or the surety (if applicable), or both, shall be liable for and shall pay to the Town the amount of the excess.

18. UNCORRECTED FAULTY WORK

Should the correction of faulty or damaged Work be considered inadvisable by the Town, the Work will not be corrected and the Town shall be reimbursed by the Contractor for the devaluation of the Work as a result of the faulty Work. A change order will be issued to reflect the reduction in Contract sum.

19. FINAL INSPECTION AND FINAL ACCEPTANCE

A. Upon notification from the Contractor that the Work is complete and ready for inspection, the Town shall complete a final inspection to verify that the Work is complete. The Contractor shall schedule the final inspection at a time and date acceptable to the Town.

B. Upon final inspection, the Town shall, if job conditions warrant, record a list of items that are found to be incomplete or not in accordance with the Contract Documents. At the conclusion of the Town's final inspection, the Town shall make one of the following determinations:

1. That the Work is completed and accepted.

2. That the Work will be accepted subject to the correction of any identified discrepancies or faulty construction.

3. That the Work is not complete and a date for another final inspection will be established.

20. CORRECTION OF WORK PRIOR TO FINAL PAYMENT

A. Any Work, materials, fabricated items or other parts of the Work which are not in accordance with the Contract shall be promptly removed from the Work site by the Contractor and shall be immediately replaced by new Work in accordance with the Contract Documents at no additional cost to the Town. Work or property of other contractors or the Town, damaged or destroyed by virtue of such faulty Work, shall be made good at the expense of the Contractor.

B. Correction of faulty Work described above shall commence within twenty-four (24) hours after receipt of notice from the Town, and shall make satisfactory progress, as determined by the Town, until completed.

C. Should Contractor fail to proceed with the corrections in a timely fashion Town may complete the Work in accordance with this Contract.

21. CORRECTION OF WORK AFTER FINAL PAYMENT

Neither the final payment or use of the premises by the Town, nor any provision of the Contract, nor any other act or instrument of the Town, shall relieve the Contractor from responsibility for negligence, or faulty material or workership, or failure to comply with the drawings and specifications. Contractor shall correct or make good any defects due thereto and repair any damage resulting there from, which may appear during the guarantee period following final acceptance of the Work. The Town will report any defects as they may

appear to the Contractor and establish a time limit for completion of corrections by the Contractor. The Town will be the judge as to the responsibility for correction of defects.

22. NOTICE.
Any formal notice, demand, or request required by or made in connection with this Contract 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:
_____ Attn: _____ _____	Town of Apex Attn: Matt Wetherell PO Box 250 Apex, NC 27502 Matt.wetherell@apexnc.org

23. DELAY BEYOND THE CONTROL OF THE PARTIES.
Neither Contractor nor Town shall be in default of the provisions of this Contract 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 fire, flood, earthquakes, storms, lightning, epidemic, war, riot, and/or civil disobedience.

24. NONWAIVER FOR BREACH.
No breach or non-performance of any term of this Contract 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 Contract 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.

25. CONSTRUCTION.
Should any portion of this Contract 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.

26. 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 Contract, and they rely on no such representations; that they have fully read and understood this Contract before signing their names; and that they act voluntarily and with full advice of counsel.

27. SEVERABILITY.
In the event for any reason that any provision or portion of this Contract 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 Contract, 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.

28. COUNTERPARTS.
This Contract 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.

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

30. BINDING EFFECT.
The terms of this Contract shall be binding upon the parties' heirs, successors, and assigns.

31. 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 Contract 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.

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

33. NON-APPROPRIATION.
Notwithstanding any other provisions of this Contract, 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 Contract for any fiscal year, this Contract shall terminate immediately without further obligation of the Town.

34. IRAN DIVESTMENT ACT CERTIFICATION.
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 Contract 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.

35. CONTRACTOR'S WARRANTIES.
The Contractor, in executing this Contract, unconditionally guarantees materials and workmanship against defects arising from faulty materials, faulty workmanship or negligence for a period of twelve (12) months following the final acceptance of the Work by the Town and shall replace all such defective materials or workmanship without cost to the Town. In the cases where materials or equipment carry a manufacturer's warranty for any period in excess of twelve (12) months, then the manufacturer's warranty shall apply for

that specific equipment or material. During the manufacturer's warranty period the Contractor shall be responsible for the replacement of such defective equipment or materials.

Nothing in this section shall preclude the Town from bringing an action for latent defects caused by the negligence of the Contractor which is concealed, hidden, or not readily apparent to the Town at the time of final acceptance, in accordance with applicable law. Guarantees that are stipulated in the specifications or drawings shall govern those particular materials or equipment.

36. BOND REQUIREMENTS.

Within ten (10) days of the award of the Contract, Contractor shall provide the Town of Apex with a contract payment bond and a contract performance bond executed by a surety company authorized to do business in North Carolina, each in an amount equal to 100 percent of the amount of the Contract. All bonds shall be in conformity with N.C.G.S. 44A-33 and countersigned by an authorizing agent of the bonding company.

Failure on the part of the Contractor to file acceptable bonds within the required timeframe shall be just cause for the forfeiture of the bid bond or bid deposit and rescinding award of the Contract. Award may then be made to the next lowest responsible bidder or the Work may be re-advertised.

37. SURETY.

If at any time after the execution of this Contract and the surety bonds included in the Contract Documents for the faithful performance of the Contract, the Town shall deem the surety or sureties upon such bonds to be unsatisfactory, or if, for any reason, such bonds cease to be adequate to cover the performance of the Work, the Contractor shall, at its expense, within five (5) days after the receipt of notice from the Town so to do, furnish an additional bond or bonds in such form and amount, and with such surety or sureties as shall be satisfactory to the Town. In such event no further payment to the Contractor shall be deemed to be due under this Contract until such new or additional security for the faithful performance of the Work shall be furnished in manner and form satisfactory to the Town.

38. MINORITY BUSINESS PARTICIPATION.

Contractor is required to identify participation of Minority and Women-Owned Business Enterprises (MWBE) in its proposal and document how that participation is achieved. There is a verifiable goal of ten percent (10%) for participation by minority businesses in the total value of work for the Work. Contractor shall comply with the document titled "Guidelines For Recruitment and Selection of Minority Businesses For Participation In Town of Apex Construction Contracts", including associated Affidavits and Appendices which are hereby incorporated herein.

39. 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.

40. 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.

In witness thereof, the contracting parties, by their authorized agents, affix their signatures and seals this _____day of _____, 2025.

Contractor:_____	**Town of Apex**
_____	_____
Name (type or print)	Randal E. Vosburg, Town Manager
_____	
Signature	
_____	_____
Title	
Attest:	*This instrument has been preaudited in the manner required by the Local Government Budget and Fiscal Control Act.*
_____	_____
Secretary (if a corporation)	Finance Director

Town of Apex

Budget Ordinance Amendment No. 6

BE IT ORDAINED, by the Council of the Town of Apex that the following Budget Amendment for the Fiscal Year 2025-2026 Budget Ordinance be adopted:

General Fund

Section 1. Revenues:

48020	Fund Blance - Amended	40,000
Total Revenues		**$40,000**

Section 2. Expenditures:

57020	Capital Improvements	40,000
Total Expenditures		**$40,000**

Section 3. Within five (5) days after adoption, copies of this Amendment shall be filed with the Finance Officer and Town Clerk.

Adopted this the 13th day of November 2025.

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: November 13, 2025

Item Details

Presenter(s): Allen Coleman, Town Clerk

Department(s): Town Clerk's Office

Requested Motion

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

- October 11, 2022 – Regular Town Council Meeting Minutes
- November 1, 2022 – Town Council Public Safety Work Session Minutes
- November 8, 2022 – Regular Town Council Meeting Minutes
- November 29, 2022 – Regular Town Council Meeting Minutes
- December 13, 2022 – Regular Town Council Meeting Minutes
- October 14, 2025 – Regular Town Council Meeting Minutes
- October 21, 2025 – Town Council Work Session Meeting Minutes

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

- CN7-A1: **DRAFT** Minutes – October 11, 2022 – Regular Town Council Meeting Minutes
- CN7-A2: **DRAFT** Minutes – November 1, 2022 – Town Council Public Safety Work Session Minutes
- CN7-A3: **DRAFT** Minutes – November 8, 2022 – Regular Town Council Meeting Minutes
- CN7-A4: **DRAFT** Minutes – November 29, 2022 – Regular Town Council Meeting Minutes
- CN7-A5: **DRAFT** Minutes – December 13, 2022 – Regular Town Council Meeting Minutes
- CN7-A6: **DRAFT** Minutes – October 14, 2025 – Regular Town Council Meeting Minutes
- CN7-A7: **DRAFT** Minutes – October 21, 2025 – Town Council Work Session Meeting Minutes

DRAFT MEETING MINUTES

TOWN OF APEX
REGULAR TOWN COUNCIL MEETING
TUESDAY, OCTOBER 11, 2022
6:00 P.M.

The Apex Town Council met for a Regular Town Council Meeting on Tuesday, October 11, 2022 at 6:00 p.m. The meeting was held on the 2nd Floor of Apex Town Hall located at 73 Hunter Street in Apex, North Carolina.

The 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.

The meeting recording can be viewed at the following link:
https://www.youtube.com/watch?v=0DIW3DxFKp4&t=889s

[ATTENDANCE]

Elected Body Mayor
Jacques K. Gilbert (presiding officer)
Mayor Pro-Tempore Audra Killingsworth
Councilmember Brett Gantt
Councilmember Cheryl Stallings
Councilmember Ed Gray
Councilmember Terry Mahaffey

Town Staff
Assistant Town Manager Shawn Purvis
Assistant Town Manager Marty Stone
Town Attorney Laurie Hohe
Town Clerk Allen Coleman
ABSENT: Town Manager Catherine Crosby

[COMMENCEMENT]

Mayor Jacques K. Gilbert called the meeting to order at 6:00 p.m. He gave a special welcome to local Cub Scout Troop 205. He then led all in an invocation with a moment of silence focusing on gratitude. He asked for Cub Scout Troop 205 to lead in the Pledge of Allegiance.

[CONSENT AGENDA]

Councilmember Mahaffey asked for CN8 to be moved to NB1.

A **motion** was made by **Mayor Pro-Tempore Killingsworth**, seconded by **Councilmember Stallings** to approve the consent agenda moving CN8 to NB1.

VOTE: UNANIMOUS (5-0)

CN1 Affordable Housing Project - Broadstone Walk - Revise Loan Lien Position

Council adopted previously approved loan term related to the Town's loan lien position for the affordable housing project known as Broadstone Walk.

CN2 Budget Ordinance Amendment No. 7 - Electric Operations Facility Equipment Repairs/Replacement

Council adopted Budget Amendment 7 for repairs and replacement equipment at the Electric Operations Facility.

CN3 Budget Ordinance Amendment No. 8 - Affordable Housing Loans - Broadstone Walk

Council adopted budget amendment to allocate $1,850,000 from Affordable Housing Fund reserves for Affordable Housing Loans.

CN4 Construction Contract Award/Budget Ordinance Amendment No. 6 - MLB Construction Services LLC - Mason Street Building

Council adopted to award building construction contract to MLB Construction Services, LLC and authorization for the Town Manager to execute the contract on behalf of the Town and approve corresponding Budget Amendment 6 and Capital Project Ordinance Amendment 2023-1.

CN5 Resolution Supporting Abandonment of a Portion of Walden Road

Council adopted Resolution Supporting Abandonment of a Portion of Walden Road (SR 1148, Wake County) by the North Carolina Department of Transportation.

CN6 Rezoning Case No. 22CZ07 Chapel Ridge North PUD - Set Public Hearing

Council adopted Public Hearing for the October 25, 2022 Town Council meeting regarding Rezoning Application #22CZ07 Chapel Ridge North PUD. The applicant, Matthew Carpenter for High Street District Development, Inc., seeks to rezone approximately 22.71 acres from Rural Residential (RR) to Planned Unit Development-Conditional Zoning (PUD-CZ). The proposed rezoning is located at 1200, 1204, 1205, 1209, 1213, 1220, 1225 Chapel Ridge Rd and 1512 Clark Farm Rd.

CN7 Rezoning Case No. 22CZ09 Utley Farms PUD - Set Public Hearing
Council approved Public Hearing for the October 25, 2022 Town Council meeting regarding Rezoning Application #22CZ09 Utley Farms PUD and Ordinance. The applicant, Thurm Bowen, KB Home, Inc. Carolinas Division, seeks to rezone approximately 56.59 acres from Wake County Residential-40 (R-40W) and Wake County Residential-80W (R-80W) to Planned Unit Development -Conditional Zoning (PUD-CZ). The proposed rezoning is located at 3720 Old US 1 Highway and 0 New Hill Olive Chapel Road.

CN8 Rezoning Case No. 22CZ13 - 2021 N Salem St PUD - Set Public Hearing
Sarah Van Every, Senior Planner, Planning and Community Development
(moved to New Business 1)

CN9 Rezoning Case No. 22CZ16 - 1039 Irongate Drive - Statement and Ordinance
Council adopted the Statement of the Town Council and Ordinance for Rezoning Application #22CZ16 1039 Irongate Drive, Aaron Robertson, petitioner, for the property located at 1039 Irongate Drive (PIN 0741129183).

CN10 Street Tree Maintenance Agreement - Depot 499 Owners Association
Council adopted a Street Tree Maintenance Agreement between the Town and Depot 499 Owners Association, Inc. (Association) to allow installation of street trees in the public rights of way and perpetual maintenance thereof by the Association and authorize the Town Manager to execute the same.

CN11 Tax Report - August 2022
Council adopted the Apex Tax Report dated September 12, 2022.

CN12 Unified Development Ordinance (UDO) Amendments - September 2022
Council adopted the Statement of the Apex Town Council pursuant to G.S. 160D-605(a) addressing action on the Unified Development Ordinance (UDO) Amendments of September 27, 2022.

[PRESENTATIONS]

PR1 Proclamation – Fire Prevention Week – October 9 through 15, 2022

Mayor Gilbert proclaimed Fire Prevention Week – October through 15, 2022 and presented Chief Herman, David Dillon, Fire Marshal and Sparky with a signed proclamation.

[REGULAR MEETING AGENDA]

Mayor Gilbert pulled Closed Session Item No. 2 and added NB1 moved from CN8.

A **motion** was made by **Councilmember Gantt** and seconded by **Councilmember Stallings** to approve the regular meeting agenda with changes to pull Closed Session Item No. 2 and adding NB1 from CN8.

VOTE: UNANIMOUS (5-0)

[PUBLIC FORM]

Mayor Gilbert opened the public forum comment period and provided instructions related to the process. The following individuals spoke during the public forum and a brief description of their remarks are noted below each name:

1. Elizabeth Stitt – 3113 Friendship Road, Apex, NC
    a. Turning to be considered being moved the intersection of Friendship Road and Old US-1 into the Capital Improvement Plan.

2. Rich Colby – 1007 Winding Creek Road
    a. Beezer's Development – sewer line to be ran through his property

[PUBLIC HEARINGS]

PH1 Annexation No. 703 - Haddock Properties - 1.989 acres

Director, Planning and Community Development Dianne Khin, provided a presentation which provided an overview of Annexation No. 703 – Haddock Properties – 1.989 acres.

Mayor Gilbert opened up public hearing for the above-mentioned item (PH1).

With no one signed up to speak he closed the public hearing and brought it back to Council for discussion and a possible motion.

A **motion** was made by **Councilmember Stallings** and seconded by **Councilmember Gray** to approve the Annexation No. 703 - Haddock Properties - 1.989 acres as presented to Town staff.

VOTE: UNANIMOUS (5-0)

PH2 Bicycle and Pedestrian System Plan Map Amendment - Proposed Facility Type Changes - Richardson Road

Senior Long-Range Planner, Jenna Shouse, provided a PowerPoint presentation to provide an overview of the Bicycle and Pedestrian System Plan Map Amendment - Proposed Facility Type Changes - Richardson Road**.**

Councilmembers commented and asked questions at the conclusion of the presentation.

With no one signed up to speak, **Mayor Gilbert** closed the public hearing and asked the Council if there was a motion to approve as presented.

A **motion** was made by **Councilmember Stallings** seconded by **Councilmember Gantt** to approve Bicycle and Pedestrian System Plan Map Amendment - Proposed Facility Type Changes - Richardson Road as presented by Town staff.

VOTE: UNANIMOUS (5-0)

[NEW BUSINESS]

NB1 Rezoning Case No. 22CZ13 - 2021 N Salem St PUD - Set Public Hearing

Councilmember Mahaffey pulled this from CN8 to have a public discussion with his colleagues.

A **motion** was made by **Councilmember Mahaffey** and seconded by **Mayor Pro-Tempore Killingsworth** to move Rezoning Case No. 22CZ13 - 2021 N Salem St PUD - Set Public Hearing to November 29th Council meeting.

VOTE: UNANIMOUS (5-0)

[UPDATES BY THE TOWN MANAGER]

Town Manager, Shawn Purvis, provided updates on various Town projects and special events.

[CLOSED SESSION]

A **motion** was made by **Mayor Pro-Tempore Killingsworth**, seconded by **Councilmember Stallings** to enter into closed session pursuant to pursuant to North Carolina General Statutes 143-318.11(a) for the items listed below.

VOTE: UNANIMOUS (5-0)

Council entered into closed session at 6:47 p.m.

CS1 Steve Adams, Utility Acquisition Specialist

NCGS §143-318.11 (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 Brian Meyer, Deputy Town Attorney**~~
~~*Re: ExperienceOne Homes, LLC vs. Town of Apex*~~

~~**NCGS §143-318.11 (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, which privilege is hereby acknowledged."*~~

CS3 Laurie Hohe, Town Attorney

NCGS §143-318.11 (6):

"To consider the qualifications, competence, performance, character, fitness, conditions of appointment, or conditions of initial employment of an individual public officer or employee or prospective public officer or employee; or to hear or investigate a complaint, charge, or grievance by or against an individual public officer or employee."

CS4 Jacques K. Gilbert, Mayor, and Audra Killingsworth, Mayor Pro-Tempore

NCGS §143-318.11 (6):

"To consider the qualifications, competence, performance, character, fitness, conditions of appointment, or conditions of initial employment of an individual public officer or employee or prospective public officer or employee; or to hear or investigate a complaint, charge, or grievance by or against an individual public officer or employee."

A **motion** was made by **Mayor Pro-Tempore Killingsworth**, seconded by **Councilmember Stallings** to return from closed session.

VOTE: UNANIMOUS (5-0)

Council returned from closed session at 9:02 p.m.

[ADJOURNMENT]

With no additional business being presented by the governing body, **Mayor Gilbert** adjourned the meeting at **9:03 p.m.**

Jacques K. Gilbert
Apex Mayor

Allen Coleman
Apex Town Clerk

Submitted for consideration and approved on _____.

TOWN OF APEX
TOWN COUNCIL PUBLIC SAFETY WORK SESSION
TUESDAY, NOVEMBER 1, 2022
4:00 P.M.

The Apex Town Council met for a Public Safety Work Session on Tuesday, November 1, 2022 at 4:00 p.m. The meeting was held at the Apex Police Department, located at 205 Saunders Street in Apex, North Carolina.

The 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.

The meeting recording can be viewed at the following link:
https://www.youtube.com/watch?v=qdGVlErV7Fk&t=1279s

[ATTENDANCE]

Elected Body
Mayor Jacques K. Gilbert (*presiding officer*)
Mayor Pro-Tempore Audra Killingsworth
Councilmember Brett Gantt
Councilmember Cheryl Stallings
Councilmember Ed Gray
Councilmember Terry Mahaffey

Town Staff
Town Manager Catherine Crosby
Town Attorney Laurie Hohe
Town Clerk Allen Coleman
Police Chief Jason Armstrong
Police Officer Victoria Carter

[COMMENCEMENT]

Mayor Jacques K. Gilbert called the meeting to order at **4:00 p.m.** and thanked Town Manager for putting this together.

[DEPARTMENT UPDATES]

Police Chief, Jason Armstrong provided a PowerPoint on a high-level overview of the key issues that the Police Department is currently working on with the topics being Personnel, Policy and Procedures including organization updates, that

took place July 1, 2022 and notable changes and pending changes and Benchmark Analytics.

Councilmembers asked questions and discussions ensued between the elected members and town staff.

[EMERGING TOPICS]

Police Chief, Jason Armstrong continued with the PowerPoint presentation going over topics such as, school traffic safety, including crossing guard positions open; gun violence in the Community, including gun theft trends, reporting and education efforts; and Officers mental health, including addressing staff wellbeing, available resources and team building.

Councilmembers asked questions and discussions ensued between the elected members and town staff.

Mayor Gilbert called for a five-minute break and announced the meeting in recess at **5:46 p.m.**

Mayor Gilbert reconvened the meeting at **5:51 p.m.**

[Mayors Substance Misuse Taskforce]

Mayor Gilbert spoke about the Town's substance misuse task force and said that there was a meeting the upcoming week and this meeting will provide additional information highlighting the human cost of the epidemic and the need for continued community action. He said that the goal for establishing the task force is for people to see there is a problem and how to identify it. He introduced Victoria Carter and recognized her dedication along with Erica Asberry, an Outreach Coordinator.

Police Officer, Victoria Carter presented *Substance Misuse Task Force* giving information on the Apex Task Force, including members, volunteers, accomplishments in 2022, available resources, curriculum for schools and goals for 2023. She gave Stats for 2021 vs. 2022 which included overdoses and Narcan usage. There were questions and discussions from elected members and town staff.

Erica Asberry, Credentialed Drug and Alcohol Counselor spoke on the stigma surrounding substance use and shared experiences with families who hide addiction. She presented several of the task force initiatives.

Mayor Gilbert extended his appreciation to the task force and thanked them.

Councilmember Gray thanked the Town leadership for giving this update.

[ADJOURNMENT]

With no additional business being presented by the governing body, **Mayor Gilbert** adjourned the meeting at **6:18 p.m.**

Jacques K. Gilbert
Apex Mayor

Allen Coleman
Apex Town Clerk

Submitted for consideration and approved on_____.

DRAFT MEETING MINUTES

TOWN OF APEX
REGULAR TOWN COUNCIL MEETING
TUESDAY, NOVEMBER 8, 2022
6:00 P.M.

The Apex Town Council met for a Regular Town Council Meeting on Tuesday, November 8, 2022 at 6:00 p.m. The meeting was held on the 2nd Floor of Apex Town Hall located at 73 Hunter Street in Apex, North Carolina.

The 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.

The meeting recording can be viewed at the following link:
https://www.youtube.com/watch?v=tTLEhwcAx0Q&t=2680s

[ATTENDANCE]

Elected Body Mayor
Jacques K. Gilbert (*presiding officer*)
Mayor Pro-Tempore Audra Killingsworth
Councilmember Brett Gantt
Councilmember Cheryl Stallings
Councilmember Ed Gray
Councilmember Terry Mahaffey

Town Staff Assistant
Town Manager Catherine Crosby
Assistant Town Manager Shawn Purvis
Assistant Town Manager Marty Stone
Town Attorney Laurie Hohe
Town Clerk Allen Coleman

[COMMENCEMENT]

Mayor Jacques K. Gilbert called the meeting to order at 6:00 p.m. and welcomed all. He said that it was voting night and encouraged all to vote. He recognized Fernando with Apex IT for all he does behind the scenes to bring this meeting livestream to all. He invited the American Legion Apex Post 124 to post the colors and then led all in the Pledge of Allegiance.

Mayor Gilbert recognized Pastor Merker with Jordan Lutheran Church to provide the innovation.

[CONSENT AGENDA]

A **motion** was made by **Councilmember Mahaffey**, seconded by **Mayor Pro-Tempore Killingsworth** to approve the consent agenda as presented.

VOTE: UNANIMOUS (5-0)

The following items were included on the consent agenda:

CN1 Annexation No. 742 – 3075 Lufkin Road – 4.733 acres

Council adopted 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 November 29, 2022, on the Question of Annexation - Apex Town Council's intent to annex 4.733 acres, located at 3075 Lufkin Road, Annexation No. 742 into the Town Corporate limits.

CN2 Budget Ordinance Amendment No. 10 – White Oak Creek Consortium – Capital Reimbursement Fees

Council adopted Budget Ordinance Amendment No. 10 which appropriates funds to pay amounts due under the first amendment to the Utility Infrastructure Reimbursement Agreement with Pulte Home Company, LLC, Standard Pacific of the Carolinas, LLC, and Taylor Morrison of Carolinas, Inc. and which authorizes a transfer of funds from the Water Sewer HB 463 Capital Fund to fund the payment.

CN3 Encroachment Agreement - 115 Litton Street Lot 64

Council adopted an encroachment agreement between the Town and property owner Empire Contractors, Inc. to install a driveway that will encroach 912 square feet (SF) onto the 30' Town of Apex Sanitary Sewer and Drainage Easement and authorize the Town Manager to execute the same.

CN4 Rezoning Case No. 22CZ07 - Chapel Ridge North PUD - Statement & Ordinance

Council adopted to approve Statement of the Town Council and Ordinance for Rezoning Case #22CZ07 Chapel Ridge North PUD. Matthew Carpenter for High Street District Development, Inc. is the petitioner for the properties located at: 1200, 1204, 1205, 1209, 1213, 1220, 1225 Chapel Ridge Rd and 1512 Clark Farm Rd.

CN5 Rezoning Case No. 21CZ18 - Olive Chapel Professional Park - Set Public Hearing

Council adopted to set Public Hearing for the November 29, 2022 Town Council meeting regarding Rezoning Application #21CZ18 Olive Chapel Professional Park.

The applicant, Patrick Kiernan, Jones & Cnossen Engineering, LLC, seeks to rezone approximately 8.7 acres from Office & Institutional-Conditional Zoning (O&I-CZ #16CZ11) to Office & Institutional-Conditional Zoning (O&I-CZ). The proposed rezoning is located at 0, 0, 0, 1480, 1460, & 1400 Chapel Ridge Road.

CN6 Rezoning Case No. 22CZ18 - Humie Olive Place - Set Public Hearing

Council adopted to set Public Hearing for the November 29, 2022 Town Council meeting regarding Rezoning Application #22CZ18 Humie Olive Place. The applicant, Construction Masters, LLC, seeks to rezone approximately 2.0 acres from Medium Density Residential-Conditional Zoning (MD-CZ #16CZ27) to Medium Density Residential-Conditional Zoning (MD-CZ). The proposed rezoning is located at 2157 & 0 Blazing Trail; 7994, 7988, and 7982 Humie Olive Road.

CN7 Unified Development Ordinance (UDO) Amendments - November 2022 - Set Public Hearing

Council adopted to set the Public Hearing for the November 29, 2022 Town Council meeting regarding various amendments to the Unified Development Ordinance (UDO).

[PRESENTATIONS]

PR1 Presentation by the Apex Public School Foundation – Quarterly Peak S.T.A.R. Awards

Councilmember Terry Mahaffey provided a few opening remarks and an overview of purpose of the 1st Quarter Peak S.T.A.R. award.

Ms. Mitchell, President of Peak S.T.A.R. provided information about the nominations of the Peak Star and recognized Tara Gillespie to accept the award.

PR2 Proclamation - Small Business Day - Saturday, November 26, 2022

Mayor Gilbert proclaimed Small Business Day – Saturday, November 26, 2022 and presented Colleen Merays, Small Business Manager of Economic Development Department with the signed proclamation.

PR3 Proclamation - Veterans Day - Friday, November 11, 2022

Councilmember Gray provided opening remarks and an overview of Veterans Day.

Mayor Gilbert proclaimed Veterans Day – Friday, November 11, 2022.

Councilmember Gray presented the proclamation to the Commander of American Legion Post 124, Sandra Edens.

PR4 Native American Heritage Month – November 2022

Mayor Gilbert proclaimed Native American Heritage Month – November 2022 and presented it to Rosanna and DEI Director Linda Graham Jones with the signed proclamation.

[REGULAR MEETING AGENDA]

Mayor Gilbert noted that Closed Session would be added.

A **motion** was made by **Mayor Pro-Tempore Killingsworth**, seconded by **Councilmember Brett Gantt** to set the regular meeting agenda with the addition of a Closed Session item.

VOTE: UNANIMOUS (5-0)

[PUBLIC FORUM]

Mayor Gilbert opened the public forum comment period and provided instructions related to the process. The following individuals spoke during the public forum and a brief description of their remarks are noted below each name:

1. Mike Merker – Paster of Jordan Lutheran Church
    a. Thanked Council from the Chapel Ridge Community related to Chapel Ridge North PUD rezoning.

2. Bal divine Hanrath
    a. Thanked Council for the change in the PUD

3. Elizabeth Stitt - 3113 Friendship Road
    a. Thanked Council. She spoke of it being election night and thanked Council for running.

[PUBLIC HEARINGS]

PH1 Annexation No. 744 - 7805 Green Level Church Road - 2.24 acres

Dianne Khin, Director of Planning and Community Development, provided a PowerPoint presentation which provided an overview of the Annexation No. 744 - 7805 Green Level Church Road - 2.24 acres.

Mayor Gilbert opened public hearing for the above-mentioned item (PH1).

With no one signed up to speak, **Mayor Gilbert** closed the public hearing and asked the Council if there was a motion to approve as presented.

A **motion** was made by **Councilmember Stallings,** seconded by **Councilmember Gray** to approve the Annexation No. 744 - 7805 Green Level Church Road - 2.24 acres.

VOTE: UNANIMOUS (5-0)

PH2 Annexation No. 734 - Utley Farms PUD - 56.59 acres

Dianne Khin, Director of Planning and Community Development

AND

PH3 Rezoning Case No. 22CZ09 - Utley Farms PUD

Lauren Staudenmaier, Planner II, Planning and Community Development provided a PowerPoint presentation which provided an overview of Annexation No. 734 - Utley Farms PUD - 56.59 acres and Rezoning Case No. 22CZ09 - Utley Farms PUD.

Mayor Gilbert opened public hearing for the above-mentioned item (PH1).

Jason Barron with Morning Historical Law Group gave an overview of the cases and thanked Council and recognized the efforts of those that worked on this case.

Councilmembers commented and asked questions at the conclusion of the presentation.

Mayor Gilbert opened the public hearing. The following individuals spoke during the public hearing and a brief description of their remarks are noted below each name:

1. Jeff Hasting with Historic Preservation

a. Spoke about the developer doing their due diligence in taking into consideration the Historic Preservation from a historical perspective and thanked them.

With no one else signed up to speak, **Mayor Gilbert** closed the Public Hearing and asked the Council if there was a motion to approve as presented.

Councilmembers commented and asked questions.

A **motion** was made by **Councilmember Mahaffey,** seconded by **Councilmember Stallings** to approve the Annexation No. 734 - Utley Farms PUD - 56.59 acres and Rezoning Case No. 22CZ09 - Utley Farms PUD.

VOTE: UNANIMOUS (4-0) with Councilmember Grant dissenting

PH4 Rezoning Case No. 21CZ17 - Ten Ten Business Park

Sarah Van Every, Senior Planner, Planning and Community Development provided a PowerPoint presentation which provided an overview of Rezoning Case No. 21CZ17 - Ten Ten Business Park. She also noted that this was her last Council presentation and that she would be leaving her position with Apex.

Councilmembers commented and asked questions at the conclusion of the presentation.

Gray Styers of 434 Fayetteville Street in Raleigh North Carolina spoke on behalf of Jay National Capital 5 LLC which has an option to purchase and develop this property. He spoke on the split zoning speculating on how this was historically created.

Councilmembers commented and asked questions.

With no one signed up to speak, **Mayor Gilbert** closed the public hearing and asked the Council if there was a motion to approve as presented.

A **motion** was made by **Mayor Pro-Tempore Killingsworth** and seconded by **Councilmember Mahaffey** to approve Rezoning Case No. 21CZ17 - Ten Ten Business Park as presented.

VOTE: UNANIMOUS (5-0)

[NEW BUSINESS]

No new business.

[UPDATES BY TOWN MANAGER]

Town Manager, Catherine Crosby, provided updates related to the Town-wide Customer survey, Veterans Day closure of Town Hall on November 11th and Veterans Day Ceremony, and the Turkey Trot on November 19th.

[CLOSED SESSION]

A **motion** was made by **Councilmember Gantt**, seconded by **Mayor Pro-Tempore Killingsworth**, to enter into closed session pursuant to North Carolina General Statutes 143-318.11(a) for the item listed below.

VOTE: UNANIMOUS (5-0)

CS1 Laurie Hohe, Town Attorney
NCGS §143-318.11 (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, which privilege is hereby acknowledged."

Council entered into closed session at **7:17p.m.**

Council returned to open session at **7:47 p.m.**

ADJOURNMENT

With no additional business being presented by the governing body, **Mayor Gilbert** adjourned the meeting at **7:47 p.m.**

Jacques K. Gilbert
Apex Mayor

Allen Coleman
Apex Town Clerk

Submitted for consideration and approved on_____.

DRAFT MEETING MINUTES

TOWN OF APEX
REGULAR TOWN COUNCIL MEETING
TUESDAY, NOVEMBER 29, 2022
6:00 P.M.

The Apex Town Council met for a Regular Town Council Meeting on Tuesday, November 29, 2022 at 6:00 p.m. The meeting was held on the 2nd Floor of Apex Town Hall located at 73 Hunter Street in Apex, North Carolina.

The 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.
The meeting recording can be viewed at the following link:
https://www.youtube.com/watch?v=nMmbQb-NKdg

[ATTENDANCE]

Elected Body Mayor
Jacques K. Gilbert (*presiding officer*)
Mayor Pro-Tempore Audra Killingsworth
Councilmember Brett Gantt
Councilmember Cheryl Stallings (*arrived late -see note below*)
Councilmember Ed Gray
Councilmember Terry Mahaffey

Town Staff
Town Manager Catherine Crosby
Assistant Town Manager Shawn Purvis
Assistant Town Manager Marty Stone
Town Attorney Laurie Hohe
Town Clerk Allen Coleman

[COMMENCEMENT]

Mayor Jacques K. Gilbert called the meeting to order at **6:00 p.m.** and welcomed all attending and livestream and moved to invocation for a moment of being grateful and giving thanks to each other and then led all in the Pledge of Allegiance.

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[CONSENT]

A **motion** was made by **Mayor Pro-Tempore Killingsworth**, seconded by **Councilmember Mahaffey** to approve the consent agenda as presented.

VOTE: UNANIMOUS (4-0) *with Councilmember Stallings absent*

CN1 2023 Town Council Meeting Calendar

Council approve Town Council meeting schedule for calendar year 2023.

CN2 Amendment to GoApex Paratransit Services Agreement with Wake County

Council approved and to authorize the Town Manager to sign and execute, an Amendment to the ADA Paratransit Services Agreement with Wake County.

CN3 Development Agreement - DHIC Broadstone Walk LLC

Council approved development agreement with Broadstone Walk, LLC with a loan commitment of $1,850,000 to partially fund the construction and permanent financing of a residential development which will consist of a 164-unit multifamily affordable housing apartment complex to be located on 950 South Hughes St., Apex, North Carolina to be known as Broadstone Walk Apartments, and authorize the Town Manager to execute the agreement on behalf of the Town.

CN4 GoApex Fiscal Year 23 Wake Transit Funding Agreement

Council approved and to authorize the Town Manager to sign and execute, the General Operating Agreement for Bus Operations – Community Funding Area Program for Wake Transit Fiscal Year 2023.

CN5 Public Art – Blackbird Circle Sculpture Purchase and Relocation – Set Public Hearing

Council approved to conduct a public hearing at the December 13, 2022 Town Council meeting pertaining to purchase and relocation of "Blackbird Circle" as a part of the Town's permanent Public Art collection.

CN6 Rezoning Case No. 21CZ17 Ten Ten Business Park Statement and Ordinance

Council approved the Statement of the Town Council and Ordinance for Rezoning Case #21CZ17 Ten Ten Business Park, J National Capital V, LLC., petitioner, for the property located at 2132 Ten Ten Road (PIN 0751359861).

CN7 Tax Report – September 2022
Council approved the Apex Tax Report dated October 09, 2022.

[PRESENTATIONS]

PR1 Recognition – Apex Friendship High School Students - Women's Tennis Double State Champions

Mayor Gilbert presented the recognition of Apex Friendship High School (AFHS) Juniors, Julianne Izod and Riley Jennings, on their recent achievement of winning the High School 4A Tennis State Championship.

Laurie Wagah, Executive Director of Wake Western Tennis Apex, presented Letter of Honor to Julianne Izod and Riley Jennings.

[REGULAR MEETING AGENDA]

A **motion** was made by **Councilmember Gantt**, seconded by **Councilmember Gray** to set the regular meeting agenda with added Closed Session.
VOTE: UNANIMOUS: (4-0) with Councilmember Stallings absent

[PUBLIC FORUM]

Mayor Gilbert opened the public forum comment period and provided instructions related to the process. The following individuals spoke during the public forum and a brief description of their remarks are noted below each name:

1. Elizabeth Stitt – 3113 Friendship Road
    a. Big Branch Force main
    b. Turning Lanes and comments that Council made at last meeting

2. Leslie Abel – Westford Community
    a. Safety in Apex

3. Ashley Solis of Sweetwater
    a. Safety concerns for the intersection at Richardson Road and Hassey Road in Sweetwater (provided handout)

4. Veronica Pacheco of 1316 Brown Velvet Lane at Sweetwater
    a. Safety concern for Richardson Road area

5. Randy Gupka – 1180 Little Gem Lane
    a. Safety for Sweetwater – need more lights and lower speed limit

[PUBLIC HEARINGS]

PH1 Annexation No. 742 – 3075 Lufkin Road – 4.733 acres

Dianne Khin, Director of Planning and Community Development, provided a PowerPoint presentation which provided an overview of the Annexation No. 742 – 3075 Lufkin Road – 4.733 acres.

Mayor Gilbert opened public hearing for the above-mentioned item (PH1).

With no one signed up to speak, **Mayor Gilbert** closed the public hearing and asked the Council if there was a motion to approve as presented.

A **motion** was made by **Mayor Pro-Tempore Killingsworth,** seconded by **Councilmember Gray** to approve the Annexation No. 742 – 3075 Lufkin Road – 4.733 acres.

VOTE: UNANIMOUS (4-0) with Councilmember Stallings absent

PH2 Rezoning Case No. 21CZ18 - Olive Chapel Professional Park

Amanda Bunce, Current Planning Manager, Planning and Community Development, provided a PowerPoint presentation which provided an overview of Rezoning Case No. 21CZ18 - Olive Chapel Professional Park.

Councilmembers commented and asked questions at the conclusion of the presentation.

Patrick Kierman with Jones and Engineering located at 221 North Salem Street representing owners of Olive Chapel Professional Park gave information on the two added uses.

Mayor Gilbert opened public hearing for the above-mentioned item (PH1).

Mayor Gilbert opened the public hearing and asked the first speaker to come up.

1. Rita Boykin at 1500 Clark Farm Road

a. Concerns on the rezoning Professional Park objecting to the Pet Crematorium

Mayor Gilbert closed the public hearing with no one else signed up to speak.

Councilmembers commented, asked questions and held discussions.

A **motion** was made by **Councilmember Gantt,** seconded by **Mayor Pro-Tempore Killingsworth** to approve the Rezoning Case No. 21CZ18 - Olive Chapel Professional Park.

VOTE: UNANIMOUS (5-0)

Councilmember Stallings arrived at 6:46 p.m.

Mayor Gilbert congratulated **Councilmember Stallings** on her election win for the Wake County Board of Commissioners. The Mayor, Council members and staff honored her service with Apex and recognized and thanked her family. He then presented her with a plaque of appreciation and they stood in alignment for a group photo.

PH3 Rezoning Case No. 22CZ13 - 2021 N Salem St PUD
Amanda Bunce, Current Planning Manager, Planning and Community Development

A **motion** was made by **Councilmember Mahaffey** and seconded by **Mayor Pro-Tempore Killingsworth** to continue PH3 Rezoning Case No. 22CZ13 - 2021 N Salem St PUD until January 24th, 2023 Council meeting.

VOTE: UNANIMOUS (5-0)

PH4 Rezoning Case No. 22CZ18 - Humie Olive Place

Amanda Bunce, Current Planning Manager, Planning and Community Development, provided a PowerPoint presentation which provided an overview of Rezoning Case No. 22CZ18 - Humie Olive Place.

Councilmembers commented and asked questions at the conclusion of the presentation.

Peter Knausen with Jones Knots Engineering at 221 North Salem Street, the consultant engineering firm for Construction Master, who is the owner and developer for Humie Olive Place Subdivision spoke about the stream buffer and requested to

add to extend the sidewalk 5' along the north side of Blazing Trail Drive for connection to the existing 5' sidewalk at the Park Side at Bella Casa.

Councilmembers commented, discussed and asked questions.

With no one signed up to speak, **Mayor Gilbert** closed the public hearing and asked the Council if there was a motion to approve as presented.

Councilmembers commented, discussed and asked questions.

A **motion** was made by **Mayor Pro-Tempore Killingsworth** and seconded by **Councilmember Gray** to approve Rezoning Case No. 22CZ18 - Humie Olive Place with the conditions offered by the developer.

VOTE: UNANIMOUS (5-0)

PH5 Transportation Plan Amendments - Legacy PUD

Shannon Cox, Long Range Planning Manager, Planning and Community Development provided a PowerPoint presentation which provided an overview of Transportation Plan Amendments - Legacy PUD.

Mayor Gilbert opened public hearing for the above-mentioned item (PH5).

With no one signed up to speak, **Mayor Gilbert** closed the public hearing and asked the Council if there was a motion to approve as presented.

A **motion** was made by **Councilmember Stallings,** seconded by **Councilmember Gantt** to approve the Transportation Plan Amendments - Legacy PUD.

VOTE: UNANIMOUS (5-0)

PH6 Unified Development Ordinance Amendments November 2022

Amanda Bunce, Current Planning Manager, Planning and Community Development, provided a PowerPoint presentation which provided an overview of Unified Development Ordinance Amendments November 2022 to make two amendments, Amendment #1 is to change make a name change to the Planning Department and Director position name and Amendment #2 amending Buffer A.

Mayor Gilbert opened public hearing for the above-mentioned item (PH5).

With no one signed up to speak, **Mayor Gilbert** closed the public hearing and asked the Council if there was a motion to approve as presented.

Councilmembers commented, discussed and asked questions.

A **motion** was made by **Councilmember Gray** and seconded by **Councilmember Stallings** to approve **Unified Development Ordinance Amendments November 2022**.

VOTE: UNANIMOUS (5-0)

[NEW BUSINESS]

NB1 Resignation of Councilmember Cheryl Stallings

A **motion** was made by **Councilmember Mahaffey** and seconded by **Mayor Pro-Tempore Killingsworth** to accept the Resignation of Councilmember Cheryl Stallings.

VOTE: UNANIMOUS (5-0)

NB2 Filling Vacancies - Governing Body

Councilmember Mahaffey, Rules Committee Chair led with the overview of policies and process of how vacancies are filled.

Clerk Coleman gave an overview of the timeline for filling vacancies and processes for more transparency.

Councilmembers commented, discussed and asked questions. Each member expressed their appreciation to Town Clerk Coleman for his hard work in developing this process.

A **motion** was made by **Councilmember Mahaffey** and seconded by **Councilmember Gray** to approve the Policy considering the resignation of Mayor or Member of Town Council.

VOTE: UNANIMOUS (5-0)

A **motion** was made by **Councilmember Mahaffey** and seconded by **Councilmember Gray** to approve the process described by Clerk Coleman and the schedule to fill the coming At Large vacancy on apex.com.

VOTE: UNANIMOUS (5-0)

[UPDATES BY TOWN MANAGER]

Town Manager, Catherine Crosby, provided updates related to the Downtown Design Project at the Senior Center, Farmer's Market winter schedule and the Tree lighting and the Christmas Parade.

[CLOSED SESSION]

A **motion** was made by **Councilmember Gantt**, seconded by **Mayor Pro-Tempore Killingsworth**, to enter into closed session pursuant to North Carolina General Statutes 143-318.11(a) for the item listed below.

VOTE: UNANIMOUS (5-0)

CS1 Laurie Hohe, Town Attorney

NCGS §143-318.11 (6):

"To consider the qualifications, competence, performance, character, fitness, conditions of appointment, or conditions of initial employment of an individual public officer or employee or prospective public officer or employee; or to hear or investigate a complaint, charge, or grievance by or against an individual public officer or employee."

Council entered into closed session at **7:40 p.m.**

Council returned to open session at **9:15 p.m.**

ADJOURNMENT

With no additional business being presented by the governing body, **Mayor Gilbert** adjourned the meeting at **9:15 p.m.**

Jacques K. Gilbert
Apex Mayor

Allen Coleman
Apex Town Clerk

Submitted for consideration and approved on_____.

DRAFT MEETING MINUTES

TOWN OF APEX
REGULAR TOWN COUNCIL MEETING
TUESDAY, DECEMBER 13, 2022
6:00 P.M.

The Apex Town Council met for a Regular Town Council Meeting on Tuesday, December 13, 2022 at 6:00 p.m. The meeting was held on the 2nd Floor of Apex Town Hall located at 73 Hunter Street in Apex, North Carolina.

The 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.
The meeting recording can be viewed at the following link:
https://www.youtube.com/watch?v=1pyZuBCvBn4

[ATTENDANCE]

Elected Body Mayor
Jacques K. Gilbert (*presiding officer*)
Mayor Pro-Tempore Audra Killingsworth
Councilmember Brett Gantt
Councilmember Ed Gray
Councilmember Terry Mahaffey

Town Staff Assistant
Town Manager Catherine Crosby
Town Manager Shawn Purvis
Assistant Town Manager Marty Stone
Town Attorney Laurie Hohe
Town Clerk Allen Coleman

[COMMENCEMENT]

Mayor Jacques K. Gilbert called the meeting to order at 6:00 p.m. and welcomed all attending and those on livestream. He invited the Apex Friendship Elementary School stars to present their school song. He then led all in the Pledge of Allegiance.

[CONSENT AGENDA]

Mayor Gilbert noted that CN9 would be removed from the Consent Agenda and considered separately.

A **motion** was made by **Mayor Pro-Tempore Killingsworth** and seconded by **Councilmember Mahaffey** to approve Consent Agenda withdrawing CN9.

VOTE: UNANIMOUS (5-0)

CN1 Agreement - Spectrum Enterprise Service - Additional Facilities – Continuous Term

Council adopted the Spectrum Enterprise Service Agreement and continue to use Spectrum Voice Services at new town locations such as PSS36, Mason St. building, and Pleasant Park.

CN2 Annexation No. 735 – Hatcher Property – 28.8420 acres

Council adopted 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 10, 2023, on the Question of Annexation - Apex Town Council's intent to annex 28.8420 acres, Hatcher Property, Annexation No. 735 into the Town Corporate limits.

CN3 Annexation No. 740 – 1933 Olive Chapel Road – 3.40 acres

Council adopted 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 10, 2023, on the Question of Annexation - Apex Town Council's intent to annex 3.40 acres, located at 1933 Olive Chapel Road, Annexation No. 740 into the Town Corporate limits.

CN4 Annexation No. 741 – The Townes at the Station – 16.30 acres

Council adopted 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 10, 2023, on the Question of Annexation - Apex Town Council's intent to annex 16.30 acres, The Townes at the Station Planned Unit Development (PUD), Annexation No. 741 into the Town Corporate limits.

CN5 Appointments - Housing Advisory Board

Council approved to reappoint the following non-voting members to the Apex Housing Advisory Board for a term of one year expiring December 31, 2023:

- Mayor Pro-Tempore Audra Killingsworth, Non-Voting Town Councilmember
- Resident Tina Sherman, Non-Voting Planning Board Member

CN6 Budget Ordinance Amendment No. 11 and Capital Project Ordinance Amendment
No. 2023-2 - Humie Olive Road and Blazing Trail - Traffic Signal Design
Council adopted Budget Amendment 11 & Capital Project Ordinance Amendment 2023-2 to appropriate funds for traffic signal design at Humie Olive Rd & Blazing Trail Dr.

CN7 Budget Ordinance Amendment No. 12 and Capital Project Ordinance Amendment No. 2023-3 - Downtown Safe Routes to School & Transit Connections Project
Council adopted Budget Ordinance Amendment 12 & Capital Project Ordinance Amendment 2023-3 to appropriate funds for construction of project BL-0047 (Downtown Safe Routes to School & Transit Connections).

CN8 Development Agreement – DHIC Broadstone Walk LLC
Council adopted a development agreement with Broadstone Walk, LLC with a loan commitment of $1,850,000 to partially fund the construction and permanent financing of a residential development which will consist of a 164-unit multifamily affordable housing apartment complex to be located on 950 South Hughes St., Apex, North Carolina to be known as Broadstone Walk Apartments and authorize the Town Manager with recommendation of the Town Attorney to make minor modifications to the Agreement consistent with the intent and spirit of the Agreement and which do not impact the amount of funding.

CN9 Human Resources (HR) Policy Updates and Budget Ordinance Amendment No. 13 - 2022 Pay Study *(Pending)*
Mary Beth Manville, Human Resources Director
(Removed from Consent Agenda to be considered at a later meeting)

CN10 North Carolina League of Municipalities (NCLM) - Voting Delegate 2023-2024 Council adopted to appoint Councilmember Terry Mahaffey as the Council's voting member for the North Carolina League of Municipalities and Town Manager Catherine H. Crosby as the alternate voting member.

CN11 Resolution - Delegation of Authority to Execute Right of Way (ROW) Encroachment Agreements - North Carolina Department of Transportation
Council adopted a resolution to authorize town manager or her designee to execute Right of Way Encroachment Agreements with North Carolina Department of Transportation.

CN12 Rezoning Case No. 21CZ27 Tingen Road Residential - Set Public Hearing
Council adopted to set the Public Hearing for the January 10, 2023 Town Council meeting regarding Rezoning Application #21CZ27 Tingen Road Residential. The applicant, Jeff Roach for Peak Engineering and Design, PLLC, seeks to rezone approximately 2.27 acres from Residential Agricultural (RA) to High Density Multi-Family - Conditional Zoning (HDMF-CZ). The proposed rezoning is located at 1010 Tingen Road.

CN13 Rezoning Case No. 22CZ12 Hatcher Property Rezoning - Set Public Hearing
Council adopted to set the Public Hearing for the January 10, 2023 Town Council meeting regarding Rezoning Application #22CZ12 Hatcher Property Rezoning and Ordinance. The applicant, Joseph Iannone, JVI Building & Development, Inc, seeks to rezone approximately 28.84 acres from Wake County Residential-80W District (R-80W) to Rural Residential-Conditional Zoning (RR-CZ). The proposed rezoning is located at 0 & portion of 3100 Olive Chapel Road.

CN14 Rezoning Case No. 22CZ17 The Townes at the Station PUD - Set Public Hearing
Council adopted to set the Public Hearing for the January 10, 2023 Town Council meeting regarding Rezoning Application #22CZ17 The Townes at the Station PUD and Ordinance. The applicant, Charm City Developers, LLC, seeks to rezone approximately 16.39 acres from Wake County Residential-40 District (R-40W) to Planned Unit Development-Conditional Zoning (PUD-CZ). The proposed rezoning is located at 0 Richardson Road; 0 & 3261 Olive Farm Road.

CN15 Rezoning Case No. 22CZ20 The Preserve at Holt - Set Public Hearing
Council adopted to declare one (1) badge and (1) service weapon (Glock Model 17 9mm handgun, Serial Number XTA-818) as surplus property; and, award to Retiring Sgt. Raymond Riveria who retired from the Apex Police Department effective November 30, 2022.

CN16 Surplus Badge and Service Weapon - Retiring Sgt. Raymond Riveria
Council adopted to set the Public Hearing for the January 10, 2023 Town Council meeting regarding Rezoning Application #22CZ20 The Preserve at Holt. The applicant, EarthCentric Engineering Inc., seeks to rezone approximately 4.9263 acres from Rural Residential (RR) to Medium Density Residential-Conditional Zoning (MD-CZ). The proposed rezoning is located at 1305 Holt Road.

CN17 Tax Report - October 2022
Council adopted the Apex Tax Report dated November 01, 2022.

CN18 Temporary Suspension of Residential Time of Use (TOU) Rate Council adopted temporary suspension of time of use rate option for residential customers until new AMI (Automated Meter Reading) system is installed.

CN19 Unified Development Ordinance (UDO) Amendments - January 2023
Council adopted to set the Public Hearing for the January 10, 2023 Town Council meeting regarding various amendments to the Unified Development Ordinance (UDO).

CN20 Unified Development Ordinance (UDO) Amendments - November 2022
Council adopted the Statement of the Apex Town Council pursuant to G.S. 160D-605(a) addressing action on the Unified Development Ordinance (UDO) Amendments of November 29, 2022.

[PRESENTATIONS]

PR1 Economic Development Strategic Plan Presentation

Joanna Helms, Director, Department of Economic Development, introduced Chrystal Morphis with Creative Economic Development Consulting.

Ms. Morphis provided a PowerPoint presentation to provide an overview of the Economic Development Strategic Plan.

PR2 S-Line Transit Oriented Development (TOD) Study Briefing

Scott Curry, Associate Planner/Urban Designer with Kettleson and Associates provided a PowerPoint presentation of an update on the S-Line Transit Orientation Study.

Councilmembers commented, discussed and asked questions at the conclusion of the presentation.

[REGULAR MEETING AGENDA]

A **motion** was made by **Councilmember Gantt**, seconded by **Councilmember Gray** to set the regular meeting agenda, as presented.

VOTE: UNANIMOUS (4-0)

[PUBLIC FORUM]

Mayor Gilbert opened the public forum comment period and provided instructions related to the process. The following individuals spoke during the public forum and a brief description of their remarks are noted below each name:

1. Elizabeth Stitt – 3113 Friendship Road, Apex, NC
    a. Economic Development Strategic Plan – Community Values for Apex
    b. Strengths – Recreational Facilities
    c. Weaknesses – Tourism and Transportation

[PUBLIC HEARINGS]

PH1 Public Art - "Blackbird Circle" Sculpture Purchase and Relocation

Taylor Wray, Special Events Coordinator, Department of Parks, Recreation, and Cultural Resources, Town liaison for the Public Art Committee provided a PowerPoint presentation providing an overview of Public Art - "Blackbird Circle" Sculpture Purchase and Relocation.

Councilmembers commented and asked questions at the conclusion of the presentation.

Mayor Gilbert opened up public hearing for the above-mentioned item (PH1). With no one signed up to speak he closed the public hearing and brought it back to Council for discussion and a possible motion.

A **motion** was made by **Councilmember Gant** and seconded by **Mayor Pro-Tempore Killingsworth** to approve the Public Art - "Blackbird Circle" Sculpture Purchase and Relocation.

VOTE: UNANIMOUS (4-0)

[NEW BUSINESS]

NB1 At-Large Council Vacancy – Process Update

Allen Coleman, Town Clerk gave an update on the At-Large Council vacancy from Cheryl Stallings' resignation as a result of her winning the Wake County Board of County Commissioners election and the process and timeline.

Councilmembers commented and asked questions at the conclusion of the presentation.

[UPDATES BY TOWN MANAGER]

Town Manager, Catherine Crosby, provided an update related Employee Recognition representing over 800 hours of service to the Town of Apex and congratulating Mr. Mike Boyd in the IT Department as employee of the year.

[CLOSED SESSION]

A **motion** was made by **Mayor Pro-Tempore Killingsworth**, seconded by **Councilmember Gantt**, to enter into closed session pursuant to North Carolina General Statutes 143-318.11(a) for the item listed above.

VOTE: UNANIMOUS (4-0)

Council entered into closed session at **7:01 p.m.**

CS1 Laurie Hohe, Town Attorney

NCGS §143-318.11 (6):

"To consider the qualifications, competence, performance, character, fitness, conditions of appointment, or conditions of initial employment of an individual public officer or employee or prospective public officer or employee; or to hear or investigate a complaint, charge, or grievance by or against an individual public officer or employee."

CS2 Jacques K. Gilbert, Mayor

NCGS §143-318.11 (6):

"To consider the qualifications, competence, performance, character, fitness, conditions of appointment, or conditions of initial employment of an individual public officer or employee or prospective public officer or employee; or to hear or investigate a complaint, charge, or grievance by or against an individual public officer or employee."

Council returned to open session at **8:05 p.m.**

A **motion** was made by **Mayor Pro-Tempore Killingsworth**, seconded **Councilmember Mahaffey** to include in the Legislative Agenda for the Apex Town Clerk to report directly to and answer to the Apex Town Council.

VOTE: UNANIMOUS (4-0)

ADJOURNMENT

With no additional business being presented by the governing body, **Mayor Gilbert** adjourned the meeting at **8:05 p.m.**

Jacques K. Gilbert
Apex Mayor

Allen Coleman
Apex Town Clerk

Submitted for consideration and approved on_____.

TOWN OF APEX
REGULAR TOWN COUNCIL MEETING
TUESDAY, OCTOBER 14, 2025
6:00 PM

The Apex Town Council met for a Regular Town Council Meeting on Tuesday, October 14th, 2025 at 6:00 PM in the Council Chambers at 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. The recording of this meeting can be viewed here: https://www.youtube.com/watch?v=8KlKrLZhHwE&t=1s

[ATTENDANCE]

Elected Body

Mayor Jacques K. Gilbert (presiding)
Mayor Pro Tempore Ed Gray
Councilmember Audra Killingsworth
Councilmember Terry Mahaffey
Councilmember Brett Gantt
Councilmember Arno Zegerman

Town Staff

Town Manager Randy Vosburg
Deputy Town Manager Shawn Purvis
Assistant Town Manager Marty Stone
Assistant Town Manager Demetria John
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 welcomed all who were in attendance and watching. He then led all in attendance in a recitation of the Pledge of Allegiance. He then invited Eddie Mullins, Pastor of Summit Church and member

of the Public Safety Chaplain team to lead in the invocation. He then recognized Lisa Montoya, with the Parks and Recreation Advisory Board, who was in attendance.

[CONSENT AGENDA]

Mayor Gilbert asked for clarification on Consent Item 14.

Town Manager Vosburg asked Marla Newman, Community Development and Neighborhood Connections Director, to come up to give clarification.

Director Newman said that there had been discussions with Fiesta Cristiana about the possibility of a collaboration. She said that the item on the agenda is the initial part of how to potentially co-develop the parcel to create an opportunity for a facility to be built that could provide potential office space for the organization, if Fiesta Christiana would be able to work in agreement with Dorcas Minaistries which would be the lead developer of that facility, and there had also been discussions with Dorcas Minaistries about this.

Mayor Gilbert asked if the Legion or Veterans Services would be included in this arrangement.

Director Newman said they have discussed with Wake County locating some Veterans Services and other Social Support services through these organizations at this facility.

A **motion** was made by **Councilmember Gantt,** seconded by **Councilmember Zegerman,** to approve the Consent Agenda as presented.

VOTE: UNANIMOUS (5-0)

CN1 Advisory Board Attendance Reports 2025 - Quarter 3

Council voted to receive and accept the resident advisory board attendance reports for quarter three (3), which includes January through September, of calendar year 2025.

CN2 Agreement – Data Voice International – Maintenance Agreement for Continued Outage Management Software Support for Water and Electric Systems – through June 30, 2026 (REF: CONT-2025-356)

Council voted to approve and ratify an agreement between Data Voice International and the Town of Apex for continued outage software management support for water and electric systems, through June 30, 2026, and authorize the Town Manager or their designee to execute the agreement on behalf of the Town.

CN3 Agreement - North Carolina Department of Transportation (NCDOT) - Traffic Review and Inspection Agreement - West Williams Street Signals (REF: CONT-2025-357)

Council voted to approve a Traffic Review and Inspection Agreement between the North Carolina Department of Transportation (NCDOT), to review and inspect signal modifications on West Williams Street, and to authorize the Town Manager, or their designee, to execute on behalf of the Town.

CN4 Agreement - Wake County Government - Emergency Management Mutual Aid Agreement - Effective October 14, 2025 (REF: CONT-2025-358)

Council voted to approve an Emergency Management Mutual Aid Agreement between Wake County Government and the Town of Apex to ensure prompt and efficient response during disasters or emergencies and provide terms and conditions for participating in coordinated sharing of resources, effective October 14, 2025, and authorize the Town Manager, or their designee, and the Town Attorney to execute on behalf of the Town.

CN5 Agreement Multi-Year - Spectrum Enterprise Agreement - Increased Town Network Services - Effective October 14, 2025 through October 13, 2028 (REF: CONT-2025-359)

Council voted to approve a Multi-Year Spectrum Service Agreement between the Town of Apex and Charter Communications Operating, LLC aka "Spectrum", effective October 14, 2025 through October 13, 2028, for covering town network service needs, and to authorize the Town Manager, or their designee, to execute on behalf of the Town.

CN6 Agreement Multi-Year - Wake County Government - Establishing Terms and Conditions for Data Sharing between Wake County and Town of Apex for Exchange of Emergency Medical Services - October 1, 2025 through September 30, 2028 (REF: CONT-2025-360)

Council voted to approve a multi-year agreement between Wake County Government and the Town of Apex which establishes terms and conditions for data sharing between Wake County and the Town of Apex, focusing on the exchange of health information for emergency medical services, effective October 1, 2025 through September 30, 2028, and authorize the Town Manager, or their designee, to execute on behalf of the Town.

CN7 Agreement Ratification - Central Square Technologies LLC - Cloud Based CAD-to-CAD Software Solution - Service Extension through June 11, 2026 (REF: CONT-2025-361)

Council voted to ratify an oral agreement with CentralSquare Technologies, LLC and the Town of Apex, to provide cloud-based CAD-to-CAD software solutions, and for the continuation of services through June 11, 2026, and authorize the Town Manager, or their designee, to execute on behalf of the Town.

CN8 Agreement Ratification - Checkmate Government Relations LLC - State Lobbying Services - Fiscal Year 2026 (REF: CONT-2025-362)

Council voted to ratify an oral agreement with CentralSquare Technologies, LLC and the Town of Apex, to provide cloud-based CAD-to-CAD software solutions, and for the continuation of services through June 11, 2026, and authorize the Town Manager, or their designee, to execute on behalf of the Town.

CN9 Agreement Ratification - WakeMed - Mobile Wellness Vehicle - Effective July 1, 2025 through June 30, 2026 (REF: CONT-2025-363)

Council voted to ratify an oral agreement with WakeMed and the Town of Apex, effective July 1, 2025 through June 30, 2026, to provide onsite mobile clinical services, and authorize the Town Manager, or their designee, to execute on behalf of the Town.

CN10 Capital Projects Ordinance Amendment No. 2026-2 – Salem Streetscape Project (REF: ORD-2025-069)

Council voted to approve a Capital Project Ordinance No. 2026-2 appropriating funds for the Salem Streetscape project.

CN11 Council Meeting Minutes – Various

Council voted to approve Meeting Minutes from the following meetings:
July 19, 2022 – Special Town Council Meeting Minutes
September 09, 2025 – Regular Town Council Meeting Minutes
September 16, 2025 – Town Council Work Session Meeting Minutes

CN12 Encroachment Agreement – Depot 499 Owners Association – Install Grass Pavers in Town Right-of-Way (REF: CONT-2025-364)

Council voted to approve an Encroachment Agreement between the Town of Apex and property owner: Depot 499 Owners Association, Inc. regarding the Wake County Subdivision known as Depot 499, to encroach at locations of Aspen River Lane and Poe Farm Avenue, for the purpose of installing Grass Pavers, and authorize the Town Manager, or their designee, to execute on behalf of the Town.

CN13 Fee-In-Lieu of Land Dedication - The Groves at West Village - $2,858.65 SF/unit

Council voted to approve a payment of Fee-In-Lieu (FIL) of dedication for The Groves at West Village Residential MSP at the 2025 rate of $2,858.65 Single Family Attached unit.

CN14 Memorandum of Understanding MOU between County of Wake, Christian Community in Action dba Dorcas Ministries, and Town of Apex - S. Hughes Street Development (REF: CONT-2025-365)

Council voted to approve a Memorandum of Understanding (MOU) between the County of Wake, North Carolina, Christian Community in Action, Inc. d/b/a Dorcas

Ministries, and the Town of Apex, to collaborate together to plan for the development and use of the South Hughes Street property in a manner that advances the purposes and goals of the parties to serve the residents of Apex, and authorize the Town Manager or their designee to execute on behalf of the Town.

CN15 Resolution - Authorizing the Adoption of the Revised Wake County Emergency Operations Plan (REF: RES-2025-057)

Council voted to adopt a resolution authorizing the adoption of the Revised Wake County Emergency Operations Plan, which supersedes RES-2015-009 adopted on February 3, 2015.

CN16 Resolution - Delegating Authority to Negotiate, Award, Approve, and Execute Contracts and Other Instruments (REF: RES-2025-058)

Council voted to approve Resolution Delegating authority to Negotiate, Award, Approve, and Execute Contracts and Other Instruments.

CN17 Rezoning Case No. 25CZ07 – 1211 Old Raleigh Road - Statement and Ordinance (REF: ORD-2025-070)

Council voted to approve the Statement of the Town Council and Ordinance for Rezoning Application No. 25CZ07, Dan Morse, ODG 87, LLC., applicant, for the property located at 1211 Old Raleigh Road (PIN 0742822598).

CN18 Rezoning Case No. 25CZ08 – Veridea Expansion 3 - Statement and Ordinance (REF: ORD-2025-071)

Council voted to approve the Statement of the Town Council and Ordinance for Rezoning Application No. 25CZ08, Todd Rechler, RXR Realty, petitioner, for the properties located at 1712 & 1716 E Williams Street (PINs 0740992632 & 0740990489).

CN19 Rezoning Case No. 25CZ09 – Jessie Drive Industrial - Statement and Ordinance (REF: ORD-2025-072)

Council voted to approve the Statement of the Town Council and Ordinance for Rezoning Application No. 25CZ09, Gray Harrell, applicant, for the property located at 0 E Williams Street (PIN 0751201670).

CN20 Surplus Badge and Service Weapon - Former Apex Police Sergeant Deborah Hansen

Council voted to declare one (1) badge and (1) service weapon (Glock Model 17 9mm handgun, with S/N Serial Number XTA-771) as surplus property, set the price for such weapon to be $1.00 (One Dollar); and, award the stated badge and service weapon to Former Apex Police Sergeant Deborah Hansen who retired from the Apex Police Department effective October 1, 2025.

CN21 Tax Report - August 2025 (REF: OTHER-2025-083)

Council voted to approve the Apex Tax Report dated September 25, 2025.

[REGULAR MEETING AGENDA]

A **motion** was made by **Councilmember Killingsworth,** seconded by **Mayor Pro-Tempore Gray,** to set the Regular meeting agenda as presented.

VOTE: UNANIMOUS (5-0)

[UPDATES BY TOWN MANAGER]

Town Manager Vosburg gave the following updates:

WalletHub Ranking*:* Apex named in the top 1% of small cities in the U.S., #1 in North Carolina and #3 nationally among towns of 25,000–100,000 residents. Recognition is attributed to 45 quality-of-life metrics.
Economic Development & Tourism: Apex to be featured in Our State Magazine's "Tar Heel Towns" section, marking its first statewide tourism marketing effort by Apex's Economic Development to promote the town and increase tourism. The article will be coming out again in the Our State magazine in May and June 2026.
Olive Chapel Road project remains on schedule for January 2026 opening. He commended DOT for strong partnership and continued commitment.
Community Events (October Highlights)

- **Tour of Frights:** Oct. 11–31, community Halloween displays with two routes, orange & purple maps available.
- **Peak Plan 2055 Public Forums:**
  - Oct. 22 at Hope Community Church, 4:30–6:30 pm.
  - Oct. 23 at Town Hall, 4:30–6:30 pm.
- **Scarecrow Row:** Oct. 23–31, Apex Community Park.
- **Goblin's Groove Family Dance:** Oct. 25, 5–7 pm, Halle Cultural Arts Center.
- **Spooky Trails:** Oct. 29, 5–7 PM, Apex Nature Park, donations to benefit Wake County Animal Shelter and if you donate you will receive a raffle prize ticket.
- **Early Voting:** Oct. 25–Nov. 1 at John M. Brown Community Center. Sat: 8 am–3 pm, Sun: 1 pm–6 pm, Mon–Fri: 11 am–6 pm, Nov 1: 8 am –3 pm.
- **Public Budget Survey** open until Dec. 1 at apexnc.org/153/budget.

- **Utilities Update -** Statistics and information will be in the FAQs and on Apex's website.

- **Missed Reads:** <1% (≈0.75%).
- **Customer Calls:** SEW service calls dropped from 2,000 in July and decreased to 806 in Sept.
- **Cycle Lengths:** 29–31 days, now stabilized.
- **Variance Report:** There will be variances each time a report is ran at this time there is a 93% of variances in last cycle favored customers and there is improvement.
- **Ask Apex Performance:**
    - 89% of calls were resolved without escalation.
    - Wait times significantly decreased, down to 1–2 minutes.
    - Excellent performance noted during Customer Service Week.

Customer Service Log – calls that are not answered in Ask Apex go to this log.

- 46% of backlog resolved; 497 customers with issues that are being worked through. With over 30,000 customers there are 1% to 2% with unresolved issues.
- Additional staff training underway, especially on budget billing and solar customer issues. Continuous improvements observed daily.

Third-Party Audit with Barry Dunn: There are 98% of 180 customer reviews completed with approximately 120 letters sent out. There are less than 15 cases remaining under special review. In 89% of cases reviewed the customer owed Apex, and in 11% of cases Apex owed the customer. The average amount due to Apex was $36.09 and average amount owed to customers was $12.05.

Mayor Gilbert asked if information was available for the numbers on reconciling with customers and their bills.

Town Manager Vosburg said that there are no concrete numbers on how many are satisfied with the resolution but that information should be available in the next few weeks.

Mayor Gilbert thanked Town Manager Vosburg for the update and moved to Presentations.

[PRESENTATIONS]

PR1 Proclamation - Apex Lion's Club Recognition (REF: PRO-2025-039)

Mayor Gilbert, along with the Town Council, read the Proclamation Honoring the Apex Lion's Club. He invited the Apex Lion's Club members up to receive the proclamation and take pictures.

A Lion's Club member thanked the town and invited all to visit and become a member. He said that they were the longest serving community civic organization in Apex.

PR2 Proclamation - Cyber Security Awareness Month - October 2025 (REF: PRO-2025-040)

Mayor Gilbert, along with the Town Council, read the Proclamation recognizing Cyber Security Awareness Month. He then invited Erika Sacco, IT Director Erika Sacco and Conrad Sain, IT Manager, to receive the proclamation and take pictures.

Mr. Sain said to change your passwords, don't click on links, and talk to your family about not buying gift cards.

PR3 Proclamation - Domestic Violence Awareness Month - October 2025 (REF: PRO-2025-041)

Mayor Gilbert, along with the Town Council, read the Proclamation for Domestic Violence Awareness Month. He invited Danica Coleman, Victim Advocate II and Detective Crystal Byrd to receive the proclamation and take pictures.

PR4 Proclamation - Down Syndrome Awareness Month 2025 - October 2025 (REF: PRO-2025-042)

Mayor Gilbert, along with the Town Council, read the Proclamation for Down Syndrome Awareness Month 2025. He invited Dylan Kinlaw, Nick Salcedo and families to receive the proclamation and take pictures.

[PUBLIC FORUM] (Note: to view Public Forum and Public Hearing Sign in Sheets, see **OTHER-2025-085)**

Mayor Gilbert opened Public Forum and called the first speaker.

First speaker was **Tom Colhoun** of 903 Ambergate Station:

"Based on my understanding of the statistics that were just read, I must be the 1% that's having problems with my utility bill. Ever since July, I have had a past due amount that has been carried on since then all the way to the new October bill which I just received. And the exact same amount continues to go down the line every month.
Now, it may not be a crisis to you, but my concern is every month Experian and all the rest of the credit places drop my credit score because I have a continual unpaid bill and it affects me. So, it may not be a big deal to y'all, but it's a big deal to me, and I've even got the cancelled check from my bank that has the Town of Apex deposited it back in July, and here it is. So why in the world do I continually get charged every month, including this month, for a past due bill that affects me, and y'all have gotten the money? And I'll be glad to give this to whoever wants to take a look at it, but it's the check from the bank, and it's endorsed by the Town. Yeah, that's all I've got to say."

Mayor Gilbert thanked the speaker and called the next speaker.

Next to speak was **Michelle O'Connor** of 3413 Jordan Shires Drive:

"So, good evening. Last Monday at the Wake County Commissioners meeting, a couple from Wake Forest spoke during the public forum about a problem that no one else was willing to solve. Despite an unprecedented level of growth and development in their area, their road remains a dirt road, and the amount of dirt kicked up by all the cars and trucks is keeping them indoors. They literally cannot breathe when they go outside. Their remarks were shocking to the commissioners, so much so that Susan Evans felt compelled to speak up despite having reminded everyone an hour earlier that the commissioners do not respond to public comment during the meeting, and she assured them that there would be follow-up action. To be clear, I don't expect council to break that tradition tonight, though I do commend you for doing so just now. But the experiences of the couple of Wake Forest left me with concerns for Apex regarding the potential and amount of air pollution we will experience if the data center is allowed to be built

as it is currently proposed. The developer proposes diesel generators as backup power for the data center, and these will need to be tested regularly. Though large-scale data centers are still relatively new, we know that diesel generators, regardless of what they are attached to, produce significant quantities of air pollutants, including nitrogen oxide, sulfur oxide, carbon monoxide, and particulate matter. Air pollutants are silent killers. In 2021, air pollution was responsible for 8.1 million deaths, where at least half of those were attributed to outdoor exposure to fine particulate matter, which is defined based on the size of less than 2.5 microns in diameter. These particulates are a unique threat as they not only are capable of penetrating lung and olfactory tissues but are small enough to cross the blood-brain barrier. There is no exposure level that is considered safe, just levels considered acceptable, which is currently nine micrograms per meter cubed. This was recently decreased due to recommendations from the WHO and EPA in an effort to reduce the potential for health problems and increase overall quality of life. And while it would be wrong of me to ignore that North Carolina has made significant efforts in increasing air quality for its citizens, the chronic intermittent release of pollutants, especially fine particulate matter from the data center diesel generators, will threaten that achievement and our health along with it. The scientific literature concerning fine particulate matter and effects on health is significant. First, let's address the things we innately think of. Exposures to these particulates increase frequency and severity of asthma attacks, increase the likelihood of development of respiratory illnesses like pneumonia, negatively affect chronic conditions like COPD, and can lead to the development of lung cancer. However, exposure and impact don't stop at our lungs. Exposure to fine particulate matter is associated with increased risk for development of cardiovascular disease, diabetes, obesity, breast, ovarian, and colorectal cancers, as well as neurodegenerative diseases such as Alzheimer's disease. In elementary school age children, exposure to fine particulate matter is associated with changes in brain architecture, which has further impact on cognition and emotion. When pregnant women are exposed, there are multiple risks to the fetus, which include altered or underdeveloped respiratory, nervous, and metabolic systems, preterm birth, and even fetal death. In a nod to our eventual children's hospital CEO, Dr. Leslie Burks, a world-class pediatric allergist with an extensive research background in peanut allergy, I would also like to note that early life exposure to fine particulate matter is also associated with both the prevalence and persistence of peanut allergy in children. Now, as a scientist with a background in genetics and immunology, I am the first to admit that association and correlation are not causation, and that the length of time and amount of

exposure to fine particulate matter are likely to vary across studies. But as I stated earlier, there are no safe exposure levels, just acceptable levels that the data center will likely exceed during testing. Furthermore, the exposure will be repeated. These tests are not one and done, they happen at a given frequency, and the more we are exposed over time, the greater the likelihood that these risks become realities. There simply isn't enough time to review all the scientific studies and data with everyone tonight, but I do want to share some general biological mechanisms associated with fine particulate matter that we do know, as well as some interesting findings. First, fine particulate matter can generate excessive reactive oxygen species and free radicals within cells, which is responsible for damage to the cardiovascular system, respiratory system, and can induce carcinogenesis. Oxidative stress also promotes inflammatory signaling that can become systemic, which can also drive development and exacerbation of asthma, COPD, and diabetes. Fine particulate matter can interact with our DNA and alter expression of our genes. When these particles bind to DNA, this can break the two strands and lead to abnormal rearrangements of the DNA, which is a hallmark of cancer development, particularly lung cancer. The particulates can also interfere with factors responsible for turning our genes on and off, and these changes, which we call epigenetic changes, are implicated in pretty much every disease you can think of and happen to be a central component of my doctoral work. Finally, a single short exposure to fine particulate matter does affect the body and takes longer to resolve than it did to initially react. In mouse models, exposure to fine particulate matter for several days resulted in activation of inflammatory pathways and genes in the brain, resulting in behavioral changes such as increased food consumption. Despite the short exposure, it took 12 weeks for the behaviors and the inflammatory gene expression to return to normal. Based on literature searches in PubMed, there are over 10,000 publications concerning fine particulate matter and its impact on some element of our health. I won't claim to have even made a dent in reviewing everything, but I do feel comfortable saying that the takeaway message is that there is nothing good for our bodies that comes from any increase in exposure. And keep in mind, my remarks only account for one of the many pollutants we will be exposed to with diesel generators and do not account for pollutants via other sources such as the cooling towers and the materials associated with the building of the data center. Responsible growth means looking at the bigger picture and objectively asking how the benefits offset the risks. We understand that the tax revenue in Apex is disproportionately generated via its residents compared with everything else. However, the revenue that could be gained here is likely to result in a new burden

for taxpayers, increased health care costs, and perhaps even the loss of opportunity to enjoy things our tax dollars currently go toward, like development of the greenways or downtown, because they will need to shelter indoors when the air quality gets too poor. If the data center is to be built at all, Apex citizens deserve better than tier 3 diesel generators. The town should request that the developer utilize natural gas or even hydrogenated vegetable oil, which is surprisingly more of an industry standard than any of us realized. The town should also limit the amount of time any emergency generator is allowed to operate, mandate strict testing to ensure any emissions remain below state DEQ limits and should request modeling studies to determine the extent of potential emissions prior to any votes or approvals. I have heard multiple times that the decision, or really decisions, concerning the data center are not just about what is good for New Hill but what is good for all of Apex, and I couldn't agree more, because we know that this air pollution won't just be a cloud over our communities in New Hill. It will affect the entire town and beyond. This includes those who enjoy riding their bikes or taking a walk on our many greenways and our children who want to and really do need to run outside during recess, and it will even eventually affect the patients and their families coming near and far to our world-class children's hospital. I have said it before and I will repeat it now, the quality of our lives must be prioritized above all else, because how else do we achieve the peak of good living? And with that, I'd also like to point out that tonight we recognized Down Syndrome Awareness Month. How are we recognizing innate chromosomal disorders, but we're willing to generate new ones via exposure to fine particulate matter? I leave you with that food for thought. Thank you."

Mayor Gilbert thanked the speaker and called the next speaker.

Next to speak was **Elizabeth Stitt** of 3113 Friendship Road:

"Good evening. So, I have been spending my spare time going back through the voting records for the last couple of years. I plan to go the previous eight, but I'm only in four. And the thing that really stood out to me is how many of these decisions were made in silos, and what I mean by that is when you go back and you look at each of these zoning packages, it's not in context with what's around it. So, when we talk about the data center tonight, you're just talking about the data center. You're not talking about what's happening in Holly Springs one mile away, we're not talking about what's happening in Chatham County one mile away. We make decisions in Apex based on a silo. We need to sit down and have collaborative discussions with

our neighbors and say, "Okay, you know, Holly Springs has this pollution, Chatham has this pollution, Apex has this pollution. What is the cumulative effect?" We need to be having regional discussions that we're not having, whether it's pollution, water, sewer, roadways, we're all growing into each other's space, but yet that collaboration is not occurring. When was the last time, was there a regional public meeting? There's never been one for us as a community. Never. No one has ever said, "Okay, Mayor of Apex and Holly Springs and Cary," and we all sit down and have discussions. We're growing at a pace that we're going to have a train wreck. It is obvious looking at the voting record and all the conversation about how little land is left to develop, and we've got to squeeze as much as we can get in there. That's not okay. We don't have enough water. We don't have enough roads. We don't have enough sewer and we're not having discussions about what's Veridia bringing. A lot of that is speculative. We don't know yet. There's going to be development that they're going to bring in. Holly Springs has some. We don't have enough resources. So, we all need to sit down and have this conversation as a community, not in these one-off, one-off, and one-off rezonings, because we hear all the time the staff come up and say this is in the public interest, and I ask the question, how do you measure the public interest? Is it revenue? Is it how many cars? And I was told there is no actual formula. They look at the project and they say, "Hey, it fits our UDO, so it's in the public interest and we're going to go vote for it." That's no longer okay. We need to become more sophisticated about what we're doing. So, I ask you to think about setting up some type of regional meeting so that we can really talk about regional issues. Thank you."

Mayor Gilbert thanked the speaker and called the next speaker.

Next to speak was **Dawn Cozzolino** of 3632 Bosco Road:

"Good evening. I submitted a public records request because there is no public information about the Peak Plan 2055 task force. North Carolina law ensures transparency, the Public Records Law 132.1 gives residents the right to inspect government records, and the Open Meetings Law 143-318.9 requires meetings to be open and accurately documented. These laws let citizens see how decisions are made and how the money is spent. Peak Plan 2055 will guide a long-term Apex future and planning process. A task force was appointed to advise the council, but no public notices, agendas, meetings, or contracts are available. On June 24th, 2025, the task force appeared in the consent agenda as CN18, a mechanism normally reserved for routine items such as meeting minutes, not

major policy decisions or high-cost contracts. Yet, the task force creation and consultant contract were never openly discussed, and no town clerk minutes exist. Apex entered into a contract with Nealon Planning on April 30th, 2025, for nearly half a million dollars, two months before the June consent agenda even mentioned it. The public never saw or discussed the contract. So, how did Apex approve a contract the public isn't allowed to review? The second task force meeting was a kickoff on September 22nd, 2025, appointed 12 seats, including Councilman Terry Mahaffey, a developer, a land-use attorney, and board appointees, but only one ETJ planning representative. Were legal notices provided? The public, including affected property owners, was excluded from these early decisions of the task force selection, plan scope, and the April contract. Terry Mahaffey's role creates a potential conflict of interest. He is serving as a member, even as an alternate, on the Capital Area Metropolitan Planning Organization Technical Advisory Committee, which advises on transportation and federal funding related to Peak Plan 2055. Holding both roles creates a position of divided loyalty inconsistent with the impartiality expected of a task force member. This is a documented fact available at ethicsei.nc.gov/tools. You can look it up by last name. Our state constitution reminds us of why transparency matters: Article 1, Section 2, Sovereignty of the People; Article 1, Section 19, Equal Protection and Due Process. Thank you."

Mayor Gilbert thanked the speaker and called the next speaker.

Next to speak was **Fran Hudson** of 5524 Rex Road:

"All right, I'm bringing my civics project from fifth grade. So basically, I wanted to outline where the authority comes from for the town. So basically, Almighty God, our constitution, our North Carolina constitution, does say, you know, the people are giving basically credit to Almighty God that gave us the powers to create. So, the people then created the Declaration of Independence and then the North Carolina Constitution. The Declaration of Independence established that division from any ruler, so we are not under a ruler. So, the structure of government that we have is a representative government. So, our North Carolina Constitution, we set aside our rights in Article 1, Section, all the 38, I think, as sections within Article 1 to protect those rights of the people and to remind everyone in government what those rights are. Article 7 covers local governments and how they're to be created, and Article 8 is for corporations, which local government is also a public corporation. A smaller group of people in 1783 decided to put together the Town Charter of Apex. So, these, from the people, you're getting the authority to be able to serve the people. It

created those Officer positions and allowed you to serve the town, and then the people that run for office are asking to serve in a government position, and they take an oath, which I've mentioned before, to serve the people. The people entrusted the town to manage the public business and allowed for the creation of the ordinances, the policies, procedures and all of those have to be pursuant to the constitutions, both North Carolina and the United States Constitution. An example of that town law is the Unified Development Ordinance. So commercial entities, developers, come and they apply, they're asking permission to be able to do the things they want to do. The development services committees and boards, they're all tasked with scrutinizing these applications to determine if they abide by all the laws of the state and respect the rights of the people. Then the people of all the states came together in 1787, and we formed our republic. We are a representative republic with a democratic form of government. The Article 6, Section 3 of the United States Constitution pulls everything together, and it says this, the supreme law of the land to which all government, state and federal, is subject. It doesn't say the people are subject to it, it is the government that is subject to these laws, all of them. So, God gave us the rights, the powers to create. We said we want this for us. We want this protection. That's what it all means. That's how it all fits together."

Mayor Gilbert thanked all of the speakers, closed Public Forum and moved to New Business.

[NEW BUSINESS]

NB1 Appointments – Board of Adjustment (BOA)

Allen Coleman, Town Clerk said that there were three recommended actions. The first is to move William Hollenbeck from alternate two to alternate one, the second recommendation is to move Heidi Marie Cico from alternate three to alternate two, and then there was one vacancy for the alternate three position and Casey Angel is being recommended for appointment to that seat.

A **motion** was made by **Councilmember Gantt** and seconded by **Councilmember Killingsworth** to make the following appointments to the Board of Adjustment: move William Hollenbeck from alternate two to alternate one, move Heidi Marie Cico from alternate three to alternate two, and to appoint Casey Angel as alternate three.

VOTE: UNANIMOUS (5-0)

NB2 Appointments – Board of Adjustment (BOA) – Vice-Chair

Allen Coleman, Town Clerk, said the Vice-Chair role was vacant and at the meeting in September the board recommended unanimously William Hart to fill that position, the Mayor also supports that recommendation.

A **motion** was made by **Mayor Pro-Tempore Gray** and seconded by **Councilmember Killingsworth** to approve the appointment of William Hart as Vice-Chair of the Board of Adjustment.

VOTE: UNANIMOUS (5-0)

NB3 Appointments – Culture and Arts Advisory Board (CAAB)

Allen Coleman, Town Clerk, said there is a possible motion to appoint two corporate limit residents to the Culture and Arts Advisory Board, the recommended candidates are Perry Ambrose and Aaron Barnes.

A **motion** was made by **Councilmember Zegerman** and seconded by **Councilmember Gantt** to appoint Perry Ambrose and Aaron Barnes to the Culture and Arts Advisory Board.

VOTE: UNANIMOUS (5-0)

NB4 Appointments – Environmental Advisory Board (EAB)

Allen Coleman, Town Clerk said there was a vacancy in the voting youth position and one vacancy for a regular member over 18 years of age. He said the Mayor has recommended for the youth position Dhvani Joshi and for the regular seat Sandra Villasenor.

A **motion** was made by **Mayor Pro-Tempore Gray** and seconded by **Councilmember Zegerman** to appoint Dhvani Joshi to the Environmental Advisory

Board as the voting youth representative, and to appoint Sandra Villasenor to the Environmental Advisory Board as a regular member.

VOTE: UNANIMOUS (5-0)

NB5 Appointments – Multimodal Transportation Advisory Board (MTAB)

Allen Coleman, Town Clerk said there were two actions requested: The first being to appoint two corporate limit residents over the age of 18 to the Multimodal Transportation Advisory Board, with the recommendations being Jennifer Ahler and Elizabeth Brunner.

A **motion** was made by **Councilmember Zegerman** and seconded by **Mayor Pro-Tempore Gray** to appoint Jennifer Ahler and Elizabeth Brunner to the Multimodal Transportation Advisory Board.

VOTE: UNANIMOUS (5-0)

Town Clerk Coleman said Samiksha Kadari was the Mayor's recommendation for the youth position.

A **motion** was made by **Mayor Pro-Tempore Gray** and seconded by **Councilmember Gantt** to appoint Samiksha Kadari as the voting youth representative to the Multimodal Transportation Advisory Board.

VOTE: UNANIMOUS (5-0)

NB6 Appointments – Planning Board (PB)

Allen Coleman, Town Clerk said two actions were requested: One was a possible motion to appoint corporate limit residents over the age 18 to the Planning Board to fill a partial term expiring in December 2025. This position was vacated by prior board member Tina Sherman. The other was to appoint one non-voting youth position who shall reside in the corporate limits as well. The recommendation for corporate limits over 18 position is Kristy Yule and for the youth position, Renita Stanley.

A **motion** was made by **Councilmember Killingsworth** and seconded by **Councilmember Zegerman** to appoint Kristy Yule to the Planning Board as a regular member, and to appoint Renita Stanley to the Planning Board as the non-voting youth representative.

VOTE: UNANIMOUS (5-0)

NB7 Public Art Purchase and Relocation Recommendation – "Prismatic Cyclone" Sculpture

Taylor Wray, Cultural Arts Center Manager, gave the following presentation regarding the recommendation of the purchase of the "Prismatic Cyclone" Sculpture:

[SLIDE 1]

[SLIDE 2]

[SLIDE 3]

Councilmember Gantt asked if there was a maintenance agreement due to the increased chances of breakage overtime since these sculptures move.

Ms. Wray said that each piece has a maintenance plan.

Councilmember Gantt asked if there was an expiration date for the maintenance plans.

Ms. Wray said not at this time, they stay in touch with the artists and they make each piece back to its normal stature if something comes up.

A **motion** was made by **Councilmember Zegerman** and seconded by **Councilmember Killingsworth** to approve Purchase of the Prismatic Cyclone Sculpture at the appraised value of $14,000, and to Relocate the Sculpture to the recommended location at Pleasant Park.

VOTE: UNANIMOUS (5-0)

[CLOSED SESSION]

A **motion** was made by **Mayor Pro-Tempore Gray** and seconded by **Councilmember Gantt** to enter into closed session for the item listed below.

VOTE: UNANIMOUS (5-0)

Council entered into closed session at **7:09 p.m.**

CS1 Laurie Hohe, Town Attorney

RE: Dawn Cozzolino v. Town of Apex, Town Clerk, Town Manager, and Town Attorney

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]

Council returned to open session at **7:27 p.m.**

With no additional business presented to the elected body, **Mayor Gilbert** adjourned the meeting at **7:27 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 _____.

TOWN OF APEX
TOWN COUNCIL WORK SESSION
TUESDAY, OCTOBER 21, 2025
3:30 P.M.

The Apex Town Council met for a work session on Tuesday, October 21, 2025 at 3:30 p.m. at the Apex Town Hall located at 73 Hunter Street in Apex North Carolina. The meeting was held on the 3rd Floor in Training Rooms A and B.

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=lTkxiod65Hs

[ATTENDANCE]

Elected Body

Mayor Jacques K. Gilbert (*presiding officer*)
Mayor Pro-Tempore Ed Gray
Councilmember Brett Gantt
Councilmember Audra Killingsworth (*arrived late – noted below*)
Councilmember Terry Mahaffey
Councilmember Arno Zegerman

Town Staff

Deputy Town Manager Shawn Purvis
Assistant Town Manager Demetria John
Assistant Town Manager Marty Stone
Town Attorney Laurie Hohe
Town Clerk Allen Coleman
ABSENT: Town Manager Randy Vosburg

All other staff members will be identified appropriately below.

[CALL TO ORDER I PLEDGE OF ATTENDANCE]

Mayor Gilbert called the meeting to order at 3:30 p.m., welcomed everyone. He noted that Councilmember Killingsworth would be arriving late. He led everyone in the pledge of allegiance.

Assistant Town Manager John said that this Work Session is brought to Council by Parks, Recreation, and Cultural Resource's team, Craig Seltzer, Director, and Angela Reincke, Assistant Director.

[PROJECT UPDATES]

Assistant Director Reincke said that this was an update on current recreation and cultural resources from projects for feedback from Council to ensure projects align with strategic goals and that they were implemented effectively and efficiently. She gave the following presentation:

[SLIDE 1]

[SLIDE 2]

Councilmember Zegerman asked what the four small items were on the right-hand side of the plan.

Assistant Director Reincke said that they represent nature play areas and lighting controls for safety and visibility in darker areas of the park as well as a creek area, and these will be reviewed by the Water Resources team to see if they meet requirement **Councilmember Mahaffey** asked where the pump station would go.

Assistant Director Reincke said it would be close to the restroom structure.

Councilmember Mahaffey asked how far off the sewer it was.

Councilmember Gantt asked if it was part of a bigger project in this neighborhood.

Assistant Director Reincke said yes, and it was a longer corridor and this was at the top end of it.

Assistant Water Resources Director Jonathan Jacobs said Water Resources had a funded project, The West Street Sewer Project, that affects several homes in the neighborhood to the west of this parcel. He said that the Real Estate team attempted to be successful in further action to select those or receive those easements but the team has been on hold and that they have done some cost analysis to determine what was cost effective. He said that there was discussion about adding a small pump station but there had been easement issues and potentially it could help property owners move away from septic systems and could mutually benefit both parties.

Councilmember Gantt asked what the issue with the easements was.

Assistant Town Manager Stone said the property owners and the Town weren't agreeing on the value.

Mayor Pro Tempore Gray asked how the pump station may impact the project timing.

Assistant Director Jacobs said he didn't think it would add any time to the project.

Assistant Director Reincke said they are working on changing park designs based on that possibility now.

Assistant Town Manager Stone said it may be overall cheaper to service the park as well.

Mayor Gilbert asked what the overall timeline would be.

Assistant Director Reincke said that bidding would begin in about 12 months.

[SLIDE 3]

Councilmember Gantt noticed on the map that this project wasn't part of the neighborhood and asked why and what the history was.

*Councilmember Killingsworth arrived at **3:54 p.m.***

Assistant Director Reincke said that she wasn't sure, she started in 2015 and there was discussion about possibly not having the easement through there, but it actually does go through the neighborhood. She said with the placement of the sewer in some of the areas to connect that there were a few pinch points and they would be on top of the sewer, but they wouldn't know exactly until a survey was completed.

Councilmember Gantt asked for the first project if there was a policy that allows cost-sharing with a homeowners' association.

Assistant Director Reincke said that she had not done that but this extends to the existing section and that would go to the back of commercial property, so in a sense it does provide potentially a connection and there is a study being conducted to see what area would be served.

Councilmember Gantt said that there may be a policy that should be developed for these types of situations for future development.

Councilmember Mahaffey said that the HOA should be able to contribute.

Councilmember Gantt said that this project is one neighborhood and normally the connections are for multiple neighborhoods and include sidewalks.

Assistant Director Reincke said that it is important to find an alignment if the HOA willing to find the space needed and get their support and obtain grants.

Mayor Pro-Tempore Gray said that although this serves one neighborhood, it still supports broader connectivity goals, linking downtown to the western area, and it could discourage participation from neighborhoods with fewer resources that can't even give 5% or 10%.

Councilmember Gantt said this may score low because of cost.

[SLIDE 4]

Councilmember Zegerman asked Assistant Director Reincke to walk back through the timeline again.

Assistant Director Reincke said the site plan upgrades begins Fall 2025, design development scheduled for summer 2026, and construction when funding is available, with the earliest being 2027.

Councilmember Zegerman asked why there was a delay between CDs and construction.

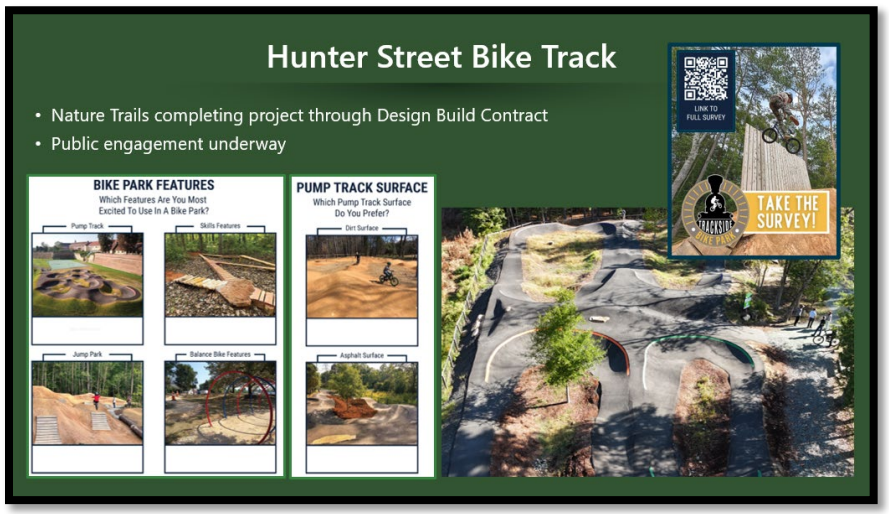
Assistant Director Reincke said that the one-year gap between CDs and construction is because of the time needed for final design updates, permitting, bidding, and securing funding prior to work beginning.

[SLIDE 5]

[PROJECT DIRECTION REQUESTS]

(Angela Reincke continued with the presentation)

[SLIDE 6]



Councilmember Gantt asked if Wake County currently or historically provided funding for the Cary-Apex connection.

Assistant Director Reincke said that currently Wake County does not but Cary added Apex to their updated master plan for long range planning. She said that this is part of the Regional Plan which is usually where Apex would be able to receive state funding.

[SLIDE 7]

[SLIDE 8]

Mayor Pro Tempore Gray asked if Assistant Director Reincke could share more about the discussions with Carrboro Town Council.

Assistant Director Reincke said that dirt tracks require maintenance if heavily used, which can be addressed with partners or staff. She said that other thing discussed was that a dirt track for younger users does not have as much grip so asphalt tracks are preferred. She said that over the years, the use had fallen off at the Town of Carrboro. The Town of Carrboro found that with asphalt that there was less maintenance and usage was higher.

Councilmember Zegerman asked what a cost estimate was to pave the track.

Assistant Director Reincke said it would depend on how much was paved. She said that they aren't sure if they would pave a full track because if it is two types of facilities together, an estimate is $30,000 to $40,000. If all of the track is paved, it may

be double that. Also, impervious surface stormwater costs would have to be considered.

Councilmember Mahaffey said that the extra cost to pave may offset maintenance costs over the years. He asked what the feedback was for the community for dirt or paved tracks.

Assistant Director Reincke said there were 20 responses and they continue to get responses from the survey along with focus groups, so they may learn more about if they feel strongly about one or the other.

Director Setzer said the survey data is on page 4 at the top right.

Assistant Director Reincke said they are trying to weigh one way or the other.

Mayor Gilbert asked if there could be more discussion.

Mayor Pro-Tempore Gray said that in his discussions at the Touch a Truck event there was a like for dirt tracks but they didn't understand the maintenance piece. He said that other discussions were those with dirt tracks said they would pave if they did it again.

Assistant Director Reincke said that there was also training that is being worked on.

Councilmember Mahaffey said it may be good to have multiple different surface types.

Councilmember Zegerman said that partial phases may be the option to go with multiple different surfaces, which would cut down on maintenance.

Councilmember Killingsworth said dirt only is not the way to go, so paving as much as possible and then alternating other surfaces and based on discussions.

Mayor Gilbert said when the cost information comes back, then there is the option of having community engagement like what was done with the Skate Park.

Assistant Director Reincke said that controlling cost was the goal while balancing it with making the park interesting and attractive for users.

Councilmember Zegerman asked about the lighting throughout the park.

Assistant Director Reincke said there had been requests and they have considered how the trail can be safely lit so that it may be used possibly 24 hours.

Director Setzer said that before the bike park had been considered opening 24 hours, there were concerns received about darkness.

Councilmember Killingsworth cautioned that there were townhomes near the park, so be mindful of directional lighting and possibly put timers on lights.

Councilmember Gantt asked if there was shrubbery or a fence in the plans.

Assistant Director Reincke said there was a 50' foot buffer of an undisturbed area and a 10' buffer on the north side along the storage and a street front buffer. She said the goal was to work the design around the existing trees.

Director Setzer said that sports venue lighting in general terms is a high quality of lighting compared to what is at the skate plaza and there have been concerns over time but the question is if they want to invest in LED sports venue lighting like at the ball fields, which can be directed better. He said LED lighting would be beneficial.

Councilmember Gantt asked if pedestals would be the lights at the front by the road.

Assistant Director Reincke said that pedestals are electric outlet boxes used at festivals.

Councilmember Mahaffey asked if they were proposing for the pedestals/lighting to be part of the Hunter Street Bike project or a separate CIP project.

Assistant Director Reincke said the lighting should be provided, but it may be an additional cost to enhance the lighting with sports venue lighting.

Mayor Gilbert said that he has received complaints all the way back to 2021 that residents don't use the trail at night because they're concerned with safety so now may be a good opportunity to go ahead and get the lighting updated.

Councilmember Zegerman said that he would like to see the cost estimate for this. He said he doesn't want the project cost to get too high or cause undue delay.

Councilmember Mahaffey asked if there were any anticipated issues with lighting with the houses in the area.

Assistant Director Reincke said that the lighting plan would help with that information, but there should not be issues if the lights are within the buffer and directional.

Director Setzer said the lights would be able to be seen from homes, but not spilling into it.

Councilmember Mahaffey asked if there were complaints about the baseball lighting at night.

Director Setzer said that he hasn't heard any complaints.

Assistant Director Reincke said that they were cut off, and sometimes stayed on until 10 or 11 if there were late games.

Councilmember Mahaffey asked if the skatepark lights were kept on.

Director Setzer said that it was part of the draw for people because they use the skatepark at night and after regular park hours, and he suggested having the bike park open at night also.

Mayor Gilbert asked if there was a way to secure the park.

Director Setzer said that the only way to secure it would be to fence it in and that would keep people from using it.

Councilmember Gantt suggested reaching out to the HOA of the area neighborhood during the beginning of the process.

Assistant Director Reincke said that there were comments during the rezoning of this property specifically about lighting and they told them that the lighting would meet the standards of the town.

Councilmember Killingsworth said whether or not the project is phased it should be included in the plan to get it ready.

Mayor Gilbert agreed.

[SLIDE 9]

Councilmember Gantt asked about the town's rules for kids playing in Beaver Creek.

Assistant Director Reincke said walking in the woods was not against the rules unless it disturbed riparian buffer or creek areas. She explained about the history and process of the goals to keep the area undisturbed and safe.

[SLIDE 10]

Hunter, a local mountain biker spoke about the value of the track and recreational opportunities for all ages.

[SLIDE 11]

Councilmember Gantt asked if there had ever been land given or sold back to the HOA that was town-owned

Assistant Director Reincke said that she had never been involved with that.

Councilmember Gantt said because this is an easement, the land is still HOA.

Town Attorney Hohe said that in the past there were utility easements that weren't needed and it would be considered surplus, and there were formal steps to go through.

Councilmember Gantt asked if then the decision would be on the HOA instead of the town.

Assistant Director Reincke said that this is just one way that it is being looked at to mitigate the issue. She said the HOA offered a Memorandum of Understanding, and they would maintain responsibility. She explained that a change of ownership/easement would require a more formal process.

Councilmember Mahaffey said he doesn't want to give it away.

Town Attorney Hohe said that it would be a larger process and be essentially a sale, because public land cannot be given away.

Councilmember Gantt said that no one would purchase property that couldn't be built on. He asked if the town would maintain the greenway easement and the town would still own the greenway in that scenario.

Town Attorney Hohe said if land is sold easements can be reserved.

Councilmember Gantt asked if the green area was too small to do anything on.

Assistant Director Reincke said that under one provision they could do more with no practical alternative.

Councilmember Gantt said that on one side of the greenway there could be a loop in the thickest part of the green area.

Mayor Gilbert asked if there were similar projects in other area towns.

Assistant Director Reincke said that they could check but she did not know of any in neighboring communities.

Mayor Pro-Tempore Gray said that currently there hasn't been actual design so there are still some pieces missing.

Assistant Director Reincke said also until there are surveys the dimensions are based on old maps and surveys.

Director Setzer said this is a lot of preliminary work and this is just to get a feel for what, if anything, needs to be done moving forward.

Councilmember Killingsworth said that she has received a lot of pushback from the community on this project.

Assistant Town Manager John said that the more details about the project that is known, then the neighborhood can be brought together to talk through all of the issues and concerns, because there are a lot of people opposing this project but not everyone has been back together since October 2nd.

Councilmember Mahaffey asked what happened for all of the emails to be sent opposing.

Director Setzer explained that there was a notice or invite sent to the HOA Board of Directors and the email didn't get delivered to the individual directors, IT could see it went out but could not see if it was opened or not.

Councilmember Killingsworth said that it sounds like there should be community engagement before moving forward.

Councilmember Mahaffey said that he had concerns specifically for two stakeholders being greenway users and the property owners behind the greenway that purchased home with the expectation of having a greenway behind them, and a bike trail could change this.

Mayor Pro-Tempore Gray said that there are concerns about budgeting this as a priority due to other projects on the CIP that have been waiting, and because there are a lot of questions that have to be answered. He said that with the costs being unknown it is early to make decisions, but that it is a worthwhile project that needs more information. He said there is another concern with the community regarding traffic and parking.

Councilmember Gantt said that town funds shouldn't be spent on this, but if the land could be a surplus and given to the HOA to support while the greenway was being used that would be a better idea.

Councilmember Mahaffey said doing that would create a precedent about surplus of town land that people want to build on.

Councilmember Gantt said that in most new neighborhoods it isn't done this way, and he wouldn't want to affect the greenways.

Mayor Pro-Tempore Gray said he was not in support of giving up easements and the value is good for land.

Councilmember Gantt said he would want to retain the easement. He said they didn't support this being a destination attraction but this should just be the neighborhood using this. He said that he would like to connect this land with the HOA's land and keep the easement for the greenway and they can decide if they want to build this park or not and the greenway would remain and this would be put in the contract. He said the land would sell to the HOA for $1 and they can do what they want with the land.

Mayor Gilbert asked Council if they were interested in pursuing this project.

Councilmember Zegerman said that it may be a CIP project and should go on the CIP list. He said he appreciated the passion the kids had for this and them coming out to speak to Council about it.

Councilmember Gantt asked if it would be worth it for staff to continue spending time or money researching this.

Councilmember Killingsworth said she would recommend to not move forward at this time, and that the community should be more engaged as a whole. She said that putting money into this project when there is another bike park coming up may not be the best use of resources.

Mayor Gilbert said that it is worth bringing everyone back together and then deciding.

Mayor Pro-Tempore Gray recommended putting it on the CIP, and then there would be opportunities to find more information to make decisions based on.

Councilmember Gantt asked can it go on the CIP project list without using funding or a lot of town resources.

Assistant Director Reincke said that as a full town project staff would continue to get cost estimates for design costs as planned and doing the area survey. She said it would be more time without having a direction to go in.

Assistant Town Manager John said if Council gives instruction to further explore, there would need to be some kind of community engagement to hear from

both sides and to bring everyone together to have some kind of consensus of what this may look like.

Councilmember Killingsworth said that at this time she would only be supportive of community engagement and not put any funding into this until that is done.

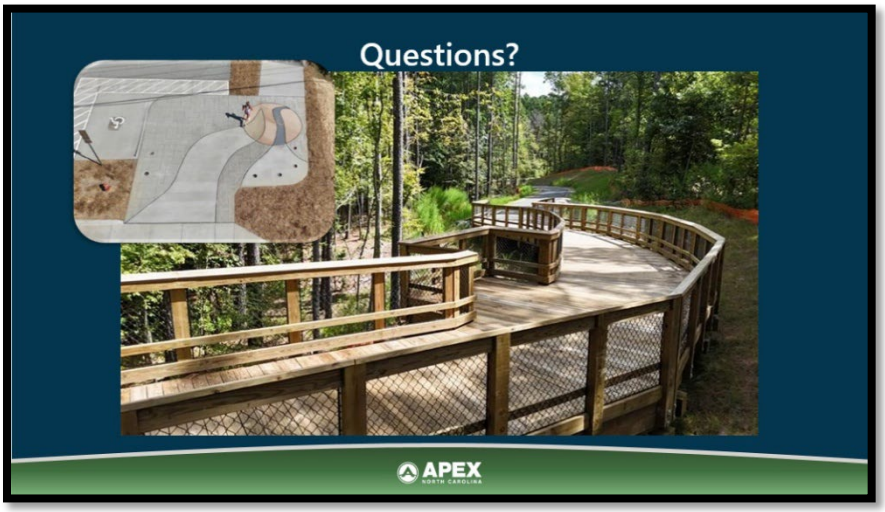
Mayor Gilbert said that he agreed with Councilmember Killingsworth about more research, but went back to 2013 and compared the amount of people in the community that were in opposition of the skate park then compared to today. He said more research would be beneficial.

Councilmember Zegerman asked what would happen once there is research, would there be a decision at that point to decide if it is a CIP project or include it as a CIP project and further prioritize later.

Following discussion, the verbal consensus of the elected body was for staff to explore this further through community engagement and do preliminary research, emphasizing the importance of the entire neighborhood's involvement. Verbal consensus was also provided by the elected body to bring this item back for a future decision where costs, impacts, and public input would be considered.

VOTE: *All members acknowledged support of this approach. A formal vote was not taken.*

[SLIDE 12]



[ADJOURNEMENT]

With no additional business being presented to the elected body, **Mayor Gilbert** adjourned the meeting at **5:19 p.m.**

Jacques K. Gilbert
Apex, Mayor

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

Submitted for approval by Apex Town Clerk Allen Coleman

Minutes approved on _____ of _____, 2025.

| Agenda Item | cover sheet

for consideration by the Apex Town Council

Item Type: CONSENT AGENDA

Meeting Date: November 13, 2025

Item Details

Presenter(s): Joshua Killian, Planner II

Department(s): Planning

Requested Motion

Motion to approve Statement of the Town Council and Ordinance for Rezoning Case No. 24CZ10, Ashburn Development, petitioner, for the properties located at 0 & 0 Mt. Zion Church Rd. (PINs 0721448562 & 0721442048)

Approval Recommended?

The Planning Department recommends approval.

Item Details

Rezoning Case No. 24CZ10 was approved at the October 28, 2025 Town Council meeting.

Attachments

- CN8-A1: Statement and Ordinance – Rezoning Case No. 24CZ10 Ashburn PUD
- CN8-A2: Attachment A – Legal Description – Rezoning Case No. 24CZ10 Ashburn PUD
- CN8-A3: Attachment B – PUD Text and Plan Sheets – Rezoning Case No. 24CZ10 Ashburn PUD

STATEMENT OF TOWN COUNCIL AND ORDINANCE AMENDING THE OFFICIAL ZONING DISTRICT MAP OF THE TOWN OF APEX TO CHANGE THE ZONING OF APPROXIMATELY 15.3 ACRES LOCATED AT 0 & 0 MT. ZION CHURCH RD FROM RURAL RESIDENTIAL (RR) TO PLANNED UNIT DEVELOPMENT-CONDITIONAL ZONING (PUD-CZ)

#24CZ10

WHEREAS, Ashburn Development, applicant (the "Applicant"), submitted a completed application for a conditional zoning on June 1, 2024 (the "Application"). The proposed conditional zoning is designated #24CZ10;

WHEREAS, the Planning Director for the Town of Apex, Dianne Khin, caused proper notice to be given (by publication and posting) of a public hearing on #24CZ10 before the Planning Board on the July 14, 2025;

WHEREAS, the Apex Planning Board held a public hearing on the July 14, 2025, gathered facts, received public comments and formulated a recommendation regarding the application for conditional zoning #24CZ10. A motion was made by the Apex Planning Board to recommend approval; the motion passed unanimously for the application for #24CZ10;

WHEREAS, pursuant to N.C.G.S. §160D-601 and Sec. 2.2.11.E of the Unified Development Ordinance, the Planning Director caused proper notice to be given (by publication and posting), of a public hearing on #24CZ10 before the Apex Town Council on August 12, 2025;

WHEREAS, the Apex Town Council held a public hearing on the August 12, 2025. Joshua Killian, Planner II, presented the Planning Board's recommendation at the public hearing;

WHEREAS, all persons who desired to present information relevant to the application for #24CZ10 were allowed to present evidence at the public hearing before the Apex Town Council. No one who wanted to speak was turned away;

WHEREAS, the Apex Town Council finds that the approval of the rezoning is consistent with the 2045 Land Use Plan and other adopted plans in that: The 2045 Land Use Map designates this area as Medium Density Residential. This designation on the 2045 Land Use Map includes the zoning district Planned Unit Development-Conditional Zoning (PUD-CZ) and the Apex Town Council has further considered that the proposed rezoning to Planned Unit Development-Conditional Zoning (PUD-CZ) will maintain the character and appearance of the area and provide the flexibility to accommodate the growth in population, economy, and infrastructure consistent with that contemplated by the 2045 Land Use Map;

WHEREAS, the Apex Town Council finds that the approval of the rezoning is reasonable and in the public interest in that: The rezoning will permit a variety of housing types as an infill development, utilizing existing street stubs to provide additional vehicular and pedestrian ingress and egress to the existing residential developments; and

WHEREAS, the Apex Town Council by a vote of 5 to 0 approved #24CZ10 rezoning the subject tract located at 0 & 0 Mt. Zion Church Rd from Rural Residential (RR) to Planned Unit Development-Conditional Zoning (PUD-CZ).

NOW, THEREFORE, BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF APEX

Section 1: The lands that are the subject of the Ordinance are those certain lands described in Attachment "A" – Legal Description which is incorporated herein by reference, and said lands are hereafter referred to as the "Rezoned Lands."

Section 2: The Town of Apex Unified Development Ordinance, including the Town of Apex North Carolina Official Zoning District Map which is a part of said Ordinance, is hereby amended by changing the zoning classification of the "Rezoned Lands" from Rural Residential (RR) to Planned Unit Development-Conditional Zoning (PUD-CZ) District, subject to the conditions stated herein.

Section 3: The Planning Director is hereby authorized and directed to cause the said Official Zoning District Map for the Town of Apex, North Carolina, to be physically revised and amended to reflect the zoning changes ordained by this Ordinance.

Section 4: The "Rezoned Lands" are subject to the conditions in Attachment "B" Ashburn PUD which were imposed as part of this rezoning.

Section 5: The "Rezoned Lands" shall be perpetually bound to the conditions imposed including the uses authorized, unless subsequently changed or amended as provided for in the Unified Development Ordinance. Site plans for any development to be made pursuant to this amendment to the Official Zoning District Map shall be submitted for site plan approval as provided for in the Unified Development Ordinance.

Section 6: This Ordinance shall be in full force and effect from and after its adoption.

Motion by Council Member_____

Seconded by Council Member_____

With ____ Council Member(s) voting "aye."

With ____ Council Member(s) voting "no."

This the _____ day of _____ 2025.

TOWN OF APEX

_____
Jacques K. Gilbert
Mayor

ATTEST:

_____
Allen Coleman, CMC, NCCCC
Town Clerk

APPROVED AS TO FORM:

_____
Town Attorney

Legal Description TRACT 1

Beginning at a CONTROL CORNER IRON PIPE SET having coordinates of **N:714695.43, E:2024516.24**; thence with a bearing of **N 79°30'09" E** a distance of **511.74** feet to a IRON ROD FOUND; thence with a bearing of **S 02°38'21" W** a distance of **514.71** feet to a IRON PIPE FOUND; thence with a bearing of **S 74°13'11" W** a distance of **134.17** feet to a IRON PIPE SET; thence and along the Eastern Right of Way of Mount Zion Church Road with a bearing of **N 39°46'07" W** a distance of **14.76** feet to a COMPUTED POINT; thence with a bearing of **N 43°16'07" W** a distance of **28.65** feet to a COMPUTED POINT; thence with a bearing of **N 45°10'11" W** a distance of **27.50** feet to a COMPUTED POINT; thence with a bearing of **N 44°59'53" W** a distance of **53.64** feet to a COMPUTED POINT; thence with a bearing of **N 45°28'43" W** a distance of **53.65** feet to a COMPUTED POINT; thence with a bearing of **N 45°53'23" W** a distance of **53.67** feet to a COMPUTED POINT; thence with a bearing of **N 43°26'50" W** a distance of **52.19** feet to a COMPUTED POINT; thence with a bearing of **N 41°14'19" W** a distance of **25.43** feet to a COMPUTED POINT; thence with a bearing of **N 37°36'11" W** a distance of **25.39** feet to a COMPUTED POINT; thence with a bearing of **N 34°00'02" W** a distance of **25.89** feet to a COMPUTED POINT; thence with a bearing of **N 32°05'39" W** a distance of **24.72** feet to a COMPUTED POINT; thence with a bearing of **N 27°36'38" W** a distance of **26.31** feet to a COMPUTED POINT; thence with a bearing of **N 29°18'23" W** a distance of **13.26** feet to a COMPUTED POINT; thence with a bearing of **N 28°41'19" W** a distance of **51.85** feet to a COMPUTED POINT; thence with a bearing of **N 27°09'54" W** a distance of **104.55** feet to a IRON PIPE SET; which is the Point of beginning, containing approximately 175,840.87 square feet or 4.0367 acres, as shown on a survey entitled " Boundary Survey For Ashburn Development, LLC " by Daniel J. Burud, Professional Land Surveyor of Priest Craven and Associates, Inc. dated 10/18/2022.

Legal Description TRACT 2

COMMENCING at a IRON PIPE FOUND having coordinates of **N:713838.8111, E:2023762.5241E**; thence with a bearing of **N 02°48'41" E** a distance of **360.92** feet to a IRON PIPE FOUND; thence with a bearing of **N 66°29'35" E** a distance of **824.42** feet to a IRON PIPE FOUND; thence and along the Western Right of Way of Mount Zion Church Road with a bearing of **S 29°25'34" E** a distance of **12.05** feet to a COMPUTED POINT; thence with a bearing of **S 27°36'38" E** a distance of **28.74** feet to a COMPUTED POINT; thence with a bearing of **S 32°05'39" E** a distance of **28.07** feet to a COMPUTED POINT; thence with a bearing of **S 34°00'02" E** a distance of **28.78** feet to a COMPUTED POINT; thence with a bearing of **S 37°36'11" E** a distance of **29.18** feet to a COMPUTED POINT; thence with a bearing of **S 41°14'19" E** a distance of **28.49** feet to a COMPUTED POINT; thence with a bearing of **S 43°26'50" E** a distance of **54.62** feet to a COMPUTED POINT; thence with a bearing of **S 45°53'23" E** a distance of **54.73** feet to a COMPUTED POINT; thence with a bearing of **S 45°28'43" E** a distance of **53.19** feet to a COMPUTED POINT; thence with a bearing of **S 44°59'53" E** a distance of **53.48** feet to a COMPUTED POINT; thence with a bearing of **S 45°10'11" E** a distance of **26.59** feet to a COMPUTED POINT; thence with a bearing of **S 43°16'07" E** a distance of **25.82** feet to a COMPUTED POINT; thence with a bearing of **S 39°46'07" E** a distance of **25.44** feet to a COMPUTED POINT; thence with a bearing of **S 35°33'43" E** a distance of **24.72** feet to a COMPUTED POINT; thence with a bearing of **S 32°15'36" E** a distance of **25.41** feet to a COMPUTED POINT; thence with a bearing of **S 26°39'44" E** a distance of **24.07** feet to a COMPUTED POINT; thence with a bearing of **S 20°21'19" E** a distance of **23.32** feet to a COMPUTED POINT; thence with a bearing of **S 12°34'16" E** a distance of **23.56** feet to a COMPUTED POINT; thence with a bearing of **S 04°55'42" E** a distance of **23.24** feet to a COMPUTED POINT; thence with a bearing of **S 01°38'37" W** a distance of **24.73** feet to a COMPUTED POINT; thence with a bearing of **S 04°32'08" W** a distance of **3.05** feet to a IRON PIPE SET; thence with a bearing of **N 78°15'38" W** a distance of **361.61** feet to a IRON PIPE FOUND; thence with a bearing of **S 01°09'18" W** a distance of **290.68** feet to a IRON ROD FOUND; thence with a bearing of **N 88°08'03" W** a distance of **759.49** feet to a IRON PIPE FOUND; which is the Point of Beginning, containing approximately 491,617.13 square feet or 11.2860 acres, as shown on a survey entitled "Boundary Survey For Ashburn Development, LLC " by Daniel J. Burud, Professional Land Surveyor of Priest Craven and Associates, Inc. dated 10/18/2022.

Attachment B

ASHBURN

PROPOSED PLANNED UNIT DEVELOPMENT
APEX, NORTH CAROLINA

ORIGINAL SUBMITTAL JUNE 3,2024

V.2 - FEBRUARY 7, 2025, V.3 - MARCH 7, 2025, V.4 - APRIL 4, 2025,
V.5 - MAY 2, 2025, V.6 - JUNE 6, 2025, V.7 - SEPTEMBER 15, 2025
V.8 - OCTOBER 21, 2025

Developer/Applicant/Authorized Agent:
Ashburn Development LLC
933 Old Knight Road, Knightdale N. Carolina
(919) 422-3933 - Mike Jordan - Mike.Jordan@jvmgmt.net

Master Planning:
Entitlement Preservation Group
275 North Pea Ridge Road, Pittsboro N. Carolina
(919) 625-9760

Engineering/Surveying
Priest Craven and Associates Inc
3803 B Computer Drive Suite 104, Raleigh N. Carolina
(919) 919-781-0300 PCA@PriestCraven.com Firm#: C-0488

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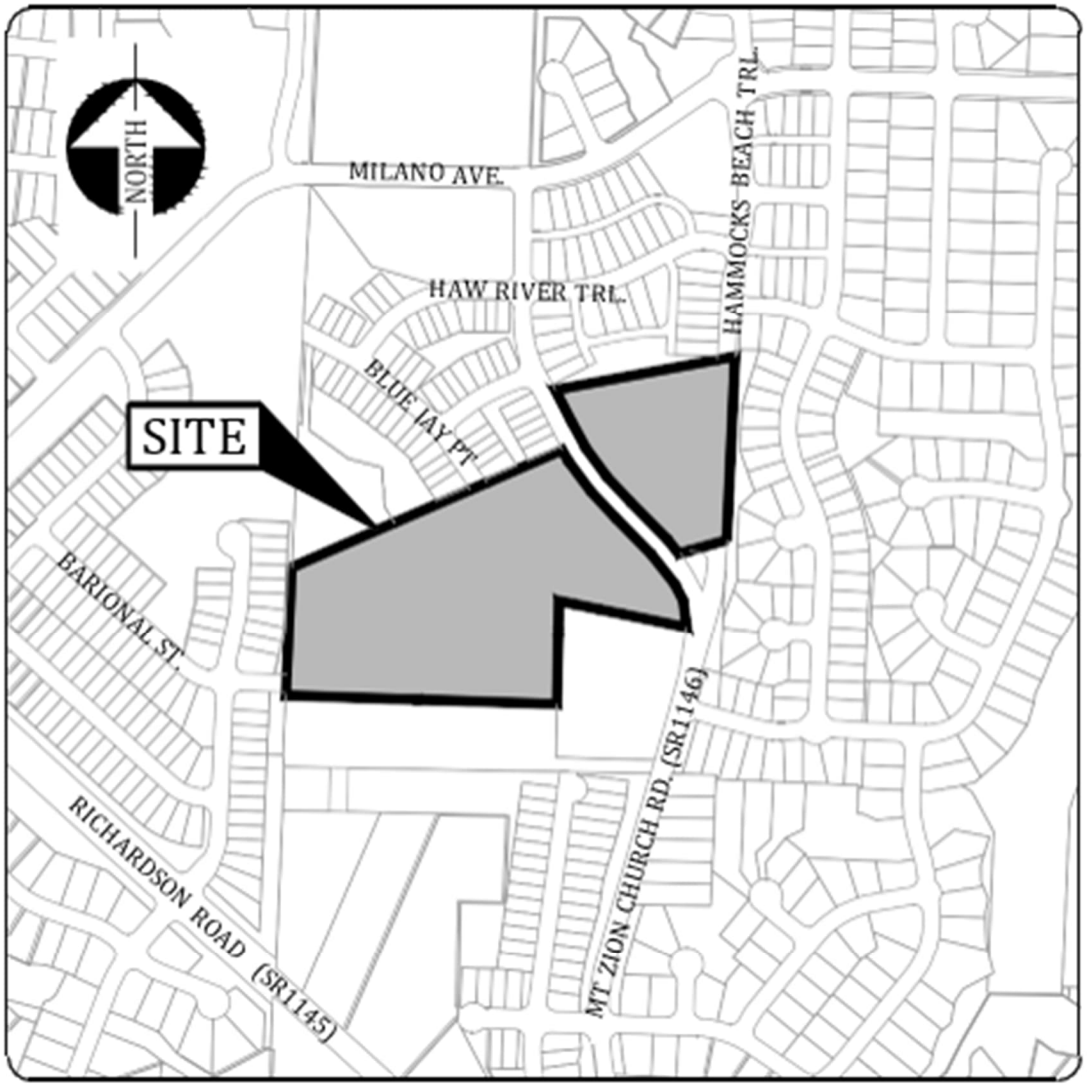
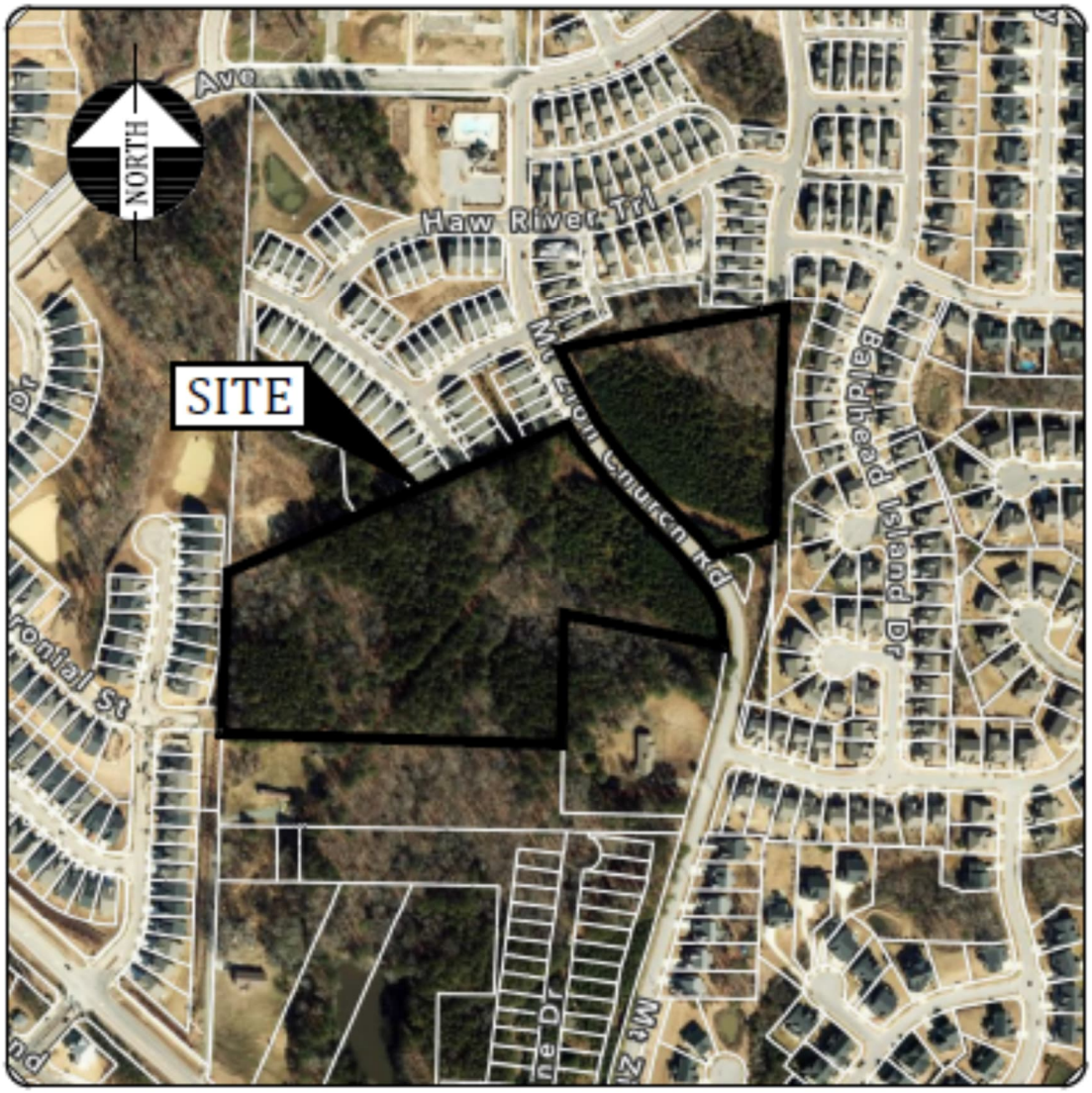
2.0 Vicinity Maps



VICINITY MAP



AERIAL MAP

3.0 Overall PUD Data

Name of PUD	Ashburn
Property Owners	Anthony and Delois Richardson 1825 Car Creek Road Sanford, NC 27332
Prepared by	Entitlement Preservation Group 275 North Pea Ridge Road Pittsboro, N. Carolina 27312 919-625-9760 Priest Craven and Associates Inc 3803 Computer Drive Suite 104 Raleigh, N. Carolina 27609 919-781-0300 PCA@PriestCraven.com
Developer	Ashburn Development LLC 933 Old Knight Road, Knightdale N. Carolina (919) 422-3933 Mike.Jordan@jvmgmt.net
2045 LUM Designation	Medium Density Residential
Total Acreage	15.3
Area designated Mixed Use on LUM	none
Proposed Building Heights	Max 42 ft. Single Family Detached Max 45 ft. Townhomes
Watershed Protection Overlay	Primary, Jordan Lake Basin
Current Zoning	Rural Residential (RR)
Proposed Zoning	Planned Unit Development (PUD-CZ)
Site Address	0 Mt. Zion Church Road (both tracts)
Property Identification Number	0721448562 and 0721442048

4.0 Purpose Statement and PUD Standards

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 approximately 15.3 acres on Mt. Zion Church Road, near the intersection of Mt. Zion Church Road and Milano Avenue. The Properties are currently vacant.

Ashburn is a proposed Planned Unit Development in the Buckhorn Township in Apex, N. Carolina.

The tracts are surrounded on three sides by the existing Bella Casa and Buckhorn Preserve subdivisions that were constructed over the last 10 years and existing rural properties to the South. Currently, both Bella Casa and Buckhorn Preserve have a combination of townhomes and alley-loaded, single-family detached style lots.

The goals of the PUD, in return for greater flexibility in site design requirements, are 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.

Ashburn PUD will have both single-family detached, alley-loaded and townhomes in the community, it is designed to respect environmental features, extend existing development styles and have a well-connected pedestrian network. The PUD will match the density envisioned by the Medium Density Residential Land Use Map ("LUM") designation and will be generally consistent with the Apex Comprehensive Plan's ("Peak Plan") goals for accommodating a mix of housing types to serve the Town's growing and increasingly diverse population, as well as a well-connected pedestrian network, and protection of environmental and natural resources.

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 The Ashburn PUD are permitted within this designation in 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 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 Ashburn PUD will have both residential single-family detached and townhomes in the community. It is not shown as a mixed-use designation on the 2045 LUM.

(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 PUD. The PUD's standards, which includes multiple pedestrian connections are consistent with the UDO's vision for Planned Unit Developments – 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, Ashburn will comply with all other requirements of the UDO and will comply with all applicable requirements of the North Carolina Building Code and the North Carolina Fire Code. The proposed PUD will comply with all applicable Supplemental Use Standards in UDO Section 4.4.

(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: Ashburn PUD will feature sidewalks throughout. Sidewalks will connect the PUD and the adjacent Bella Casa and Buckhorn Preserve neighborhoods improving pedestrian connectivity.

Specifically:
Transportation Plan, the proposed PUD street network, will require an amendment to the current Transportation Plan. Hammocks Beach Trail and Baronial Street extensions will now intersect Mt. Zion Church Road with a small roundabout as specified by the Town Staff.

Parks Plan, the PUD is not part of the current New Park Search Area, meaning the developers of the PUD will pay a fee-in-lieu for local improvements.

Greenway Plan, does not designate any extensions in the area; however, as part of the Transportation amendment, the cross section of Hammocks Beach Trail within the PUD will now include a ten-foot wide pedestrian path.

(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 as much sensitive environmental features possible and being mindful of existing residential development. Generally, the Development will extend three existing streets: Hammocks Beach Trail, Blue Jay Point and Baronial Street and adding two direct connections to Mt. Zion Church Road. The Development will also provide a stub street to the southern property line.

(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 PUD is surrounded by single-family lots, single family lots that are alley loaded and townhomes. This PUD will extend existing alley-loaded lots from Bella Casa and extend existing townhome areas from Buckhorn Preserve.
Ashburn PUD will provide high quality housing supply to the Town and improve overall pedestrian connectivity in the area. The proposed overall maximum density of 4.8 units/acre, together with the offered architectural conditions, will ensure the PUD is compatible with existing neighborhoods in the area.

(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: Ashburn PUD will feature high quality and thoughtful design. Architectural standards, design controls, and conceptual elevations are included in this PUD.

5.0 Consistency with Conditional Zoning Standards

Ashburn PUD is consistent with the conditional zoning standards set forth in UDO Section 2.3.3.F.1-10. See the accompanying PUD-CZ Application for the statements of consistency addressing each standard.

6.0 Proposed Design Controls

PERMITTED USES
The Rezoned lands may be used for, and only 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.

Residential Uses	
Single-Family	Permitted
Townhomes	Permitted
Accessory Apts.	
HOA shall not restrict the construction of ADU	Permitted
Recreational	
Parks, active	Permitted
Recreational, private facility	Permitted
Utilities	
Minor	Permitted

OVERALL

Total Project Area	15.3 Acres
Maximum Built-Upon Area	70%
Maximum Residential Units	74
Maximum Residential Density and Buffers)	4.8 Dwelling Units /AC (incl. RCA, ROW

SINGLE-FAMILY

Minimum Lot Size	3800 SQ. FT.
Minimum Lot Width	30 FT.
Minimum Lot Setbacks	
Front	10 FT.
Corner	8 FT.
Side	3 FT.
Rear	20 FT.
Rear Detached Garage	5 FT. from alley easement
Maximum Building Height	42 FT.
RCA	1.41 AC (35%)

TOWNHOME

Minimum Lot Size	1800 SQ. FT.
Minimum Lot Width	20 FT.
Minimum Lot Setbacks	
Front	20 FT.
Corner	12 FT.
Side	0 FT.
Rear	15 FT.
Min. Building Separation	8 FT.
Maximum Building Height	Up to 45 FT. from FFE to highest peak
RCA	3.39 AC (30%)
Minimum Buffer/RCA Setback	10 FT. buildings, 5FT. parking areas

7.0 Proposed Architectural Controls

Townhomes

1. Vinyl siding is not permitted; however, vinyl windows, decorative elements and trim are permitted.

2. The roofline cannot be a single mass; it shall be broken horizontally and vertically between, at a minimum, every other unit.

3. Garage doors shall have windows, decorative details or carriage-style adornments on them.

4. House entrances for units with front-facing single-car garages shall have a prominent covered porch/stoop area leading to the front door.

5. The garage cannot protrude more than 2 feet out from the front façade or front porch.

6. The visible side of a townhome on a corner lot facing the public street shall contain at least 3 decorative elements such as, but not limited to, the following elements:

- Windows
- Bay window
- Recessed window
- Decorative window
- Trim around the windows
- Wrap around porch or side porch
- Two or more building materials
- Decorative brick/stone
- Decorative trim
- Decorative shake
- Decorative air vents on gable
- Decorative gable
- Decorative cornice
- Column
- Portico
- Balcony
- Dormer

7. Building front facades shall have horizontal relief achieved by the use of recesses and projections.

8. 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.

9. The rear and side elevations of the units that front on the public right-of-way shall have trim around the windows.

Single-Family Detached

1. Vinyl siding is not permitted; however, vinyl windows, decorative elements and trim are permitted.

2. The roof shall be pitched at 5:12 or greater for 50% of the building designs.

3. Eaves shall project at least 12 inches from the wall of the structure.

4. Garage doors shall have windows, decorative details or carriage-style adornments on them.

5. The garage, if used, shall be accessed by a rear alley, regardless whether it is attached or detached.

6. Garages, if used, will front and be limited to access to public rear alleys.

7. 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

8. 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.

9. The rear and side elevations of the units that front on public right-of-way shall have trim around the windows.

8.0 Affordable Housing

Prior to recording the first Master Subdivision Final Plat, the developer shall make a donation to the Town of Apex Affordable Housing Fund in the amount equal to 10% of the total number of units at a rate of $218,000.00 per unit. If the 10% of total units calculation results in a fraction between 0.50 and 0.99, the total units shall be rounded up to the nearest whole number. If the 10% of total units calculation results in a fraction between 0.01 and 0.49, the units shall be rounded down to the nearest whole number.

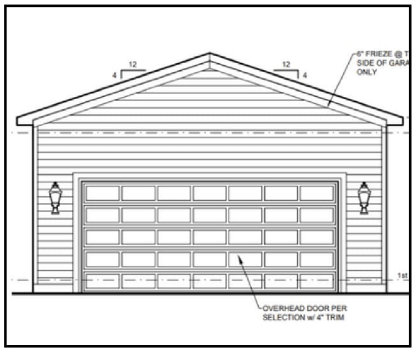
9.0 Conceptual Building Elevations

While building elevations are conceptual, actual elevations shall be substantially consistent with those provided.

Townhomes

Single-Family Detached

Detached Garage Units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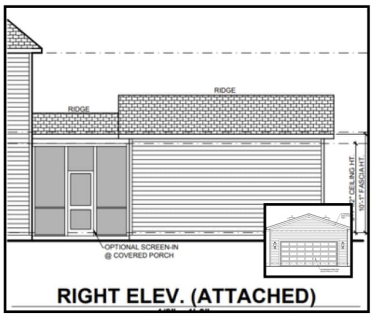
SELECTION w/ 4" TRIM

OVERHEAD DOOR PER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RIDGE
OPTIONAL SCREEN-IN
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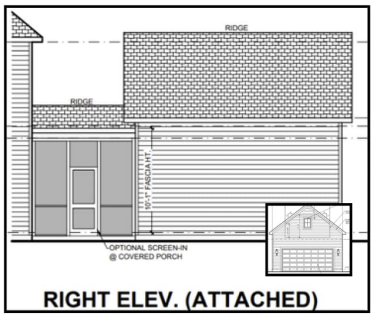
RIGHT ELEV. (ATTACHED)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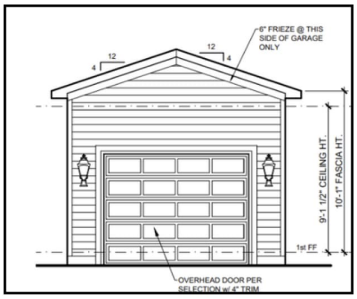
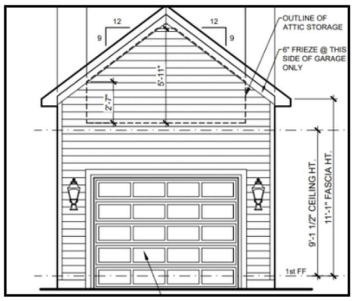
RIGHT ELEV. (ATTACHED)


6" FRIEZE @ THIS
SIDE OF GARAGE
ONLY
9'-1 1/2" CEILING HT.
10'-1" FASCIA HT.
1st FF
OVERHEAD DOOR PER
SELECTION w/ 4" TRIM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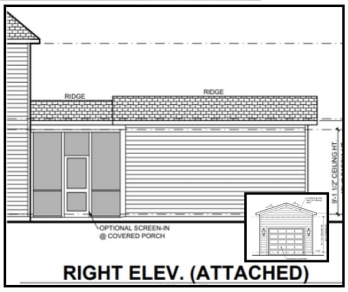
ONLY
9'-1 1/2" CEILING HT.
11'-1" FASCIA HT.
1st FF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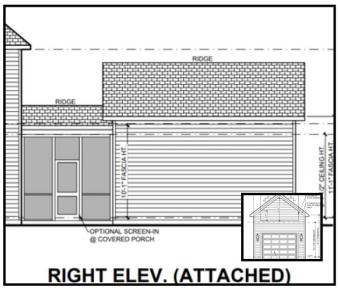
RIDGE
OPTIONAL SCREEN-IN
@ COVERED PORCH
RIGHT ELEV. (ATTACHED)


RIDGE
RIDGE
OPTIONAL SCREEN-IN
@ COVERED PORCH
RIGHT ELEV. (ATTACHED)

10.0 Proposed Parking

Parking shall comply with minimum parking standards set forth in UDO Section 8.3.

11.0 Proposed Signage

Signage shall comply with UDO Section 8.7.

In addition, the PUD 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), sidewalks, or side paths.

12.0 Natural Resource and Environmental Data

The Property is within the Jordan Lake Watershed, and Primary 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 AREA (RCA)
The PUD will be mass graded, it shall designate a minimum of 30% of the Property as RCA on the townhome portion of the PUD and 35% on the single-family portion.

FLOODPLAIN
The PUD is not located in a designated current or future 100-year floodplain as shown on the Town of Apex's Flood Risk Information System (FRIS) or FEMA FIRM Panel 3720072100K with an effective date of July 19, 2022.

HISTORIC STRUCTURES
There are no known historic structures present on the Property.

ENVIRONMENTAL COMMITMENTS SUMMARY

The following environmental conditions shall apply to the Development:

- The PUD 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), sidewalks, or side paths.

- The PUD shall install at least three (3) pet waste stations units throughout the community in locations that are publicly accessible, such as adjacent to amenity centers, SCMs, sidewalks, greenways or side paths.
- The PUD shall plant drought resistant warm season grasses throughout the development to minimize irrigation and chemical use.
- 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 crossings, utility infrastructure, and SCM outlets. The SCM water storage and treatment area shall not be permitted within the riparian buffer. The grading shall be designed to minimize impacts to the riparian buffer.
- Any outdoor lighting installed on private amenities, signs, landscaping, walls, or fences in common areas shall be full cutoff LED fixtures with a maximum color temperature of 3000k. This condition shall not apply to lighting on Single-family lots, Townhome lots, or street lighting.
- 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.
- The PUD shall preserve at least 15% of existing tree canopy.
- At least 50% of the total units shall include solar conduit in building design.
- The developer shall install at least 2 electric vehicle charging stations in common area parking lots.
- All homes shall have a 220/240 outlet in garages for electric vehicle charging.
- In order to reduce water consumption and promote pollinator friendly habitat and biodiversity, Homeowner Association covenants shall not restrict clover lawns throughout the neighborhood.
- Homeowner Association covenants shall not restrict solar panel installation throughout the neighborhood.

13.0 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.

The PUD shall provide additional water quality stormwater controls to reduce the overall nitrogen export for the site to less than 10 lbs/ac/yr through the installation of State approved Stormwater Control Measures (SCMs). The final selection of the SCMs used to reduce the nitrogen export from the site shall be selected by the design team and coordinated with staff during Subdivision and Construction Document design and review.

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.

14.0 Parks, Recreation and Cultural Resources Commission

This PUD was reviewed by the Parks, Recreation, and Cultural Resources Advisory Commission on 10/30/24, and a fee-in-lieu of dedication was recommended.

Single-family detached Units: $ 4,244.42 x 21 = $ 89,132.82

Townhome Units: $ 2,858.65 x 51 = $ 145,791.15

The final unit count and total fee-in-lieu will be calculated at Master Subdivision Plan and Construction Document review.

15.0 Public Facilities

The 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:

GENERAL ROADWAY INFRASTRUCTURE
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 and Bicycle and Pedestrian System Plan in effect as of the submission date of this rezoning.

The planting in the proposed Roundabout will replace the requirement of the entrance landscape median.

TRANSPORTATION IMPROVEMENTS

The following conditions regarding transportation improvements apply. Access and improvements proposed along NCDOT roadways are subject to Town of Apex and NCDOT review and approval at the time of site and subdivision plans.

1. Developer shall extend Baronial Street from its existing stub to Mt Zion Church Rd as a Residential Street typical section, a 27-foot-wide curb and gutter street, and dedicate a 50-foot-wide right of way, with 5-foot-wide sidewalks on both sides.
2. Developer shall construct and dedicate right of way for a Residential Street stub street from Baronial Street to Parcel PIN 0721436885.
3. Developer shall extend Blue Jay Point from its existing stub to Baronial St as a Residential Street typical section, a 27-foot-wide curb and gutter street, and dedicate a 50-foot-wide right of way, with 5-foot-wide sidewalks on both sides.
4. Developer shall extend Hammocks Beach Trail based on a Minor Collector Street typical section, a 27-foot-wide curb and gutter street, and dedicate a reduced (50-foot-wide) right of way, with a 5-foot-wide sidewalk on the east side and 10-foot-wide Side Path on the west side.
5. Developer shall construct a single-lane, four-legged mini roundabout at the intersection of Mt Zion Church Rd and the extensions of Hammocks Beach Trail and Baronial Street.
6. Developer shall construct improvements and dedicate right of way along Mt. Zion Church Road, for the entire project frontage, is based on a Residential Street typical section north of the mini-roundabout and based on the Minor Collector Street typical section south of the mini-roundabout. North of the mini-roundabout Developer shall construct 5-foot-wide sidewalks on both sides. South of the mini-roundabout Developer shall construct a 5-foot-wide sidewalk on the west side and a 10-foot-wide Side Path on the east side.

PEDESTRIAN AND BICYCLE IMPROVEMENTS

Per UDO requirements for residential development with a PUD zoning designation, sidewalks shall be provided along both sides of all streets.

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 master plans for water and sewer. A conceptual utility plan is included in the PUD Concept Plan for reference. An exception will be needed that the Water Main along Mt. Zion will be installed within the NCDOT right-of-way.

OTHER UTILITIES

Electricity will be provided by Duke Energy Progress or Apex Electric, depending on whether Apex Electric is capable of serving the Property. Phone, cable, and gas will be provided by the Developer and shall meet Town of Apex standards as outlined in the UDO.

16.0 Phasing Plan

The PUD will be completed in phases. Final locations of phases will be determined at the time of Master Subdivision Review and Approval.

17.0 Consistency with Land Use Plan

The PUD proposes density than is recommended by the Medium Density Residential Land Use Map designation, it is generally consistent with the goals of the 2045 Land Use Map. The Medium Density Residential designation recommends “single-family and townhome residential uses” that will extend existing similar development/ The proposed maximum density of 4.8 units/acre is consistent with recommended density for Medium Density Residential, as defined in the Comp Plan. The PUD, together with conditions of this PUD, will extend a mixture of single-family and townhome housing, and providing more pedestrian connections.

- Protection of environmental and natural resources.
- A variety of housing types are available to a range of incomes.
- Extend medium density residential uses

18.0 Compliance with UDO

The development standards adopted for this PUD are in compliance with those set forth in the current version of the Town’s Unified Development Ordinance (UDO). This PUD shall be the primary governing document for the development of Ashburn. 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.

ASHBURN

APEX, NC

REZONING: 24CZ10

Know what's below. Call before you dig. 811

VERTICAL DATUM - NAVD88
HORIZONTAL DATUM - NAD83

PLANNED UNIT DEVELOPMENT PLAN DRAWINGS FOR A MEDIUM DENSITY RESIDENTIAL DEVELOPMENT

PROJECT STATISTICS

PROPERTY OWNER	ANTHONY & DELOIS RICHARDSON 1825 CAR CREEK RD. SANFORD, NC 27332
DEVELOPER	ASHBURN DEVELOPMENT, LLC 933 OLD KNIGHT ROAD KNIGHTDALE, NC 27545
APPLICANT	ENTITLEMENT PRESERVATION GROUP 275 NORTH PEA RIDGE RD PITTSBORO, NC 27312
EXISTING USE	VACANT
PROPOSED USE(S)	SINGLE FAMILY, TOWNHOUSE
EXISTING ZONING	RR
PROPOSED ZONING	PUD-CZ
CURRENT 2045 LAND USE MAP DESIGNATION	MEDIUM DENSITY RESIDENTIAL
WATERSHED PROTECTION OVERLAY DISTRICT	PRIMARY
RIVER BASIN	CAPE FEAR
FEMA FLOOD PANEL *THIS SITE DOES NOT CONTAIN FEMA DESIGNATED FLOOD ZONES*	2100K
HISTORIC STRUCTURES LOCATED ON SITE	NONE

AREA CALCULATIONS

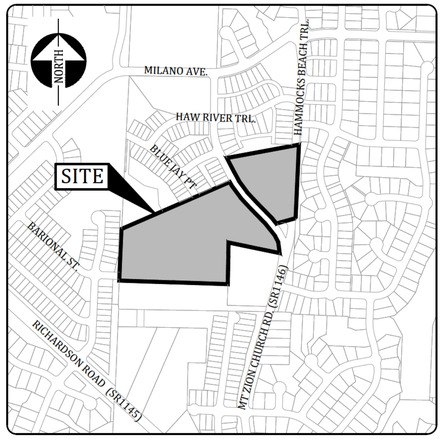
AREA DESIGNATED AS MIXED USE ON 2045 LAND USE MAP		NA/0.00 AC
AREAS OF MIXED USE PROPOSED AS NON-RESIDENTIAL DEVELOPMENT		0.00 AC/0%
GROSS AREA OF PROJECT BASED ON SURVEY		15.32 AC
AREA IN TRACT 1 (SINGLE FAMILY)		4.03 AC
AREA IN TRACT 2 (TOWNHOMES)		11.29 AC
PLAY AREA REQUIRED (0.006 AC PER D.U., 0.3 AC MIN.)	0.006 AC PER DWELLING UNIT, 0.3 AC MINIMUM	
RESOURCE CONSERVATION AREA REQUIRED OVER ENTIRE DEVELOPMENT	*30% PER 8.1.2.C	4.80 AC
AREA REQUIRED IN SINGLE FAMILY TRACT	35%	1.41 AC
AREA REQUIRED IN TOWNHOME TRACT	30%	3.39 AC
*5% ADDITIONAL RCA REQUIRED FOR SINGLE FAMILY TRACT PER 7.2.5.B.8		
MAXIMUM BUILT UPON AREA	70%	10.72 AC

BUILDING SETBACK REQUIREMENTS

SINGLE FAMILY (REAR ALLEY) SETBACKS		TOWNHOUSE SETBACKS	
FRONT	10'	FRONT	20'
CORNER	8'	CORNER	12'
SIDE	3'	SIDE	0'
REAR	20'	REAR	15'
REAR DETACHED GARAGE	5'	MIN. BUILDING SEPARATION	8'
FROM BUFFER OR RCA			10'

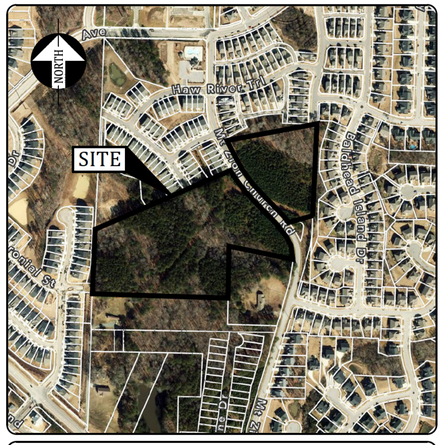
MAXIMUM ALLOWABLE BUILDING HEIGHT

UP TO 42' FOR DETACHED SINGLE FAMILY HOMES
UP TO 45' FROM FFE TO HIGHEST PEAK FOR TOWNHOMES



VICINITY MAP

1"= 500'



AERIAL MAP

1"= 400'

PARKS AND RECREATION SITE DATA TABLE

DATE REVIEWED BY PRCR ADVISORY COMMISSION: 10/30/2024

☒ **FEE-IN-LIEU OF DEDICATION:**

21	SINGLE-FAMILY DETACHED UNITS X $4,244.42 PER UNIT =	$ 89,132.82
51	SINGLE-FAMILY ATTACHED UNITS X $2,858.65 PER UNIT =	$ 145,791.15
0	MULTI-FAMILY UNITS X $2,516.93 PER UNIT =	$
	TOTAL FEE-IN-LIEU:	$ 234,923.97

☐ **ACRES OF LAND DEDICATION** _____

☐ **PUBLIC GREENWAY TRAIL CONSTRUCTION** YES ☐ NO ☒

SHEET LIST

SHEET #	SHEET TITLE
PD0.0	COVER SHEET
PD1.0	EXISTING CONDITIONS PLAN
PD2.0	PRELIMINARY LAYOUT AND UTILITY PLAN

DEVELOPER

ASHBURN DEVELOPMENT, LLC
933 OLD KNIGHT ROAD
KNIGHTDALE, NC 27545

APPLICANT

ENTITLEMENT PRESERVATION GROUP
CHARLES R. WALKER III, PLA
275 NORTH PEA RIDGE ROAD
PITTSBORO, NORTH CAROLINA 27312
PHONE: 919-625-9760
EMAIL: CWALKER@EPGROUPONLINE.COM

PLANS PREPARED BY:

PRIEST, CRAVEN & ASSOCIATES, INC.
PLANNERS / LANDSCAPE DESIGNERS / SURVEYORS / ENGINEERS
3803 - B COMPUTER DRIVE, SUITE 104, RALEIGH, N.C. 27609
PHONE 919 / 781-0300 FAX 919 / 782-1288
EMAIL PCA@PRIESTCRAVEN.COM FIRM#: C-0488

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6. EXISTING UTILITIES SHOWN ARE APPROXIMATE. CONTRACTOR RESPONSIBLE FOR LOCATION OF ALL EXISTING ABOVE AND BELOW GROUND UTILITY FIELD LOCATION PRIOR TO ANY CONSTRUCTION.
7. NO NEW BUFFER IMPACTS SHALL OCCUR PRIOR TO APPROVAL FROM NCDEQ.
8. WETLAND AND STREAM BUFFER LOCATIONS ARE SUBJECT TO FIELD VERIFICATION.

UTILITY EXCEPTION TABLE

The following items have been approved as exceptions for this drawing by the Town of Apex Department Director(s), and to the best of my knowledge and belief, this drawing conforms to the requirements established by the Director(s) allowing deviation from the Standard Specifications and Standard Details of the Town of Apex. The signature below represents that the requesting Engineer has been granted a variance ONLY for the items listed. The developer/engineer/contractor is solely responsible for meeting all applicable requirements.

APPROVED EXCEPTION	DIRECTOR GRANTING EXCEPTION
1.	
2.	
3.	

By: _____ Date: _____
Requesting Engineer

PRELIMINARY FOR REVIEW ONLY

PROPOSED SEWER FLOWS:

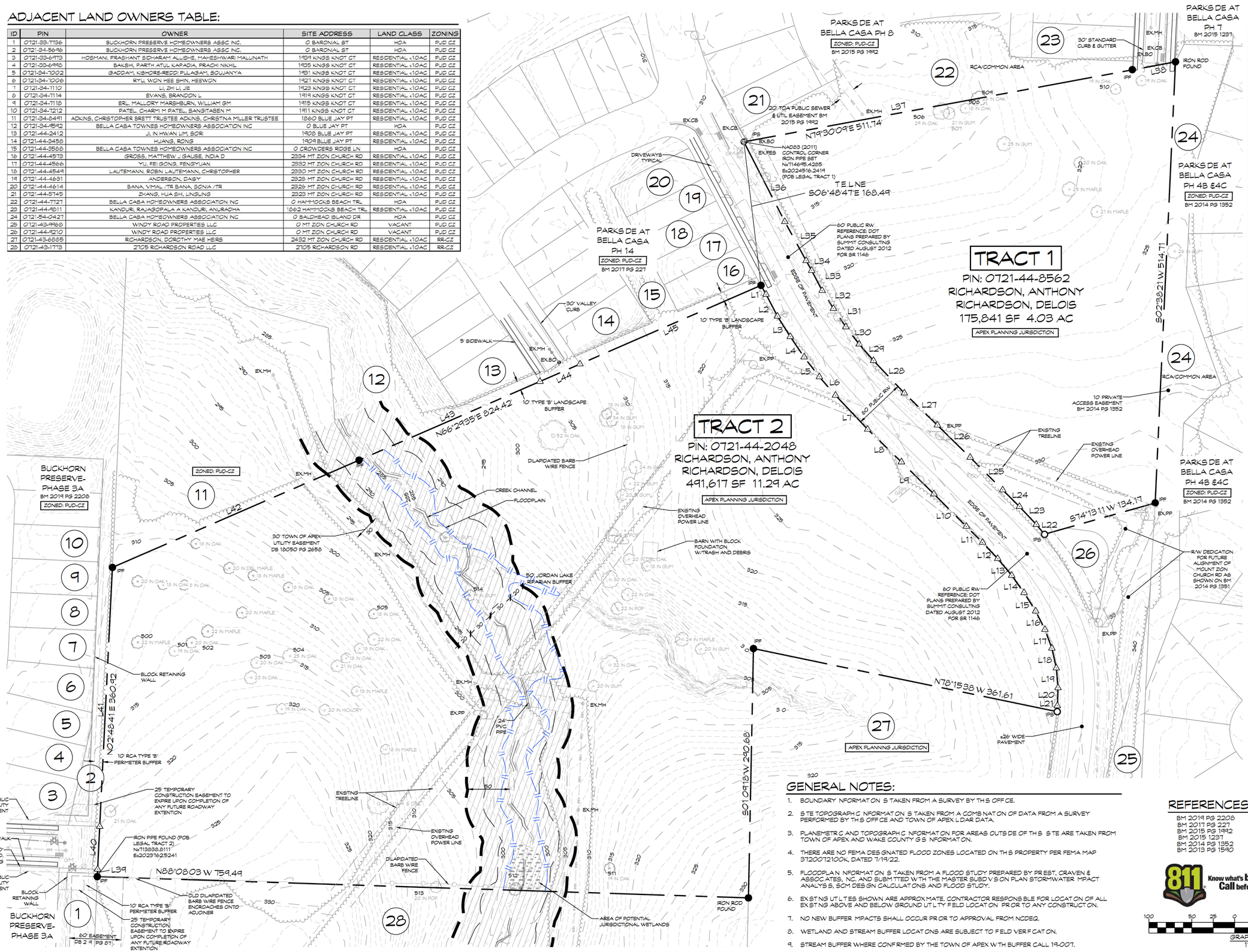
NUMBER OF SINGLE FAMILY HOMES:	51 UNITS
NUMBER OF TOWNHOMES:	21 UNITS
AVG DAILY FLOW PER HOME:	300 GPD/UNIT
TOTAL AVERAGE DAILY FLOW:	21,600 GPD (15.0 GPM)

REVISIONS:	SUBMITTAL DATE:	6/3/2024	SHEET #
REVISION 1	TOWN STAFF REVIEW:	2/7/2025	
REVISION 2	TOWN STAFF REVIEW:	3/7/2025	
REVISION 3	TOWN STAFF REVIEW:	4/4/2025	
REVISION 4	TOWN STAFF REVIEW:	5/2/2025	
REVISION 5	TOWN STAFF REVIEW:	6/5/2025	PD0.0
RELEASED FOR CONSTRUCTION DATE:		NOT RELEASED	

24CZ10

ADJACENT LAND OWNERS TABLE:

ID	PIN	OWNER	SITE ADDRESS	LAND CLASS	ZONING
1	0721-33-7736	BUCKHORN PRESERVE HOMEOWNERS ASSC INC.	0 BARONIAL ST	HOA	PUD CZ
2	0721-34-5646	BUCKHORN PRESERVE HOMEOWNERS ASSC INC.	0 BARONIAL ST	HOA	PUD CZ
3	0721-33-6713	HOSMANI, PRASHANT SIDHARAM ALIGHE, MAHESHWARI MALLINATH	1934 KINGS KNOT CT	RESIDENTIAL <10AC	PUD CZ
4	0721-33-6985	BAKSHI, PARTH ATUL KAPADIA, PRACHI NIKHIL	1935 KINGS KNOT CT	RESIDENTIAL <10AC	PUD CZ
5	0721-34-7002	GADDAM, KISHORE-REDDY PULAGAM, SOUJANYA	1951 KINGS KNOT CT	RESIDENTIAL <10AC	PUD CZ
6	0721-34-7006	RYU, WON HEE SHIN, HEEWON	1927 KINGS KNOT CT	RESIDENTIAL <10AC	PUD CZ
7	0721-34-7110	LI, ZHI LI, JE	1923 KINGS KNOT CT	RESIDENTIAL <10AC	PUD CZ
8	0721-34-7114	EVANS, BRANDON L	1919 KINGS KNOT CT	RESIDENTIAL <10AC	PUD CZ
9	0721-34-7116	ERL, MALLORY MARSHBURN, WILLIAM GM	1915 KINGS KNOT CT	RESIDENTIAL <10AC	PUD CZ
10	0721-34-7212	PATEL, CHARMI M PATEL, SANGITABEN M	1911 KINGS KNOT CT	RESIDENTIAL <10AC	PUD CZ
11	0721-34-6491	ADKINS, CHRISTOPHER BRETT TRUSTEE ADKINS, CHRISTINA MILLER TRUSTEE	1860 BLUE JAY PT	RESIDENTIAL <10AC	PUD CZ
12	0721-34-5542	BELLA CASA TOWNES HOMEOWNERS ASSOCIATION INC	0 BLUE JAY PT	HOA	PUD CZ
13	0721-44-2412	JI, N HWAN LIM, SOR	1909 BLUE JAY PT	RESIDENTIAL <10AC	PUD CZ
14	0721-44-3456	HUANG, RONG	1909 BLUE JAY PT	RESIDENTIAL <10AC	PUD CZ
15	0721-44-3588	BELLA CASA TOWNES HOMEOWNERS ASSOCIATION INC	0 CROWDERS RIDGE LN	HOA	PUD CZ
16	0721-44-4573	GROSS, MATTHEW J GAUSE, INDIA D	2334 MT ZION CHURCH RD	RESIDENTIAL <10AC	PUD CZ
17	0721-44-4566	YU, FEI GONG, FENGYUAN	2332 MT ZION CHURCH RD	RESIDENTIAL <10AC	PUD CZ
18	0721-44-4549	LAUTEMANN, ROBIN LAUTEMANN, CHRISTOPHER	2330 MT ZION CHURCH RD	RESIDENTIAL <10AC	PUD CZ
19	0721-44-4631	ANDERSON, DAISY	2328 MT ZION CHURCH RD	RESIDENTIAL <10AC	PUD CZ
20	0721-44-4614	BANA, VIMAL /TR BANA, SONIA /TR	2326 MT ZION CHURCH RD	RESIDENTIAL <10AC	PUD CZ
21	0721-44-5745	ZHANG, HUA SHI, LINGLING	2323 MT ZION CHURCH RD	RESIDENTIAL <10AC	PUD CZ
22	0721-44-7121	BELLA CASA HOMEOWNERS ASSOCIATION INC	0 HAMMOCKS BEACH TRL	HOA	PUD CZ
23	0721-44-4611	KANDURI, RAJAGOPALA A KANDURI, ANURADHA	1862 HAMMOCKS BEACH TRL	RESIDENTIAL <10AC	PUD CZ
24	0721-54-0421	BELLA CASA HOMEOWNERS ASSOCIATION INC	0 BALDHEAD ISLAND DR	HOA	PUD CZ
25	0721-43-9968	WINDY ROAD PROPERTIES LLC	0 MT ZION CHURCH RD	VACANT	PUD CZ
26	0721-44-4210	WINDY ROAD PROPERTIES LLC	0 MT ZION CHURCH RD	VACANT	PUD CZ
27	0721-43-6885	RICHARDSON, DOROTHY MAE HEIRS	2432 MT ZION CHURCH RD	RESIDENTIAL <10AC	RR-CZ
28	0721-43-1773	2705 RICHARDSON ROAD LLC	2705 RICHARDSON RD	RESIDENTIAL <10AC	RR-CZ



LINE TABLE

LINE	BEARING	DISTANCE	LINE	BEARING	DISTANCE
L1	S29°25'34"E	12.05	L24	N45°10'11"W	27.50
L2	S27°36'38"E	28.74	L25	N44°54'53"W	53.64
L3	S32°05'39"E	28.07	L26	N45°28'43"W	53.65
L4	S34°00'02"E	28.78	L27	N45°53'23"W	53.67
L5	S37°36'11"E	29.18	L28	N43°26'50"W	52.19
L6	S41°14'19"E	28.49	L29	N41°14'19"W	25.43
L7	S43°26'50"E	54.62	L30	N37°36'11"W	25.39
L8	S45°53'23"E	54.73	L31	N34°00'02"W	25.84
L9	S45°28'43"E	53.19	L32	N32°05'39"W	24.72
L10	S44°54'53"E	53.48	L33	N27°36'38"W	26.31
L11	S45°10'11"E	26.54	L34	N29°18'23"W	13.26
L12	S43°16'07"E	25.82	L35	N28°41'19"W	51.85
L13	S39°46'07"E	25.44	L36	N27°09'54"W	104.55
L14	S35°33'43"E	24.72	L37	N79°30'09"E	460.35
L15	S32°15'36"E	25.41	L38	N79°30'09"E	51.39
L16	S26°39'44"E	24.07	L39	N02°48'41"E	8.62
L17	S20°21'19"E	23.52	L40	N02°48'41"E	50.00
L18	S12°34'16"E	23.56	L41	N02°48'41"E	302.30
L19	S04°55'42"E	23.24	L42	N66°29'35"E	313.49
L20	S01°38'37"W	24.73	L43	N66°29'35"E	230.03
L21	N04°32'08"E	9.05	L44	N66°29'35"E	50.81
L22	N39°46'07"W	14.76	L45	N66°29'35"E	230.09
L23	N43°16'07"W	28.65			

SURVEY LINETYPES

- PROPERTY LINE
- P/L NOT SURVEYED
- EASEMENT
- ADJOINER
- FENCE LINE
- SANITARY SEWER
- STORM SEWER
- UNDERGROUND POWER
- FIBER OPTIC/COMMUNICATION
- TRAFFIC SIGNAL
- WATERLINE
- UNDERGROUND TELEPHONE
- 100 YR FLOODPLAIN
- GUARD RAIL

SURVEY SYMBOL LEGEND

- AC UNIT
- BFV — BACK FLOW VALVE
- BOLLARD
- CABLE PEDESTAL
- CV — CABLE VAULT
- CATCH BASIN
- CLEAN OUT
- CB — COMMUNICATION BOX
- CURB INLET
- ELECTRIC BOX
- EV — ELECTRICAL VAULT
- FIRE HYDRANT
- FL — FENCE LINE
- FO — FIBER OPTIC
- FOV — FIBER OPTIC VAULT
- FLARED END SECTION
- GAS
- GAS VALVE
- GRATED INLET
- GW — GUY WIRE
- IV — IRRIGATION VALVE
- LIGHT POLE
- OH — OVERHANG
- OE — OVERHEAD ELECTRIC
- RCP — REINFORCED CONCRETE DRAINAGE PIPE
- SEWER MANHOLE
- STORM MANHOLE
- JB — STORM JUNCTION BOX
- SWAMP
- TELEPHONE PEDESTAL
- TELEPHONE MANHOLE
- TEMPORARY BENCHMARK
- TREE
- UE — UNDERGROUND ELECTRIC
- UP — UNDERGROUND POWER
- UT — UNDERGROUND TELEPHONE
- UTILITY POLE
- WL — WATER LINE
- HB — WATER LINE HOTBOX
- WATER LINE MANHOLE
- WATER METER
- WATER VALVE
- W — WELL
- YARD INLET

PROPERTY CORNERS

- CONC MONUMENT SET
- CONC MONUMENT FOUND
- PROP CORNER FOUND
- COMPUTED POINT
- CONTROL CORNER
- IRON PIPE SET
- PF — IRON PIPE FOUND

HATCH LEGEND

- TRASH/DEBRIS
- EXISTING RIPRAP

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3. PLANIMETRIC AND TOPOGRAPHIC INFORMATION FOR AREAS OUTSIDE OF THIS SITE ARE TAKEN FROM TOWN OF APEX AND WAKE COUNTY GIS INFORMATION.
4. THERE ARE NO FEMA DESIGNATED FLOOD ZONES LOCATED ON THIS PROPERTY PER FEMA MAP 3720072100K, DATED 7/19/22.
5. FLOODPLAIN INFORMATION IS TAKEN FROM A FLOOD STUDY PREPARED BY PRIEST, CRAVEN & ASSOCIATES, INC. AND SUBMITTED WITH THE MASTER SUBDIVISION PLAN STORMWATER IMPACT ANALYSIS, SCM DESIGN CALCULATIONS AND FLOOD STUDY.
6. EXISTING UTILITIES SHOWN ARE APPROXIMATE. CONTRACTOR RESPONSIBLE FOR LOCATION OF ALL EXISTING ABOVE AND BELOW GROUND UTILITY FIELD LOCATION PRIOR TO ANY CONSTRUCTION.
7. NO NEW BUFFER IMPACTS SHALL OCCUR PRIOR TO APPROVAL FROM NCDEQ.
8. WETLAND AND STREAM BUFFER LOCATIONS ARE SUBJECT TO FIELD VERIFICATION.
9. STREAM BUFFER WHERE CONFIRMED BY THE TOWN OF APEX WITH BUFFER CALL 19-007.

REFERENCES:

BM 2019 PG 2208
BM 2017 PG 227
BM 2015 PG 1992
BM 2015 1237
BM 2014 PG 1352
BM 2013 PG 1590

811 Know what's below. Call before you dig.

NORTH

100 50 25 0 50 150
GRAPHIC SCALE
1" = 50'

PRELIMINARY FOR REVIEW ONLY

ASHBURN

PLANNED UNIT DEVELOPMENT REZONING PLANS

APEX, NC — WAKE, NORTH CAROLINA

SCALE	1"=50'
DATE	JUNE 3, 2024
PROJECT NUMBER	2022-008.001
CLIENT	ENTITLEMENT PRESERVATION GROUP
PLAN TYPE	PRELIMINARY

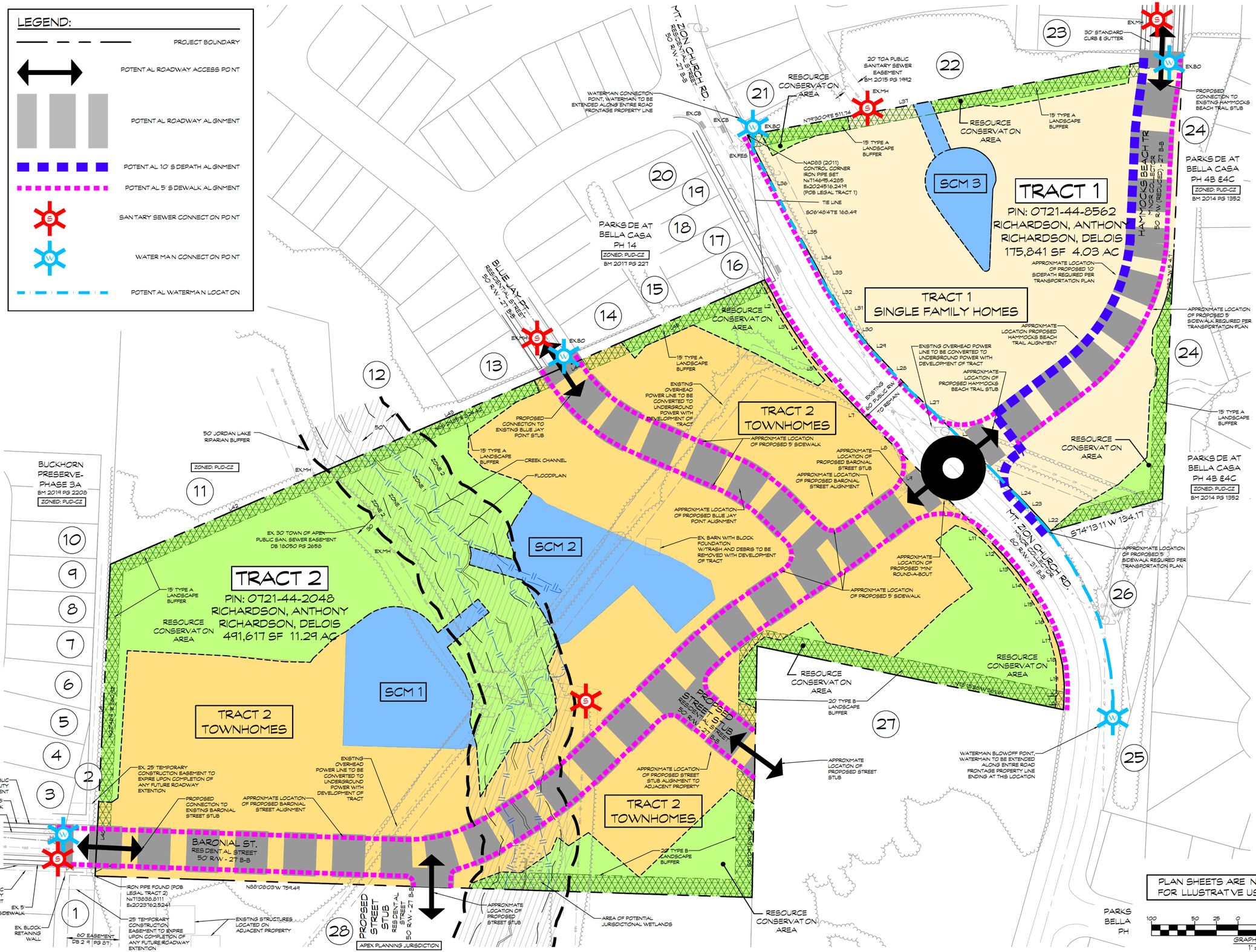
EXISTING CONDITIONS PLAN

OWN COMMENTS	2.7.2025
OWN COMMENTS	3.7.2025
OWN COMMENTS	4.4.2025
OWN COMMENTS	5.2.2025
OWN COMMENTS	6.5.2025

RELEASED FOR CONSTRUCTION DATE (SEE COVER) ■ NO ☐ YES

PRIEST, CRAVEN & ASSOCIATES, INC.
LAND USE CONSULTANTS PLANNERS / LANDSCAPE DESIGNERS / SURVEYORS / ENGINEERS
3803 - B Computer Drive, Suite 104 Raleigh, N.C. 27609 . Phone 919 / 781-0300 . Fax 919 / 782-1288 . Email PCA@PriestCraven.com / Firm #: C-0488

SHEET # PD1.0



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7. NO NEW BUFFER IMPACTS SHALL OCCUR PRIOR TO APPROVAL FROM NCDEQ.
8. WETLAND AND STREAM BUFFER LOCATIONS ARE SUBJECT TO FIELD VERIFICATION.
9. FINAL LOCATION OF DEVELOPMENT ACCESS AND STREET STUB LOCATIONS TO BE COORDINATED AT MASTER SUBDIVISION PLAN DESIGN AND APPROVAL.
8. FINAL LOCATION OF OPEN SPACE, RESOURCE CONSERVATION AREAS, AND PLAY LAWN TO BE COORDINATED AT MASTER SUBDIVISION PLAN DESIGN AND APPROVAL.
9. ALL PLAN SHEETS ARE PROVIDED FOR ILLUSTRATIVE PURPOSES ONLY. FINAL DESIGN TO BE COORDINATED AT MASTER SUBDIVISION PLAN DESIGN AND APPROVAL.
10. REFER TO PD TEXT DOCUMENTS FOR A DETAILED LISTING OF ALLOWABLE USES, DESIGN INFORMATION STANDARDS, AND ZONING CONDITIONS.
11. ALL CONSTRUCTION AND MATERIALS TO BE IN STRICT ACCORDANCE WITH THE ACCEPTED POLICIES OF THE TOWN OF APEX, AND UNLESS SPECIFIED, DEFERS TO THE NC DEPT. OF TRANSPORTATION (NCDOT) STANDARDS, SPECIFICATIONS, AND DETAILS.
12. THIS PROJECT SHALL UTILIZE FULL TOWN SERVICES - WATER, SEWER, AND ELECTRICITY.
13. THIS PROJECT SHALL NOT UTILIZE PRIVATE SEWAGE DISPOSAL (SEPTIC SYSTEM).
14. NO SITE DEVELOPMENT ACTIVITY INCLUDING, BUT NOT LIMITED TO, TESTING, CLEARING, INSTALLATION OF SEE 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.
15. 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.
16. 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.).

UTILITY NOTES:

1. ALL DEVELOPMENT / REZONING PLANS MUST MEET THE NEW / CURRENT TOWN OF APEX MASTER WATER AND SEWER PLANS. REZONING OR NEW SITE DEVELOPMENT PLANS DO NOT GUARANTEE THE UTILITY LOCATION, ALIGNMENTS, AND DESIGN FOR TOWN APPROVAL. UTILITY DESIGNS WILL BE SUBJECT TO CHANGE UNTIL CONSTRUCTION DESIGNS ARE APPROVED.
2. THIS PLAN SET WILL BE UNDER THE NEW 2024 SPEC (EFFECTIVE DATE: JUNE 11, 2024), SINCE THIS PLAN WAS NOT INCEPTED BEFORE THE EFFECTIVE DATE.
3. ANY REQUESTED UTILITY EXCEPTION MUST BE FILED ON THE EXCEPTION FORM THAT IS LOCATED IN THE CD PROJECT PACKET. NO EXCEPTIONS WILL BE APPROVED UNLESS THIS FORM(S) IS COMPLETED AND SIGNED BY TOWN ADMINISTRATION.
4. IN PREPARING ENGINEERING DESIGN PLANS, ALL ELEVATIONS SHALL BE TIED TO NC GRID SYSTEM AND THE BENCHMARK SHALL BE DESCRIBED ON THE PLANS. A FIELD SURVEY OF ALL WATERWAYS AND WATERBODIES WITHIN PROJECT AREA MUST BE PERFORMED, INCLUDING BUT NOT LIMITED TO: CREEKS, STREAMS, RIVERS, LAKES, PONDS, DITCHES, AND CULVERTS. SURVEY MUST INCLUDE ADEQUATE POINTS TO ACCURATELY REPRESENT THE CROSS SECTION OF THE WATERWAY/WATERBODY, I.E. TOP OF BANK, TOE, CENTERLINE, ETC. 100-2 TOWN OF APEX STANDARD SPECIFICATIONS AND DETAILS: ADOPTED FEBRUARY 23, 2021

HATCH LEGEND

- SINGLE FAMILY HOME AREA
- TOWNHOME AREA
- RESOURCE CONSERVATION AREA
- PERIMETER BUFFER AREA
- STORMWATER CONTROL MEASURE AREA

ASHBURN

PLANNED UNIT DEVELOPMENT REZONING PLANS

APEX NC — WAKE NORTH CAROLINA

SCALE	1"=50'
DATE	JUNE 3 2024
PROJECT NUMBER	2022-008.001
CLIENT	ENTITLEMENT PRESERVATION GROUP
PLAN TYPE	PRELIMINARY

PRELIMINARY LAYOUT AND UTILITY PLAN

OWNER COMMENTS	2.7.2025
OWNER COMMENTS	3.7.2025
OWNER COMMENTS	4.4.2025
OWNER COMMENTS	5.2.2025
OWNER COMMENTS	6.5.2025

RELEASED FOR CONSTRUCTION DATE (SEE COVER) ■ NO ☐ YES

PRIEST, CRAVEN & ASSOCIATES, INC.
LAND USE CONSULTANTS PLANNERS / LANDSCAPE DESIGNERS / SURVEYORS / ENGINEERS
3803 - B Computer Drive, Suite 104 Raleigh, N.C. 27609 . Phone 919 / 781-0300 . Fax 919 / 782-1288 . Email PCA@PriestCraven.com / Firm #: C-0488

SHEET # PD2.0

| Agenda Item | cover sheet

for consideration by the Apex Town Council

Item Type: CONSENT AGENDA

Meeting Date: November 13, 2025

Item Details

Presenter(s): Captain Joseph Best

Department(s): Apex Police Department

Requested Motion

Motion to declare one (1) badge and (1) service weapon (Glock Model 47 9mm handgun, with S/N Serial Number CCVX718) as surplus property, set the price for such weapon to be $1.00 (One Dollar); and, award the stated badge and service weapon to Former Apex Police Lieutenant Thomas Parody who retired from the Apex Police Department effective November 1, 2025.

Approval Recommended?

Yes

Item Details

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

Apex Police Lieutenant (Lt.) Thomas Parody retired from the Apex Police Department effective November 1, 2025, and has made a request to be awarded his badge and service handgun.

Former Apex Police Lieutenant Thomas Parody began his career at the Apex Police Department on November 16, 1999. Previously she served the City of Raleigh, North Carolina, in their Police Department from March 1997 through November 1999.

In recognition of his twenty-eight (28) years of service in law enforcement, Chief Johansen requests that one "Police Officer" badge and one handgun (described below) be declared "surplus", that the price for such handgun be set at $1.00 (One Dollar) and that the badge and handgun be awarded to Former Apex Police Lieutenant Thomas Parody.

- Glock Model 47 9mm handgun, Serial Number CCVX718

Attachments

N/A

| Agenda Item | cover sheet

for consideration by the Apex Town Council

Item Type: CONSENT AGENDA

Meeting Date: November 13, 2025

Item Details

Presenter(s): Allen Coleman, Town Clerk

Department(s): Town Clerk's Office

Requested Motion

Motion to approve the Apex Tax Report dated October 16, 2025.

Approval Recommended?

Yes

Item Details

The Wake County Board of Commissioners, in regular session on November 03, 2025, approved and accepted the enclosed tax report for the Town of Apex, dated October 16, 2025 for the period of September 1, 2025 through September 30, 2025.

Attachments

- CN10-A1: Tax Report for September 2025

WAKE COUNTY
NORTH CAROLINA

Board of Commissioners
P.O. Box 550 • Raleigh, NC 27602

TEL 919 856 6180
FAX 919 856 5699

SUSAN P. EVANS, CHAIR
DON MIAL, VICE-CHAIR
VICKIE ADAMSON
SAFIYAH JACKSON
CHERYL STALLINGS
SHINICA THOMAS
TARA WATERS

November 4, 2025

Mr. Allen Coleman
Town Clerk
Town of Apex
Post Office Box 250
Apex, North Carolina 27502

Dear Mr. Coleman:

The Wake County Board of Commissioners, in regular session on November 3, 2025, approved and accepted the enclosed tax report for the Town of Apex.

The attached adopted actions are submitted for your review; no local board action is required.

Sincerely,

Yvonne Gilyard
Clerk to the Board
Wake County Board of Commissioners

Enclosure(s)

WAKE COUNTY TAX ADMINISTRATION

09/01/2025 - 09/30/2025

Rebate Detail Report

APEX

DATE 10/16/2025 TIME 1:59:17 PM

REBATE NUM	PROPERTY	CITY TAG	LATE LIST	BILLED INTEREST	TOTAL REBATED	PROCESS DATE	ACCOUNT NUMBER	TAX YEAR	YEAR FOR	BILLING TYPE	OWNER
BUSINESS ACCOUNTS											
935632	263.08	0.00	0.00	0.00	263.08	9/19/2025	0006718165	2025	2025	000000	CRAIG DORION DDS MPH PA II
935635	291.74	0.00	29.17	0.00	320.91	9/18/2025	0006923057	2024	2024	000000	ITB INC
SUBTOTALS FOR BUSINESS ACCOUNTS	**554.82**	**0.00**	**29.17**	**0.00**	**583.99**	**583.99**		**2 Properties Rebated**			
BUSINESS REAL ESTATE ACCOUNTS											
933859	5,195.04	0.00	0.00	0.00	5,195.04	9/5/2025	0000234305	2025	2025	000000	BEAVER CREEK APEX LLC
936371	0.00	0.00	0.00	0.00	0.00	9/25/2025	0000490796	2025	2025	000000	DEPOT 499 OWNER LLC
936375	0.00	0.00	0.00	0.00	0.00	9/25/2025	0000035451	2025	2025	000000	CRP/BI JENKS RD APEX OWNER LLC
933858	5,062.38	0.00	0.00	0.00	5,062.38	9/5/2025	0000234304	2025	2025	000000	BEAVER CREEK APEX LLC
933856	29,782.87	0.00	0.00	0.00	29,782.87	9/5/2025	0000079130	2025	2025	000000	BEAVER CREEK APEX LLC
933857	19,520.32	0.00	0.00	0.00	19,520.32	9/5/2025	0000159890	2025	2025	000000	BMF V NC LAKE CAMERON LLC
934672	340.53	0.00	0.00	0.00	340.53	9/11/2025	0000054081	2025	2025	000000	GEMSTONE HOMES LLC
SUBTOTALS FOR BUSINESS REAL ESTATE ACCOUNTS	**59,901.14**	**0.00**	**0.00**	**0.00**	**59,901.14**	**59,901.14**		**7 Properties Rebated**			

INDIVIDUAL PROPERTY ACCOUNTS

934906	3.40	0.00	0.34	0.00	3.74	9/15/2025	0006563844	2024	2024	000000	POISSANT, NATHAN MICHAEL
934926	15.29	0.00	0.00	0.00	15.29	9/15/2025	0007015359	2025	2025	000000	KROLL, PER JOHAN
935279	3.40	0.00	0.34	0.00	3.74	9/16/2025	0006811986	2024	2024	000000	BOALO, ANTHONY THOMAS
935296	3.40	0.00	0.34	0.00	3.74	9/17/2025	0006796129	2024	2024	000000	BOYLE, JUSTIN PATRICK
935630	3.40	0.00	0.34	0.00	3.74	9/18/2025	0006813121	2024	2024	000000	BRASWELL, ROBERT KEITH
934292	3.40	0.00	0.34	0.00	3.74	9/11/2025	0006801757	2024	2024	000000	BENEDETTI, FRANK MICHAEL
934298	3.40	0.00	0.34	0.00	3.74	9/10/2025	0006473691	2024	2024	000000	BERGEY, PAUL KEVIN
SUBTOTALS FOR INDIVIDUAL PROPERTY ACCOUNTS	**35.69**	**0.00**	**2.04**	**0.00**	**37.73**	**37.73**		**7 Properties Rebated**			
TOTAL REBATED FORAPEX	**60,491.65**	**0.00**	**31.21**	**0.00**	**60,522.86**	**60,522.86**		**16 Properties Rebated for City**			

| Agenda Item | cover sheet

for consideration by the Apex Town Council

Item Type: CONSENT AGENDA

Meeting Date: November 13, 2025

Item Details

Presenter(s): Bruce Venable, Planner II

Department(s): Planning

Requested Motion

Motion to approve the Statement of the Apex Town Council pursuant to G.S. 160D-605(a) addressing action on the Unified Development Ordinance (UDO) Amendments of October 28, 2025, proposed by staff.

Approval Recommended?

The Planning Department recommends approval.

Item Details

The Unified Development Ordinance (UDO) Amendments were approved during the October 28, 2025 Town Council Meeting.

Attachments

- CN11-A1: Statement of Town Council – UDO Amendments Approved on October 28, 2025

STATEMENT OF THE APEX TOWN COUNCIL PURSUANT TO G.S. 160D-605(a) ADDRESSING ACTION ON THE UNIFIED DEVELOPMENT ORDINANCE (UDO) AMENDMENTS OF OCTOBER 28, 2025

Pursuant to G.S. §160D-601 and Sec. 2.2.11.E of the Unified Development Ordinance, the Planning Director for the Town of Apex, Dianne Khin, caused proper notice to be given (by publication and posting), of a public hearing on UDO Amendments before the Town Council on the 28th day of October 2025.

The Apex Town Council held a public hearing on the 28th day of October 2025. Bruce Venable, Planner II, presented the Planning Board's vote to recommend approval by a vote of 9-0 at the public hearing.

All persons who desired to present information relevant to the UDO were allowed to present evidence at the public hearing before the Apex Town Council. No one who wanted to speak was turned away.

The Town Council on the 28th day of October 2025, by a vote of 5-0 approved the Ordinance for UDO Amendments.

The Apex Town Council finds from information and testimony provided at the public hearing that the approval of the various UDO Amendments of October 28, 2025, are consistent with the *Advance Apex: The 2045 Plan* and reasonable and in the public interest for the following reason(s):

1. The amendments to UDO Secs. 7.4 *Dedication of Right-of-Way*; 7.4.2 *Dedication of Right-of-Way, No Deprivation of Land*; 7.5.1 *Required Improvements, Generally and Exemptions*; 7.5.4 *Required Improvements, Street*s; and 13.16 *Transportation, Developer Agreements,* update and clarify roadway frontage widening and dedication requirements and add certain exemptions for new development.

2. The amendment to Sec. 6.1.11 *Watershed Protection Overlay Districts, Riparian Buffers,* updates the language to prohibit residential lots within any Riparian Buffer Zone and corrects a typographical error.

3. The amendment to Sec. 6.1.*7 Watershed Protection Overlay Districts, High-Density Development Option,* adds language to conform with state law that specifies that the maximum built-upon area within the Jordan Lake Critical Area of the Town's water supply watershed shall not exceed 50% of the lot area.

4. The amendment to Sec. 4.3.5.G.3 *Use Classifications, Commercial Uses, Retail Sales and Service, Building Supplies, Retail*, adds pool forms and above-ground pools as permitted retail products.

5. The amendment to Sec. 4.3.*6 Use Classifications, Industrial Uses*, allows showrooms as an accessory use when directly related to the principal uses listed in this section.

6. The amendment to Sec. 4.3.3.D *Use Classifications, Utilities, Electrical Power Facility,* clarifies that the use is limited to electrical generation and does not include non-generating uses such as distribution or switching.

_____
Jacques K. Gilbert
Mayor

ATTEST:

_____
Allen Coleman, CMC, NCCCC
Town Clerk

_____
Date

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

FOR IMMEDIATE RELEASE

PUBLIC NOTICE – PUBLIC HEARING

APEX, N.C. (October 29, 2025) – 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 **13th day of November, 2025**, on the question of annexation of the following property requested by petition filed pursuant to G.S. 160A-31:

Satellite Annexation No. 809
7421 Roberts Road – 1.25 acres

CLERK NOTE: Please take note that the November 13, 2025, Apex Town Council meeting is a Thursday (not the standard Tuesday).

CONTINUED – PUBLIC NOTICE – PUBLIC HEARING

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. 809" 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 Thursday, November 13, 2025.

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.

###

ANNEXATION

BEGINNING AT AN IRON PIPE SET ON THE SOUTHERN RIGHT-OF-WAY OF ROBERTS ROAD (SR1608) MARKING THE NORTHERN COMMON CORNER OF THE AMANDALEE 2, LLC. PROPERTY AS RECORDED IN DEED BOOK 19241 PAGE 179 AND THE GREEN LEVEL CROSSING COMMUNITY ASSOCIATION, INC. PROPERTY AS RECORDED IN DEED BOOK 18910 PAGE 1850 AND BOOK OF MAPS 2016 PAGE 842 IN THE OFFICE OF THE WAKE COUNTY REGISTER OF DEEDS; SAID IRON PIPE HAS N.C. GRID COORDINATES (NAD 83/2011) IN FEET OF N=735,171.97 AND E=2,032,072.44. THENCE SOUTH 05 DEGREES 01 MINUTES 04 SECONDS WEST FOR A DISTANCE OF 206.24 FEET TO AN EXISTING IRON PIPE MARKING THE SOUTHEAST CORNER OF THE AMANDALEE 2, LLC. PROPERTY AS DESCRIBED ABOVE AND BEING A COMMON CORNER WITH THE MAHESH MALISETTY AND GAYATHRI ENAMALA PROPERTY AS RECORDED IN DEED BOOK 16859 PAGE 266 AND BOOK OF MAPS 2016 PAGE 842 AND THE AMANDALEE 2, LLC. PROPERTY AS RECORDED IN DEED BOOK 17115 PAGE 2306 AND BOOK OF MAPS 2020 PAGES 1723 THROUGH 1728. THENCE NORTH 83 DEGREES 31 MINUTES 14 SECONDS WEST FOR A DISTANCE OF 254.55 FEET TO AN EXISTING IRON PIPE MARKING. THENCE NORTH 06 DEGREES 10 MINUTES 21 SECONDS EAST FOR A DISTANCE OF 213.57 FEET TO A POINT ON THE SOUTHERN RIGHT-OF-WAY OF ROBERTS ROAD. THENCE ALONG THE SAID RIGHT-OF-WAY SOUTH 85 DEGREES 31 MINUTES 29 SECONDS EAST FOR A DISTANCE OF 22.74 FEET TO A POINT. THENCE SOUTH 88 DEGREES 06 MINUTES 20 SECONDS EAST FOR A DISTANCE OF 35.77 FEET TO A POINT. THENCE AROUND A CURVE TO THE RIGHT HAVING A RADIUS OF 700.00 FEET, AN ARC LENGTH OF 183.61 FEET AND A CHORD BEARING AND DISTANCE OF SOUTH 80 DEGREES 35 MINUTES 28 SECONDS EAST 183.09 FEET TO A POINT. THENCE SOUTH 73 DEGREES 04 MINUTES 13 SECONDS EAST FOR A DISTANCE OF 9.36 FEET TO THE POINT AND PLACE OF BEGINNING. THIS AREA TO BE ANNEXED CONTAINS 54,482 SQUARE FEET IN AREA (1.25 ACRES). REFERENCE IS HEREBY MADE TO AN ANNEXATION MAP FOR THE TOWN OF APEX PREPARED BY COOPER AND ASSOCIATES SURVEYORS, P.A. DATED JULY 31, 2025.

| Agenda Item | cover sheet

for consideration by the Apex Town Council

Item Type: PUBLIC HEARING

Meeting Date: November 13, 2025

Item Details

Presenter(s): Dianne Khin, Director

Department(s): Planning

Requested Motion

Conduct a Public Hearing and possible motion to adopt Ordinance on the Question of Annexation - Apex Town Council's intent to annex 1.25 acres, located at 7421 Roberts Road (PIN 0733-15-9049), Annexation No. 809, into the Town Corporate limits.

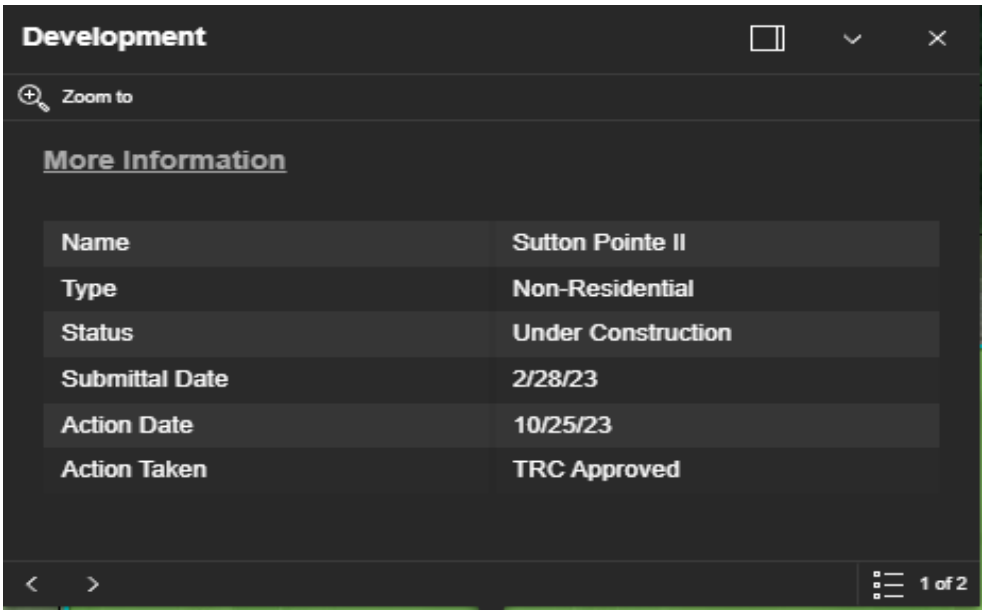
Approval Recommended?

Yes

Item Details

The annexation petition has been certified and a public hearing notice has been posted.

NOTE: This Annexation Petition is related to the non-residential Sutton Point II development project.

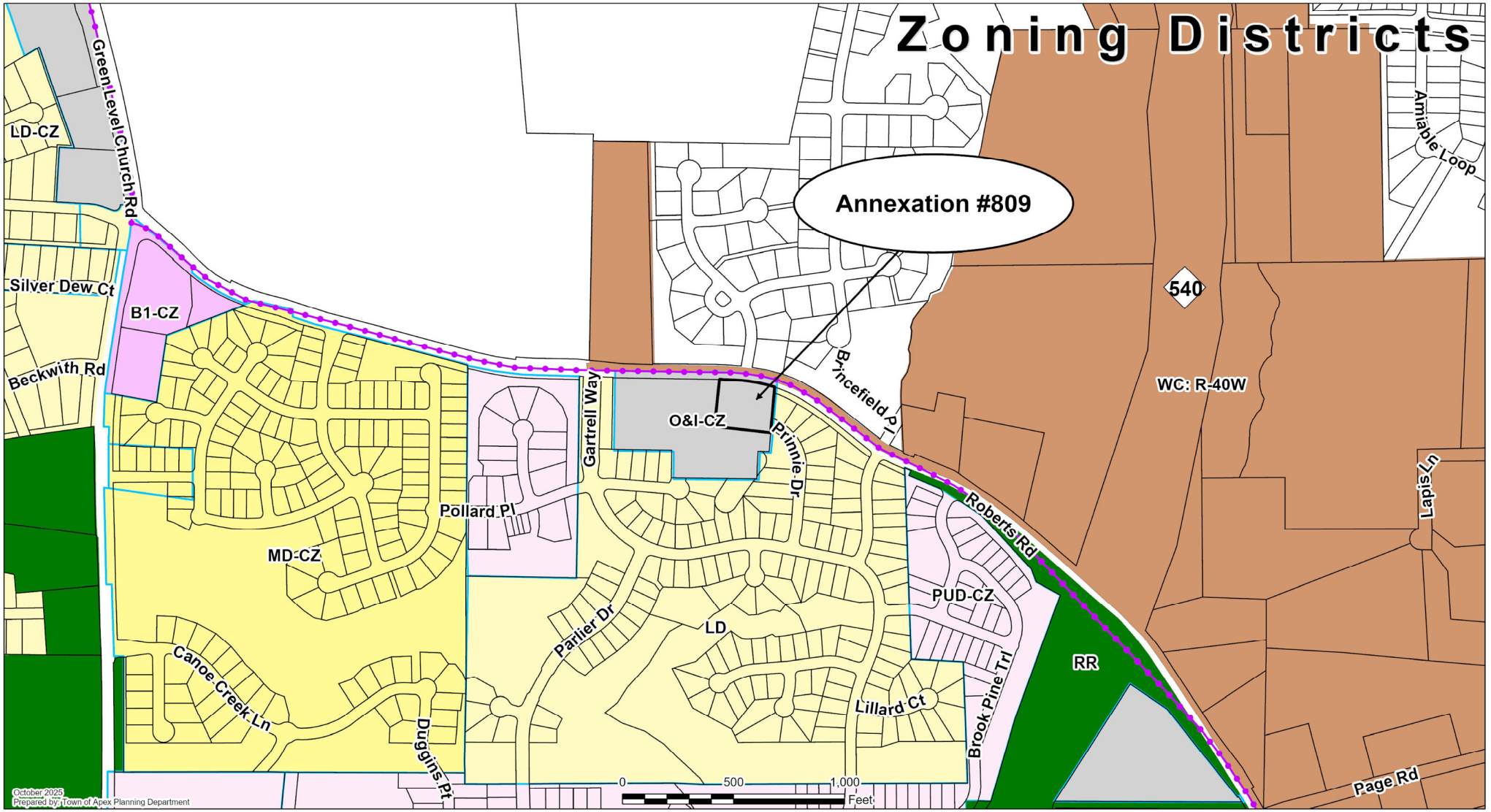


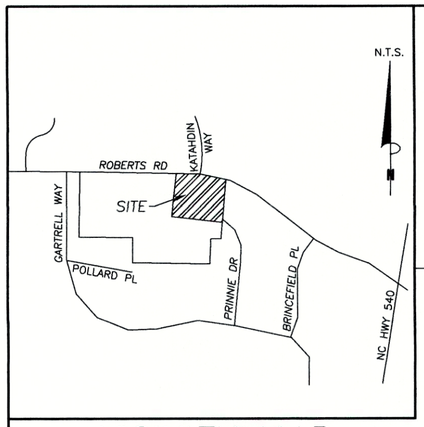
Attachments

- PH1-A1: Annexation Ordinance - Annexation No. 809 - 7421 Roberts Road - 1.25 acres
- PH1-A2: Public Hearing Notice - Annexat - 7421 Roberts Road - 1.25 acres

- PH1-A3: Legal Description – Satellite Annexation No. 809 – 7421 Roberts Road – 1.25 acres
- PH1-A4: Aerial Map – Satellite Annexation No. 809 – 7421 Roberts Road – 1.25 acres
- PH1-A5: Plat Map – Satellite Annexation No. 809 – 7421 Roberts Road – 1.25 acres
- PH1-A6: Annexation Petition – Satellite Annexation No. 809 – 7421 Roberts Road – 1.25 acres

Annexation #809
Katahdin Way
Manassas Gap Pl
Roberts Rd
Brincefield Pl
Prinnie Dr
Sutton Pointe
Pines at Wake Crossing
Pollard Pl
Gartrell Way
0
200
400
Feet
October 2025
May 2025 Aerial
Photography Prepared by Town of Apex Planning Department


Zoning Districts
Annexation #809
LD-CZ
Green Level Church Rd
Silver Dew Ct
B1-CZ
Beckwith Rd
Gartrell Way
O&I-CZ
Princefield Pl
Primnie Dr
Pollard Pl
MD-CZ
Parlier Dr
LD
Canoe Creek Ln
Duggins Pt
Lillard Ct
Brook Pine Trl
PUD-CZ
RR
Roberts Rd
540
WC: R-40W
Amiable Loop
Lapis Ln
Page Rd
0
500
1,000
Feet
October 2025
Prepared by Town of Apex Planning Department



VICINITY MAP

I, COLLEEN C. JEWELL, CERTIFY THAT THIS PLAT WAS DRAWN UNDER MY SUPERVISION FROM AN ACTUAL SURVEY MADE UNDER MY SUPERVISION (DEED DESCRIPTION RECORDED IN BOOK AS ,PAGE SHOWN ,ETC.) (OTHER); THAT THE BOUNDARIES NOT SURVEYED ARE CLEARLY INDICATED AS DRAWN FROM INFORMATION FOUND IN BOOK AS , PAGE SHOWN ; THAT THE RATIO OF PRECISION AS CALCULATED IS 1:20,000; THAT THIS PLAT WAS PREPARED IN ACCORDANCE WITH G.S. 47-30 AS AMENDED. WITNESS MY ORIGINAL SIGNATURE, LICENSE NUMBER AND SEAL, THIS 31ST DAY OF JULY A.D., 2025.

SURVEYOR

L-4501

LICENSE NUMBER

NORTH CAROLINA PROFESSIONAL SEAL L-4501 LAND SURVEYOR COLLEEN C. JEWELL

☑ d. This survey is of another category, such as the recombination of existing parcels, a court-ordered survey, or other exception to the definition of subdivision.

Professional Land Surveyor

This parcel is located in the APEX Planning Jurisdiction

ANNEXATION #_____

I, ALLEN COLEMAN, CMC, NCCCC, TOWN CLERK, APEX, NORTH CAROLINA CERTIFY THIS IS A TRUE AND EXACT MAP OF ANNEXATION ADOPTED THE_____DAY OF_____, 2025, BY THE TOWN COUNCIL.

I SET MY HAND AND SEAL OF THE TOWN OF APEX._____.

ALLEN COLEMAN, CMC, NCCCC, TOWN CLERK

ANNEXATION AREA SUMMARY

7421 ROBERTS ROAD (PIN:0733159049)
1.25 ACRES

TOTAL AREA TO BE ANNEXED:
1.25 ACRES

OWNER: AMANDALEE 2, LLC
7445 ROBERTS ROAD
CARY, NC 27519

Line Table		
Line #	Length	Direction
L1	22.74	S85° 31' 29"E
L2	35.77	S88° 06' 20"E
L3	9.36	S73° 04' 13"E

Curve Table				
Curve #	Length	Radius	Chord Direction	Chord Length
C1	183.61	700.00	S80° 35' 28"E	183.09

NOTES

1)- ALL DISTANCES SHOWN ARE HORIZONTAL GROUND MEASURED IN FEET UNLESS OTHERWISE NOTED.
2)- THIS SURVEY WAS PERFORMED WITHOUT THE BENEFIT OF A COMPLETE TITLE SEARCH. THE DEED RECORDS SHOWN WERE TAKEN FROM COUNTY TAX RECORDS.
3)- AREA COMPUTED BY COORDINATE METHOD.
4)- THIS PROPERTY IS SUBJECT TO ALL EASEMENTS, AGREEMENTS, AND RIGHTS-OF-WAY OF RECORD.
5)- THIS PROPERTY IS NOT LOCATED WITHIN A FEMA SPECIAL FLOOD HAZARD AREA AS SHOWN ON FEMA FIRM 3720073300K EFFECTIVE JULY 19, 2022.
6)- NO DETERMINATION HAS BEEN MADE BY THE SURVEYOR AS TO THE EXISTENCE OF WETLANDS, 100 YEAR FLOOD LIMITS, UNDERGROUND UTILITIES, UNDERGROUND STORAGE FACILITIES, OR CEMETERIES.
7)- THE N.C. GRID COORDINATES SHOWN WERE DETERMINED USING REAL TIME KINEMATIC GPS OBSERVATIONS TAKEN ON APRIL 18, 2018.
8)- THE PURPOSE OF THIS PLAT IS TO SHOW THE AREA TO BE ANNEXED ONLY. THERE ARE IMPROVEMENTS ON THIS PROPERTY NOT SHOWN.

NOW OR FORMERLY
121 LENNOX LLC
SMULTRON LP
DB 17769 PG 1589
BM 1987 PG 1290
7436 ROBERTS RD
PIN: 0733153781
ZONING: TRCU

KATAHDIN WAY
50' PUBLIC RIGHT-OF-WAY

NOW OR FORMERLY
GREEN LEVEL CROSSING
COMMUNITY ASSN INC
DB 16870 PG 1236
BM 2008 PG 2190-2191
0 KATAHDIN WAY
PIN: 0733156444
ZONING: R40

NOW OR FORMERLY
GREEN LEVEL CROSSING
COMMUNITY ASSN INC
DB 16870 PG 1236
BM 2008 PG 2190-2191
0 KATAHDIN WAY
PIN: 0733250351
ZONING: R40

R/W

TOWN OF CARY CORPORATE LIMITS

N.C. GRID (NAD 83/2011) (SEE NOTE #7)

ROBERTS ROAD - SR 1608
VARIABLE WIDTH PUBLIC RIGHT-OF-WAY

N.C. GRID COORDINATES:
NAD83/2011
N=735,171.97
E=2,032,072.44

NOW OR FORMERLY
GREEN LEVEL CROSSING
COMMUNITY ASSOCIATION INC
DB 18910 PG 1850
BM 2016 PG 842
PIN: 0733253002
0 BRINCEFIELD PL

ZONING: LD

1.13' IPS
EIP
L1
L2
C1
L3
IPS
7421

TOWN OF APEX
ELECTRIC UTILITY EASEMENT
DB 14060 PG 2593

NOW OR FORMERLY
AMANDALEE2 LLC
DB 17115 PG 2306
BM 2020 PG 1723-1728
7429 ROBERTS ROAD
PIN: 0733146978

ZONING: O&I-CZ

TOWN OF APEX CORPORATE LIMITS
N06° 10' 21"E 213.57' TOTAL

NOW OR FORMERLY
AMANDALEE 2, LLC
DB 19241 PG 179
7421 ROBERTS ROAD
PIN: 0733159049

ZONING: O&I-CZ

54,482 SQ FT
1.25 ACRES

S05° 01' 04"W 206.24' TOTAL
TOWN OF APEX CORPORATE LIMITS

NOW OR FORMERLY
SRIRAM SWAMINATHAN
NEERAJA GANESH
DB 18726 PG 2750
BM 2016 PG 842
263 PRINNIE DR
PIN: 0733251017

ZONING: LD

EIP
N83° 31' 14"W 254.55'
TOWN OF APEX CORPORATE LIMITS
EIP

NOW OR FORMERLY
AMANDALEE2 LLC
DB 17115 PG 2306
BM 2020 PG 1723-1728
7429 ROBERTS ROAD
PIN: 0733146978

ZONING: O&I-CZ

50' PRINNIE DRIVE
PUBLIC RIGHT-OF-WAY

NOW OR FORMERLY
MAHESH MALISETTY
GAYATHRI ENAMALA
DB 16859 PG 266
BM 2016 PG 842
276 PRINNIE DR
PIN: 0733240896

ZONING: LD

LEGEND

O- EXISTING IRON PIPE
□- COMPUTED CORNER
●- IRON PIPE SET

0 30 60 Feet

RECORDED IN MAP BOOK_____PAGE_____

PROJECT NO. 3525

COOPER AND ASSOCIATES
404 E. CHATHAM STREET, SUITE E
CARY, NORTH CAROLINA 27511
TELEPHONE: 919-469-1760
(C-1461)
COLLEEN C. JEWELL, PLS L-4501

SATELLITE ANNEXATION MAP FOR THE TOWN OF APEX

SUTTON POINTE II

OWNER: AMANDALEE 2, LLC
APEX, WAKE COUNTY, NORTH CAROLINA
WHITE OAK TNSP.,

DATE 07/31/25

SCALE 1"=30'

SHEET 1 OF 1

DRAWN BY MR

REVISIONS

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 #: 809 Submittal Date: 8/26/2025

Fee Paid $ 300.00 Check # C.C

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

Amandalee 2 LLC Owner Name (Please Print)	0733159049 Property PIN or Deed Book & Page #
(919) 622.0513 Phone	tkugler5@aol.com 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: Cooper and Associates Surveyors, PA - Colleen Jewell

Phone: (919) 469.1760 Fax:

E-mail Address: surveys@coopersurveyors.com

ANNEXATION SUMMARY CHART

Property Information		Reason(s) for annexation (select all that apply)	
Total Acreage to be annexed:	1.25	Need water service due to well failure	☐
Population of acreage to be annexed:		Need sewer service due to septic system failure	☐
Existing # of housing units:	1 (to be removed)	Water service (new construction)	☐
Proposed # of housing units:		Sewer service (new construction)	☐
Zoning District*:	OI-CZ	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 Planning Department with questions.

PETITION FOR VOLUNTARY ANNEXATION

Application #: 809 Submittal Date: 8-26-2025

COMPLETE IF IN A LIMITED LIABILITY COMPANY

In witness whereof, Amandalee 2, 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 12th day of August, 2025

Name of Limited Liability Company Amandalee 2, LLC

By: _____
Signature of Member/Manager

STATE OF NORTH CAROLINA
COUNTY OF WAKE

Sworn and subscribed before me, Colleen C. Jewell, a Notary Public for the above State and County, this the 12th day of August, 2025

_____
Notary Public

COLLEEN C. JEWELL NOTARY PUBLIC My Commission Exp: 4/7/29 WAKE COUNTY, NC

SEAL

My Commission Expires: 4/7/2029

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: _____

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

FOR IMMEDIATE RELEASE

PUBLIC NOTICE – PUBLIC HEARING

APEX, N.C. (October 29, 2025) – 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 **13th day of November, 2025**, on the question of annexation of the following property requested by petition filed pursuant to G.S. 160A-31:

Annexation No. 810
2928 Evans Road – 1.31 acres

CLERK NOTE: Please take note that the November 13, 2025, Apex Town Council meeting is a Thursday (not the standard Tuesday).

CONTINUED – PUBLIC NOTICE – PUBLIC HEARING

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. 810" 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 Thursday, November 13, 2025.

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.

###

Smith & Smith Surveyors, P.A.
P.O. Box 457
Apex, N.C. 27502
(919) 362-7111
Firm License No. C-0155

Lying and being in Town of Apex ETJ, Buckhorn Township, Wake County, North Carolina, and described more fully as follows to wit:

BEGINNING at a rear property corner for Belinda Woodard Harris (D.B. 15813, PG. 884) and Belinda Woodard Harris (D.B. 2976, PG. 228); thence with Harris (D.B. 2976, PG. 228) South 84° 27' 59" East, 504.18 feet to a point; thence South 11° 43' 14" West, 100.45 feet to a point; thence South 08° 01' 59" West, 15.11 feet to a point; thence North 84° 27' 01" West, 492.70 feet to a point; thence North 05° 32' 01" East, 114.82 feet to the BEGINNING, containing 1.31 total acres more or less.

This description was prepared for the sole purpose of annexation of a municipal boundary and for no other use.

| Agenda Item | cover sheet

for consideration by the Apex Town Council

Item Type: PUBLIC HEARING

Meeting Date: November 13, 2025

Item Details

Presenter(s): Dianne Khin, Director

Department(s): Planning

Requested Motion

Conduct a Public Hearing and possible motion to adopt Ordinance on the Question of Annexation on the Question of Annexation - Apex Town Council's intent to annex 1.31 acres, located at 2928 Evans Road (PIN 0721-71-5592), Annexation No. 810, into the Town Corporate limits.

Approval Recommended?

Yes

Item Details

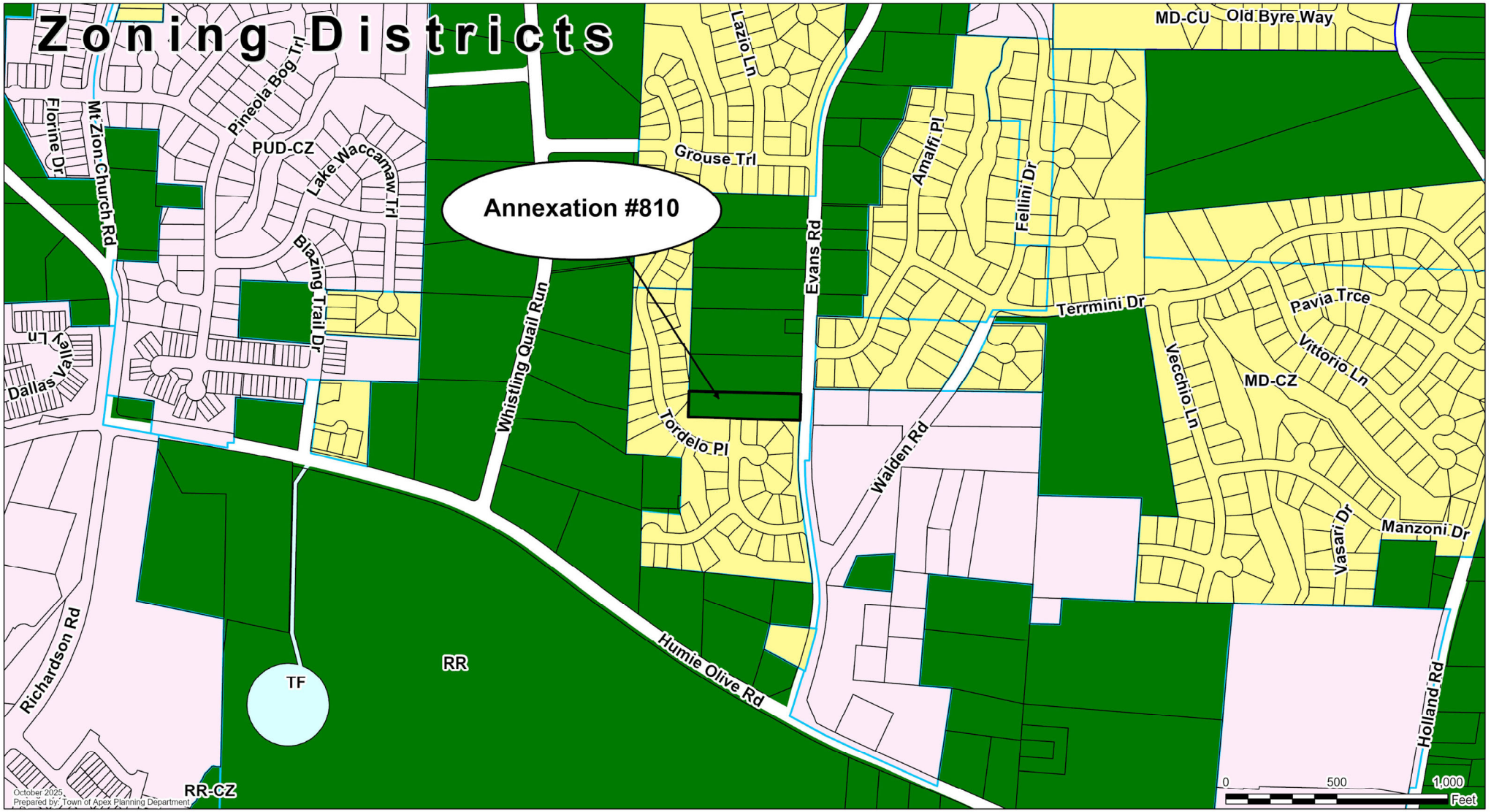
The annexation petition has been certified and a public hearing notice has been posted.

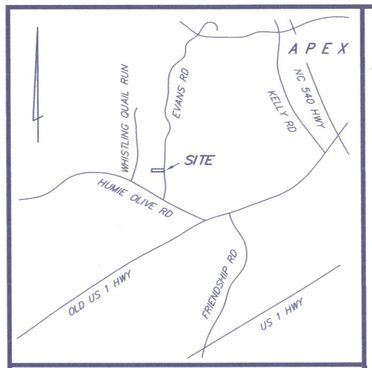
NOTE: This Annexation Petition is related to a well failure and the resident requests to be annexed into the Town's corporate limits.

Attachments

- PH2-A1: Annexation Ordinance - Annexation No. 810 – 2928 Evans Road – 1.31 acres
- PH2-A2: Public Hearing Notice - Annexation No. 810 – 2928 Evans Road – 1.31 acres
- PH2-A3: Legal Description – Annexation No. 810 – 2928 Evans Road – 1.31 acres
- PH2-A4: Aerial Map – Annexation No. 810 – 2928 Evans Road – 1.31 acres
- PH2-A5: Plat Map – Annexation No. 810 – 2928 Evans Road – 1.31 acres
- PH2-A6: Annexation Petition – Annexation No. 810 – 2928 Evans Road – 1.31 acres

Annexation #810
Amalfi Pl
Manors at Bella Casa
Evans Rd
Madison
Tordelo Pl
Madison Creek Dr
Friendship Village
Walden Rd
0
200
400
Feet
October 2025
May 2025 Aerial
Photography Prepared by: Town of Apex Planning Department


Zoning Districts
Annexation #810
MD-CU
Old Byre Way
Lazio Ln
Grouse Trl
Amalfi Pl
Fellini Dr
Evans Rd
Pineola Bog Trl
Florine Dr
Mt Zion Church Rd
PUD-CZ
Lake Waccamaw Trl
Blazing Trail Dr
Whistling Quail Run
Dallas Valley Ln
Tordelo Pl
Terrmini Dr
Pavia Trce
Vittorio Ln
MD-CZ
Vecchio Ln
Walden Rd
Vasari Dr
Manzoni Dr
Holland Rd
Humie Olive Rd
Richardson Rd
RR
TF
RR-CZ
October 2025
Prepared by: Town of Apex Planning Department
0
500
1,000
Feet



VICINITY MAP (NOT TO SCALE)

I, STALEY C. SMITH, CERTIFY THAT THIS PLAT WAS DRAWN UNDER MY SUPERVISION ~~FROM AN ACTUAL SURVEY~~ MADE UNDER MY SUPERVISION AS RECORDED IN:

DEED BOOK 15813, PAGE 884

THAT THE BOUNDARIES NOT SURVEYED ARE CLEARLY INDICATED AS BROKEN LINES AND WERE PLOTTED FROM INFORMATION AS REFERENCED HEREON; THAT THE RATIO OF PRECISION AS CALCULATED WAS 1: N/A AND THAT THIS PLAT MEETS THE REQUIREMENTS OF THE STANDARDS OF PRACTICE FOR LAND SURVEYING IN NORTH CAROLINA (21 NCAC 56 .1600)

THIS MAP OR PLAT IS EXEMPT FROM THE REQUIREMENTS OF G.S. 47-30 PURSUANT TO G.S. 47-30(j).

WITNESS MY ORIGINAL SIGNATURE, LICENSE NUMBER, AND SEAL THIS 2ND DAY OF OCTOBER, A.D., 2025.

NORTH CAROLINA PROFESSIONAL SEAL L-3766 LAND SURVEYOR STALEY C. SMITH

Staley C. Smith
Professional Land Surveyor

L-3766
License Number

SURVEYOR NOTES:

1. THE PROPERTY SHOWN HEREON MAY BE SUBJECT TO COVENANTS, CONDITIONS, RESTRICTIONS, RIGHTS OF WAY, AND EASEMENTS OF RECORD AFFECTING THE SAME.
2. NO TITLE SEARCH HAS BEEN PERFORMED BY THIS FIRM DURING THE COURSE OF THIS SURVEY.
3. THIS SURVEYOR DOES NOT CERTIFY TO THE EXISTENCE OR NON-EXISTENCE OF ANY UNDERGROUND UTILITIES, BURIAL GROUNDS, OR ANY SUBSURFACE FEATURES THAT MAY OR MAY NOT BE PRESENT ON THIS SITE.
4. ALL DISTANCES ARE HORIZONTAL U.S. SURVEY FOOT UNIT GROUND MEASUREMENTS.
5. AREA DETERMINED USING THE COORDINATE GEOMETRY METHOD.
6. CURRENT PROPERTY ZONING: RR (RURAL RESIDENTIAL)
7. THIS MAP WAS PREPARED FOR THE SOLE PURPOSE OF ANNEXATION OF A MUNICIPAL BOUNDARY. THIS MAP SHOULD NOT BE USED TO TRANSFER PROPERTY SHOWN HEREON.
8. SUBJECT PROPERTY ADDRESS: 2928 EVANS RD APEX, NC 27502

ANNEXATION # _____

I, ALLEN COLEMAN, CMC, NCCCC, TOWN CLERK, Apex, North Carolina certify this is a true and exact map of annexation adopted the _____ day of _____, 2025. by the Town Council. I set my hand and seal of the Town of Apex, _____, 2025.

_____
ALLEN COLEMAN, CMC, NCCCC, TOWN CLERK

RESOURCE CONSERVATION AREA
B.M. 2015, PG. 904

26 B.M. 2016, PG. 536
27 B.M. 2016, PG. 536
28 B.M. 2016, PG. 536
29 B.M. 2016, PG. 536
30 B.M. 2016, PG. 536
18 B.M. 2016, PG. 536
7 B.M. 2013, PG. 1698
5 B.M. 2013, PG. 1698
16 B.M. 2018, PG. 26
31 B.M. 2015, PG. 904
32 B.M. 2015, PG. 904
33 B.M. 2015, PG. 904
34 B.M. 2015, PG. 904
35 B.M. 2015, PG. 904
36 B.M. 2015, PG. 904
215 B.M. 2018, PG. 1777

BELINDA WOODARD HARRIS
D.B. 2976, PG. 228
B.M. 2022, PG. 185 (ANNEX)

AMALFI PLACE
50' PUBLIC R/W
B.M. 2018, PG. 1777

B.M. 2022, PG. 185
MAP NORTH

HARRIS, SR., TRUSTEE
D.B. 19156, PG. 553
B.M. 2002, PG. 1571

BEAZER HOMES, LLC
D.B. 18701, PG. 2105
B.M. 1987, PG. 1241

TORDELO PLACE
50' PUBLIC R/W
B.M. 2015, PG. 904

MADISON CREEK DRIVE
50' PUBLIC R/W
B.M. 2015, PG. 904

EVANS RD
NCSR 1147 ~ PUBLIC R/W

BEARING BASIS
504.18'
S 84°27'59" E

TOWN OF APEX CORPORATE LIMITS
IN
OUT

N 84°27'01" W
492.70'

N 05°32'01" E
114.82'

S 11°43'14" W
100.45'

S 08°01'59" W
15.11'

2928

5' TOWN OF APEX PUBLIC UTILITY EASEMENT B.M. 2015, PG. 904

10' TYPE "D" BUFFER B.M. 2015, PG. 904

WETLANDS B.M. 2015, PG. 904

1.31 ACRES TOTAL ANNEXED
NOT A PHYSICAL SURVEY

0 20 40 80
U.S. SURVEY FEET
1 inch = 40 ft.

Legend
R/W – Right Of Way
PIN – Parcel Identification Number
NCSR – North Carolina Secondary Road
2928 – Street Address
Property Line (not surveyed)
Property Line (not surveyed)
Approximate Right Of Way Line (not surveyed)
Easement (not surveyed)
Existing Town of Apex Corporate Limits (not surveyed)

RECORDED IN BOOK OF MAPS 2025, PAGE _____.

ANNEXATION MAP for the TOWN OF APEX
BELINDA WOODARD HARRIS
TOWN OF APEX ETJ, BUCKHORN TOWNSHIP, WAKE COUNTY, NORTH CAROLINA

LISTED OWNER (NOT A TITLE VERIFICATION)	BELINDA WOODARD HARRIS 715 BRISTOL BLUE ST APEX, NC 27502
PIN	0721-71-5592

Smith & Smith, Surveyors, P.A.
P.O. BOX 457
APEX, N.C. 27502
(919) 362-7111
FIRM LICENSE No. C-0155

DATE	SEPT 8, 2025
SCALE	1" = 40'
DRAWN BY	WBH
PROJ. NO.	2021-53

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 #: 810 Submittal Date: 8-20-2025

Fee Paid $ 200.00 Check # 225

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

Belinda Harris
Owner Name (Please Print)

0721 71 5592
Property PIN or Deed Book & Page #

(919) 810-2851
Phone

bharris715@hotmail.com
E-mail Address

Owner Name (Please Print)

0721 71 5592
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: Smith & Smith Surveyors, PA

Phone: (919) 362-7111 Fax:

E-mail Address: smithandsmithsurveyors.net

ANNEXATION SUMMARY CHART

Property Information		Reason(s) for annexation (select all that apply)	
Total Acreage to be annexed:	1.31	Need water service due to well failure	☑
Population of acreage to be annexed:	3	Need sewer service due to septic system failure	☐
Existing # of housing units:	1	Water service (new construction)	☐
Proposed # of housing units:		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 Planning Department with questions.

PETITION FOR VOLUNTARY ANNEXATION

Application #: 810 Submittal Date: 8-20-2025

COMPLETE IF SIGNED BY INDIVIDUALS:

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

Belinda Harris
Please Print

Belinda Harris
Signature

Please Print

Signature

Please Print

Signature

Please Print

Signature

STATE OF NORTH CAROLINA
COUNTY OF WAKE

Sworn and subscribed before me, Maggie Tucker, a Notary Public for the above State and County, this the 20 day of, August, 2025.

Maggie Tucker
Notary Public

SEAL

MAGGIE TUCKER NOTARY PUBLIC WAKE COUNTY, NC

My Commission Expires: 6/2/2030

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: _____

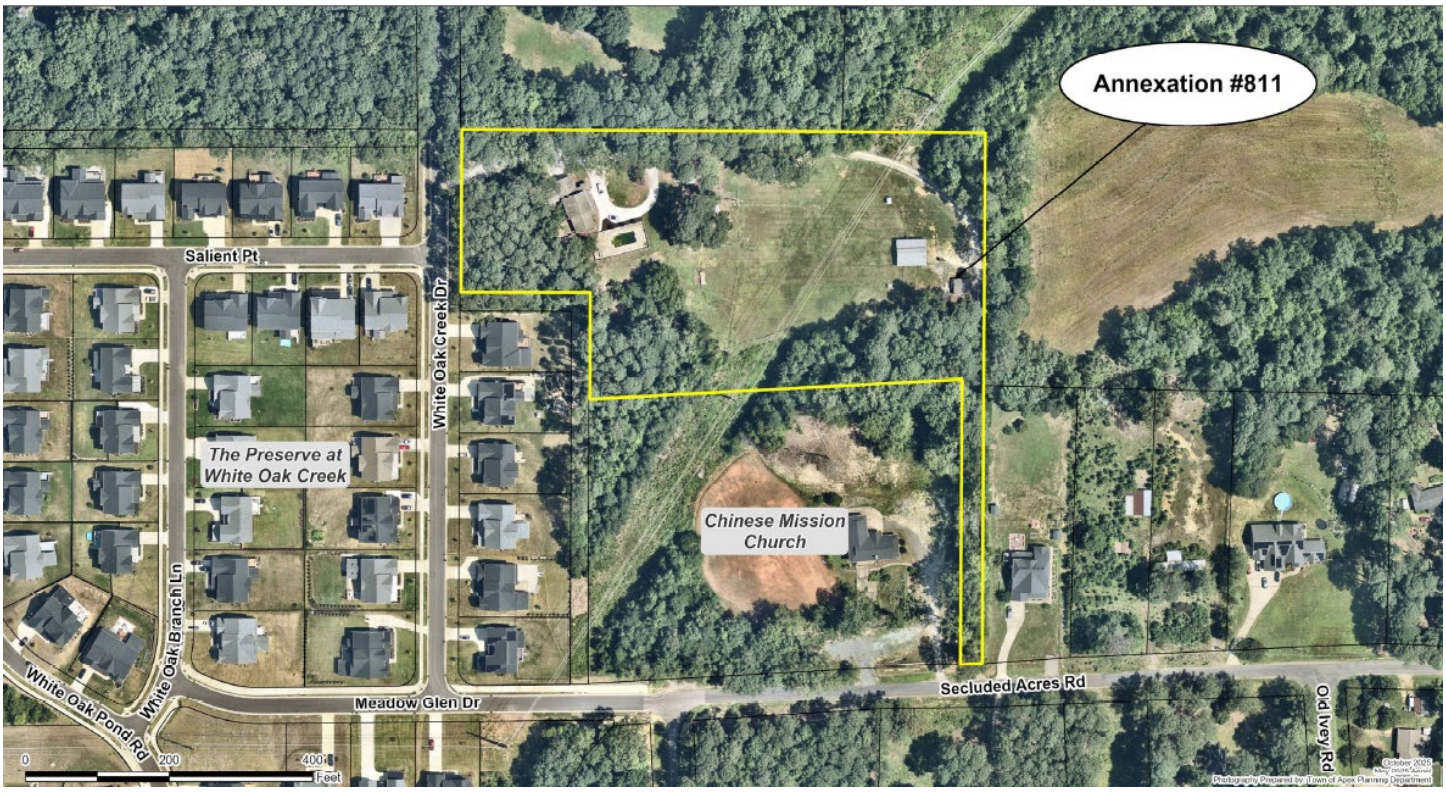
Media Contact:
Allen Coleman, Town Clerk to the Apex Town Council

FOR IMMEDIATE RELEASE

PUBLIC NOTICE – PUBLIC HEARING

APEX, N.C. (October 29, 2025) – 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 **13th day of November, 2025**, on the question of annexation of the following property requested by petition filed pursuant to G.S. 160A-31:

Annexation No. 811
7800 Secluded Acres – 5.70 acres



CLERK NOTE: Please take note that the November 13, 2025, Apex Town Council meeting is a Thursday (not the standard Tuesday).

CONTINUED – PUBLIC NOTICE – PUBLIC HEARING

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. 811" 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 Thursday, November 13, 2025.

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.

###

AREA TO BE ANNEXED:

BEGINNING AT AN EXISTING IRON PIPE AT THE NORTHERN RIGHT-OF-WAY OF SECLUDED ACRES ROAD, SAID PIPE BEING THE SOUTHWESTERN PROPERTY CORNER OF LOT 1 AS SHOWN IN BOOK OF MAPS 1969, PAGE 320, WAKE COUNTY REGISTRY, AND HAVING NC GRID (NAD '83/2011) COORDINATES OF N: 731693.23 FEET AND E: 2027906.13 FEET; THENCE ALONG AND WITH SAID NORTHERN RIGHT-OF-WAY S 87°07'57" W A DISTANCE OF 30.10 FEET TO AN EXISTING IRON PIPE, SAID PIPE BEING THE SOUTHEASTERN PROPERTY CORNER OF LANDS NOW OR FORMERLY OWNED BY CHINESE CHRISTIAN MISSION CHURCH AS RECORDED IN DEED BOOK 18320, PAGE 543, WAKE COUNTY REGISTRY; THENCE LEAVING SAID NORTHERN RIGHT-OF-WAY N 00°18'55" E A DISTANCE OF 396.80 FEET TO AN EXISTING IRON PIPE; THENCE S 87°02'09" W A DISTANCE OF 400.90 FEET TO AN EXISTING IRON PIPE; THENCE S 86°57'17" W A DISTANCE OF 118.11 FEET TO AN EXISTING IRON PIPE AT THE EASTERN PROPERTY LINE OF OPEN SPACE 8 AS SHOWN IN BOOK OF MAPS 2022, PAGE 1053-1057, WAKE COUNTY REGISTRY; THENCE N 00°13'11" E A DISTANCE OF 147.69 FEET TO AN EXISTING IRON PIPE; THENCE N 89°51'41" W A DISTANCE OF 180.08 FEET TO AN EXISTING IRON PIPE AT THE EASTERN RIGHT-OF-WAY OF WHITE OAK CREEK DRIVE; THENCE ALONG AND WITH SAID EASTERN RIGHT-OF-WAY N 00°17'20" E A DISTANCE OF 225.96 FEET TO AN EXISTING IRON PIPE, SAID PIPE HAVING NC GRID (NAD '83/2011) COORDINATES OF N: 732435.59 FEET AND E: 2027181.57 FEET; THENCE LEAVING SAID EASTERN RIGHT-OF-WAY S 89°36'59" E A DISTANCE OF 180.29 FEET TO AN EXISTING IRON PIPE; THENCE S 89°39'34" E A DISTANCE OF 117.82 FEET TO AN EXISTING IRON PIPE; THENCE S 89°38'45" E A DISTANCE OF 231.66 FEET TO AN EXISTING CONCRETE MONUMENT; THENCE S 89°37'29" E A DISTANCE OF 199.24 FEET TO AN EXISTING IRON PIPE; THENCE S 00°20'37" W A DISTANCE OF 737.73 FEET TO THE POINT OF BEGINNING, CONTAINING 5.7023 ACRES.

| Agenda Item | cover sheet

for consideration by the Apex Town Council

Item Type: PUBLIC HEARING

Meeting Date: November 13, 2025

Item Details

Presenter(s): Dianne Khin, Director

Department(s): Planning

Requested Motion

Conduct a Public Hearing and possible motion to adopt Ordinance on the Question of Annexation on the Question of Annexation on the Question of Annexation - Apex Town Council's intent to annex 5.70 acres, located at 7800 Secluded Acres (PIN 0723-72-6204), Annexation No. 811, into the Town Corporate limits.

Approval Recommended?

Yes

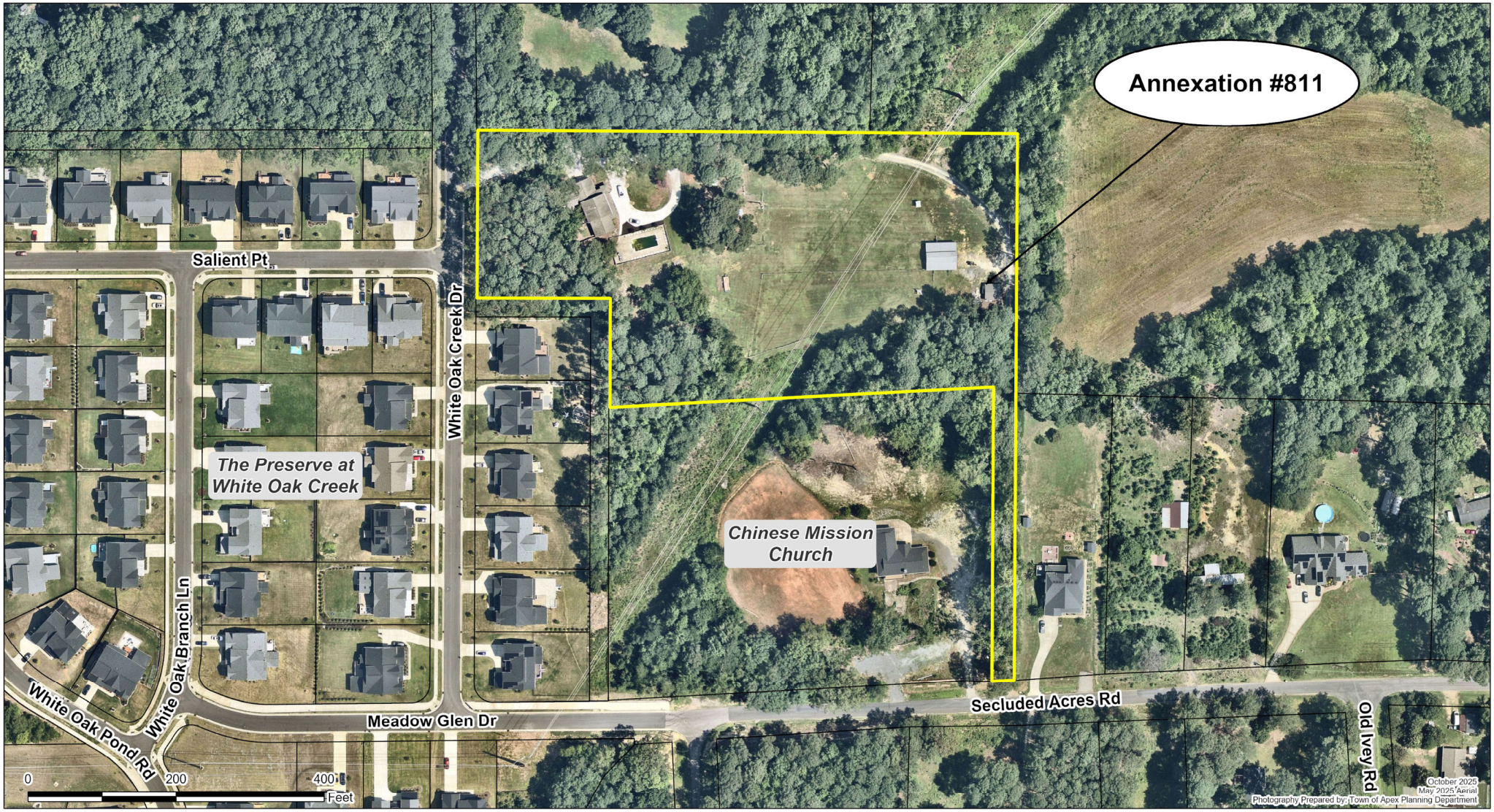
Item Details

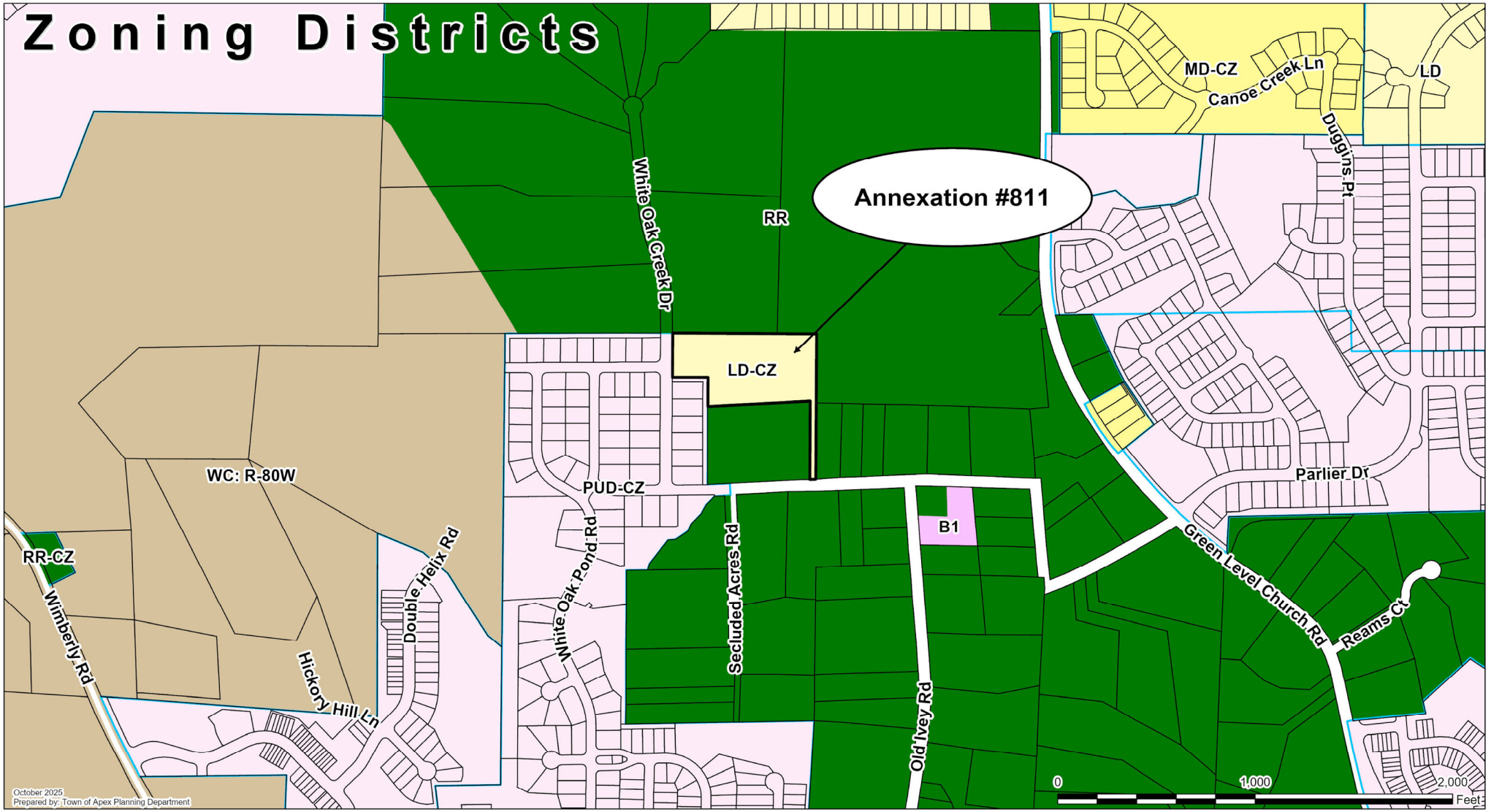
The annexation petition has been certified and a public hearing notice has been posted.

NOTE: This Annexation Petition is submitted by a petitioner seeking to obtain Town services and is not associated with a rezoning petition.

Attachments

- PH3-A1: Resolution Directing the Town Clerk to Investigate Petition
- PH3-A2: Public Hearing Notice - Annexation No. 811 – 7800 Secluded Acres – 5.70 acres
- PH3-A3: Legal Description – Annexation No. 811 – 7800 Secluded Acres – 5.70 acres
- PH3-A4: Aerial Map – Annexation No. 811 – 7800 Secluded Acres – 5.70 acres
- PH3-A5: Plat Map – Annexation No. 811 – 7800 Secluded Acres – 5.70 acres
- PH3-A6: Annexation Petition – Annexation No. 811 – 7800 Secluded Acres – 5.70 acres

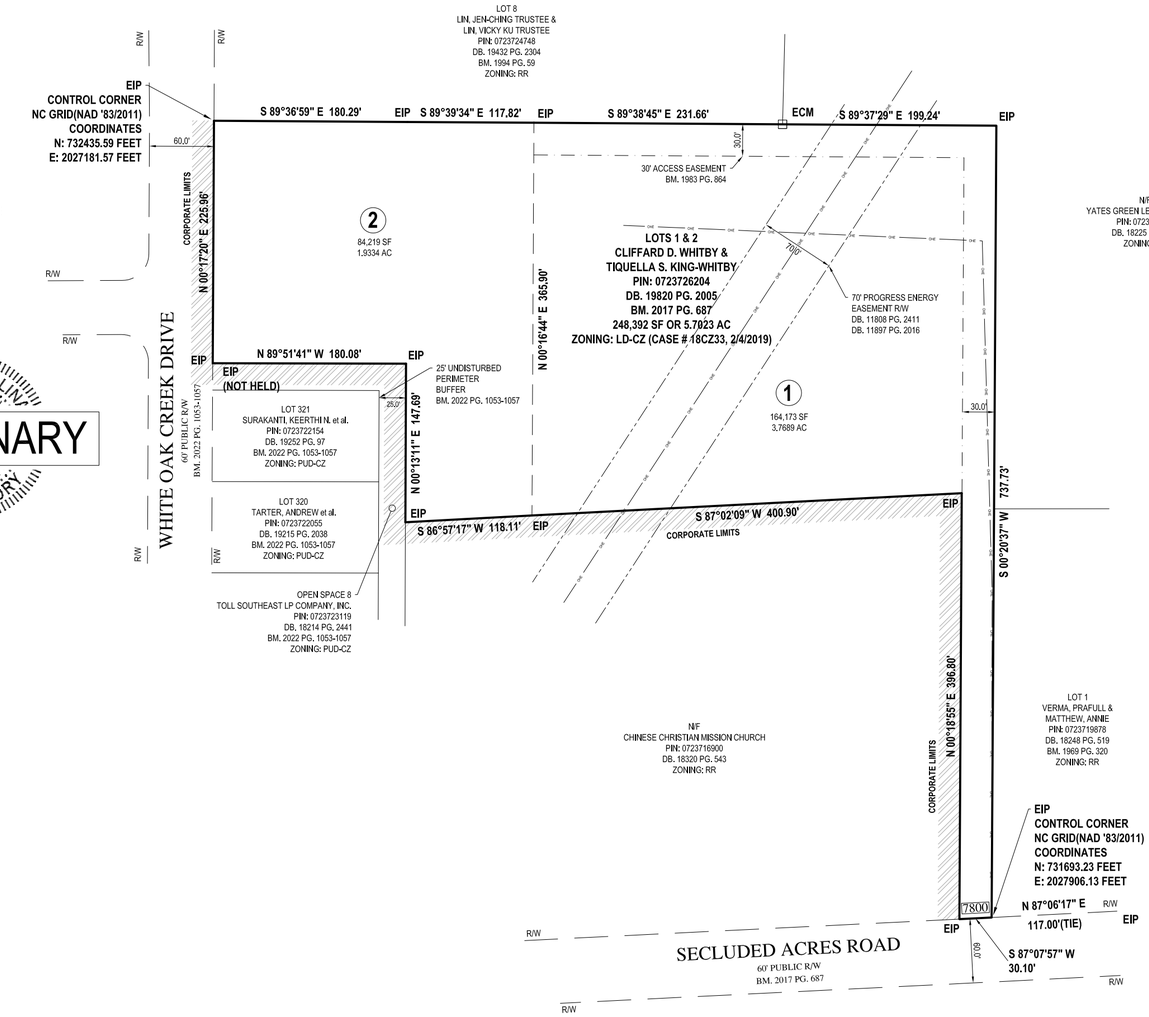

Annexation #811
Salient Pt
White Oak Creek Dr
The Preserve at White Oak Creek
Chinese Mission Church
White Oak Branch Ln
White Oak Pond Rd
Meadow Glen Dr
Secluded Acres Rd
Old Ivey Rd
0
200
400
Feet
October 2025
May 2025 Aerial
Photography Prepared by: Town of Apex Planning Department


Zoning Districts
Annexation #811
RR
LD-CZ
MD-CZ
LD
Canoe Creek Ln
Duggins Pt
White Oak Creek Dr
WC: R-80W
PUD-CZ
B1
RR-CZ
Wimberly Rd
Double Helix Rd
Hickory Hill Ln
White Oak Pond Rd
Secluded Acres Rd
Old Ivey Rd
Parlier Dr
Green Level Church Rd
Reams Ct
October 2025
Prepared by: Town of Apex Planning Department
0
1,000
2,000
Feet

VICINITY MAP - 1" = 1000'

NOTE:
1. AREAS BY COORDINATE GEOMETRY UNLESS SHOWN OTHERWISE.
2. ALL DISTANCES ARE HORIZONTAL GROUND DISTANCES.
3. ALL STREETS ARE PUBLIC RIGHTS-OF-WAY UNLESS SHOWN OTHERWISE.
4. OTHER INSTRUMENTS OF RECORD MAY AFFECT THIS PROPERTY.
5. NO TITLE SEARCH PERFORMED FOR THIS SURVEY.
6. NO NCGS MONUMENT WITHIN 2,000 FEET OF PROPERTY.
7. NO FEMA FLOOD HAZARD AREAS PER FIRM NUMBER 3720072300K, DATED JULY 19, 2022.
8. PROPERTY IS ZONED LD-CZ (CASE # 18CZ33, DATED 2/4/2019).
9. PROPERTY MAY BE SUBJECT TO NEUSE RIVER BUFFERS.
10. BUFFER DELINEATION TO BE DETERMINED BY DWR BEFORE FINAL APPROVAL.
11. THE COORDINATES SHOWN ON THIS PLAT WERE DERIVED BY REAL TIME NETWORK (RTN) GLOBAL POSITIONING SYSTEM (GPS). THIS METHOD RESULTS IN (NAD 1983/2011) - (CORS 96) POSITIONS AND NORTH AMERICAN VERTICAL DATUM '88 (MEAN SEA LEVEL) ELEVATIONS USING THE CONTINUOUSLY OPERATING REFERENCE STATIONS (CORS) MAINTAINED BY NORTH CAROLINA GEODETIC SURVEY. CLASS A SURVEY, 0.033 FT POSITIONAL ACCURACY, VRS FIELD PROCEDURE, GEOID12A AND UNITS IN FEET.

NOTE:
THE LOCATIONS OF UNDERGROUND UTILITIES AS SHOWN HEREON ARE BASED ON OBSERVED ABOVE GROUND STRUCTURES, FIELD MARKINGS AND DRAWINGS PROVIDED TO THE SURVEYOR. LOCATIONS OF UNDERGROUND UTILITIES/STRUCTURES MAY VARY FROM LOCATIONS SHOWN HEREON. ADDITIONAL BURIED UTILITIES/STRUCTURES MAY BE ENCOUNTERED. NO EXCAVATIONS WERE MADE DURING THE PROGRESS OF THIS SURVEY TO LOCATE BURIED UTILITIES/STRUCTURES, BEFORE EXCAVATIONS ARE BEGUN, FIELD LOCATIONS AND THE TYPE OF UTILITIES/STRUCTURES SHOULD BE VERIFIED.



NC GRID (NAD '83/2011)

REFERENCES:
DB. 19820 PG. 2005
BM. 2017 PG. 687

LEGEND

- ECM = EXISTING CONCRETE MONUMENT
- EIP = EXISTING IRON PIPE
- XXXX DENOTES ADDRESS
- OVERHEAD ELECTRIC
- R/W = RIGHT-OF-WAY
- EXISTING CORPORATE LIMITS

I, DAN GREGORY, CERTIFY THAT THIS PLAT WAS DRAWN UNDER MY SUPERVISION FROM AN ACTUAL SURVEY MADE UNDER MY SUPERVISION. DEED DESCRIPTION RECORDED IN BOOK_SEE_, PAGE_REFERENCES_ ; THAT THE BOUNDARIES NOT SURVEYED ARE CLEARLY INDICATED AS DRAWN FROM INFORMATION FOUND IN BOOK_SEE_, PAGE_REFERENCES_; THAT THE RATIO OF PRECISION AS CALCULATED IS 1:10,000+; THAT THIS PLAT WAS PREPARED IN ACCORDANCE WITH G.S. 47-30 AS AMENDED.

D. THAT THIS PLAT IS OF A SURVEY OF ANOTHER CATEGORY, SUCH AS THE RECOMBINATION OF EXISTING PARCELS, A COURT-ORDERED SURVEY OR OTHER EXCEPTION TO THE DEFINITION OF SUBDIVISION;

WITNESS MY ORIGINAL SIGNATURE, LICENSE NUMBER AND SEAL THIS _____DAY OF_____, A.D., 2025.

_____
DAN GREGORY, PLS L-5240

NORTH CAROLINA PROFESSIONAL SURVEYOR SEAL DAN GREGORY

PRELIMINARY

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

AREA TO BE ANNEXED
248,392 SF OR 5.7023 AC

OWNER:
CLIFFARD D. WHITBY & TIQUELLA S. KING-WHITBY
7800 SECLUDED ACRES ROAD
APEX, NC 27523

SCALE: 1" = 100'
0 50 100 200 300 400

REV.	DATE	DESCRIPTION	BY
.	.	.	.

BASS, NIXON & KENNEDY, INC.
CONSULTING ENGINEERS
- 6310 CHAPEL HILL ROAD, SUITE 250
  RALEIGH, NORTH CAROLINA 27607
- TELEPHONE: (919)851-4422 OR (800)354-1879
  FAX: (919)851-8968
- CERTIFICATION NUMBERS: NCBELS (C-0110); NCBLA (C-0267)

SURVEYED BY	JO
DRAWN BY	CWC
CHECKED BY	DG
DATE	8-13-2025

ANNEXATION MAP
FOR THE
TOWN OF APEX
WHITE OAK TWSP. WAKE COUNTY NORTH CAROLINA

SHEET 1 OF 1

R:\2025\25119 - 7800 Secluded Acres Rd (Apex)\SURVEY\25119CARLSON\DWG\25119 ANNEXATION.dwg, 8/14/2025 10:30:28 AM, colin campbell

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 #: 811 Submittal Date: 8-25-2025

Fee Paid $300.00 Check # 3051

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

Clifford Daniel Whitby	072372 6204/DB 019820 Pg. 02005
Owner Name (Please Print)	Property PIN or Deed Book & Page #
478-256-6122	Whitbyinc@me.com
Phone	E-mail Address
Tiquella Shantel King Whitby	072372 6204/DB 019820 Pg. 02005
Owner Name (Please Print)	Property PIN or Deed Book & Page #
478-256-6122	Whitbyinc@me.com
Phone	E-mail Address
Owner Name (Please Print)	Property PIN or Deed Book & Page #
Phone	E-mail Address

SURVEYOR INFORMATION

Surveyor: Dan Gregory, PLS (Bass, Nixon & Kennedy, Inc.)

Phone: 919-851-4422 Fax:

E-mail Address: Dan.Gregory@BNKINC.com

ANNEXATION SUMMARY CHART

Property Information		Reason(s) for annexation (select all that apply)	
Total Acreage to be annexed:	5.7 AC	Need water service due to well failure	☐
Population of acreage to be annexed:	5	Need sewer service due to septic system failure	☐
Existing # of housing units:	1	Water service (new construction)	☑
Proposed # of housing units:	N/A	Sewer service (new construction)	☑
Zoning District*:	LD	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 Planning Department with questions.

PETITION FOR VOLUNTARY ANNEXATION

Application #: 811 Submittal Date: 8-25-2025

COMPLETE IF SIGNED BY INDIVIDUALS:

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

Clifford Daniel Whitby
Please Print

Signature

Tiquella Shantel King Whitby
Please Print

Signature

Please Print

Signature

Please Print

Signature

STATE OF NORTH CAROLINA
COUNTY OF WAKE

Sworn and subscribed before me, Clifford Whitby, Tiquella Whitby, a Notary Public for the above State and County, this the 21st day of August, 2025.

SEAL

Sarah Pikett NOTARY PUBLIC Wake County, NC

Notary Public

My Commission Expires: 6/27/2026

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 #: _____ Submittal Date: _____

COMPLETE IF IN A LIMITED LIABILITY COMPANY

In witness whereof, _____ a limited liability company, 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 Limited Liability Company _____

By: _____
Signature of Member/Manager

STATE OF NORTH CAROLINA
COUNTY OF WAKE

Sworn and subscribed before me, _____, a Notary Public for the above State and County, this the _____day of _____, 20____.

_____
Notary Public

SEAL

My Commission Expires: _____

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: _____

VOLUNTARY ANNEXATION-PLAT CHECKLIST

FOR APPLICANT USE ONLY
PLEASE DO NOT INCLUDE THIS CHECKLIST WITH YOUR APPLICATION SUBMITTAL

COMMON ACRONYMS/DEFINITIONS			
GeoCivix (IDT)	Electronic Plan Review	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			
Planning Department	(919) 249-3426	Water Resources (Utilities)	(919) 372-7478
Development Services	(919) 249-3394	Clerk's Office	(919) 249-1260

#	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: November 13, 2025

Item Details

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

Department(s): Planning

Requested Motion

Public hearing and possible motion to amend the Apex Transportation Plan for consistency with the proposed rezoning 24CZ20 Hopson Gateway Planned Unit Development (PUD).

Approval Recommended?

Planning Department staff recommend approval of the proposed amendment.

The Planning Board will consider the amendment at their November 10, 2025 meeting.

Item Details

The purpose of the public hearing is to consider amendments to the Thoroughfare and Collector Street Plan map of the Apex Transportation Plan associated with 24CZ20 Hopson Gateway PUD.

The proposed amendments would:

(1) realign the major collector street between Perry Road and Tingen Road,

(2) shift the location of the future roundabout along Tingen Road, and

(3) extend the local connector street.

Attachments

- PH4-A1 – Staff Report - Apex Transportation Plan Amendments - 24CZ20 Hopson Gateway

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 in order to make a decision.

A map of the proposed amendments to the Transportation Plan is displayed in Figure 1.

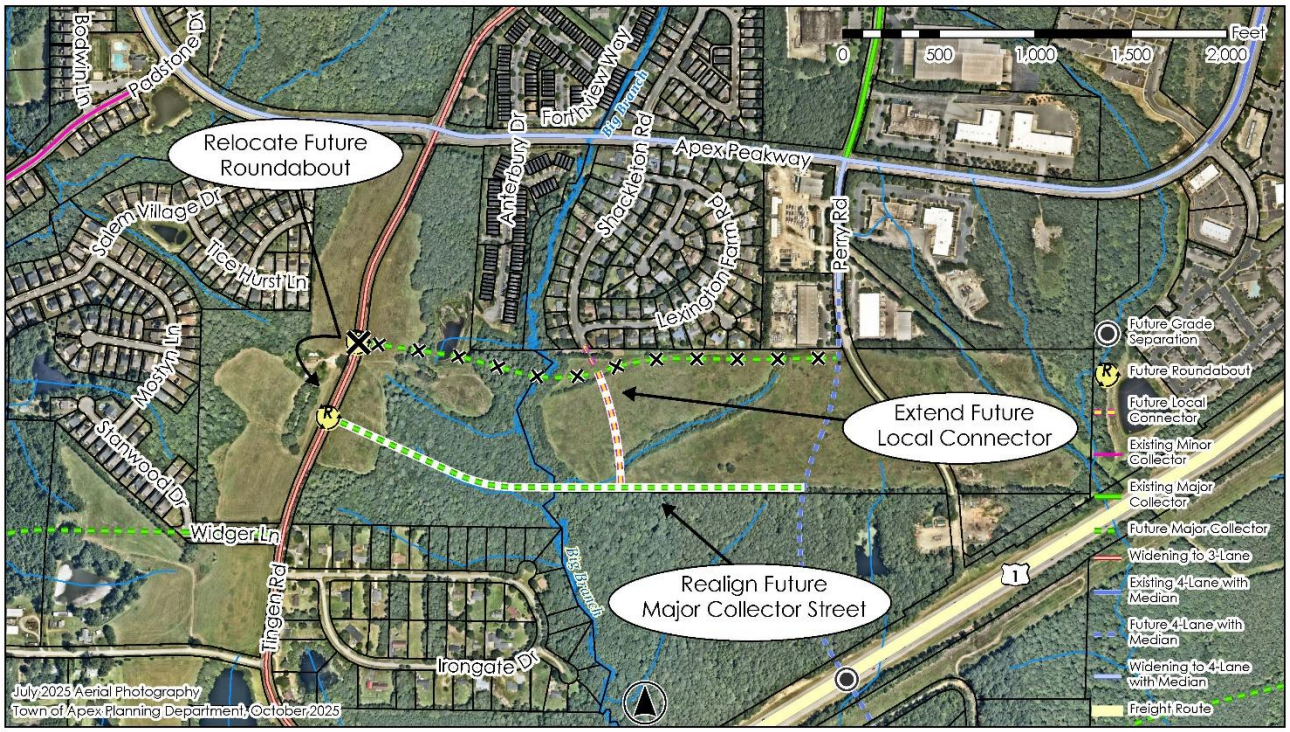


Figure 1. Proposed amendments to the Thoroughfare and Collector Street Plan Map

Explanation of Proposed Amendments

The amendments are associated with the proposed rezoning, 24CZ20 Hopson Gateway Planned Unit Development (PUD).

The primary amendment is to realign the future major collector street between Tingen Road and Perry Road. The revised alignment is proposed to: (1) avoid changes to the full-movement access at the existing driveways along Perry Road, (2) plan for needed spacing of intersections along Perry Road that would also accommodate future development, (3) plan for needed spacing of intersections along Tingen Road, and (4) minimize stream impacts in comparison to the adopted plan alignment. Related amendments include shifting the roundabout planned along Tingen Road and extending the future local connector.

Staff Recommendation:
Planning Department staff recommend approval of the proposed amendments. The amendments were reviewed by staff in Transportation and Infrastructure Development; Water Resources; Parks, Recreation, and Cultural Resources; Police; and Fire. All were supportive or had no concerns.

Planning Board Recommendation:
The Planning Board will consider these amendments at their November 10, 2025 meeting. Their recommendation will be reported during the staff presentation.

| Agenda Item | cover sheet

for consideration by the Apex Town Council

Item Type: PUBLIC HEARING

Meeting Date: November 13, 2025

Item Details

Presenter(s): June Cowles, Senior Planner

Department(s): Planning

Requested Motion

Public hearing and possible motion concerning Rezoning Application #24CZ20 Hopson Gateway PUD and Town of Apex LI-CZ.

The applicants for Hopson Gateway PUD, ACRE Manager, LLC and Matthew Carpenter, Parker Poe, seek to rezone approximately 58.54 acres from Residential Agricultural (RA) & Light Industrial-Conditional Zoning (LI-CZ #24CZ08) to Planned Unit Development-Conditional Zoning (PUD-CZ). The proposed rezoning is located at 0 Tingen Road (portion of) & 1341 Perry Road (portion of).

The applicant for Town of Apex LI-CZ, Matt Wetherell, Town of Apex, seeks to rezone approximately 39.62 acres from Residential Agricultural (RA) & Light Industrial-Conditional Zoning (LI-CZ #24CZ08) to Light Industrial-Conditional Zoning (LI-CZ). The proposed rezoning is located at 0 Tingen Road (portion of), 1341 Perry Road (portion of), & 0 Perry Road.

Approval Recommended?

The Planning Department recommends approval.

The Planning Board will hold a Public Hearing on November 10, 2025. The Planning Board recommendation will be presented at the November 13, 2025 Town Council meeting.

Item Details

The properties to be rezoned are identified as PIN 0741331566, 0741326706, & 0741427922

Attachments

- PH5-A1: Staff Report w/Attachments - Rezoning Case No. 24CZ20 - Hopson Gateway PUD & Town of Apex LI-CZ

All property owners, tenants, and neighborhood associations within 500 feet of this rezoning have been notified per UDO Sec. 2.2.11 *Public Notification*.

The Background Information and staff report information describes the properties following the Land Exchange:

BACKGROUND INFORMATION:		
Properties:	**ACRE (Hopson Gateway)**	**Town of Apex**
Addresses:	0 Tingen Road (portion) and 1341 Perry Road (portion)	0 Tingen Road (portion), 1341 Perry Road (portion), and 0 Perry Road
Applicants:	Acre Manager, LLC	Town of Apex/ Matt Wetherell
Current Owners:	Sure & Steadfast Properties Limited Partnership & Town of Apex	Town of Apex & Sure & Steadfast Properties Limited Partnership
PROJECT DESCRIPTION:		
Acreage:	+/- 58.54 acres	+/- 39.62 acres
PINs:	0741331566 (portion) & 0741326706 (portion)	0741331566 (portion), 0741326706 (portion), & 0741427922
Current Zoning:	Residential Agricultural (RA) & Light Industrial-Conditional Zoning (LI-CZ #24CZ08)	Residential Agricultural (RA) & Light Industrial-Conditional Zoning (LI-CZ #24CZ08)
Proposed Zoning:	Planned Unit Development-Conditional Zoning (PUD-CZ)	Light Industrial-Conditional Zoning (LI-CZ)
Current 2045 Land Use Map:	Office Employment and Office Employment/Industrial Employment	Office Employment/Industrial Employment
2045 Land Use Map if rezoning is approved:	Medium/High Density Residential and Medium/High Density Residential/ Commercial Services	Office Employment/Industrial Employment
Town Limits:	Corporate Limits and ETJ	Corporate Limits and ETJ

LAND EXCHANGE AGREEMENT:

The proposed rezoning is a collaboration between ACRE (applicant/developer) and the Town of Apex. The Town of Apex is the owner of a 54.16-acre tract of land (Wake County PINs 0741-32-6706 and 0741-42-7922). ACRE is under contract to purchase a 47.01-acre tract of land (PIN 0741-33-1566). (See Figure 1: Land Owners Before Land Exchange).

ACRE and the Town of Apex have entered a land exchange agreement approved by the Town of Apex Town Council on October 8, 2024, to reconfigure the properties dividing along realigned Perry Road, to create more developable sites for the Town and ACRE. (See Figure 2: Land Owners After Land Exchange).

Following the land exchange:

- ACRE Manager, LLC will own approximately 58.54-acre parcel west of realigned Perry Road
- The Town will own approximately 39.62-acre parcel east of realigned Perry Road.

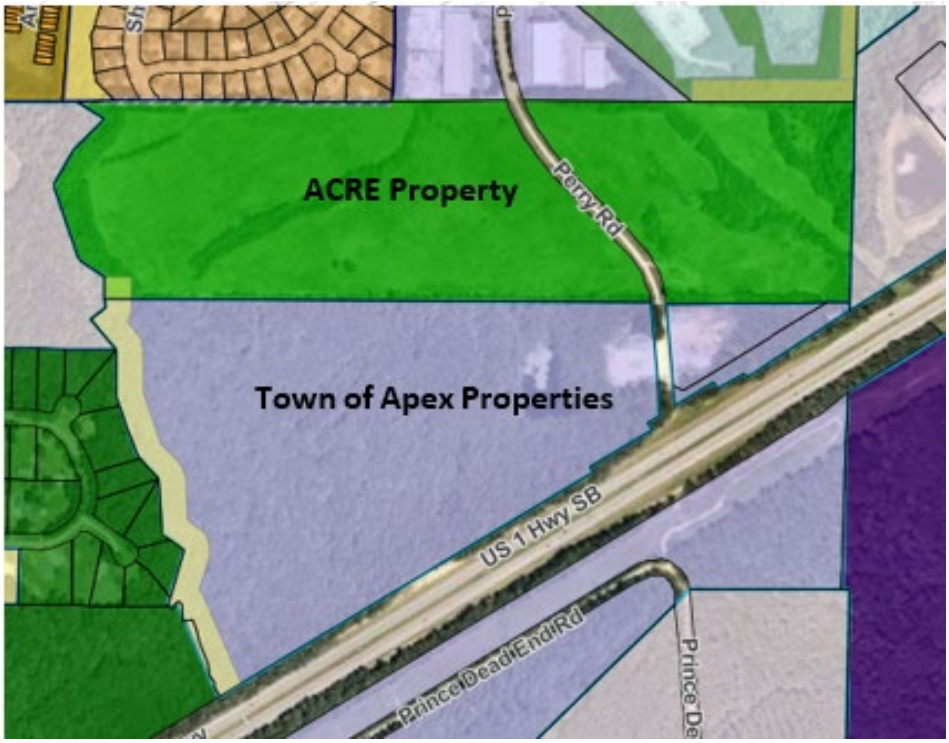


Figure 1: Land Owners Before Land Exchange

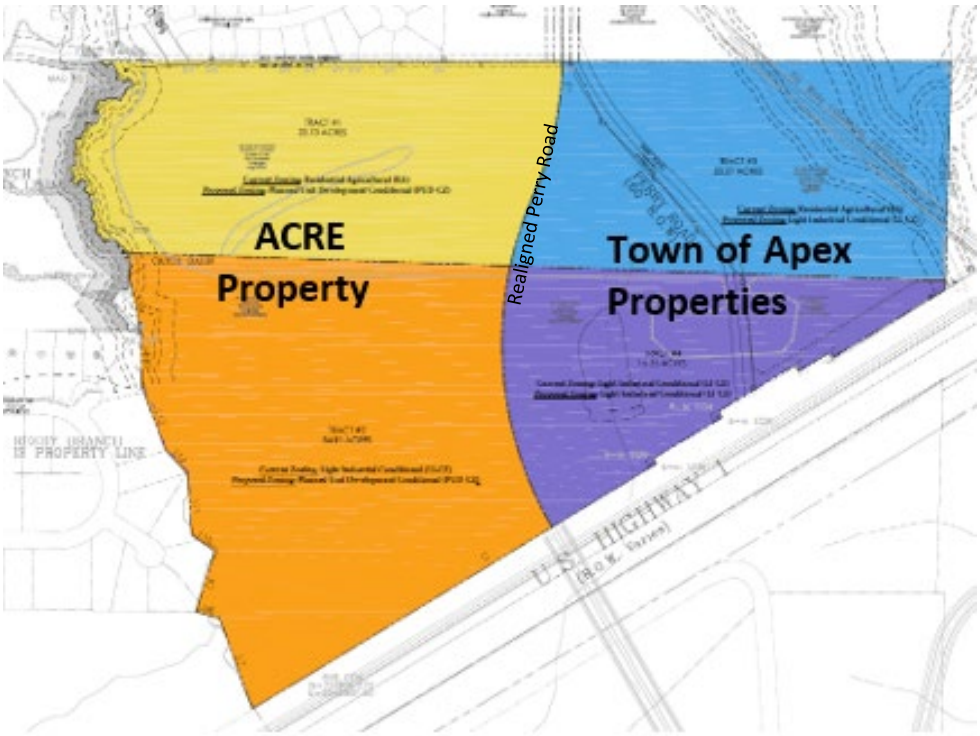


Figure 2: Land Owners After Land Exchange

ADJACENT ZONING & LAND USES:		
	ACRE (Hopson Gateway)	**Town of Apex**
North:	Manufactured Housing Residential-Conditional Use (MH-CU #96CU05) & Light Industrial (LI) Single-family Residential (Lexington Subdivision) & Building Material Supplier Warehouse	Light Industrial (LI) & Tech/Flex (TF) Multi-tenant Light Industrial uses & Multi-tenant Tech/Flex uses
South:	Light Industrial (LI) US Hwy 1 & Vacant	Light Industrial (LI) US Hwy 1 & Vacant
East:	Residential Agricultural (RA) & Light Industrial-Conditional Zoning (LI-CZ #24CZ08) Currently vacant (Future: Proposed realigned Perry Road & Future Town facility)	Planned Unit Development-Conditional Zoning (PUD-CZ #10CZ10) Multi-family (Village at Broadstone Station Apartments)
West:	Planned Unit Development-Conditional Zoning (PUD-CZ #23CZ13) & Rural Residential (RR) Vacant, Single-family Residential (Irongate), & future GRACE Christian School	Residential Agricultural (RA) & Light Industrial Conditional Zoning (LI-CZ #24CZ08) Currently vacant (Future: Proposed realigned Perry Road & Hopson Gateway residential uses)

EXISTING CONDITIONS:

The ACRE (Hopson Gateway) site consists of a portion of two (2) parcels totaling +/- 58.54 acres and is located west of the proposed realigned Perry Road. The Town of Apex site consists of a portion of two (2) parcels and another parcel totaling +/- 39.62 acres and is located east of the proposed realigned Perry Road. The table below describes the existing site features. (See Figure 3: Existing Conditions).

	ACRE (Hopson Gateway)	Town of Apex Property
Northern parcel:	Grassland field and streams with mature trees located along the western property line and interior to the site	Grassland fields with two streams with mature trees along the eastern property line
Southern parcel:	Heavily wooded and a stream located along the western property line and interior to the site	Heavily wooded with a pond and a Town facility

Figure 3: Existing Conditions

NEIGHBORHOOD MEETING:

The applicant conducted two neighborhood meetings on September 18, 2024 and September 25, 2025. 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 the proposed Hopson Gateway PUD-CZ rezoning and is included in the staff report packet. WCPSS indicates that all grade levels within the current assignment area for this rezoning/development are anticipated to have sufficient capacity for future students.

2045 LAND USE MAP:

The current 2045 Land Use Map classification for the Town of Apex properties is Office Employment/Industrial Employment. The proposed Light Industrial-Conditional Zoning is consistent with that Land Use classification (See Figure 4: Current 2045 Land Use Map and Figure 5: Proposed 2045 Land Use Map).

The 2045 Land Use Map classifications for the Hopson Gateway PUD properties are Office Employment and Office Employment/Industrial Employment (See Figure 4: Current 2045 Land Use Map). The proposed Hopson Gateway PUD includes residential densities between 9.7 units per acre to 11.5 units per acre and the ability to develop live/work units. The proposed Hopson Gateway PUD properties are not consistent with the current Land Use Map classification. If the properties are rezoned as proposed, the 2045 Land Use Map will automatically be amended as per NCGS 160D-605(a) to Medium/High Density Residential and Medium/High Density Residential/Commercial Services (See Figure 5: Proposed 2045 Land Use Map).

Current 2045 Land Use Map

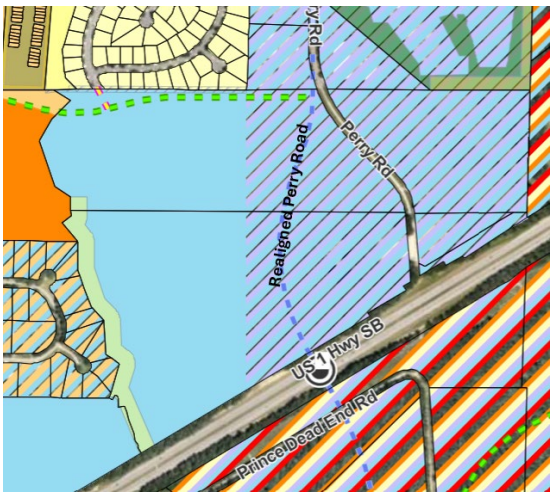


Figure 4: Current 2045 Land Use Map

Proposed 2045 Land Use Map

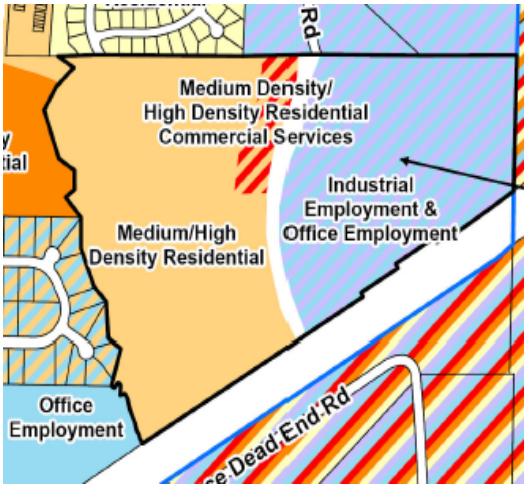


Figure 5: Proposed 2045 Land Use Map

TOWN OF APEX PROPOSED LIGHT INDUSTRIAL-CONDITIONAL ZONING:

As shown in Figures 1 and 2, the land exchange agreement will reconfigure the properties dividing them along realigned Perry Road. The following proposed uses and zoning conditions apply to the LI-CZ portion of the rezoning request which is 39.62 acres in size.

PROPOSED ZONING CONDITIONS:

Proposed Uses:

1. The LI-CZ 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 "S" indicates that a use category or specific use type is allowed only in accordance with the procedures and standards of UDO Sec. 2.3.5 Special Use Permit.

    a. Yard waste transfer station (S)
    b. Utility, minor
    c. Government Services
    d. Chipping and mulching (S)
    e. Communication tower, commercial (S)
    f. Communication tower, public safety (S)
    g. Greenway
    h. Organics (food waste) drop off, recycling, recovery, processing, and/or composting (S)
    i. Composting facility (S)
    j. Recycling Center (S)
    k. Recycling Collection Station (S)

Proposed Conditions:

2. Required buffers and screening:

    a. A 60' Type A buffer shall be provided along US Hwy 1, except for electric substations under the use "Utility, minor"; there is no buffer required along the boundary of the electric substation and associated lines coming into the substation.

    b. If the other permitted uses are visible through the electric substation or associated lines, those other permitted uses must be screened from US Hwy 1 though the planting of a line of evergreen trees/shrubs meeting a 10' Type A standard or by way of an 8' tall opaque fence in lieu of vegetation; the screening (vegetation or fence) can be located either on the highway side or development side of the electric substation and associated lines, as determined by the Planning Director after consultation with the Electric Utilities Director.

3. All other standards of the UDO may be varied based on the financial and operational needs of the Town of Apex, but any changes to the site shall be required to be shown on a site plan for Technical Review Committee review and comment, and made available to the public on the Interactive Development Map or similar. Known variations include, but are not limited to:

    a. The right-of-way, road improvements, and buffers typically required by the UDO shall not be required along the existing Perry Road section that is to be abandoned.

    b. Road improvements to the new/aligned Perry Road shall be the responsibility of ACRE, the developer of the parcel(s) west of the new/realigned Perry Road as set forth in the Hopson Gateway PUD.

    c. If a tree located within a buffer has a portion of the critical root zone extending outside of that buffer, the Town shall not be required to protect the critical root zone outside the buffer.

    d. A tree survey is only needed within the buffers immediately adjacent to the limits of disturbance.

e. Outdoor storage is allowed as a stand-alone use; no building shall be required for any use with outdoor storage.

f. Resource Conservation Area (RCA) within a perimeter buffer that is shown on a Minor or Major Site Plan may be relocated through a Site Plan revision to accommodate future development with adjoining properties.

g. Existing lighting shall be considered legally established, non-conforming lighting and shall be allowed to remain until such time as the property is redeveloped in such a manner that the lighting is replaced.

h. The yard waste pile associated with a "Yard waste transfer station" shall be limited to 30' in height, with a slope no greater than 2:1.

HOPSON GATEWAY PROPOSED PLANNED UNIT DEVELOPMENT-CONDITIONAL ZONING:

As stated earlier and shown in Figure 1 and Figure 2 of this staff report, the land exchange agreement will reconfigure the properties dividing along realigned Perry Road. The following proposed uses and zoning conditions apply to the PUD-CZ portion of the rezoning request which is 58.54 acres in size.

PROPOSED PLANNED UNIT DEVELOPMENT PLAN:

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

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.

	District A	District B
Residential		
Single-family	P	
Townhouse	P	P
Live/work Townhouse*	P	
Small-scale multi-family**	P	P
Multi-family or apartment		P
Accessory apartment	P	P
Recreational Uses		
Park, active	P	P
Greenway	P	P
Park, passive	P	P
Recreation facility, private	P	P
Utility, minor	P	P

*In District A, Live/Work Townhouse shall only be permitted along Perry Road. Live/Work Townhouse shall be defined as a townhouse with a first floor business/office space and a second and/or third floor residence, each with a separate street front entrance. The only permitted non-residential principal use in a Live/Work Townhouse shall be office, business or professional.

**Small scale multi-family shall be defined as: [illegible]nstructed 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.

PROPOSED 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:

	DISTRICT A	DISTRICT B
Approximate Acreage	24.8	33.74
Maximum Total Units	220	400
Minimum Apartment Units	N/A	300*
Maximum Built-Upon Area	70%	70%

*Townhouse and/or small-scale multi-family units may be developed and constructed in District B before any apartment units are developed, provided sufficient land in District B is reserved to accommodate the future construction of at least 300 apartment units.

	Single-Family	Small Scale Multi-family	Townhouses & Live/Work Townhouses	Multi-Family	Private Recreation Facility
Minimum Lot Size	5,000 sf	N/A	None	None	None
Minimum Lot Width	50 ft.	20 ft.	20 ft.	None	None
Minimum Setbacks					
Front	20 ft.	10 ft.	Rear loaded and parking lot style: 10 ft. Front Loaded: 20 ft.	10 ft.	20 ft.
Side	5 ft.	0 ft. (3 ft. for end units)	0 ft. (3 ft. for end units)	20 ft.	20 ft.
Rear	10 ft.	10 ft.	10 ft.	20 ft.	20 ft.
Corner Side	10 ft.	10 ft.	10 ft.	20 ft.	20 ft.
Minimum from Buffer/RCA	Buildings: 10 ft. Parking: 5 ft.	Buildings: 10 ft. Parking: 5 ft.	Buildings: 10 ft. Parking: 5 ft.	Buildings: 10 ft. Parking: 5 ft.	Buildings: 10 ft. Parking: 5 ft.
Maximum Building Height	3 stories; 45 ft.	3 stories; 45 ft.	3 stories; 45 ft.	4 stories; 60 ft.	4 stories; 48 ft.
Minimum Building Separation	N/A	10 ft.	10 ft.	15 ft.	N/A

ARCHITECTURAL CONDITIONS:

The Hopson Gateway 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.

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/or 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
- 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. Side entry townhouses that do not have a front elevation door shall have a covered porch/stoop area leading to the main entry side door. In addition, the side entry townhomes shall include windows on the front elevation adjacent to the garage.
7. The garage cannot protrude more than 1 foot out from the front façade or front porch.
8. 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
    - 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. 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.
10. The rear and side elevations of the units facing public right-of-way shall have trim around the windows.
11. Side and rear elevations shall include architectural features to break up the flat walls both vertically and horizontally.
12. 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. All elevations shall have either recessed windows or 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. 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

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 within the Secondary Watershed Protection Overlay District and not located within a designated current or future 100- year floodplain. UDO Section 8.1.2 requires minimum Resource Conservation Area ("RCA") of 20% for the proposed PUD project. Preserved streams, wetlands, and associated riparian buffers provide the primary RCA throughout the project property. Additional RCAs may include portions of the stormwater control measures permitted by the UDO, multi-use paths, and perimeter buffers.

Location:	UDO Buffer Size & Type	Proposed Buffer Size & Type:
Adjacent to PIN 0741243405 and existing lots in the Lexington subdivision.	15' Type A	20' Type B*
Adjacent to PIN 0741346113	50' Type A	40' Type A
Along the west side of Perry Road adjacent to District A and District B	30' Type B	30' Type B
Along both sides of the east/west collector street.	10' Type A	10' Type B
Along US-1	100' Type A	80' Type A
Along the eastern boundary of the Town of Apex Greenway and Utility Easement along the western property line.		0'

* There is a 20-foot Town of Apex sewer easement along the property line. The 20-foot Type B buffer may overlap with the easement, provided there is a planting area outside the easement with a minimum width of 10 feet.

Stormwater:

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, and 10-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.

PUBLIC FACILITIES:

The Hopson Gateway 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 Analyses performed for this rezoning, which are 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. Proposed modifications to turn lanes noted below based on constraints identified at the time of Major Site Plan/Master Subdivision are subject to review and approval by the Director of Transportation and Infrastructure Development and shall not require a PUD amendment. 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.

1. **Apex Peakway/Perry Road Intersection**. Developer shall make the following improvements to the intersection of Apex Peakway and Perry Road:

    a. Restripe northbound and southbound left turn lanes on Perry Road, each with 100 feet of storage plus 50 feet of deceleration and 100 feet of taper.

    b. Restripe an eastbound left turn lane on Apex Peakway with 50 feet of storage plus 50 feet of deceleration and 150 feet of taper.

    c. Construct a westbound left turn lane on Apex Peakway with 100 feet of storage plus 50 feet of deceleration and 100 feet of taper.

    d. Install a metal strain pole traffic signal (or design as otherwise required by NCDOT) with signalized crosswalks (the "Perry Signal"). If at the time of construction drawing approval for the Perry Signal, the fee in lieu required for the Perry Signal by the Seymour PUD (ORD-2024-007)(the "Seymour FIL") has been paid, the Seymour FIL shall be available to the Hopson Gateway PUD developer to construct the Perry Signal. A warrant study shall be performed prior to platting 50 single-family or townhouse residential units or site plan final plat for up to 300 apartment dwelling units. If NCDOT does not permit a traffic signal at that time, developer shall provide an engineer's estimate for the cost of design and installation of the Perry Signal plus 15% contingency for review and approval by Apex staff and pay a fee in lieu in that amount, less the amount of any fee in lieu payments made or pending as part of approved construction plans toward the Perry Signal by others (the "Hopson FIL"). If the Seymour FIL has not been paid at the time the Hopson FIL is due, developer shall pay the full Hopson FIL but be entitled to the Seymour FIL when it is collected by the Town.

2. **Apex Peakway/Tingen Road Intersection**. Developer shall pay a fee in lieu equal to 10% of the estimated costs to design and install a metal strain pole traffic signal, a westbound left turn lane with 150 feet of storage plus 50 feet of deceleration and 100 feet of taper on Apex Peakway, and northbound and southbound left turn lanes each with 150 feet of storage plus 50 feet of deceleration and 100 feet of taper on Tingen Road at the intersection of Apex Peakway and Tingen Road.

3. **East-West Collector**. Developer shall construct an east-west collector street across the property in the approximate location shown on the Concept Plan (the "East-West Collector") as a 35-foot wide back-to-back curb and gutter Major Collector Street with bicycle lanes, a 10-foot wide side path on the north side, and a 5-foot side sidewalk on the south side, in a 60-foot wide public right of way. If the Army Corps of Engineers, or other applicable permitting body, does not permit the construction of the road through the existing stream buffer along the western 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 the stream crossing. The final location of the East-West Collector may be modified at Major Site

Plan/Master Subdivision, provided the modified location is approved by the Developer and Town staff. Developer shall construct the following improvements along the East-West Collector:

a. Extend Shackleton Road to intersect with the East-West Collector.

b. A full movement intersection between Shackleton Road and Perry Road accessing District A and District B.

c. A full movement intersection aligned with Shackleton Road accessing District B.

d. Turnouts in the right of way for the future Town driveway at the intersection of the East-West Collector and Perry Road.

4. **Perry Road.** Developer shall design, construct, and realign Perry Road as a 71-foot wide back-to-back curb and gutter four-lane median-divided thoroughfare with a 10-foot side path on the west side and 5-foot sidewalk on the east side and dedicate half of a 110-foot wide public right of way (the "Perry Road Section"). Completion of the Perry Road Section is subject to agreement with the Town of Apex for dedication of right of way and easements on property owned by the Town required to construct the Perry Road Section. The southern terminus of Perry Road shall accommodate the anticipated future bridge elevation over US 1 based on a preliminary profile to be provided by the developer. Developer shall construct the following improvements along Perry Road:

   a. A right-in/right-out driveway to District B.

   b. Northbound and southbound left turn bays, each with 100 feet of storage plus 50 feet of deceleration and 100 feet of taper where the median divided section is constructed through the full-movement intersection with the East-West Collector and future Town driveway.

   c. Southbound left turn bay with 100 feet of deceleration and 100 feet of taper along with turnouts in the right of way serving a future secondary Town driveway south of the East-West Collector.

5. If any of the committed transportation improvements require acquisition of offsite rights of way, easements, or other property interests (the "Offsite ROW"), Developer shall make good faith efforts to acquire the Offsite ROW. If Developer is unable to acquire any Offsite ROW through private negotiation and the Town is unwilling or unable to assist in the acquisition, Developer shall pay a fee in lieu for the transportation improvement that cannot be completed.

Transportation Plan Amendment

The applicant has requested a Transportation Plan Amendment regarding the location of the major collector street shown on the Town of Apex Thoroughfare and Collector Street Plan Map between Tingen Road and Perry Road. The request includes a shift of the major collector street to the south.

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, and bike lanes, as follows:

- Sidewalks shall be provided along both sides of all streets other than Perry Road and the Major Collector street which will have 10-foot Side Paths on one side of the road/street.
- Perry Road shall include a 10-foot Side Path consistent with the Perry Road streetscape recommended by the Transportation Plan as shown on the Concept Plan.

- The Major Collector shall include a 10-foot Side Path and marked and signed bike lanes recommended by the Transportation Plan as shown on the Concept Plan.

ENVIRONMENTAL ADVISORY BOARD:

The Apex Environmental Advisory Board (EAB) held a pre-application meeting for this rezoning on January 16, 2025. The zoning conditions suggested by the EAB are listed below along with the applicant's response to each condition.

	EAB Suggested Condition	Applicant's Response
1	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.	Revised
2	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	No
3	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	Yes
4	To reduce irrigation requirements, the project shall select and plant only warm season grasses.	Yes
5	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	No
6	The project shall install at least one (1) pet waste station per 25 townhome units and at least two (2) pet waste stations per apartment building 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	A solar PV system of at least 4 kW shall be installed on at least 10 townhome units 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 these homes are located shall be identified on the Master Subdivision Plat, which may be amended from time to time.	No
8	All homes shall be pre-configured with conduit for a solar energy system	No
9	A 220-volt outlet shall be provided in the garage of each townhome unit	Yes
Conditions applicable only to the apartment portion of the PUD		
10	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.	No
11	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	No

12	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	Revised

PUD Environmental Conditions:
The following environmental conditions shall apply to the Development:

- 70% of landscaping in common areas shall be native or nativar species. This requirement shall not apply to landscaping on individual residential lots.
- 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.
- The project shall plant/include warm season grasses.
- Apartment buildings (but not small-scale multi-family buildings) 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. The application shall be submitted prior to the issuance of a certificate of occupancy for the multi-family building.
- The project shall install at least one (1) pet waste station per 25 units (single-family or townhome units) and at least two (2) pet waste stations per apartment building 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.
- A 220-volt outlet shall be provided in the garage of each townhome unit.

AFFORDABLE HOUSING:

Proposed by Applicant:

The following affordable housing commitment shall apply to apartments in District B (but shall not apply to Small-Scale Multifamily units):

A minimum of twenty percent (20%) of the total apartment units (as shown on the first site plan submittal for apartments) shall be affordable housing units. Final affordable housing unit floor plan selection which includes unit size and bedroom size is at the discretion of the developer. If the affordable units calculation results in a fraction between 0.50 and 0.99, the affordable units shall be rounded up to the nearest whole number. If the affordable units calculation results in a fraction between 0.01 and 0.49, the affordable units shall be rounded down to the nearest whole number.

The affordable units shall be subject to the following terms and conditions:

- 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") for a period of thirty (30) years starting from the date of issuance of the first residential Certificate of Occupancy (the "Affordability Period").

- Prior to issuance of the first residential Certificate of Occupancy for apartments in District B, 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 Affordability Period, the property owner shall submit annual compliance reports to the Town to verify compliance with the affordable housing terms and conditions.
- Following expiration of the Affordability Period, this affordable housing condition shall expire, the property owner shall be relieved of all obligations set forth in this affordable housing condition, and the affordable units may be freely marketed and leased at market-rate rents.
- Townhouse and/or small-scale multi-family units may be developed and constructed in District B before any apartment units are developed, provided sufficient land in District B is reserved to accommodate the future construction of 300 apartment units.

Housing Staff Analysis:

The proposed PUD project includes 20% of the total apartment units shall be affordable housing units and a condition that a minimum of 300 apartment units shall be constructed (a minimum of 60 affordable housing units). The proposed project is consistent with the Town of Apex's adopted Affordable Housing Incentive Zoning Policy.

PARKS, RECREATION, AND CULTURAL RESOURCES ADVISORY COMMISSION:

On February 26, 2025 the Parks, Recreation, and Cultural Resources Advisory Commission unanimously recommended a fee-in-lieu of dedication with credit for construction of greenway for a maximum combination of 220 single-family detached and single-family attached, and a maximum of 400 multi-family residential units. The fee in lieu rate will be set at the time of Town Council action on the Rezoning and run for the life of the project. The total fee-in-lieu (based on the final unit count) will be calculated at Major Site Plan/Master Subdivision Plan and Construction Document review.

The greenway in District A shall be completed prior to issuance of building permits for 25% of the total residential units in District A. The greenway in District B shall be completed prior to issuance of building permits for 50% of the total residential units in District B. Final greenway alignment shall be determined at Major Site Plan/Master Subdivision Plan and shall be generally consistent with the Parks, Recreation, Greenways, and Open Space Master Plan and the Bicycle and Pedestrian System Plan Map.

PLANNING BOARD RECOMMENDATION:

The Planning Board will hold a public hearing on November 10, 2025. The Planning Board recommendation will be presented at the November 13, 2025 Town Council meeting.

PLANNING STAFF RECOMMENDATION:

Planning staff recommends approval of Rezoning #24CZ20 Hopson Gateway PUD and Town of Apex LI-CZ as proposed by the applicants.

ANALYSIS STATEMENT OF THE REASONABLENESS OF THE PROPOSED REZONING:

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

The 2045 Land Use Map designates the Town of Apex site as Office Employment/Industrial Employment classification. The Town of Apex site rezoning to Light Industrial-Conditional Zoning is consistent with the 2045 Land Use Map.

The 2045 Land Use Map designates the Hopson Gateway site as Office Employment and Office Employment/Industrial Employment classification. The proposed Planned Unit Development-Conditional Zoning (PUD-CZ) district includes residential densities between 9.7 units to 11.5 units per acre and an area along Perry Road for live/work townhomes for office and professional uses within townhomes. The Hopson Gateway site is located within the Transit-Oriented Development area which supports the apartment use within the Medium/High Density Residential classification. If the Hopson Gateway properties are rezoned as proposed, the 2045 Land Use Map will automatically be amended to Medium/High Density Residential and Medium/High Density Residential/Commercial Services per NCGS 160D-605(a). The proposed rezoning to Planned Unit Development–Conditional Zoning (PUD-CZ) will provide the flexibility to accommodate the growth in population and infrastructure consistent with that contemplated by the 2045 Land Use Map.

The proposed rezoning is reasonable and is in the public interest because the Town of Apex site will include a public works facility, improving the efficiency of Town operations, and the proposed PUD rezoning provides a minimum of 20% of the total apartment units as income restricted affordable apartment units at 80% AMI for 30 years. In addition, the PUD provides for the realignment and construction of the full Perry Road extension as shown on the Thoroughfare and Collector Street Plan and will help facilitate a permanent sewer solution for the property. The proposed rezoning to PUD-CZ and LI-CZ is compatible with surrounding uses.

LIGHT INDUSTRIAL-CONDITIONAL ZONING STANDARDS:

CONDITIONAL ZONING STANDARDS:
Town Council shall find the LI-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.

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 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 Planned Unit Development-Conditional Zoning (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.

October 24, 2025

Lyle Overcash, PE.
Kimley-Horn and Associates
421 Fayetteville St, Ste. 600
Raleigh, NC 27601

Subject: Staff summary and comments for Hopson Gateway TIA Revision, 8/8/2025

Mr. Overcash:

This comment letter is being reissued to clarify typos in the Hopson Gateway TIA Revision and review letter. Changes are noted in blue text. **None of the recommendations are impacted by these notes and resubmittal is not requested.**

The following clarifications are provided for the trip generation tables found on page 3 of the TIA Revision. **It should be noted that the tables provided in the appendix that were used for the traffic analyses referred to the correct volumes.**

Table 1 – Non-Residential Development
ITE Traffic Generation (Vehicles)

Land Use Code	Land Use	Intensity	Daily	AM Peak Hour		PM Peak Hour	
			Total	In	Out	In	Out
150	Warehousing *(Existing)*	120,000 s.f.	236	28	15	10 ~~31~~	31 ~~41~~
-	Yard Waste Transfer Station and Drop off Convenience Center *(Proposed)*	13.5 acres	302	14	14	4	4
770	Business Park	25,000 s.f.	982	31	6	11	32 ~~31~~
Total Net New Trips			**1,520**	**73**	**35**	**25**	**67**

As shown in Table 1, the non-residential portion of the development is expected to generate 1,520 daily trips, 108 AM peak hour trips (73 entering and 35 exiting), and 92 PM peak hour trips (25 entering and 67 exiting) on a typical weekday.

Table 2 – Residential Development
ITE Traffic Generation (Vehicles)

Land Use Code	Land Use	Intensity	Daily	AM Peak Hour		PM Peak Hour	
			Total	In	Out	In	Out
210	Single-Family Detached Housing	50 d.u.	534	10	30	33	19
215	Single-Family Attached Housing	170 d.u.	1,246	21	62	58	40
221	Multifamily Housing (Mid-Rise)	~~200~~ d.u.	1,862	38	126	95 ~~85~~	61
Total Net New Trips		400	**3,642**	**69**	**218**	**186**	**120**

As shown in Table 2, the residential portion of the development is expected to generate 3,642 daily trips, 287 AM peak hour trips (69 entering and 218 exiting), and 306 PM peak hour trips (186 entering and 120 exiting) on a typical weekday.

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.

Revisions

Since the original TIA was submitted in November 2024, the following changes have been made to the development and analysis assumptions:

- *Addition of 25,000 s.f. business park*
- *Built-out year of 2028*
- *Removal of Tingen Corners development and roadway improvements*
- *Addition of Grace Christian School traffic (AM peak hour)*

Study Area

The TIA studied two sites – one mixed-use (Hopson Gateway) and an adjacent Town facilities site. Access to the Town site is via one (1) site driveway:

- Perry Road and future East – West Collector / Site Driveway 1

Access to Hopson Gateway is proposed via four (4) site driveways:

- Future East – West Collector at Site Driveway 2
- Future East – West Collector at Shackleton Road / Site Driveway 3
- Perry Road at Site Driveway 4 (right-in / right-out)
- Perry Road at Site Driveway 5 (full movement)

Additionally, the following seven (7) intersections were included for analysis in the TIA study area:

- NC 55 at Apex Peakway
- Apex Peakway at S Hughes Street
- Apex Peakway at Perry Road
- Apex Peakway at Shackleton Road
- Apex Peakway at Tingen Road
- S Hughes Street at James Street
- S Hughes Street at Perry Road

Tingen Corners (fka Seymour PUD) is not moving forward at this time; therefore, the East-West Collector does not connect to Tingen Road in this revised analysis.

Trip Generation

The proposed Town site is anticipated to consist of the existing laydown yard, a 13.5-acre yard waste transfer station, a yard waste drop-off convenience center, and a Water Resources office building with a maximum of 75 employees. However, the office portion is anticipated to be constructed after the build-out of the Hopson Gateway development and is not included in the analysis. The Town site is projected to generate 42 trips entering and 29 trips exiting during the weekday AM peak hour, and 14 trips entering and 35 trips exiting the site during the weekday

PM peak hour. The Town site is expected to add 538 daily trips to the adjacent roadway network.

The Hopson Gateway development is anticipated to consist of approximately 170 townhomes, 50 single family homes, and 400 multifamily (mid-rise) apartment units and a 25,000 s.f. business park. This development is projected to generate 100 new trips entering the site and 224 new trips exiting the site during the weekday AM peak hour, and 197 new trips entering the site and 151 new trips exiting the site during the weekday PM peak hour. The development is projected to add 4,624 new daily trips to the adjacent roadway network.

Background traffic

Background traffic consists of 3% annual non-specific background traffic growth compounded to build out year 2028 plus the traffic generated by the following five (5) approved development plans.

- Fast food restaurant (Chick-fil-a)
- Veridea Phase 1
- Broadstone Hotel
- Broadstone Retail
- Grace Christian School (AM Peak hour)

Additionally, traffic patterns were modified to account for the future Apex Peakway Connector (TIP project U-5928). The following adjustments were made at the Apex Peakway and Tingen Road intersection:

- 25% of northbound through movement on Tingen Road was reassigned to a northbound left-turn movement
- 25% of the northbound through movement on Tingen Road was reassigned as a northbound right-turn movement
- 25% of the westbound right-turn movement on Apex Peakway was reassigned to the westbound through movement

Trip Distribution and Assignment

The trip distributions to and from the non-residential development (Town site and Hopson Gateway business park) are as follows:

- 30% to/from the south on NC 55
- 30% to/from the west on Apex Peakway
- 20% to/from the south on Tingen Road
- 15% to/from the north on S Hughes Street
- 5% to/from the north on NC 55

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

- 30% to/from the south on NC 55

- 25% to/from the west on Apex Peakway
- 25% to/from the south on Tingen Road
- 15% to/from the north on S Hughes 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 based on the average delay experienced by drivers. 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 12 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 2024** - Existing year 2024 traffic.
- **No Build** - Projected year (2028) with background traffic growth and background developments.
- **Build** - Projected year (2028) with background traffic, Town site build-out, and Hopson Gateway site build-out.
- **Build – Improved** - Projected year (2028) with background traffic, Town site build-out, and Hopson Gateway site build-out including recommended improvements where applicable.

Perry Road and East-West Collector / Site Driveway 1

Table 1. A.M. / P.M. Unsignalized Peak Hour Levels of Service Perry Road and East-West Collector / Site Driveway 1			
	Existing	**2028 No Build**	**2028 Build**
Overall	NA	NA	NA
Eastbound (E-W Collector)	NA	NA	*B / B*[1]
Westbound (Site Driveway 1)	NA	NA	*A / A*[1]
Northbound (Perry Road)	NA	NA	*A / A*[2]
Southbound (Perry Road)	NA	NA	*A / A*[2]

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

TIA recommendations:

- The TIA recommends construction of the East-West Collector as a stop-controlled full movement eastbound approach with one ingress lane and one egress lane at Perry Road.
- The TIA recommends the Town constructs Site Driveway 1 as a westbound approach across from the East-West Collector as a stop-controlled full movement driveway with one ingress lane and one egress lane.
- The TIA recommends the construction of a southbound right-turn lane on Perry Road with 50 feet of storage plus appropriate taper.

Apex staff recommendations:

Apex staff concur with the recommendations in the TIA, provided the developer can coordinate with adjacent owners and NCDOT to obtain approval for closing or converting the private driveways on either side of Perry Road immediately north of the site to right-in/right-out access.

NCDOT recommends the E-W Collector be located at least 600 feet from the nearest full movement intersection or driveway to be considered a full movement intersection. If the existing private driveways just north of the site can be modified to right-in/right-out, the location of the E-W Collector intersection would be approximately 1,200 feet south of Apex Peakway on realigned Perry Road.

The eastbound approach (East-West Collector) is anticipated to operate at LOS B during both the AM and PM peak hours at build-out. All other movements and approaches are anticipated to operate at LOS A during both the AM and PM peak hours at build-out. The 95th percentile queues are anticipated to be one vehicle or less. Traffic volumes do not warrant turn lanes; however, the second northbound lane on Perry Road will terminate as an exclusive right-turn lane into the Town Site due to the existing Perry Road geometry north of this intersection.

Staff note that the non-residential site trips were distributed proportionately based on the daily volumes, with approximately 35% to/from the Town Site and 65% to/from the Hopson Gateway Site. This overall distribution of non-residential trips produced slightly lower entering and exiting traffic volumes for the Town Site than shown in the trip generation table. Town staff analyzed the entering/exiting volumes from the trip generation table in the models, and the levels of service were not impacted from what was originally reported. Vehicle queueing for all approaches and movements reported was less than one vehicle.

East-West Collector and Site Driveway 2

Table 2. A.M. / P.M. Unsignalized Peak Hour Levels of Service East-West Collector and Site Driveway 2			
	Existing	**2028 No Build**	**2028 Build**
Overall	NA	NA	NA
Eastbound (E-W Collector)	NA	NA	NA
Westbound (E-W Collector)	NA	NA	*A / A*[2]
Northbound (Site Driveway 2)	NA	NA	*A / A*[1]

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

TIA recommendations:

- The TIA recommends the construction of a two lane, undivided major collector from Perry Road to a point to be determined within the proposed development.
- The TIA recommends construction of Site Driveway 2 as a stop controlled northbound approach with one ingress lane and one egress lane approximately 600 feet west of Perry Road.

Apex staff recommendations:

Apex staff concur with the recommendations in the TIA. The westbound left-turn movement from East-West Collector into Site Driveway 2 is expected to operate at LOS A during the AM and PM peak hours at build-out. Site Driveway 2 is expected to operate at LOS A during the AM and PM peak hours at build-out. The 95th percentile queues are anticipated to be one vehicle or less. Traffic volumes do not warrant turn lanes.

East-West Collector and Shackleton Road / Site Driveway 3

Table 3. A.M. / P.M. Unsignalized Peak Hour Levels of Service East-West Collector and Shackleton Road / Site Driveway 3			
	Existing	**2028 No Build**	**2028 Build**
Overall	NA	NA	NA
Eastbound (E-W Collector)	NA	NA	*A / A*[2]
Westbound (E-W Collector)	NA	NA	*A / A*[2]
Northbound (Site Driveway 3)	NA	NA	*A / A*[1]
Southbound (Shackleton Road)	NA	NA	*A / A*[1]

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

TIA recommendations:

- The TIA recommends the construction of a two lane, undivided major collector from Perry Road to a point to be determined within the proposed development.
- The TIA recommends construction of Site Driveway 3 as a stop controlled northbound approach with one ingress lane and one egress lane.

Apex staff recommendations:

Apex staff concur with the recommendations in the TIA. The Shackleton Road and Site Driveway 3 approaches are expected to operate at LOS A during both the AM and PM peak hours at build-out, with 95th percentile queues less than 75 feet. Traffic volumes do not warrant turn lanes.

Perry Road and Site Driveway 4

Table 4. A.M. / P.M. Unsignalized Peak Hour Levels of Service Perry Road and Site Driveway 4			
	Existing	**2028 No Build**	**2028 Build**
Overall	NA	NA	NA
Eastbound (Site Driveway 4)	NA	NA	*A / A*[1]
Northbound (Perry Road)	NA	NA	NA
Southbound (Perry Road)	NA	NA	NA

1. Level of service for stop-controlled minor street approaches.

TIA recommendations:

- The TIA recommends extending Perry Road as a four-lane divided thoroughfare from the northern property limit to south of Site Driveway 5, exact terminus to be determined.
- The TIA recommends construction of the western leg (Site Driveway 4) with stop control and one ingress and one egress lane approximately 350 feet south of East-West Collector/Site Driveway 1. This driveway will be restricted to right-in / right-out movements only.

Apex staff recommendations:

Apex staff concur with the recommendations in the TIA. The Site Driveway 4 approach is expected to operate at LOS A during both the AM and PM peak hours at build-out. Traffic volumes do not warrant turn lanes.

Perry Road and Site Driveway 5

Table 5. A.M. / P.M. Unsignalized Peak Hour Levels of Service Perry Road and Site Driveway 5			
	Existing	**2028 No Build**	**2028 Build**
Overall	NA	NA	NA
Eastbound (Site Driveway 4)	NA	NA	*A / A*[1]
Northbound (Perry Road)	NA	NA	*A / A*[2]
Southbound (Perry Road)	NA	NA	*A / A*[2]

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

TIA recommendations:

- The TIA recommends extending Perry Road as a four-lane divided thoroughfare from the northern property limit to south of Site Driveway 5, exact terminus to be determined.
- The TIA recommends construction of the western leg with stop control and one ingress and one egress lane.
- Construct a northbound left-turn lane with approximately 100 feet of storage and appropriate taper.
- Construct a southbound left-turn lane with approximately 100 feet of storage and appropriate taper to allow for future connection.

Apex staff recommendations:

Site Driveway 5 should be located approximately 800 feet to 1000 feet south of the East-West Connector intersection with Perry Road to provide acceptable intersection spacing along the thoroughfare and to align with the planned second Town Site driveway subject to NCDOT and Town of Apex approval. The final location for Site Driveway 5 is pending Town approval based on the proposed Town Site access.

Northbound and southbound left-turn lanes should be accommodated to the extent possible on Perry Road at this intersection to avoid future median reconstruction. A minimum of 100 feet of storage plus 50 feet of deceleration and appropriate taper is to be provided.

NC 55 and Apex Peakway

Table 6. A.M. / P.M. Signalized Peak Hour Levels of Service NC 55 and Apex Peakway			
	Existing	**2028 No Build**	**2028 Build**
Overall	*B / C*	*B / D*	*C / D*
Eastbound (Apex Peakway)	*C / E*	*B / D*	*B / D*
Northbound (NC 55)	*B / C*	*C / D*	*C / D*
Southbound (NC 55)	*A / B*	*C / C*	*C / C*

TIA recommendations:

- The TIA notes that NCDOT TIP project U-2901B is expected to widen NC 55 to a multi-lane facility.
- No improvements by the developer are proposed at this intersection.

Apex staff recommendations:

Apex staff concur with the recommendations in the TIA. The intersection is anticipated to operate at an overall LOS D or better during the peak hours under build conditions. The improvement in level of service for the eastbound approach from existing to 2028 no build conditions can be attributed to signal timing modifications.

It should be noted that this intersection is fully built out given the physical constraints of the area. Future extension of the Apex Peakway eastward is currently not funded, but that will eventually provide an additional route around and across NC 55 to the east. The Apex Peakway is already a 4-lane median-divided section terminating at NC 55 and there are three through lanes on NC 55 heading toward US 1 with opposing dual left turn lanes. Any further improvement would require an additional (second) through lane heading toward Downtown Apex on NC 55. As noted in the TIA, NCDOT TIP Project U-2901B is expected to widen NC 55 in the study area and alleviate congestion. Currently, construction of U-2901B is scheduled to begin in 2031.

Apex Peakway and S Hughes Street

Table 7. A.M. / P.M. Signalized Peak Hour Levels of Service Apex Peakway and S Hughes Street			
	Existing	**2028 No Build**	**2028 Build**
Overall	*B / B*	*C / C*	*C / C*
Eastbound (Apex Peakway)	*D / D*	*E / D*	*E / D*
Westbound (Apex Peakway)	*D / C*	*D / D*	*C / D*
Northbound (S Hughes St)	*A / A*	*B / B*	*B / B*
Southbound (S Hughes St)	*C / B*	*C / C*	*B / D*

TIA recommendations:

- No improvements by the developer are proposed at this intersection.

Apex staff recommendations:

Apex staff concur with the TIA. The traffic patterns at this intersection will be impacted by the completion of the Apex Peakway Connector project. However, the intersection is expected to operate at overall LOS C or better during both the AM and PM peak hours throughout the analysis periods. Proposed site traffic is expected to have minimal impact on this intersection, and no improvements are recommended.

Apex Peakway and Perry Road

Table 8. A.M. / P.M. Peak Hour Levels of Service Apex Peakway and Perry Road				
	Unsignalized			Signalized
	Existing	2028 No Build	2028 Build	2028 Build Improved
Overall	NA	NA	NA	*C / C*
Eastbound (Apex Peakway)	*A / A*[2]	*A / A*[2]	*A / A*[2]	*C / C*
Westbound (Apex Peakway)	*A / A*[2]	*A / A*[2]	*B / B*[2]	*B / A*
Northbound (Perry Rd)	*B / B*[1]	*F / F*[1]	*F / F*[1]	*C / C*
Southbound (Perry Rd)	*B / B*[1]	*F / F*[1]	*F / F*[1]	*C / B*

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

TIA recommendations:

The following improvements are recommended for the Hopson Gateway development:

- Construct an eastbound left-turn lane on Apex Peakway with 50 feet of storage and appropriate taper.
- Construct a westbound left-turn lane on Apex Peakway with 100 feet of storage and appropriate taper.
- Restripe a northbound left-turn lane with approximately 100 feet of storage and appropriate taper.
- Restripe a southbound left-turn lane with approximately 100 feet of storage and appropriate taper.
- Install a traffic signal when warranted and if approved by NCDOT.

Apex staff recommendations:

Under Build conditions the northbound and southbound approaches are expected to operate at LOS F with significant delays and queueing. An eastbound left-turn lane on Apex Peakway is currently warranted based on existing traffic volumes.

The Town recommends the developer install left-turn lanes on all approaches, each with 100 feet of full width storage plus 50 feet of deceleration and appropriate taper, except on the eastbound approach as described below. To utilize existing pavement without widening Perry Road to accommodate left turn lanes, the through and left lanes can be striped 10 feet wide, subject to NCDOT approval. Eastbound Peakway can be striped with 11 feet wide lanes, which may also avoid widening subject to review. The eastbound left-turn lane can be striped as approximately 50 feet of full width storage plus 50 feet of deceleration and 150’ of taper to

coincide with the existing pavement and curb line on the north side of the Peakway. Westbound Peakway will need to be widened to accommodate a left turn lane.

It is recommended the developer install a traffic signal when permitted by NCDOT.

Apex Peakway and Tingen Road

Table 9. A.M. / P.M. Peak Hour Levels of Service Apex Peakway and Tingen Road					
	Unsignalized		**Signalized**		
	Existing	**2028 No Build**	**2028 No Build - Improved**	**2028 Build**	**2028 Build - Improved**
Overall	NA	NA	*D / C*	*E / C*	*D / C*
Eastbound (Apex Peakway)	*C / C*[1]	*F / F*[1]	*E / C*	*E / C*	*E / C*
Westbound (Apex Peakway)	*C / D*[1]	*F / F*[1]	*C / B*	*D / B*	*D / A*
Northbound (Tingen Rd)	*A / A*[2]	*A / A*[2]	*E / C*	*E / C*	*E / C*
Southbound (Tingen Rd)	*A / A*[2]	*A / A*[2]	*C / D*	*C / D*	*C / D*

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

TIA recommendations:

The following improvements were analyzed under 2028 No Build conditions ("2028 No Build – Improved" scenario in the table above), to improve the levels of service for the Apex Peakway approaches, per UDO Section 13.19:

- Construct a westbound left-turn lane with approximately 200 feet of storage and appropriate taper.
- Construct a northbound right-turn lane with approximately 150 feet of storage and appropriate taper.
- Install a traffic signal.

The TIA does not make any recommendations for the Hopson Gateway development.

Apex staff recommendations:

Under No Build conditions, the eastbound and westbound approaches, which are currently stop-controlled, experience long delays and queueing. The TIA identifies improvements necessary to improve No Build conditions to an overall LOS D and these are carried through the Build - Improved conditions analyses. The proposed development trips are 8.8% of the Build AM peak hour traffic and 9.9% of the Build PM peak hour traffic.

Staff recommends the Hopson Gateway development provide a fee-in-lieu towards the cost of left-turn lanes and a traffic signal, proportional to the impact of development traffic at this intersection.

S Hughes Street and James Street

Table 10. A.M. / P.M. Unsignalized All-Way Stop-Control Peak Hour Levels of Service S Hughes Street and James Street			
	Existing	**2028 No Build**	**2028 Build**
Overall	*A / B*	*B / B*	*B / C*
Eastbound (James St)	*B / B*	*B / B*	*B / B*
Westbound (James St)	*A / A*	*A / B*	*B / B*
Northbound (S Hughes St)	*B / B*	*B / B*	*B / C*
Southbound (S Hughes St)	*A / B*	*B / B*	*B / C*

TIA recommendations:

- No improvements are recommended at this intersection.

Apex staff recommendations:

Apex staff concur with the TIA. The intersection is expected to operate at an overall LOS C or better during both the AM and PM peak hours throughout the analysis periods. The proposed site traffic is anticipated to have minimal impact on this intersection, and no improvements are recommended.

S Hughes Street and Perry Road

Table 11. A.M. / P.M. Unsignalized Peak Hour Levels of Service S Hughes Street and Perry Road			
	Existing	**2028 No Build**	**2028 Build**
Overall	NA	NA	NA
Eastbound (Perry Rd)	*B / C*[1]	*C / C*[1]	*C / C*[1]
Westbound (Perry Rd)	*B / B*[1]	*B / B*[1]	*B / B*[1]
Northbound (S Hughes St)	*A / A*[2]	*A / A*[2]	*A / A*[2]
Southbound (S Hughes St)	*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 major street approaches.

TIA recommendations:

- No improvements are recommended at this intersection.

Apex staff recommendations:

Apex staff concur with the TIA. All approaches are expected to operate at LOS C or better during all scenarios analyzed. Queues on the minor approaches are less than two vehicles. No improvements are recommended at this intersection.

Apex Peakway and Shackleton Road

Table 12. A.M. / P.M. Unsignalized Peak Hour Levels of Service Apex Peakway and Shackleton Road			
	Existing	**2028 No Build**	**2028 Build**
Overall	NA	NA	NA
Eastbound (Apex Peakway)	*A / A*[2]	*A / A*[2]	*B / A*[2]
Westbound (Apex Peakway)	*A / A*[2]	*A / A*[2]	*A / A*[2]
Northbound (Shackleton Rd)	*B / B*[1]	*E / D*[1]	*F / F*[1]
Southbound (Shackleton Rd)	*B / B*[1]	*F / E*[1]	*F / F*[1]

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

TIA recommendations:

- No improvements are recommended at this intersection.

Apex staff recommendations:

Apex staff concur with the TIA. The northbound and southbound approaches are anticipated to operate in the range of LOS D to F during the peak hours under no build conditions. The northbound and southbound approaches are anticipated to operate at LOS F during both peak hours under Build conditions. However, 95th percentile queues are anticipated to be approximately 3 vehicles or less. It is not uncommon for minor approaches of roadways with heavy volumes to operate at LOS F during peak periods.

Please coordinate with the NCDOT District Engineer's Office concerning any recommendations on NCDOT facilities. Town staff will be available for meetings to discuss recommendations as needed.

Sincerely,

Jessica McClure, PE
Traffic Engineer | 919-372-7448

Rezoning #24CZ20
Lexington Farm
Shackleton Rd
Lexington Farm Rd
Village at Broadstone Station
Broadstone Way
Perry Rd
Tingen Rd
1
US 1 Hwy SB
US 1 Hwy NB
Irongate
Irongate Dr
Prince Dead End Rd
Grace Christian School
Veridea Pkwy
US 1 Hwy
Veridea
0
500
1,000
Feet
September 2025
May 2025 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 #: 24CZ20 Submittal Date: 11-1-2024

Fee Paid $ Check #

PETITION TO AMEND THE OFFICIAL ZONING DISTRICT MAP

Project Name: Hopson Gateway

Address(es): a portion of 0 Tingen Road &1341 Perry Road

PIN(s) a portion of PINs 0741331566 & 0741326706

the "ACRE Tract" as described in the attached exhibit Acreage: 58.54

Current Zoning: Residential Agricultural (RA) & Light Industrial Conditional (LI-CZ) Proposed Zoning: Planned Unit Development Conditional (PUD-CZ)

Current 2045 LUM Designation: Office Employment/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: 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: ACRE MANAGER, LLC

Address: 252 NW 29th Street, 9th floor

City: Miami State: FL Zip: 33127

Phone: 786-634-4857 E-mail: Jesse.Kehoe@acremgt.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

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 #: 24CZ20 Submittal Date: 11-1-2024

Fee Paid:

Project Information

Project Name: Town of Apex

Address(es): a portion of 0 Tingen Road and 1341 Perry Road; 0 Perry Road

PIN(s): a portion of PINs 0741331566 & 0741326706; PIN 0741427922

the "Town Tract" as described in the attached Exhibit Acreage: 39.62

Current Zoning: Residential Agricultural (RA) & Light Industrial Conditional (LI-CZ) Proposed Zoning: Light Industrial Conditional (LI-CZ)

Current 2045 LUM Classification(s): Office Employment/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: 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: Town of Apex; Attention Matt Wetherell

Address: PO Box 250

City: Apex State: NC Zip: 27502

Phone: 919-249-3534 E-mail: matt.wetherell@apexnc.org

Owner Information

Name: same as Applicant

Address:

City: State: Zip:

Phone: E-mail:

Agent Information

Name: same as Applicant

Address:

City: State: Zip:

Phone: E-mail:

Other contacts:

PETITION INFORMATION

Application #: 24CZ20 Submittal Date: 11-1-2024

An application has been duly filed requesting that the property described in this application be rezoned from RA & LI-CZ to LI-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:

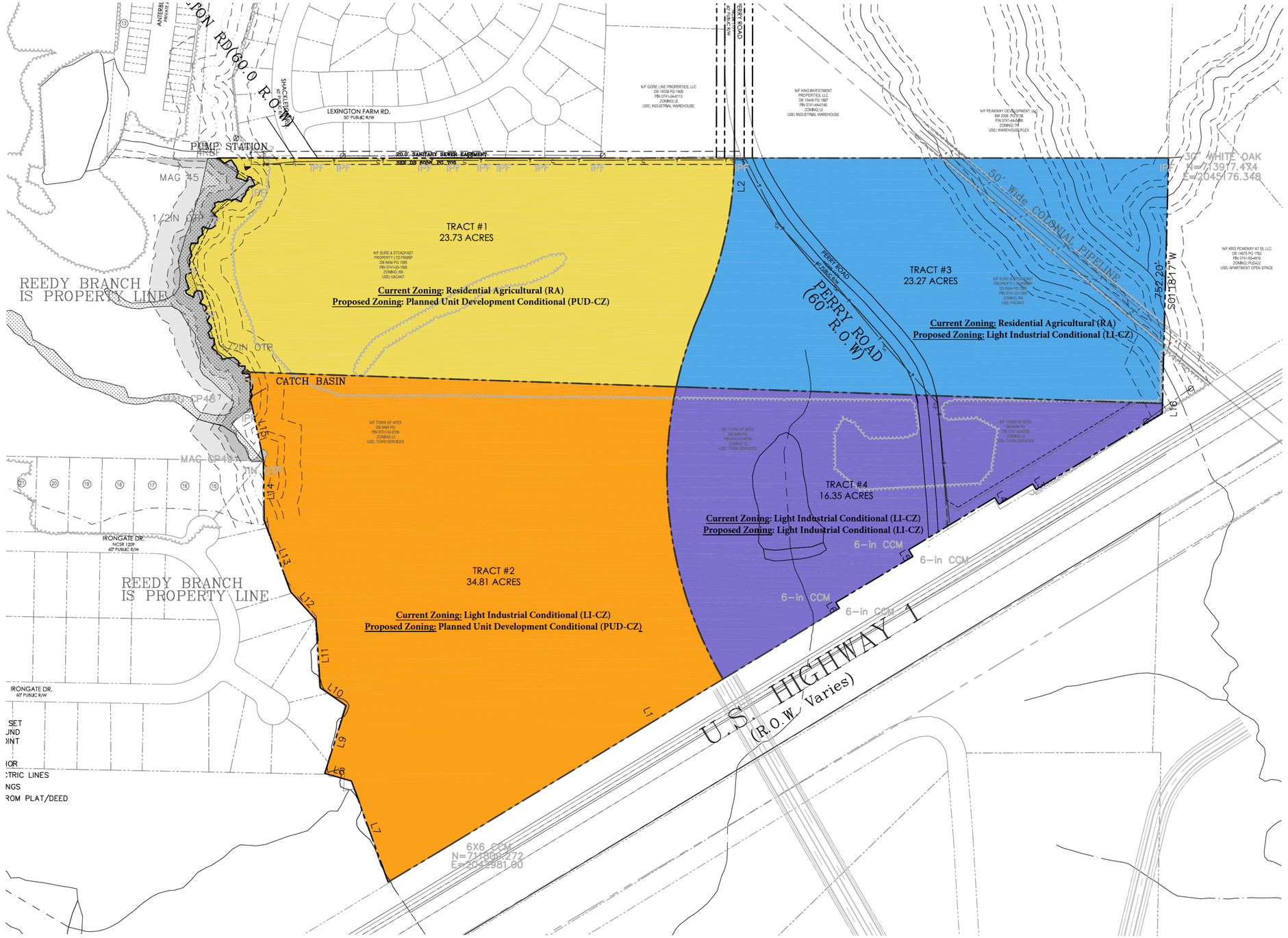
The Rezoned Lands may be used for, and only for, the uses listed immediately below. The permitted uses are subject to the limitations and regulations stated in the UDO and any additional limitations or regulations stated below. For convenience, some relevant sections of the UDO may be referenced; such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

1	See attached	21	
2		22	
3		23	
4		24	
5		25	
6		26	
7		27	
8		28	
9		29	
10		30	
11		31	
12		32	
13		33	
14		34	
15		35	
16		36	
17		37	
18		38	
19		39	
20		40	

Proposed Uses and Zoning Conditions for Town Tract

1. The LI-CZ Rezoned Lands may be used for, and only 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. An "S" indicates that a use category or specific use type is allowed only is reviewed and approved in accordance with the procedures and standards of UDO Sec. 2.3.5 Special Use.
    a. Yard waste transfer station (S)
    b. Utility, minor
    c. Government Services
    d. Chipping and mulching (S)
    e. Communication tower, commercial (S)
    f. Communication tower, public safety (S)
    g. Greenway
    h. Organics (food waste) drop off, recycling, recovery, processing, and/or composting (S)
    i. Composting facility (S)
    j. Recycling Center (S)
    k. Recycling Collection Station (S)
2. Required buffers and screening:
    - A 60' Type A buffer shall be provided along US Hwy 1, except for electric substations under the use "Utility, minor"; there is no buffer required along the boundary of the electric substation and associated lines coming into the substation.
    - If the other permitted uses are visible through the electric substation or associated lines, those other permitted uses must be screened from US Hwy 1 through the planting of a line of evergreen trees/shrubs meeting a 10' Type A standard or by way of an 8' tall opaque fence in lieu of vegetation; the screening (vegetation or fence) can be located either on the highway side or development side of the electric substation and associated lines, as determined by the Planning Director after consultation with the Electric Utilities Director.
3. All other standards of the UDO may be varied based on the financial and operational needs of the Town of Apex, but any changes to the site shall be required to be shown on a site plan for Technical Review Committee review and comment, and made available to the public on the Interactive Development Map or similar. Known variations include, but are not limited to:
    a. The right-of-way, road improvements, and buffers typically required by the UDO shall not be required along the existing Perry Rd section that is to be abandoned.
    b. Road improvements to the new/realigned Perry Road shall be the responsibility of ACRE, the developer of the parcel(s) west of the new/realigned Perry Road as set forth in the Hopson Gateway PUD.
    c. If a tree located within a buffer has a portion of the critical root zone extending outside of that buffer, the Town shall not be required to protect the critical root zone outside the buffer.
    d. A tree survey is only needed within the buffers immediately adjacent to the limits of disturbance.
    e. Outdoor storage is allowed as a stand-alone use; no building shall be required for any use with outdoor storage.
    f. Resource Conservation Area (RCA) within a perimeter buffer that is shown on a Minor or Major Site Plan may be relocated through a Site Plan revision to accommodate future development with adjoining properties.
    g. Existing lighting shall be considered legally established, non-conforming lighting and shall be allowed to remain until such time as the property is redeveloped in such a manner that the lighting is re

h. The yard waste pile associated with a “Yard waste transfer station” shall be limited to 30’ in height, with a slope no greater than 2:1.



TRACT #1
23.73 ACRES
Current Zoning: Residential Agricultural (RA)
Proposed Zoning: Planned Unit Development Conditional (PUD-CZ)
TRACT #2
34.81 ACRES
Current Zoning: Light Industrial Conditional (LI-CZ)
Proposed Zoning: Planned Unit Development Conditional (PUD-CZ)
TRACT #3
23.27 ACRES
Current Zoning: Residential Agricultural (RA)
Proposed Zoning: Light Industrial Conditional (LI-CZ)
TRACT #4
16.35 ACRES
Current Zoning: Light Industrial Conditional (LI-CZ)
Proposed Zoning: Light Industrial Conditional (LI-CZ)
PUMP STATION
CATCH BASIN
REEDY BRANCH IS PROPERTY LINE
REEDY BRANCH IS PROPERTY LINE
PERRY ROAD (60' R.O.W)
50' Wide COLONIAL PIPELINE
U.S. HIGHWAY 1 (R.O.W Varies)
LEXINGTON FARM RD.
IRONGATE DR.
30" WHITE OAK
N=713917.474
E=2045176.348
6X6 CCM
N=711809.272
E=2042981.00
6-in CCM

Exhibit A

Hopson Gateway PUD

Owner Information Addendum

PIN: 0741331566

Site Address: 0 Tingen Road
Deed Reference (book/page): 8494/1585
Acreage: 48.79 ac
Owner: Sure & Steadfast Properties Limited Partnership
Owner Address: 2201 Candun Drive, Suite 103, Apex, NC 27523-6413

PIN: 0741326706

Site Address: 1341 Perry Road
Deed Reference (book/page): 1736/E
Acreage: 49.48 ac
Owner: Town of Apex
Owner Address: P.O. Box 250, Apex, NC 27502-0250

PIN: 0741427922

Site Address: 0 Perry Road
Deed Reference (book/page): 1736/E
Acreage: 1.07 ac
Owner: Town of Apex
Owner Address: P.O. Box 250, Apex, NC 27502-0250

The ACRE Tract
to be rezoned from RA &LI-CZ to PUD-CZ

TRACT 1

BEING A PORTION OF THAT 48.786 ACRE TRACT OF LAND SHOWN ON THE SURVEY FOR MYRTLE S. HOPSON DATED MAY 2, 1997, DRAWN BY SMITH AND SMITH SURVEYORS AND RECORDED AT BOOK OF MAPS 1997, PAGE 835, WAKE COUNTY, NORTH CAROLINA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A 30IN WHITE OAK TREE AT THE NORTHEAST CORNER OF THE ABOVE REFERENCED SURVEY, DESCRIBED AT THAT TIME AS A 24IN WHITE OAK TREE WITH STATE PLAN COORDINATES N 713,917.474 E 2,045,176.348; THENCE SOUTH 89°52'59" WEST, PASSING OVER A REFERENCE IRON PIN AT 3.45 FEET AND AN IRON PIN FOUND ON THE WESTERLY RIGHT-OF-WAY (ROW) OF EXISTING PERRY ROAD (60.0' R.O.W.)AT 1305.43 FEET, FOR A TOTAL DISTANCE OF 1329.28 FEET TO THE POINT OF BEGINNING, SAID POINT BEING ON THE CENTERLINE OF A PROPOSED 110' ROW (PROPOSED PERRY ROAD);

THENCE ALONG SAID PROPOSED CENTERLINE THE FOLLOWING THREE COURSES:

- A CURVE FROM SAID POINT OF BEGINNING SOUTHERLY AND SOUTHWESTERLY A DISTANCE OF 419.85 FEET ALONG THE CURVE CONCAVE TO THE WEST, HAVING A RADIUS OF 1,202.781 FEET WITH A CHORD ANGLE SOUTH 10°46'12" WEST FOR 417.72 FEET TO A COMPUTED POINT;
- A TANGENT SOUTH 22°30'45" WEST FOR 110.19 FEET TO A COMPUTED POINT IN THE FUTURE CENTERLINE OF THE PERRY ROAD RIGHT-OF-WAY;
- A CURVE FROM SAID TANGENT POINT SOUTHERLY AND SOUTHEASTERLY A DISTANCE OF 197.22 FEET ALONG THE CURVE CONCAVE TO THE EAST, HAVING A RADIUS OF 1,310.34 FEET WITH A CHORD ANGLE SOUTH 16°35'32" WEST FOR 197.03 FEET TO A COMPUTED POINT;

THENCE LEAVING SAID FUTURE ROW NORTH 88°08'27" WEST ALONG THE NORTHERN BOUNDARY OF THE TOWN OF APEX PROPERTY SHOWN AS TRACT C-1 OF A DIVISION OF TRACT "C" AS SHOWN ON THE SURVEY FOR THE TOWN OF APEX DATED JAN 3, 1989, ASHLEY ELKINS, RLS AND RECORDED AT BOOK OF MAPS 1989, PAGE 59, WAKE COUNTY, ALONG SAID LINE A DISTANCE OF 1,329.42 FEET TO THE CENTERLINE OF REEDY BRANCH;

THENCE ALONG SAID BRANCH THE FOLLOWING EIGHTY-ONE (81) COURSES:
NORTH 05°25'47" WEST, A DISTANCE OF 1.31 FEET;
NORTH 50°01'02" EAST, A DISTANCE OF 10.31 FEET;
NORTH 03°35'38" EAST, A DISTANCE OF 10.02 FEET;
SOUTH 86°01'00" WEST, A DISTANCE OF 8.68 FEET;
NORTH 85°49'45" WEST, A DISTANCE OF 9.59 FEET;
NORTH 09°06'26" WEST, A DISTANCE OF 14.90 FEET;
NORTH 51°11'31" WEST, A DISTANCE OF 18.15 FEET;
SOUTH 84°17'27" WEST, A DISTANCE OF 19.61 FEET;
SOUTH 73°46'34" WEST, A DISTANCE OF 15.65 FEET;
NORTH 25°54'11" WEST, A DISTANCE OF 11.70 FEET;
NORTH 54°01'02" WEST, A DISTANCE OF 12.51 FEET;
NORTH 23°30'12" WEST, A DISTANCE OF 7.85 FEET;
NORTH 53°15'06" WEST, A DISTANCE OF 17.96 FEET;
NORTH 38°05'48" EAST, A DISTANCE OF 13.16 FEET;
NORTH 03°36'55" WEST, A DISTANCE OF 18.53 FEET;

NORTH 85°34'24" WEST, A DISTANCE OF 11.66 FEET;
NORTH 22°48'47" WEST, A DISTANCE OF 18.07 FEET;
NORTH 41°18'00" EAST, A DISTANCE OF 17.82 FEET;
NORTH 16°01'24" WEST, A DISTANCE OF 10.52 FEET;
NORTH 49°00'38" WEST, A DISTANCE OF 16.20 FEET;
NORTH 26°16'07" EAST, A DISTANCE OF 17.98 FEET;
NORTH 43°38'42" WEST, A DISTANCE OF 20.40 FEET;
NORTH 30°35'24" EAST, A DISTANCE OF 11.55 FEET;
NORTH 36°18'13" WEST, A DISTANCE OF 11.34 FEET;
NORTH 68°50'56" WEST, A DISTANCE OF 16.19 FEET;
NORTH 32°05'29" EAST, A DISTANCE OF 19.07 FEET;
NORTH 12°55'07" WEST, A DISTANCE OF 21.22 FEET;
NORTH 81°36'19" WEST, A DISTANCE OF 14.59 FEET;
SOUTH 39°51'36" WEST, A DISTANCE OF 11.16 FEET;
SOUTH 14°02'17" WEST, A DISTANCE OF 13.00 FEET;
NORTH 60°58'47" WEST, A DISTANCE OF 24.24 FEET;
NORTH 19°43'42" WEST, A DISTANCE OF 8.99 FEET;
NORTH 61°53'30" EAST, A DISTANCE OF 12.57 FEET;
NORTH 20°19'31" WEST, A DISTANCE OF 19.81 FEET;
NORTH 19°34'26" WEST, A DISTANCE OF 15.29 FEET;
NORTH 12°22'57" EAST, A DISTANCE OF 11.35 FEET;
NORTH 70°51'42" EAST, A DISTANCE OF 15.30 FEET;
NORTH 21°04'48" EAST, A DISTANCE OF 8.34 FEET;
NORTH 48°02'59" WEST, A DISTANCE OF 8.86 FEET;
NORTH 10°31'36" WEST, A DISTANCE OF 7.95 FEET;
NORTH 16°10'12" EAST, A DISTANCE OF 10.49 FEET;
NORTH 16°17'00" WEST, A DISTANCE OF 9.42 FEET;
NORTH 35°18'22" EAST, A DISTANCE OF 14.45 FEET;
NORTH 14°54'43" WEST, A DISTANCE OF 25.99 FEET;
NORTH 20°12'47" EAST, A DISTANCE OF 14.48 FEET;
SOUTH 87°24'30" EAST, A DISTANCE OF 19.45 FEET;
NORTH 04°34'41" EAST, A DISTANCE OF 18.24 FEET;
NORTH 57°58'19" EAST, A DISTANCE OF 17.36 FEET;
NORTH 11°33'41" WEST, A DISTANCE OF 17.23 FEET;
NORTH 26°07'38" EAST, A DISTANCE OF 8.35 FEET;
SOUTH 66°56'34" EAST, A DISTANCE OF 18.95 FEET;
NORTH 77°53'41" EAST, A DISTANCE OF 9.13 FEET;
NORTH 54°09'37" EAST, A DISTANCE OF 14.36 FEET;
NORTH 04°11'48" WEST, A DISTANCE OF 11.56 FEET;
NORTH 24°06'07" EAST, A DISTANCE OF 14.25 FEET;
NORTH 43°36'27" WEST, A DISTANCE OF 27.21 FEET;
NORTH 39°56'03" EAST, A DISTANCE OF 18.84 FEET;
NORTH 10°33'19" WEST, A DISTANCE OF 9.89 FEET;
NORTH 67°55'45" EAST, A DISTANCE OF 11.34 FEET;
NORTH 88°04'17" EAST, A DISTANCE OF 13.12 FEET;
NORTH 61°34'23" EAST, A DISTANCE OF 17.04 FEET;
SOUTH 72°14'18" EAST, A DISTANCE OF 13.77 FEET;
NORTH 71°04'29" EAST, A DISTANCE OF 13.81 FEET;
SOUTH 62°21'34" EAST, A DISTANCE OF 18.21 FEET;
NORTH 22°09'30" EAST, A DISTANCE OF 12.76 FEET;
NORTH 41°54'53" EAST, A DISTANCE OF 12.93 FEET;

NORTH 14°59'57" EAST, A DISTANCE OF 12.00 FEET;
NORTH 33°16'53" EAST, A DISTANCE OF 15.41 FEET;
NORTH 74°51'41" EAST, A DISTANCE OF 18.51 FEET;
NORTH 26°38'41" WEST, A DISTANCE OF 14.66 FEET;
NORTH 26°33'40" WEST, A DISTANCE OF 11.86 FEET;
NORTH 67°49'40" WEST, A DISTANCE OF 8.00 FEET;
SOUTH 25°39'13" WEST, A DISTANCE OF 16.08 FEET;
NORTH 70°29'35" WEST, A DISTANCE OF 33.42 FEET;
NORTH 24°10'42" EAST, A DISTANCE OF 15.18 FEET;
NORTH 17°15'26" WEST, A DISTANCE OF 18.75 FEET;
NORTH 34°33'29" WEST, A DISTANCE OF 27.20 FEET;
SOUTH 66°33'15" WEST, A DISTANCE OF 10.65 FEET;
SOUTH 61°21'47" WEST, A DISTANCE OF 12.99 FEET;
NORTH 47°02'12" WEST, A DISTANCE OF 17.27 FEET;
NORTH 59°40'27" WEST, A DISTANCE OF 8.89 FEET TO A POINT THAT IS NORTH 89°58'32" EAST, A DISTANCE OF 5.08 FEET FROM A FOUND #4 REBAR;

THENCE LEAVING SAID BRANCH NORTH 89°58'32" EAST, A DISTANCE OF 305.81 FEET TO A FOUND IRON PIN ON THE EASTERLY ROW OF SHACKELTON ROAD (60.0 R.O.W.);
THENCE ALONG THE SOUTHERN BOUNDARY OF LOTS 18, 19, & 21-27 OF LEXINGTON PHASE 1, SECTIONS “B & C”, BM 1995, PAGES 1200-1203 THE FOLLOWING SIX (6)COURSES:
NORTH 89°57'45" EAST, A DISTANCE OF 80.82 FEET TO A FOUND IRON PIN;
NORTH 89°52'55" EAST, A DISTANCE OF 337.08 FEET TO A FOUND IRON PIN;
NORTH 89°55'07" EAST, A DISTANCE OF 93.02 FEET TO A FOUND IRON PIN;
NORTH 89°50'00" EAST, A DISTANCE OF 59.78 FEET TO A FOUND IRON PIN;
NORTH 89°46'56" EAST, A DISTANCE OF 117.80 FEET TO A FOUND IRON PIN;
NORTH 89°54'21" EAST, A DISTANCE OF 171.33 FEET TO A FOUND IRON PIN;
THENCE NORTH 89°52'30" EAST, A DISTANCE OF 415.93 FEET TO THE POINT OF BEGINNING, CONTAINING 23.73 ACRES, MORE OR LESS.

TRACT 2

BEING A PORTION OF TRACT C-1 OF A DIVISION OF TRACT "C" AS SHOWN ON THE SURVEY FOR THE TOWN OF APEX DATED JAN 3, 1989, ASHLEY ELKINS, RLS AND RECORDED AT BOOK OF MAPS 1989, PAGE 59, WAKE COUNTY, NORTH CAROLINA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A 30IN WHITE OAK TREE AT THE NORTHEAST CORNER OF THE ABOVE REFERENCED SURVEY, DESCRIBED AT THAT TIME AS A 24IN WHITE OAK TREE WITH STATE PLAN COORDINATES N 713,917.474 E 2,045,176.348; THENCE SOUTH 89°52'59" WEST, PASSING OVER A REFERENCE IRON PIN AT 3.45 FEET AND AN IRON PIN FOUND ON THE WESTERLY RIGHT-OF-WAY (ROW) OF EXISTING PERRY ROAD (60.0' R.O.W.) AT 1305.43 FEET, FOR A TOTAL DISTANCE OF 1329.28 FEET TO A POINT, SAID POINT BEING ON THE CENTERLINE OF A PROPOSED 110' ROW;

THENCE ALONG SAID PROPOSED CENTERLINE THE FOLLOWING THREE COURSES:

- A CURVE FROM SAID POINT OF BEGINNING SOUTHERLY AND SOUTHWESTERLY A DISTANCE OF 419.85 FEET ALONG THE CURVE CONCAVE TO THE WEST, HAVING A RADIUS OF 1,202.781 FEET WITH A CHORD ANGLE SOUTH 10°46'12" WEST FOR 417.72 FEET TO A COMPUTED POINT;
- A TANGENT SOUTH 22°30'45" WEST FOR 110.19 FEET TO A COMPUTED POINT IN THE FUTURE CENTERLINE OF THE PERRY ROAD RIGHT-OF-WAY;
- A CURVE FROM SAID TANGENT POINT SOUTHERLY AND SOUTHEASTERLY A DISTANCE OF 197.22 FEET ALONG THE CURVE CONCAVE TO THE EAST, HAVING A RADIUS OF 1,310.34 FEET WITH A CHORD ANGLE SOUTH 16°35'32" WEST FOR 197.03 FEET TO A COMPUTED POINT; SAID POINT BEING THE

POINT OF BEGINNING;

THENCE CONTINUING ALONG SAID CENTERLINE OF THE FUTURE PERRY ROAD EXTENSION WITH A CURVE FROM SAID POINT OF BEGINNING SOUTHERLY AND SOUTHEASTERLY A DISTANCE OF 928.00 FEET ALONG A CURVE CONCAVE TO THE EAST, HAVING A RADIUS OF 1,244.07 FEET WITH A CHORD ANGLE SOUTH 09°10'23" EAST FOR 906.63 FEET TO A COMPUTED POINT ALONG THE NORTHERN RIGHT-OF-WAY OF US 1 HIGHWAY;

THENCE LEAVING SAID PROPOSED ROW AND ALONG THE US HIGHWAY 1 ROW SOUTH 58°34'57" WEST, A DISTANCE OF 977.38 FEET TO A CALCULATED POINT;
THENCE ALONG THE NORTHERN US HIGHWAY 1 ROW TO A FOUND 6-IN CONCRETE MONUMENT WITH STATE PLANE COORDINATES N 711,809.272 AND E 2,042,981.00;
THENCE SOUTH 58°55'33" WEST, A DISTANCE OF 221.57 FEET TO THE CENTER OF REEDY BRANCH;
THENCE ALONG SAID BRANCH THE FOLLOWING TWENTY-THREE (23) COURSES;
NORTH 20°02'18" WEST, A DISTANCE OF 329.56 FEET;
NORTH 74°05'29" WEST, A DISTANCE OF 84.99 FEET;
NORTH 17°23'59" EAST, A DISTANCE OF 217.31 FEET;
NORTH 55°30'13" WEST, A DISTANCE OF 96.25 FEET;
NORTH 03°43'27" WEST, A DISTANCE OF 208.74 FEET;
NORTH 42°12'57" WEST, A DISTANCE OF 115.08 FEET;

NORTH 20°21'51" WEST, A DISTANCE OF 204.80 FEET;
NORTH 20°31'32" WEST, A DISTANCE OF 30.00 FEET;
NORTH 00°41'48" WEST, A DISTANCE OF 181.88 FEET;
NORTH 12°04'12" WEST, A DISTANCE OF 179.91 FEET;
NORTH 41°37'43" WEST, A DISTANCE OF 8.65 FEET;
NORTH 27°36'56" EAST, A DISTANCE OF 18.18 FEET;
NORTH 21°03'46" WEST, A DISTANCE OF 13.80 FEET;
NORTH 31°11'08" EAST, A DISTANCE OF 10.66 FEET;
NORTH 00°04'20" EAST, A DISTANCE OF 11.34 FEET;
NORTH 46°43'00" WEST, A DISTANCE OF 13.69 FEET;
NORTH 76°43'52" WEST, A DISTANCE OF 11.75 FEET;
NORTH 06°15'16" WEST, A DISTANCE OF 7.49 FEET;
NORTH 66°29'35" EAST, A DISTANCE OF 15.99 FEET;
NORTH 32°25'43" WEST, A DISTANCE OF 9.99 FEET;
SOUTH 79°43'00" WEST, A DISTANCE OF 7.50 FEET;
NORTH 78°53'05" WEST, A DISTANCE OF 10.59 FEET;
NORTH 05°25'53" WEST, A DISTANCE OF 4.86 FEET;

THENCE LEAVING SAID BRANCH SOUTH 88°08'27" EAST ALONG THE SOUTHERN BORDER OF THE HEREIN DESCRIBED TRACT 1, BEING ALSO THE SOUTHERN BOUNDARY OF THAT 48.786 ACRE TRACT OF LAND SHOWN ON THE SURVEY FOR MYRTLE S. HOPSON DATED MAY 2, 1997, DRAWN BY SMITH AND SMITH SURVEYORS AND RECORDED AT BOOK OF MAPS 1997, PAGE 835, WAKE COUNTY, A DISTANCE OF 1329.43 FEET TO THE POINT OF BEGINNING, CONTAINING 34.81 ACRES, MORE OR LESS.

The Town Tract
to be rezoned from RA & LI-CZ to LI-CZ

TRACT 3

BEING A PORTION OF THAT 48.786 ACRE TRACT OF LAND SHOWN ON THE SURVEY FOR MYRTLE S. HOPSON DATED MAY 2, 1997, DRAWN BY SMITH AND SMITH SURVEYORS AND RECORDED AT BOOK OF MAPS 1997, PAGE 835, WAKE COUNTY, NORTH CAROLINA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A 30IN WHITE OAK TREE REFERENCED ON SAID SURVEY AS A 24IN WHITE OAK TREE WITH STATE PLAN COORDINATES N 713,917.474 E 2,045,176.348; THENCE SOUTH 01°18'17" WEST, A DISTANCE OF 752.20 FEET;
THENCE NORTH 88°08'27" WEST, ALONG THE NORTHERN BOUNDARY OF THE TOWN OF APEX PROPERTY SHOWN AS TRACT C-1 OF A DIVISION OF TRACT "C" AS SHOWN ON THE SURVEY FOR THE TOWN OF APEX DATED JAN 3, 1989, ASHLEY ELKINS, RLS AND RECORDED AT BOOK OF MAPS 1989, PAGE 59, WAKE COUNTY, A DISTANCE OF 1489.45 FEET TO THE CENTERLINE OF THE AFOREMENTIONED FUTURE PERRY ROAD ROW;

THENCE ALONG SAID CENTERLINE THE FOLLOWING THREE (3) COURSES:

- A CURVE FROM SAID TANGENT POINT NORTHERLY AND NORTHEASTERLY A DISTANCE OF 197.22 FEET ALONG THE CURVE CONCAVE TO THE EAST, HAVING A RADIUS OF 1,310.34 FEET WITH A CHORD ANGLE NORTH 16°35'32" EAST FOR 197.03 FEET TO A COMPUTED POINT;
- A TANGENT NORTH 22°30'45" EAST FOR 110.19 FEET TO A COMPUTED POINT IN THE FUTURE CENTERLINE OF THE PERRY ROAD RIGHT-OF-WAY;
- A CURVE FROM SAID POINT OF BEGINNING NORTHERLY AND NORTHEASTERLY A DISTANCE OF 419.85 FEET ALONG THE CURVE CONCAVE TO THE WEST, HAVING A RADIUS OF 1,202.78 FEET WITH A CHORD ANGLE NORTH 10°46'12" EAST FOR 417.72 FEET TO A COMPUTED POINT;

THENCE NORTH 89°53'00" EAST, A DISTANCE OF 1329.28 FEET PASSING OVER A REFERENCE IRON PIN AT A DISTANCE OF 1329.28 FEET TO THE POINT OF BEGINNING, CONTAINING 23.27 ACRES, MORE OR LESS.

TRACT 4

BEING A PORTION OF TRACT C-1 AND A 1.209 AC PARCEL “RESERVED FOR FUTURE USE” OF A DIVISION OF TRACT “C” AS SHOWN ON THE SURVEY FOR THE TOWN OF APEX DATED JAN 3, 1989, ASHLEY ELKINS, RLS AND RECORDED AT BOOK OF MAPS 1989, PAGE 59, WAKE COUNTY, NORTH CAROLINA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A 30IN WHITE OAK TREE REFERENCED ON SAID SURVEY AS A 24IN WHITE OAK TREE WITH STATE PLAN COORDINATES N 713,917.474 E 2,045,176.348; THENCE SOUTH 01° 18' 17” WEST A DISTANCE OF 752.20 FEET TO THE POINT OF BEGINNING;

THENCE SOUTH 01°01'00" WEST, A DISTANCE OF 30.06 FEET TO THE ROW OF US HIGHWAY 1; THENCE ALONG SAID ROW THE FOLLOWING NINE (9) COURSES:
SOUTH 58°44'46" WEST, A DISTANCE OF 451.51 FEET;
NORTH 31°14'30" WEST, A DISTANCE OF 20.00 FEET;
SOUTH 58°41'04" WEST, A DISTANCE OF 120.82 FEET;
NORTH 31°18'56" WEST, A DISTANCE OF 24.43 FEET;
SOUTH 58°41'04" WEST, A DISTANCE OF 308.03 FEET;
SOUTH 31°18'56" EAST, A DISTANCE OF 24.43 FEET;
SOUTH 59°08'11" WEST, A DISTANCE OF 274.39 FEET;
SOUTH 31°12'30" EAST, A DISTANCE OF 21.26 FEET;
SOUTH 58°34'57" WEST, A DISTANCE OF 417.56 FEET TO THE CENTERLINE OF THE AFOREMENTIONED FUTURE PERRY ROAD 110' ROW;

THENCE LEAVING US HIGHWAY 1 ALONG SAID PROPOSED CENTERLINE ALONG SAID CENTERLINE OF THE FUTURE PERRY ROAD EXTENSION WITH A CURVE FROM SAID POINT NORTHERLY AND NORTHEASTERLY A DISTANCE OF 928.00 FEET ALONG A CURVE CONCAVE TO THE EAST, HAVING A RADIUS OF 1,244.07 FEET WITH A CHORD ANGLE NORTH 09°10'23" WEST FOR 906.63 FEET TO A COMPUTED POINT;

THENCE ALONG THE SOUTHERN BOUNDARY OF THAT 48.786 ACRE TRACT OF LAND SHOWN ON THE SURVEY FOR MYRTLE S. HOPSON DATED MAY 2, 1997, DRAWN BY SMITH AND SMITH SURVEYORS AND RECORDED AT BOOK OF MAPS 1997, PAGE 835, WAKE COUNTY, SOUTH 88°08'27" EAST, A DISTANCE OF 1489.45 FEET TO THE POINT OF BEGINNING, CONTAINING 16.35 ACRES, MORE OR LESS.

PLANNED UNIT DEVELOPMENT APPLICATION

Application #: 24CZ20 Submittal Date: 11-1-2024

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 neede[redacted]

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 Ma[redacted]

The proposed rezoning to Light Industrial Conditional (LI-CZ) is consistent with the property's Office Employment/Industrial [redacted]loyment LUM designation because it will facilitate the redevelopment of the Town Tract into a public works facility with office and industrial uses. The proposed PUD includes a Non-Residential District at the corner of future Perry Road and the east/west [redacted]ector street that permits office and small scale non-residential uses and is consistent with the Office Employment LUM [redacted]signation. Although the LUM shows some Industrial Employment west of Perry Road, the proposed mix of uses provides a [redacted]er transition with Perry Road as the divider between industrial and residential uses. Additionally, the PUD is reasonable and in [redacted]public interest for several reasons. First, 20% of the apartment units will be affordable housing units. Second, the mix of [redacted]sing types will provide a transition between single-family and townhome neighborhoods to the west (Salem Village, Seymour, [redacted] and more intense industrial and commercial uses to the east.

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

The proposed uses have been located to ensure compatibility with the existing and planned adjacent [redacted]d uses. The apartments are located on the southern portion of the site, well buffered by Perry [redacted]ad to the east, US-1 to the south, and a riparian buffer to the west. The townhomes are located [redacted]he northwestern portion of the site, adjacent to planned townhomes in the Seymour Subdivision [redacted]d separated from the Lexington subdivision by a road and buffer. The Town's office/industrial [redacted]s are concentrated east of Perry Road, adjacent to existing office and industrial uses to the [redacted]th.

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

[redacted]e proposed uses will comply with all applicable Supplemental Standards in UDO Section 4.4.

[redacted]

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[redacted]

As discussed above, proposed uses have been located to provide a proper transition between uses and ensure compatibility between existing and proposed land uses. Development will meet all UDO standards regarding screening of trash, service delivery, odors, noise, glare, and vibration.

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 project will meet all applicable environmental regulations.

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 zoning will not have adverse impacts on public facilities and services. As part of the PUD, the developer is realigning and constructing the full Perry Road extension as shown on the Comprehensive Transportation Plan and an east/west Collector Street that will connect to Tingen Road, improving overall vehicular and pedestrian connectivity.

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 zoning will improve the health, safety, and welfare of residents of the Town by providing additional market rate and affordable housing choices and by allowing the Town of Apex to improve the operation of Town services.

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

The proposed uses have been located to ensure compatibility with the existing and planned adjacent land uses. The apartments are located on the southern portion of the site, well buffered by Perry Road to the east, US-1 to the south, and a riparian buffer to the west. The townhomes are located in the northwestern portion of the site, adjacent to planned townhomes in the Seymour Subdivision and separated from the Lexington subdivision by a road and buffer. The Town's office/industrial uses are concentrated east of Perry Road, adjacent to existing office and industrial uses to the north.

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 zoning will not constitute a nuisance or hazard. As discussed above, the project will include significant transportation infrastructure improvements as determined by the final Traffic Impact Analysis (TIA).

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 zoning will comply with all applicable UDO regulations.

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 #: 24CZ20 Submittal Date: _____

Proposed Subdivision/Development Information

Description of location: Perry Road

Nearest intersecting roads: Perry Road/Apex Peakway

Wake County PIN(s): 0741331566; 0741326706; 0741427922

Township: White Oak

Contact Information (as appropriate)

Contact person: Matthew Carpenter

Phone number: 919-835-4032 Fax number: n/a

Address: 301 Fayetteville Street, Suite 1400, Raleigh, NC 27601

E-mail address: MatthewCarpenter@parkerpoe.com

Owner: _____

Phone number: _____ Fax number: _____

Address: _____

E-mail address: _____

Proposed Subdivision/Development Name

1st Choice: TBD

2nd Choice *(Optional)*: _____

Town of Apex Staff Approval:

_____ _____

Town of Apex Planning Department Staff Date

STREET NAME APPROVAL APPLICATION

Application #: 24CZ20 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: Perry Road

Nearest intersecting roads: Perry Road/Apex Peakway

Wake County PIN(s): 0741331566; 0741326706; 0741427922

Township: White Oak

Contact information (as appropriate)

Contact person: Matthew Carpenter

Phone number: 919-835-4032 Fax number: N/A

Address: 301 Fayetteville Street, Suite 1400, Raleigh, NC 27601

E-mail address: _____

Owner: _____

Phone number: _____ Fax number: _____

Address: _____

E-mail address: _____

STREET NAME APPROVAL APPLICATION

Application #: _____ Submittal Date: _____

# of roads to be named: TBD

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	TBD	11	
2		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 #: 24CZ20 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

_____

_____
(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.

ACRE MANAGER 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: _____	TOWN OF APEX
BY: _____ Authorized Agent	BY: _____ Authorized Agent
DATE: _____	DATE: _____

AGENT AUTHORIZATION FORM

Application #: 24CZ20 Submittal Date: 11-1-2024

Sure & Steadfast Properties Limited Partnership 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 Perry Road; PIN 0741331566

The agent for this project is: Jesse Kehoe and Matthew Carpenter

☐ I am the owner of the property and will be acting as my own agent

Agent Name: Jesse Kehoe and Matthew Carpenter

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)*

SURE & STEADFAST PROPERTIES LIMITED PARTNERSHIP

Donna M. Evenson — Oct 28, 2024

Name: Donna M. Evenson
Title: General Partner

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 #: 24CZ20 Submittal Date: 11-1-2024

The undersigned, _____ (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 PIN 0741331566 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 December 30, 1999, and recorded in the Wake County Register of Deeds Office on December 30, 1999, in Book 8494 Page 1585.

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 December 30, 1999, 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 December 30, 1999, 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 October, 2024.

SURE & STEADFAST PROPERTIES LIMITED PARTNERSHIP

By: Donna M. Everson
Name: Donna M. Everson
Title: General Partner

STATE OF NORTH CAROLINA
COUNTY OF WAKE

I, the undersigned, a Notary Public in and for the County of WAKE, hereby certify that DONNA M. EVERSON, Affiant, personally known to me or known to me by said Affiant's presentation of said Affiant's PHOTO I.D., 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: 11-14-2026

ROBERT B. DASCOMBE
NOTARY PUBLIC
Wake County
North Carolina
My Commission Expires Nov. 14, 2026

AFFIDAVIT OF OWNERSHIP: EXHIBIT A – LEGAL DESCRIPTION

Application #: 24CZ20 Submittal Date: _____

Insert legal description below.

BEING all of that 48.786 acre tract of land shown on the survey for Myrtle S. Hopson dated May 2, 1997 drawn by Smith and Smith Surveyors and recorded at Book of Maps 1997, Page 835, Wake County Registry.

AGENT AUTHORIZATION FORM

Application #: 24CZ20 Submittal Date: 11-1-2024

Town of Apex 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: 1341 Perry Road; 0 Perry Road

The agent for this project is: Matt Wetherell

☒ I am the owner of the property and will be acting as my own agent

Agent Name: Town of Apex, Matt Wetherell

Address: 73 Hunter Street, Apex, NC 27502

Telephone Number: 919-249-3534

E-Mail Address: matt.wetherell@apexnc.org

Signature(s) of Owner(s)*

Randal Vosburg

Randal Vosburg, Town Manager, Town of Apex — 10/31/24

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 #: 24CZ20 Submittal Date: 11-1-2024

The undersigned, Randal Vosburg (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 1341 Perry Road (PIN 0741326706) & 0 Perry Road (PIN 0741427922) 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 December 21, 1985, and recorded in the Wake County Register of Deeds Office on N/A, in Book 01736 Page 0000E.

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 December 21, 1985, 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 December 21, 1985, 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 31st day of October, 2024.

Randal Vosburg (seal)

Randal Vosburg

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 Randal Vosburg, 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.

SANDRA S BURKE NOTARY PUBLIC [NOTARY SEAL] WAKE COUNTY, NC

Sandra S. Burke

Notary Public
State of North Carolina
My Commission Expires: 9/9/2025

WAKE COUNTY PUBLIC SCHOOL SYSTEM

Wake County Residential Development Notification

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

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

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

Developer Company *Information*	
Company *Name*	ACRE MANAGER, LLC, c/o Matthew J. Carpenter
Company Phone *Number*	919-835-4032
Developer Representative *Name*	Matthew J. Carpenter
Developer Representative *Phone Number*	919-835-4032
Developer Representative *Email*	MatthewCarpenter@parkerpoe.com

New Residential Subdivision *Information*	
Date of Application for Subdivision	TBD
City, Town or Wake County Jurisdiction	Town of Apex
Name of Subdivision	TBD
Address of Subdivision (if unknown enter nearest cross streets)	Perry Road
REID(s)	0033086; 0054584; 0180844
PIN(s)	0741331566; 0741326706; 0741427922

Projected Dates *Information*	
Subdivision *Completion Date*	2028
Subdivision *Projected First Occupancy Date*	2027

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	50					50								2028			
Townhomes	170				100	70								2028			
Condos																	
Apartments	400			200	200									2028			
Other																	

Revised 08/10/2018

Hopson Gateway PUD

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 September 18, 2024 (date) from 5:30 PM (start time) to 6:30 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.

10/30/2024
Date

By: _____

STATE OF NORTH CAROLINA
COUNTY OF WAKE

Sworn and subscribed before me, Matthew J Carpenter, a Notary Public for the above State and County, on this the 30th day of October, 2024.

SEAL
LYNN SULLIVAN
NOTARY PUBLIC
WAKE COUNTY, NC

_____
Notary Public

Lynn Sullivan
Print Name

My Commission Expires: 11/16/2027.

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.

September 4, 2024
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 proposed rezoning will allow the development of a mix of housing types west of Perry Road, including apartments, townhomes, and single-family homes; and the development of office/industrial uses east of Perry Road.

Estimated submittal date: October 1, 2024

MEETING INFORMATION:

Property Owner(s) name(s):	See attached Exhibit A
Applicant(s):	ACRE Manager, LLC c/o Matthew Carpenter; Town of Apex
Contact information (email/phone):	matthewcarpenter@parkerpoe.com; (919) 835-4032
Meeting Address:	Virtual (Zoom) - See attached notice letter
Date/Time of meeting**:	September 18, 2024

Welcome: 5:30 PM Project Presentation: 5:30 PM Question & Answer: 6:00 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: September 4, 2024

Re: Notice of Virtual Neighborhood Meeting

You are invited to attend a virtual neighborhood meeting on September 18, 2024 at 5:30 PM to discuss an upcoming application to rezone three properties located at 0 Tingen Road (PIN 0741331566), 0 Perry Road (PIN 0741427922), and 1341 Perry Road (PIN 0741326706) from Residential Agricultural (RA) and Light Industrial Conditional Zoning (LI-CZ) to Planned Unit Development Conditional Zoning (PUD-CZ) and Light Industrial Conditional Zoning (LI-CZ) generally as shown on the attached Concept Plan.

The purpose of the rezoning is to allow development of a mix of residential uses west of the future Perry Road extension and a new Town of Apex public works facility east of the future Perry Road extension. 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; (2) a current zoning map; (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:	818 3433 8597
Enter the following password:	649867

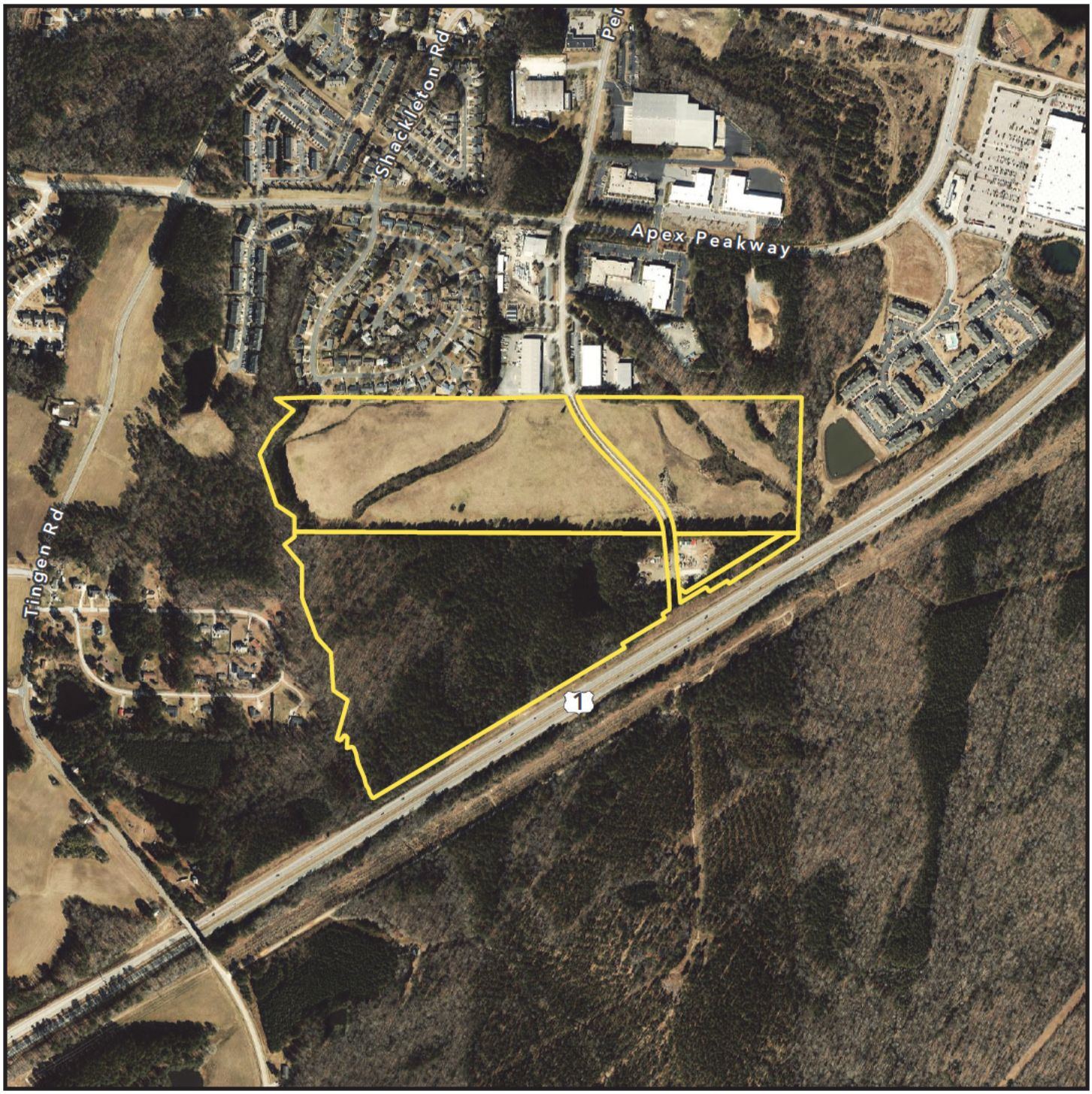
To participate by telephone:

Dial:	1 929 205 6099
Enter the following meeting ID:	818 3433 8597 #
Enter the Participant ID:	#
Enter the Meeting password:	649867 #

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 Tingen Road; &
0 & 1341 Perry Road

N

0 50 800 1,600

1 inch equals 800 feet

Vicinity Map

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 Tingen Road; &
0 & 1341 Perry Road

N

0 50 800 1,600

1 inch equals 800 feet

Zoning Map

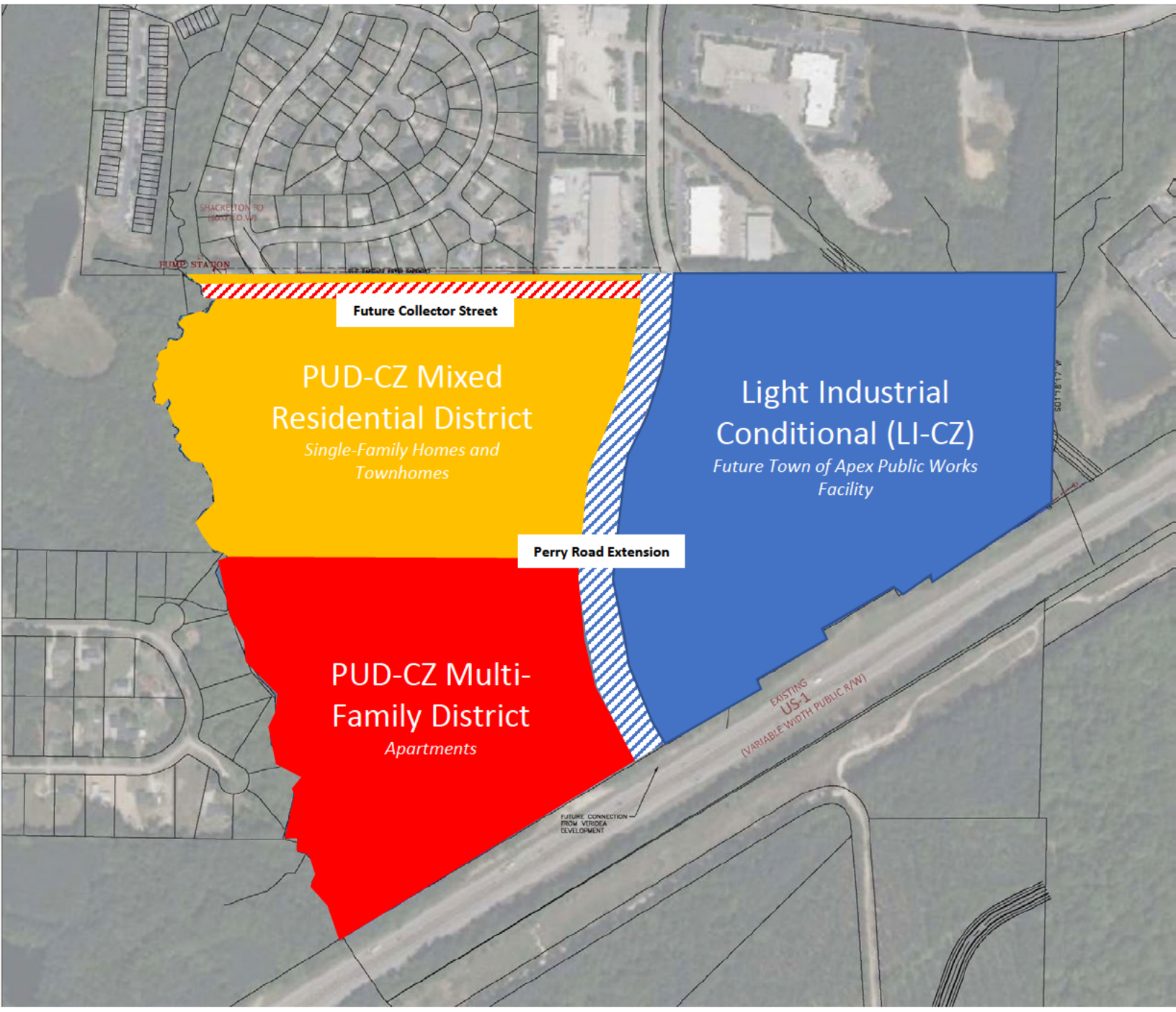
Current Zoning: RA & LI-CZ

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.*

DRAFT Rezoning Concept Plan

District boundaries, uses, and site elements are subject to change



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: Hopson Gateway PUD Zoning: RA and LI-CZ

Location: See attached Exhibit A

Property PIN(s): See attached Exhibit A Acreage/Square Feet: +/- 99.34 ac

Property Owner: See attached Exhibit A

Address:

City: State: Zip:

Phone: Email:

Developer: ACRE Manager, LLC c/o Matthew Carpenter; Town of Apex

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): ACRE Manager, 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
Transportation & Infrastructure Development Russell Dalton, Traffic Engineering Manager	(919) 249-3358
Water Resources Department Jessica Bolin, Environmental Engineering Manager (Stormwater, Sedimentation & Erosion Control) Matt Reker, Utility Engineer/FOG Program Manager (Water & Sewer)	(919) 249-3537 (919) 946-4394
Electric Utilities Division Rodney Smith, Electric Technical Services Manager	(919) 249-3342

Exhibit A

Hopson Gateway PUD

Owner Information Addendum

PIN: 0741331566

Site Address: 0 Tingen Road
Deed Reference (book/page): 8494/1585
Acreage: 48.79 ac
Owner: Sure & Steadfast Properties Limited Partnership
Owner Address: 2201 Candun Drive, Suite 103, Apex, NC 27523-6413

PIN: 0741326706

Site Address: 1341 Perry Road
Deed Reference (book/page): 1736/E
Acreage: 49.48 ac
Owner: Town of Apex
Owner Address: P.O. Box 250, Apex, NC 27502-0250

PIN: 0741427922

Site Address: 0 Perry Road
Deed Reference (book/page): 1736/E
Acreage: 1.07 ac
Owner: Town of Apex
Owner Address: P.O. Box 250, Apex, NC 27502-0250

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 am to 8:30 pm 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-Friday from 8:00 am to 5:00 pm. Report violations of construction hours and other noise complaints to the Non-Emergency Police phone number at 919-362-8661.

Construction Traffic:	**Infrastructure Inspections**	**919-249-3386**

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:	**Infrastructure Inspections**	**919-249-3386**

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 Transportation & Infrastructure Development – Infrastructure Inspections at 919-249-1109. 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:	**Water Resources**	**919-362-8166**

Sediment (dirt) and mud gets into the existing roads due to rain events and/or vehicle traffic. These incidents should be reported by visiting the Report a Concern page at https://www.apexnc.org/1173/ or by calling the number listed. Staff will coordinate the cleaning of the roadways with the developer.

Dirt on Properties or in Streams:	**Water Resources**	**919-362-8166**

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 by visiting the Report a Concern page at https://www.apexnc.org/1173/ or by calling the number listed so that staff can coordinate the appropriate repairs with the developer.

Dust:	**Water Resources**	**919-362-8166**

During dry weather dust often becomes a problem blowing into existing neighborhoods or roadways. These incidents should be reported by visiting the Report a Concern page at https://www.apexnc.org/1173/ or by calling the number listed so that staff can coordinate the use of water trucks onsite with the grading contractor to help control the dust.

Trash:	**Water Resources**	**919-362-8166**

Excessive garbage and construction debris can blow around on a site or even off of the site. These incidents should be reported by visiting the Report a Concern page at https://www.apexnc.org/1173/ or by calling the number listed. Staff will coordinate the cleanup and trash collection with the developer/home builder.

Temporary Sediment Basins:	**Water Resources**	**919-362-8166**

Temporary sediment basins during construction (prior to the conversion to the final stormwater pond) are often quite unattractive. Concerns should be reported by visiting the Report a Concern page at https://www.apexnc.org/1173/ or by calling the number listed so that he can coordinate the cleaning and/or mowing of the slopes and bottom of the pond with the developer.

Stormwater Control Measures:	**Water Resources**	**919-362-8166**

Post-construction concerns related to Stormwater Control Measures (typically a stormwater pond) such as conversion and long-term maintenance should be reported by visiting the Report a Concern page at https://www.apexnc.org/1173/ or by calling the number listed.

Electric Utility Installation:	**Rodney Smith**	**919-249-3342**

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

NEIGHBORHOOD MEETING SIGN-IN SHEET

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

Meeting Address: virtual via Zoom

Date of meeting: September 18, 2024 Time of meeting: 5:30 PM

Property Owner(s) name(s): SURE & STEADFAST PROPERTIES LIMITED PARTNERSHIP; TOWN OF APEX

Applicant(s): ACRE MANAGER, 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.	John Cooley	1203 Lexington Farm Road	n/a	[redacted]	
2.	Jimmy King	PO Box 1798, Apex, NC 27502	n/a		
3.	Abraham Gonzalez	1206 Lexington Farm Road	n/a		
4.	Denise Kane	1211 Canterbury Brook Lane	n/a		
5.	Patrick Stevens	2301 Sugar Bush Road, Suite 220, Raleigh	n/a		
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): SURE & STEADFAST PROPERTIES LIMITED PARTNERSHIP; TOWN OF APEX

Applicant(s): ACRE MANAGER, LLC c/o Matthew J. Carpenter

Contact information (email/phone): MatthewCarpenter@parkerpoe.com; 919-835-4032

Meeting Address: virtual via Zoom

Date of meeting: September 18, 2024 Time of meeting: 5:30 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:

See attached

Applicant's Response:

Question/Concern #2:

Applicant's Response:

Question/Concern #3:

Applicant's Response:

Question/Concern #4:

Applicant's Response:

Summary of First Neighborhood Meeting
Hopson Gateway

I. WELCOME
   a. Introduction of development team
      i. Matthew Carpenter w/ Parker Poe
      ii. Jesse Kehoe w/ ACRE Management, the developer
      iii. Jeff Roach w/ Peak Engineering, civil engineer
   b. Explanation of process. This is the pre-filing neighborhood meeting for a potential rezoning request, the very first step in a long development process. So, the purpose of tonight's meeting is to explain our plans and take your feedback into consideration as we put together our rezoning application.

II. PRESENTATION
   a. Site Overview - location, existing uses adjacent, and surrounding development in progress.
   b. Current Zoning - Rural Residential (RR) and Light Industrial Conditional (LI-CZ)
   c. 2045 Land Use Map (LUM) Designation
      i. The LUM is the primary policy document the Town uses to evaluate rezoning request.
      ii. This property has multiple designations divided by the future realignment of Perry Road. The portion of the property west of Perry Road is designated Office Employment (area shown in blue) and the portion east of Perry Road is Office Employment/Industrial Employment (cross hatched blue/purple area).
      iii. When we start the rezoning process, we consider the LUM designations and what type of development is appropriate here. Obviously, since COVID, the office market faces significant challenges, and it's unlikely that this property can support office on the entire tract.
   d. Draft PUD Plan
      i. As part of our PUD rezoning submittal, we'll include a concept plan that will show approximate location of proposed uses, buffers, conceptual access locations, etc.
      ii. As I mentioned, Perry Road will be re-aligned as part of this project and will act as the divider between office/industrial uses and residential uses.
      iii. East of Perry Road (area shown in blue) will be rezoned to Light Industrial and used by the Town for a public works site. This site offers the Town the opportunity to build a new public works headquarters and concentrate operations to improve overall efficiency.
      iv. West of Perry Road will be a residential development with a mix of apartments (area in red) and single-family homes and townhomes (area shown in orange). Final unit counts and densities have not been determined, but the goal was to provide a transition between single-family residential development to the west and more intense commercial corridors to the west (US-1 and NC 55).
      v. As part of the project, the developer will be constructing the full Perry Road extension and the future collector street at the top of the screen. The future collector street will connect to the Seymour project which is

directly adjacent to the west and provide east/west connectivity to Tingen Road.

e. Rezoning Process and Timeline
    i. As I mentioned, this is the very first step in the rezoning process.
    ii. After this meeting, the next step is application submittal which will likely be November 1.
    iii. After submittal, the application will be reviewed by Town staff from each department. Staff will provide comments and we will revise our application and resubmit until all staff comments have been addressed.
    iv. After staff comments have been addressed, the case will go to Planning Board. Planning Board will hold a public hearing, review the case, and make a recommendation to Town Council.
    v. Two weeks following the Planning Board meeting, Town Council will hold a public hearing and make the final decision on the rezoning. The full process will likely take around six months.

III. QUESTION AND ANSWER

a. ***How many units are you proposing?***
    i. We haven't finalized the overall density and mix of housing types, but we anticipate up to 450 apartment units and 200 single-family homes/townhomes.

b. How will you connect to sewer?
    i. We are working with other developments in this area (Lennar, builder of the Seymour project to the east and Veridea to the south and Grace Christian School) on a joint sewer solution. The sewer line will come from Veridea south of US-1.

c. I own the industrial property adjacent to the north and there's an old pump station I'm interested in taking offline. I had spoken to Town staff before, but could you direct me to the appropriate contact?
    i. Yes. We have a bi-weekly meeting with utilities staff regarding the sewer situation in this area and are happy to include you in the discussions. I'll send you a separate e-mail after this meeting.

d. What will the buffers look like?
    i. The UDO requires planted buffers adjacent to existing development and we will include buffer standards in our PUD Text. There is an existing stream along the western property line. The stream requires 50-foot riparian buffers on each side.
    ii. It's hard to see on this slide, but there will also be a planted buffer on the north side of the Future Collector street. We've discussed with staff the possibility of programming this area as a walking park with trails and other amenities.

e. What about affordability?
    i. We haven't landed on an exact number, but the project will include a certain percentage of total units set aside as affordable housing units that can only be leased to tenants at or below a certain Area Median Income (AMI). We will likely target 80% AMI which is often considered workforce housing; housing for teachers, nurses, fire fighters, etc. These units are not built or managed using tax dollars, but are subsidized, managed, and leased by the developer/property owner.

OWNER	MAILING ADDRESS		
ACKERMAN, MARK A ACKERMAN, NANCY	1215 LEXINGTON FARM RD	APEX NC 27502-5308	
ANDERSON, BETTIE J	1026 IRONGATE DR	APEX NC 27502-6505	
APEX TOWN OF	PO BOX 250	APEX NC 27502-0250	
BEATTY, RICHARD ALLAN JR BEATTY, KERRI ANNE	353 ANTERBURY DR	APEX NC 27502-4713	
BEDNARZ, STANLEY M BEDNARZ, ELAINE	1207 LEXINGTON FARM RD	APEX NC 27502-5308	
BRADLEY TERRACE HOMEOWNERS ASSOCIATION INC	3308 WHITTINGHAM DR	NEW HILL NC 27562-8985	
CAIN, DEREK L CAIN, TIFFANI L GRIMES	1212 CANTERBURY BROOK LN	APEX NC 27502-5346	
CHAN, PAUL KI BUN CHAN, ELAINE FONGKIN	1201 LEXINGTON FARM RD	APEX NC 27502-5308	
CHMIEL, DAWN	359 ANTERBURY DR	APEX NC 27502-4713	
CLINKSCALE, TRACI L	3364 KYLEE DAWN CIR	LAWRENCEVILLE GA 30045-2762	
COOLEY, JOHN R COOLEY, VICTORIA J	1203 LEXINGTON FARM RD	APEX NC 27502-5308	
CULL, KRISTA M	1226 SHACKLETON RD	APEX NC 27502-5317	
DOTY, TIMOTHY DOTY, FRANCESCA	1209 LEXINGTON FARM RD	APEX NC 27502-5308	
EBT FARMS, LLC	472 HENRYS RIDGE RD	PITTSBORO NC 27312-4641	
ELLIS, MATTHEW H ELLIS, RHONDA E	363 ANTERBURY DR	APEX NC 27502-4713	
FETZER, MARGARET	1216 LEXINGTON FARM RD	APEX NC 27502-5307	
GILBERT, JACQUES K GILBERT, MESHARA M	1224 SHACKLETON RD	APEX NC 27502-5317	
GONZALEZ, ABRAHAM GONZALEZ, DIANA NICOLE	1206 LEXINGTON FARM RD	APEX NC 27502-5307	
GORE LINE PROPERTIES LLC	PO BOX 1118	GARNER NC 27529-1118	
GREATER RALEIGH AREA CHRISTIAN EDUCATION INC	1101 BUCK JONES RD	RALEIGH NC 27606-3324	
HITCH, THOMAS REEVES HITCH, PATRICIA CARNEY	1205 LEXINGTON FARM RD	APEX NC 27502-5308	
JASPER, TODD J JASPER, PATRICIA J	1202 LEXINGTON RIDGE LN	APEX NC 27502-5345	
JONES, W GREGG TRUSTEE JONES, DOROTHY G TRUSTEE	5081 BARRINGTON FARMS DR	AIKEN SC 29803-9749	
KANE, MICHAEL J KANE, DENISE M	1211 CANTERBURY BROOK LN	APEX NC 27502-5346	
KENNEDY, ANGELA HUDSON HUDSON, DONALD E SR	1210 LEXINGTON FARM RD	APEX NC 27502-5307	
KING INVESTMENT PROPERTIES LLC MARKHAM, KENNETH MILES	PO BOX 1798	APEX NC 27502-2798	
KRG PEAKWAY AT 55 LLC	KITE REALTY GROUP	30 S MERIDIAN ST STE 100	INDIANAPOLIS IN 46204-3510
LANGENFELD, DELANTY LANGENFELD, JENNIFER	1203 LEXINGTON RIDGE LN	APEX NC 27502-5345	
LASSITER, ROBERT M SR LASSITER, VANESSA JOHNSON	1011 IRONGATE DR	APEX NC 27502-6506	
LASSITER, ROBERT MCCOY SR	1011 IRONGATE DR	APEX NC 27502-6506	
LINCOLN, ROBERT W LINCOLN, LINDA S	1115 LEXINGTON FARM RD	APEX NC 27502-5306	
MARROW, LAWRENCE MARROW, EDNA MAE	1222 SHACKLETON RD	APEX NC 27502-5317	
MCLEAN, DAWN MARIE	1221 SHACKLETON RD	APEX NC 27502-5318	
MILLER, STEPHEN J MILLER, ANGELA J	PO BOX 532	APEX NC 27502-0532	
MORRISON, CHERIE REPONZO WILLIAMS, CLINTON M	1113 LEXINGTON FARM RD	APEX NC 27502-5306	
MURRAY, DAVID O	1212 LEXINGTON FARM RD	APEX NC 27502-5307	
MYERS, CHRISTOPHER G GREENLEAF, MICHELLE R	1211 LEXINGTON FARM RD	APEX NC 27502-5308	
PARIKH, TANMAY SHAH, BHURNI	2133 BLUFF OAK DR	CARY NC 27519-0105	
PEAKWAY DEVELOPMENT LLC	PO BOX 1798	APEX NC 27502-2798	
PERKINS, JOSEPH E PERKINS, SANDRA A	PO BOX 702	APEX NC 27502-0702	
PERKINS, JOSEPH E PERKINS, SANDRA M	PO BOX 702	APEX NC 27502-0702	
PERKINS, JOSEPH EDWARD	PO BOX 702	APEX NC 27502-0702	
PERKINS, JOSEPH EDWARD PERKINS, SANDRA A	PO BOX 702	APEX NC 27502-0702	
PRESSLEY, JORDAN MARK CO-TRUSTEES PRESSLEY, ASHLEY MCNEILL CO-TRUSTEES	1205 LEXINGTON RIDGE LN	APEX NC 27502-5345	
QUINCE, PRISCILLA STELLO	1214 LEXINGTON FARM RD	APEX NC 27502-5307	
RAVAL, DEEPA J	1300 SHACKLETON RD	APEX NC 27502-5309	
ROBINETTE, ELIZABETH ROGERS	365 ANTERBURY DR	APEX NC 27502-4713	
RXR LEN APEX OWNER LLC	GENERAL COUNSEL	625 RXR PLZ	UNIONDALE NY 11556-3815
SEYMOUR FARM PROPERTIES LLC	PO BOX 177	APEX NC 27502-0177	
SPENCER, SHEILA KILPATRICK	1213 CANTERBURY BROOK LN	APEX NC 27502-5346	
STUART, NORMA J	1038 IRONGATE DR	APEX NC 27502-6505	
SURE & STEADFAST PROP LTD PTNRP	2201 CANDUN DR STE 103	APEX NC 27523-6413	
THORSON, MARY JEAN	1202 LEXINGTON FARM RD	APEX NC 27502-5307	
UNITED DEVELOPMENT ORGANIZATION LLC	SIMON NATH	677 ALLEN AVE	PORTLAND ME 04103-3705
UNLIMITED RELOAD LLC	216 WALNUT AVE # B	CHARLOTTE NC 28208-4427	
VALERI, MICHAEL ANTHONY DISCEPOLI, SARAH DANIELLE	1200 LEXINGTON FARM RD	APEX NC 27502-5307	
VILLAGE AT BROADSTONE STATION I LLC JHG VBS I LLC	5550 TOPANGA CANYON BLVD STE 350	WOODLAND HILLS CA 91367-7454	
WILSON, JASON	1213 LEXINGTON FARM RD	APEX NC 27502-5308	
Current Tenant	351 Anterbury DR	APEX NC 27502	
Current Tenant	357 Anterbury DR	APEX NC 27502	
Current Tenant	361 Anterbury DR	APEX NC 27502	
Current Tenant	3403 Apex PEWY	APEX NC 27502	
Current Tenant	3405 Apex PEWY	APEX NC 27502	
Current Tenant	3407 Apex PEWY	APEX NC 27502	
Current Tenant	3409 Apex PEWY	APEX NC 27502	
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Current Tenant	3417 Apex PEWY	APEX NC 27502	
Current Tenant	3419 Apex PEWY	APEX NC 27502	
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Current Tenant	9370 Broadstone WAY	APEX NC 27502
Current Tenant	9380 Broadstone WAY	APEX NC 27502
Current Tenant	1027 Irongate DR	APEX NC 27502
Current Tenant	1208 Lexington Farm RD	APEX NC 27502
Current Tenant	1204 Lexington Ridge LN	APEX NC 27502
Current Tenant	3004 River CIR	APEX NC 27502

APEX ENVIRONMENTAL ADVISORY BOARD
Suggested Zoning Conditions

Project Name: Hopson Gateway PUD Date:

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 70 % 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 _____% 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 _____-foot buffer along the _____perimeter of the property. The applicant shall add _____-foot buffer in that location, which would be an increase of _____-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 _____% 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:
Additional Board Recommendations:

Hopson Gateway PUD

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 500 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 September 25, 2025 (date) from 5:30PM (start time) to 6:30 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.

9/29/25
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 29th day of September, 2025.

SEAL
LYNN SULLIVAN
NOTARY PUBLIC
WAKE COUNTY, NC

_____
Notary Public

Lynn Sullivan.
Print Name

My Commission Expires: 11/16/2027

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: September 25, 2025 Time of meeting: 5:30 PM

Property Owner(s) name(s): SURE & STEADFAST PROPERTIES LIMITED PARTNERSHIP; TOWN OF APEX

Applicant(s): ACRE MANAGER, LLC; TOWN OF APEX

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.	Jennifer Langenfeld	1203 Lexington Ridge Ln, Apex, NC 27502	not provided	[redacted]	☐
2.	Jimmy King	PO Box 1798, Apex, NC 27502	not provided		☐
3.	Joseph Perkins Jr.	3004 River Cir, Apex, NC 27502	not provided		☐
4.	Tim Doty	1209 Lexington Farm Rd, Apex, NC 27502	not provided		☐
5.	Chris Myers	1211 Lexington Farm Rd, Apex, NC 27502	not provided		☐
6.	John Cooley	1203 Lexington Farm Rd, Apex, NC 27502	not provided		☐
7.	Priscilla Quince	1214 Lexington Farm Rd, Apex, NC 27502	not provided		☐
8.	Mike Stanton	1204 Dunn Ridge Ln, Apex, NC 27502	not provided		☐
9.	Anita Hynus	1114 Lexington Farm Rd, Apex, NC 27502	not provided		☐
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): SURE & STEADFAST PROPERTIES LIMITED PARTNERSHIP; TOWN OF APEX

Applicant(s): ACRE MANAGER, LLC; TOWN OF APEX

Contact information (email/phone): c/o Matthew J. Carpenter; MatthewCarpenter@parkerpoe.com; 919-835-4032

Meeting Address: virtual via Zoom

Date of meeting: September 25, 2025 Time of meeting: 5:30 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:

See attached

Applicant's Response:

Question/Concern #2:

Applicant's Response:

Question/Concern #3:

Applicant's Response:

Question/Concern #4:

Applicant's Response:

Summary of Second Neighborhood Meeting
Hopson Gateway PUD
September 25, 2025

I. WELCOME
   a. Introduction of development team
      i. Matthew Carpenter w/ Parker Poe on behalf of ACRE Management, the developer
      ii. Jeff Roach w/ Peak Engineering, civil engineer
   b. Explanation of process. This is the second neighborhood meeting for the Hopson Gateway PUD rezoning. We held the first neighborhood meeting in September 2024. At that time, we had not filed the rezoning case, but were gathering feedback as we put together our filing. We did file the rezoning November 1, and over the last 11 months have been working through staff review and several issues related to the development. Now, we are close to Planning Board and Town Council public hearings, so the purpose of tonight's meeting is to update you on our progress. Since it's been a while and some folks may have not been at the first neighborhood meeting, I'll provide an overview of the project and then we'll be happy to answer any questions.

II. PRESENTATION
   a. Site Overview - location, existing uses adjacent, and surrounding development in progress.
   b. Current Zoning - Rural Residential (RR) and Light Industrial Conditional (LI-CZ)
   c. 2045 Land Use Map (LUM) Designation
      i. The LUM is the primary policy document the Town uses to evaluate rezoning requests.
      ii. This property has two designations, Office Employment (area shown in blue) and Office Employment/Industrial Employment (cross hatched blue/purple area).
      iii. When we start the rezoning process, we consider the LUM designations and what type of development is appropriate here. Since COVID, the office market faces significant challenges, and it's unlikely that this property can support office on the entire tract.
   d. PUD Plan
      i. This slide shows our current PUD Concept Plan. This project includes a land exchange between the developer and the Town of Apex to create more developable sites on each side of the future realigned Perry Road.
      ii. After the land exchange, the Town will own the east side of Perry Road shown in blue and ACRE will own the west side of Perry Road shown in yellow, orange, and red.
      iii. East of Perry Road (area shown in blue) will be rezoned to Light Industrial and used by the Town for a public works site. This site offers the Town the opportunity to build a new public works headquarters and concentrate operations to improve overall efficiency.
      iv. West of Perry Road is the Hopson Gateway PUD which includes several districts. The area shown in yellow permits up to 220 townhomes and single-family homes. The area in orange permits up to 400 multi-family

and/or townhome units. The area in red allows small scale neighborhood commercial uses.

v. As part of the project, the developer will be constructing the full Perry Road extension and the future collector street at the top of the screen. The future collector street will connect to the Seymour project which is directly adjacent to the west and provide east/west connectivity to Tingen Road.

vi. The project includes 1.2 miles of trails including side paths on Perry Road and the Major Collector and greenways along the stream buffer and US-1.

vii. The PUD includes a condition that 20% of the apartment units will be affordable units at 80% AMI for a period of 30 years.

e. Current and Proposed Land Use Map Designations

i. The current LUM designations are Office Employment and Office Employment/Industrial Employment. If the rezoning is approved, it will update the LUM designations as shown on the right side of the screen. Our PUD will be Medium/High Density Residential and the Town's property will be Office Employment/Industrial Employment.

f. Transportation Plan Amendment

i. We're also proposing an amendment to the Town's long range Transportation Plan. The plan shows a Major Collector street crossing our property from east to west. We're proposing to shift the road slightly north to leave more developable area south of the street. We're also looking at other options with Town staff, and the location of the new road could shift.

g. Rezoning Process and Timeline

i. We are resubmitting the case October 3 and hope to go to Planning Board and Town Council public hearings in October/November.

III. QUESTION AND ANSWER

a. ***I live in the Lexington Subdivision. Our major concern is the traffic flow through our neighborhood. Hoping that some items to deter drivers from making Lexington as a shortcut/bypass. Concern for children and residents that play and walk and ride bikes, etc. on our streets. Perhaps speed bumps and other items could help. Shackleton Road doesn't need to be a speedway through Lexington.***

i. We expect the street network will not incentivize drivers to use Shackleton Road to get to Apex Peakway. Perry Road is a more direct connection and will come out at a traffic signal at Perry Road/Apex Peakway to be constructed by this project.

ii. As part of the rezoning, we completed a Traffic Impact Analysis which recommends transportation infrastructure improvements to help mitigate traffic generated by the project. Based on the TIA, the project is extending Perry Road as a four lane divided road, constructing the major collector to provide future connectivity to the west, signalizing the intersection of Apex Peakway/Perry Road, and paying a fee in lieu for future signalization of the Apex Peakway/Tingen Road intersection. The project also includes construction of several dedicated turn lanes to help with future traffic volumes.

iii. The Town's development ordinance requires us to make the connection to Shackleton Road. The Town has to approve traffic calming on Town streets, and those are typically evaluated when requested by residents. We're happy to point you in the right direction if/when you want to reach out to Town staff.

b. Will there be an entrance off US-1 into the development?

i. No. Access for the project will be from Perry Road and the Major Collector. The extension of Perry Road will stub at the south to allow for a future connection to a bridge over US-1 that's shown on the Town's long range Transportation Plan. There are no current plans for the bridge, and it's such a large project, it will likely require funding from the Town and/or the state.

c. What about the wildlife that currently resides in these areas?

i. Over half the site is an open field that has been farmed for many years. As part of our project, we will have to set aside 25% of our site as Resource Conservation Area (RCA) that cannot be developed. During site grading and construction, tree protection fence is installed to protect these areas from grading and construction.

d. What about construction vehicles on Shackleton?

i. Our intent is for construction vehicles to use Perry Road and the Major Collector, and not cut through the Lexington neighborhood. I will pass this on to the developer to ensure their contractors monitor construction traffic during the development process. There are also several existing utility easements along the rear of the Lexington lots.

e. How many lanes will the Major Collector be? How much space will there be between the collector and the Lexington property lines? Will there be any green space between the collector and the Lexington property lines?

i. The Major Collector street will be a two lane street with bike lanes and sidewalks on each side. The street will have 60 feet of public right of way. Along the north side of the Major Collector right of way, there will be a 20-foot Type B undisturbed buffer.

f. How long is all this construction going to take? This seems pretty advanced where it's not a proposal just an info of what is going to happen already.

i. That may sound like the case because the rezoning process is very involved, and this is a large project, but the rezoning is actually only the first stage of the development process. The rezoning addresses what uses and densities can be developed on the property, but does not approve subdivision, lot, or road designs. If the rezoning is approved, we'll then file a Master Subdivision and/or Site Plan application which will be reviewed by staff and typically requires 6-10 months from filing to approval. After Master Subdivision/Site Plan, we file Construction Drawings which take another 6 months or so for approval. Only after construction drawings are approved can we pull building permits. So, with that timeline, grading and construction will likely not start until 2027 at the earliest.

g. We live in the Iron Gate subdivision that will be bordering the new Grace Christian site. Will there be any construction of the greenway across US-1 where the future children's hospital will be constructed?

i. Our project will construct greenway trails along the stream buffer on site and US-1. The Town's long range pedestrian plan envisions future connectivity west across the Grace Christian School site and across a future Perry Road bridge over US-1. Typically, each project builds the portion of greenway shown over its property on the master plan, so as more sites develop, pedestrian connectivity in the area improves.

h. What types of homes will be in the yellow mixed residential district? Which way will the homes face?

i. In the yellow district, the proposed PUD permits up to 220 total units and allows townhomes and single-family homes. Although the PUD allows flexibility, the current plan is for the entire area in yellow to be townhomes. The exact layout has not been designed, but our current expectation is that the townhomes will back up to the Major Collector street.

i. Any plans for Tingen Road to be widened due to this development?

i. This development is not widening Tingen Road, however, the approved Seymour PUD - a separate rezoning approval - includes a condition that Tingen Road be widened to the full section shown on the Town's Transportation Plan. The Seymour site has frontage on both sides of Tingen Road, so if/when that property develops, the developer will complete the full Tingen Road section. The Seymour PUD also includes a condition that the project will install a traffic signal at the Tingen Road/Apex Peakway intersection.

j. What will the speed limit be on the collector road? Will there be a fence or other barrier between the road and the Lexington property?

i. The Town and/or NCDOT will set the speed limit of the road once it's constructed. We don't know for sure yet, but it will likely be 35 mph.

k. Any impact studies as to what this will do to property values?

i. No, we have not done any appraisals or appraisal reports as part of this rezoning. However, generally speaking, property values in this area of Apex have risen in recent years. Also, note that the Town's Land Use Map shows this property as office and industrial, so any current appraisals should take that into account regardless of our rezoning. We believe the proposed residential uses are a better fit adjacent to existing neighborhoods than the office and industrial uses shown on the LUM.

l. How will this all be sewered and what are the plans?

i. The plans are to extend sewer from the south which will take collaboration between the developer of this project and several other developers in the area.

m. How tall are the homes? A 3-story townhome will be looking down at lots that back up to the new subdivision.

i. The maximum height for townhomes and single-family homes is 3 stories/45 feet. Many of the homes in Lexington are 2+ stories tall. Keep in mind, with the proposed Major Collector location, Lexington lots will be separated from the proposed lots by a 20-foot buffer on the north side, then a 60-foot public right of way and another buffer on the south side. Additionally, the topo falls southwest from the rear of Lexington lots. We will attempt to work with existing grade to the greatest extent possible,

meaning some of the homes will have lower elevations than the homes in Lexington.

n. Is the only entrance on Perry Road?

i. No, we will also have an entrance on the new Major Collector street. There will also be internal streets that are not shown on this plan that will be designed at Master Subdivision/Site Plan.

o. Will the mixed residential area be lowered or raised or set at current grade?

i. We will try to work with existing grade as much as possible. The topo falls from the back of the Lexington lots onto our site to the southwest, so the yellow area will likely be lower than existing Lexington lots.

p. Will the sewer solution you discussed also include the Town's portion of this overall development?

i. No, the Town's tract flows to a different pump station.

q. Will the sidewalk and path along the collector terminate or will they be tied into sidewalks/paths to the east and west?

i. They will stub to the adjacent property to the west which, as I mentioned, was rezoned for the Seymour PUD. The Seymour PUD includes a condition that the developer will build the Major Collector from the property line to Tingen Road, including side paths and sidewalks. I believe the Town's long range pedestrian plan shows side paths along the collector street going west then connecting to future side paths on Tingen that connect north to side paths on the Peakway.

r. When this plan is further along and you have the plans for where buildings, etc. will be, will there be a similar type meeting?

i. Yes, we will hold an additional neighborhood meeting before we file our Master Subdivision/Site Plan application, likely early next year.

s. What is the estimated number of new homes in the project?

i. The proposed zoning permits up to 620 units on the property, 220 in the yellow area and 400 in the orange area. The final unit count will be determined at site plan/subdivision when we lay out the lots and account for all constraints (required RCAs, parking, etc.).

t. What are the estimated number of homes that are low income?

i. The affordable housing commitment is for 20% of the apartment units. The PUD requires a minimum of 300 apartment units and permits a maximum of 400 units. So, if 400 apartment units are built, 80 will be affordable housing units at 80% AMI for 30 years. The affordable units will be in the same project and generally indistinguishable from the market rate units.

u. So there will be more apartments and townhomes than single-family dwellings?

i. Yes, although the PUD permits single-family homes, our current plans are for an all townhome and multi-family project.

v. Will the townhomes be rentals or owner occupied?

i. Generally, current plans are for the townhomes to be owner occupied, but that decision is not final and the proposed zoning allows either ownership type. In North Carolina, zoning conditions cannot distinguish based on the type of ownership (owned v. rented).

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.

September 11, 2025
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 allow for the development of (1) a mix of housing types (including apartments, townhomes, and single-family homes) and non-residential uses west of Perry Road, and (2) the development of office/industrial uses east of Perry Road.

Estimated submittal date: submitted November 1, 2024

MEETING INFORMATION:

Property Owner(s) name(s):	See attached Exhibit A
Applicant(s):	ACRE Manager, 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**:	September 25, 2025

Welcome: 5:30 PM Project Presentation: between 5:30 - 6:30 PM Question & Answer: between 5:30 - 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: September 11, 2025

Re: Notice of Second Virtual Neighborhood Meeting

You are invited to attend a virtual neighborhood meeting on September 25, 2025 at 5:30 PM to discuss Rezoning Case #24CZ20, the requested rezoning of 0 Tingen Road (PIN 0741331566), 0 Perry Road (PIN 0741427922), and 1341 Perry Road (PIN 0741326706) from Residential Agricultural (RA) and Light Industrial Conditional Zoning (LI-CZ) to Planned Unit Development Conditional Zoning (PUD-CZ) and Light Industrial Conditional Zoning (LI-CZ) generally as shown on the attached Concept Plan.

The purpose of the rezoning is to allow development of a mix of residential and non-residential uses west of the future Perry Road extension and a new Town of Apex public works facility east of the future Perry Road extension. 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; (2) a current zoning map; (3) an updated PUD concept plan; (4) a Land Use Map exhibit; (5) a Thoroughfare and Collector Street Plan amendment exhibit; (6) a project contact information sheet; and (7) 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:	831 4286 9265
Enter the following password:	208737

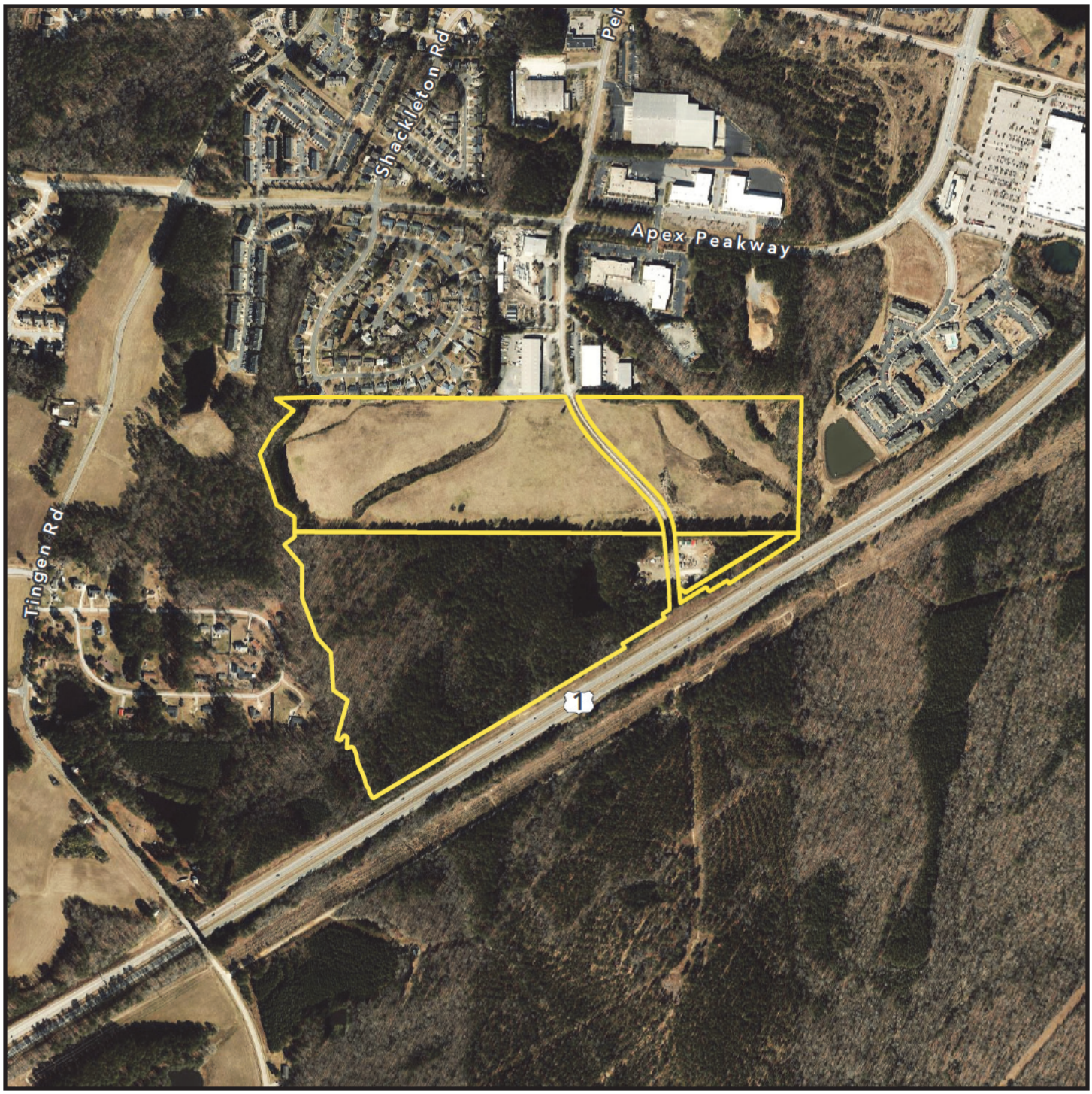
To participate by telephone:

Dial:	1 929 205 6099
Enter the following meeting ID:	831 4286 9265 #
Enter the Participant ID:	#
Enter the Meeting password:	208737 #

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 Tingen Road; &
0 & 1341 Perry Road

N

0 50 800 1,600

1 inch equals 800 feet

Vicinity Map

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 Tingen Road; &
0 & 1341 Perry Road

N

0 50 800 1,600

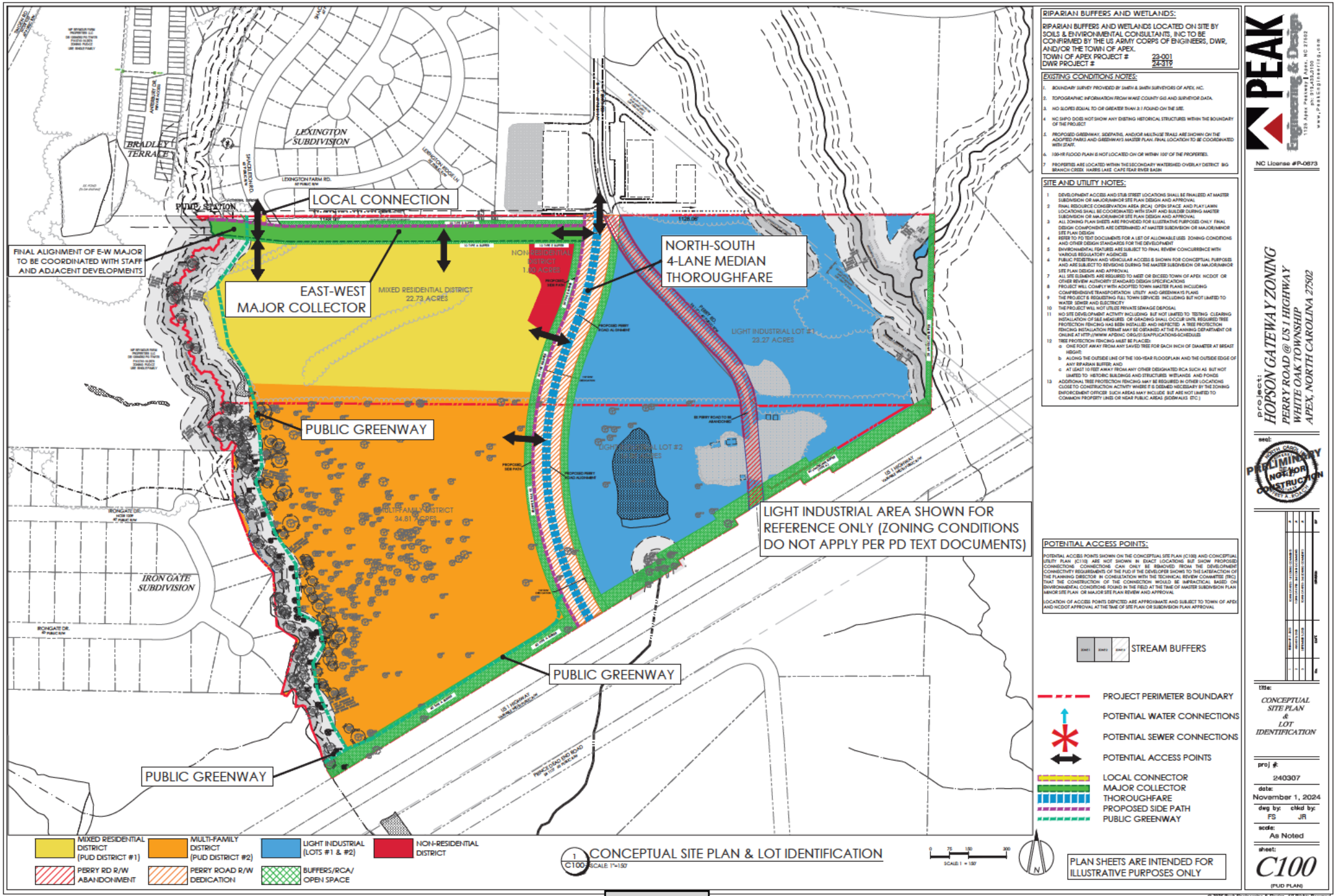
1 inch equals 800 feet

Zoning Map

Current Zoning: RA & LI-CZ

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.*



1 C100 CONCEPTUAL SITE PLAN & LOT IDENTIFICATION
SCALE: 1"=150'

SCALE: 1" = 150'

PLAN SHEETS ARE INTENDED FOR ILLUSTRATIVE PURPOSES ONLY

RIPARIAN BUFFERS AND WETLANDS:

RIPARIAN BUFFERS AND WETLANDS LOCATED ON SITE BY SOILS & ENVIRONMENTAL CONSULTANTS, INC TO BE CONFIRMED BY THE US ARMY CORPS OF ENGINEERS, DWR, AND/OR THE TOWN OF APEX.
TOWN OF APEX PROJECT # 23-001
DWR PROJECT # 24-319

EXISTING CONDITIONS NOTES:

1. BOUNDARY SURVEY PROVIDED BY SMITH & SMITH SURVEYORS OF APEX, NC.
2. TOPOGRAPHIC INFORMATION FROM WAKE COUNTY GIS AND SURVEYOR DATA.
3. NO SLOPES EQUAL TO OR GREATER THAN 2:1 FOUND ON THE SITE.
4. NC SHPO DOES NOT SHOW ANY EXISTING HISTORICAL STRUCTURES WITHIN THE BOUNDARY OF THE PROJECT
5. PROPOSED GREENWAY, SIDEPATHS, AND/OR MULTI-USE TRAILS ARE SHOWN ON THE ADOPTED PARKS AND GREENWAYS MASTER PLAN. FINAL LOCATION TO BE COORDINATED WITH STAFF.
6. 100-YR FLOOD PLAIN IS NOT LOCATED ON OR WITHIN 100' OF THE PROPERTIES.
7. PROPERTIES ARE LOCATED WITHIN THE SECONDARY WATERSHED OVERLAY DISTRICT BIG BRANCH CREEK, HARRIS LAKE, CAPE FEAR RIVER BASIN

SITE AND UTILITY NOTES:

1. DEVELOPMENT ACCESS AND STUB STREET LOCATIONS SHALL BE FINALIZED AT MASTER SUBDIVISION OR MAJOR/MINOR SITE 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 OR MAJOR/MINOR SITE PLAN DESIGN AND APPROVAL
3. ALL ZONING PLAN SHEETS ARE PROVIDED FOR ILLUSTRATIVE PURPOSES ONLY. FINAL DESIGN COMPONENTS ARE DETERMINED AT MASTER SUBDIVISION OR MAJOR/MINOR SITE PLAN DESIGN
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 REGULATORY AGENCIES
6. PUBLIC PEDESTRIAN AND VEHICULAR ACCESS IS SHOWN FOR CONCEPTUAL PURPOSES AND ARE SUBJECT TO REVISIONS DURING THE MASTER SUBDIVISION OR MAJOR/MINOR SITE 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 COMPREHENSIVE TRANSPORTATION UTILITY AND GREENWAYS PLANS
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/DS/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 CLOSER 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 (C100) AND CONCEPTUAL UTILITY PLAN (C110) ARE NOT SHOWN IN EXACT LOCATIONS BUT SHOW PROPOSED CONNECTIONS. CONNECTIONS CAN ONLY BE REMOVED FROM THE DEVELOPMENT 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 IN THE FIELD AT THE TIME OF MASTER SUBDIVISION PLAN MINOR SITE PLAN OR MAJOR SITE PLAN REVIEW AND APPROVAL.

LOCATION OF ACCESS POINTS DEPICTED ARE APPROXIMATE AND SUBJECT TO TOWN OF APEX AND NCDOT APPROVAL AT THE TIME OF SITE PLAN OR SUBDIVISION PLAN APPROVAL

STREAM BUFFERS
PROJECT PERIMETER BOUNDARY
POTENTIAL WATER CONNECTIONS
POTENTIAL SEWER CONNECTIONS
POTENTIAL ACCESS POINTS
LOCAL CONNECTOR
MAJOR COLLECTOR
THOROUGHFARE
PROPOSED SIDE PATH
PUBLIC GREENWAY

PEAK Engineering & Design
1125 Apex Parkway Apex, NC 27502
ph: 919.439.2150
www.peakengineering.com
NC License #P-0873

project:
HOPSON GATEWAY ZONING
PERRY ROAD @ US 1 HIGHWAY
WHITE OAK TOWNSHIP
APEX, NORTH CAROLINA 27502

seal:
NORTH CAROLINA PRELIMINARY NOT FOR CONSTRUCTION

title:
CONCEPTUAL SITE PLAN & LOT IDENTIFICATION

proj #: 240307
date: November 1, 2024
dwg by: FS chkd by: JR
scale: As Noted
sheet: C100
(PUD PLAN)

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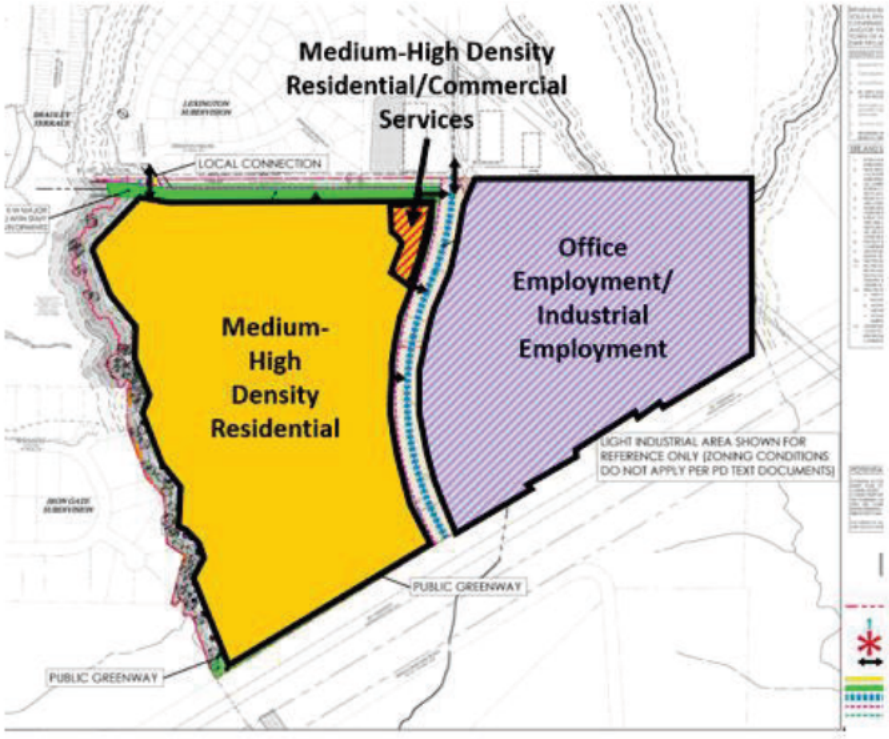
Current Land Use Map Designations

Proposed Land Use Map Designations



Proposed Amendment to Thoroughfare and Collector Street Plan

Current:
Proposed:

***See Concept Plan for more detailed location of future Major Collector street**

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: Hopson Gateway PUD Zoning: RA and LI-CZ

Location: See attached Exhibit A

Property PIN(s): See attached Exhibit A Acreage/Square Feet: +/- 99.34 ac

Property Owner: See attached Exhibit A

Address:

City: State: Zip:

Phone: Email:

Developer: ACRE Manager, 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): ACRE Manager, 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
Transportation & Infrastructure Development Russell Dalton, Traffic Engineering Manager	(919) 249-3358
Water Resources Department Jessica Bolin, Environmental Engineering Manager (Stormwater, Sedimentation & Erosion Control) Matt Reker, Utility Engineer/FOG Program Manager (Water & Sewer)	(919) 249-3537 (919) 946-4394
Electric Utilities Division Rodney Smith, Electric Technical Services Manager	(919) 249-3342

Exhibit A

Perry Road Mixed-Use PUD

Owner Information Addendum

PIN: 0741331566

Site Address: 0 Tingen Road
Deed Reference (book/page): 8494/1585
Acreage: 48.79 ac
Owner: Sure & Steadfast Properties Limited Partnership
Owner Address: 2201 Candun Drive, Suite 103, Apex, NC 27523-6413

PIN: 0741326706

Site Address: 1341 Perry Road
Deed Reference (book/page): 1736/E
Acreage: 49.48 ac
Owner: Town of Apex
Owner Address: P.O. Box 250, Apex, NC 27502-0250

PIN: 0741427922

Site Address: 0 Perry Road
Deed Reference (book/page): 1736/E
Acreage: 1.07 ac
Owner: Town of Apex
Owner Address: P.O. Box 250, Apex, NC 27502-0250

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 am to 8:30 pm 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-Friday from 8:00 am to 5:00 pm. Report violations of construction hours and other noise complaints to the Non-Emergency Police phone number at 919-362-8661.

Construction Traffic:	**Infrastructure Inspections**	**919-249-3386**

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:	**Infrastructure Inspections**	**919-249-3386**

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 Transportation & Infrastructure Development – Infrastructure Inspections at 919-249-1109. 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:	**Water Resources**	**919-362-8166**

Sediment (dirt) and mud gets into the existing roads due to rain events and/or vehicle traffic. These incidents should be reported by visiting the Report a Concern page at https://www.apexnc.org/1173/ or by calling the number listed. Staff will coordinate the cleaning of the roadways with the developer.

Dirt on Properties or in Streams:	**Water Resources**	**919-362-8166**

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 by visiting the Report a Concern page at https://www.apexnc.org/1173/ or by calling the number listed so that staff can coordinate the appropriate repairs with the developer.

Dust:	**Water Resources**	**919-362-8166**

During dry weather dust often becomes a problem blowing into existing neighborhoods or roadways. These incidents should be reported by visiting the Report a Concern page at https://www.apexnc.org/1173/ or by calling the number listed so that staff can coordinate the use of water trucks onsite with the grading contractor to help control the dust.

Trash:	**Water Resources**	**919-362-8166**

Excessive garbage and construction debris can blow around on a site or even off of the site. These incidents should be reported by visiting the Report a Concern page at https://www.apexnc.org/1173/ or by calling the number listed. Staff will coordinate the cleanup and trash collection with the developer/home builder.

Temporary Sediment Basins:	**Water Resources**	**919-362-8166**

Temporary sediment basins during construction (prior to the conversion to the final stormwater pond) are often quite unattractive. Concerns should be reported by visiting the Report a Concern page at https://www.apexnc.org/1173/ or by calling the number listed so that he can coordinate the cleaning and/or mowing of the slopes and bottom of the pond with the developer.

Stormwater Control Measures:	**Water Resources**	**919-362-8166**

Post-construction concerns related to Stormwater Control Measures (typically a stormwater pond) such as conversion and long-term maintenance should be reported by visiting the Report a Concern page at https://www.apexnc.org/1173/ or by calling the number listed.

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.

SITE ADDRESS	PIN NUMBER	OWNER	MAILING ADDRESS	
1215 LEXINGTON FARM RD	0741235998	ACKERMAN, MARK A ACKERMAN, NANCY	1215 LEXINGTON FARM RD	APEX NC 27502-5308
1040 IRONGATE DR	0741129440	ANDERSON, BETTIE J	1026 IRONGATE DR	APEX NC 27502-6505
1341 PERRY RD	0741326706	APEX TOWN OF	PO BOX 250	APEX NC 27502-0250
1202 DUNN RIDGE LN	0741249396	BAI, RE YANG, LIPING	320 EUPHORIA CIR	CARY NC 27519-5547
1110 LEXINGTON FARM RD	0741341493	BATES, ASHLEY	1110 LEXINGTON FARM RD	APEX NC 27502-5305
353 ANTERBURY DR	0741241149	BEATTY, RICHARD ALLAN JR BEATTY, KERRI ANNE	353 ANTERBURY DR	APEX NC 27502-4713
1207 LEXINGTON FARM RD	0741239919	BEDNARZ, STANLEY M BEDNARZ, ELAINE	1207 LEXINGTON FARM RD	APEX NC 27502-5308
1200 PERRY RD	0741346623	BLAND REAL ESTATE HOLDINGS INC	3724 FRIENDSHIP RD	APEX NC 27502-8721
0 ANTERBURY DR	0741240185	BRADLEY TERRACE HOMEOWNERS ASSOCIATION INC	3308 WHITTINGHAM DR	NEW HILL NC 27562-8985
2000 BROADSTONE WAY	0741640123	BROADSTONE APEX NC LP, LIMITED PARTNERSHIP	8149 SANTA MONICA BLVD STE 298	WEST HOLLYWOOD CA 90046-4912
1210 CANTERBURY BROOK LN	0741247410	BYRNE, CATHERINE MARY	1210 CANTERBURY BROOK LN	APEX NC 27502-5346
1212 CANTERBURY BROOK LN	0741246360	CAIN, DEREK L CAIN, TIFFANI L GRIMES	1212 CANTERBURY BROOK LN	APEX NC 27502-5346
1201 LEXINGTON FARM RD	0741341048	CHAN, PAUL KI BUN CHAN, ELAINE FONGKIN	1201 LEXINGTON FARM RD	APEX NC 27502-5308
359 ANTERBURY DR	0741241132	CHMIEL, DAWN	359 ANTERBURY DR	APEX NC 27502-4713
1213 SHACKLETON RD	0741246447	CHUANG, WEIDUNG	222 MACY GRV	CHAPEL HILL NC 27517-9620
1202 LEXINGTON RIDGE LN	0741332908	CLEMENT, KATHERINE I. CLEMENT, ROBERT J.	1202 LEXINGTON RIDGE LN	APEX NC 27502-5345
1021 IRONGATE DR	0741220858	CLINKSCALE, TRACI L	3364 KYLEE DAWN CIR	LAWRENCEVILLE GA 30045-2762
1203 LEXINGTON FARM RD	0741340082	COOLEY, JOHN R COOLEY, VICTORIA J	1203 LEXINGTON FARM RD	APEX NC 27502-5308
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
1226 SHACKLETON RD	0741243068	CULL, KRISTA M	1226 SHACKLETON RD	APEX NC 27502-5317
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
1215 SHACKLETON RD	0741245490	DEVLIN, ANNMARIE DEVLIN, KEVIN M	210 TENBURY WELLS DR	CARY NC 27518-2416
1209 LEXINGTON FARM RD	0741238938	DOTY, TIMOTHY DOTY, FRANCESCA	1209 LEXINGTON FARM RD	APEX NC 27502-5308
0 PRINCE DEAD END RD	0741217259	EBT FARMS, LLC	472 HENRYS RIDGE RD	PITTSBORO NC 27312-4641
363 ANTERBURY DR	0741241039	ELLIS, MATTHEW H ELLIS, RHONDA E	363 ANTERBURY DR	APEX NC 27502-4713
338 ANTERBURY DR	0741240338	FARAJ, SAM JEANNE TRUSTEE TRUSTEE OF SJF LIVING TRUST	308 KNIGHT AVE	CARY NC 27511-3109
1216 LEXINGTON FARM RD	0741245122	FETZER, MARGARET	1216 LEXINGTON FARM RD	APEX NC 27502-5307
356 ANTERBURY DR	0741240118	GARRY, JO ANN	356 ANTERBURY DR	APEX NC 27502-4712
337 ANTERBURY DR	0741241377	GAUTREAU, TIM	337 ANTERBURY DR	APEX NC 27502-4713
1224 SHACKLETON RD	0741243166	GILBERT, JACQUES K GILBERT, MESHARA M	1224 SHACKLETON RD	APEX NC 27502-5317
1206 LEXINGTON FARM RD	0741249125	GONZALEZ, ABRAHAM GONZALEZ, DIANA NICOLE	1206 LEXINGTON FARM RD	APEX NC 27502-5307
1220 PERRY RD	0741346113	GORE LINE PROPERTIES LLC	PO BOX 1118	GARNER NC 27529-1118
0 VERIDEA PKWY	0741119629	GREATER RALEIGH AREA CHRISTIAN EDUCATION INC	1101 BUCK JONES RD	RALEIGH NC 27606-3324
1037 IRONGATE DR	0741221133	GREENE, SHARON F	1037 IRONGATE DR	APEX NC 27502-6506
1209 CANTERBURY BROOK LN	0741249310	HICKMAN, JEFFREY L HICKMAN, JENICE J	1209 CANTERBURY BROOK LN	APEX NC 27502-5346
1205 LEXINGTON FARM RD	0741340000	HITCH, THOMAS REEVES HITCH, PATRICIA CARNEY	1205 LEXINGTON FARM RD	APEX NC 27502-5308
1019 IRONGATE DR	0741129847	HOLLAND, FLORA ANN	708 WALNUT WOODS DR	MORRISVILLE NC 27560-6792
1114 LEXINGTON FARM RD	0741341218	HYNUS, ANITA E	1114 LEXINGTON FARM RD	APEX NC 27502-5305
1111 LEXINGTON FARM RD	0741343363	JONES, MINNIE BARNES TRUSTEE MINNIE BARNES JONES REVOCABLE TRUST	113 WINTERVIEW PL	APEX NC 27539-6245
1204 LEXINGTON RIDGE LN	0741333918	JONES, W GREGG TRUSTEE JONES, DOROTHY G TRUSTEE	5081 BARRINGTON FARMS DR	AIKEN SC 29803-9749
1211 CANTERBURY BROOK LN	0741248245	KANE, MICHAEL J KANE, DENISE M	1211 CANTERBURY BROOK LN	APEX NC 27502-5346
350 ANTERBURY DR	0741240215	KASINATHAN, ARULCHELVAN KRISHNAN, ARCHANA MOHAN	350 ANTERBURY DR	APEX NC 27502-4712
1210 LEXINGTON FARM RD	0741247164	KENNEDY, ANGELA HUDSON HUDSON, DONALD E SR	1210 LEXINGTON FARM RD	APEX NC 27502-5307
1229 PERRY RD	0741440140	KING INVESTMENT PROPERTIES LLC MARKHAM, KENNETH MILES	PO BOX 1798	APEX NC 27502-2798
346 ANTERBURY DR	0741240229	KINSEY, CYNTHIA D DAWSON, RALPH E	346 ANTERBURY DR	APEX NC 27502-4712
2990 BROADSTONE WAY	0741534819	KRG PEAKWAY AT 55 LLC	KITE REALTY GROUP	30 S MERIDIAN ST STE 100 INDIANAPOLIS IN 46204-3510
1203 LEXINGTON RIDGE LN	0741343124	LANGENFELD, DELANTY LANGENFELD, JENNIFER	1203 LEXINGTON RIDGE LN	APEX NC 27502-5345
1017 IRONGATE DR	0741128837	LASSITER, ROBERT M SR LASSITER, VANESSA JOHNSON	1011 IRONGATE DR	APEX NC 27502-6506
1027 IRONGATE DR	0741223727	LASSITER, ROBERT MCCOY SR	1011 IRONGATE DR	APEX NC 27502-6506
348 ANTERBURY DR	0741240227	LE, TRI-TIN PHAM LE, YEN LUU	PO BOX 684	HOLLY SPRINGS NC 27540-0684
343 ANTERBURY DR	0741241269	LI, PING-AN ANDY QINGPING, HE	102 AMIABLE LOOP	CARY NC 27519-5566
1115 LEXINGTON FARM RD	0741342240	LINCOLN, ROBERT W LINCOLN, LINDA S	1115 LEXINGTON FARM RD	APEX NC 27502-5306
342 ANTERBURY DR	0741240323	LIU, DAOHUA LIU, KANGMIN	342 ANTERBURY DR	APEX NC 27502-4712
1222 SHACKLETON RD	0741243273	MARROW, LAWRENCE MARROW, EDNA MAE	1222 SHACKLETON RD	APEX NC 27502-5317
352 ANTERBURY DR	0741240213	MCDANIELS, JERRY	352 ANTERBURY DR	APEX NC 27502-4712
1221 SHACKLETON RD	0741245233	MCLEAN, DAWN I	1221 SHACKLETON RD	APEX NC 27502-5318
1112 LEXINGTON FARM RD	0741341375	MEADOR, HENRY T MEADOR, SUSAN WEBB	1112 LEXINGTON FARM RD	APEX NC 27502-5305
1220 SHACKLETON RD	0741243391	MORGAN, JASON LLOYD MORGAN, SUSAN ANN	1220 SHACKLETON RD	APEX NC 27502-5317
1113 LEXINGTON FARM RD	0741343244	MORRISON, CHERIE REPONZO WILLIAMS, CLINTON M	1113 LEXINGTON FARM RD	APEX NC 27502-5306
1212 LEXINGTON FARM RD	0741246183	MURRAY, DAVID O	1212 LEXINGTON FARM RD	APEX NC 27502-5307
1211 LEXINGTON FARM RD	0741237958	MYERS, CHRISTOPHER G GREENLEAF, MICHELLE R	1211 LEXINGTON FARM RD	APEX NC 27502-5308
1218 SHACKLETON RD	0741244410	NASEEM, NAGEH GUIRGUIS, HANNA	1218 SHACKLETON RD	APEX NC 27502-5317
335 ANTERBURY DR	0741241379	NAVARRO, ALICIA R	335 ANTERBURY DR	APEX NC 27502-4713
351 ANTERBURY DR	0741241251	PARIKH, TANMAY SHAH, BHURNI	2133 BLUFF OAK DR	CARY NC 27519-0105
3453 APEX PEAKWAY	0741445499	PEAKWAY DEVELOPMENT LLC	PO BOX 1798	APEX NC 27502-2798
3005 RIVER CIR	0741224339	PERKINS, JOSEPH E PERKINS, SANDRA A	3004 RIVER CIR	APEX NC 27502-3781
3004 RIVER CIR	0741223182	PERKINS, JOSEPH E PERKINS, SANDRA M	3004 RIVER CIR	APEX NC 27502-3781
3006 RIVER CIR	0741222186	PERKINS, JOSEPH EDWARD	3004 RIVER CIR	APEX NC 27502-3781
3002 RIVER CIR	0741225009	PERKINS, JOSEPH EDWARD PERKINS, SANDRA A	3004 RIVER CIR	APEX NC 27502-3781
1205 LEXINGTON RIDGE LN	0741343076	PRESSLEY, JORDAN MARK CO-TRUSTEES PRESSLEY, ASHLEY MCNEILL CO-TRUSTEES	1205 LEXINGTON RIDGE LN	APEX NC 27502-5345
1214 LEXINGTON FARM RD	0741246113	QUINCE, PRISCILLA STELLO	1214 LEXINGTON FARM RD	APEX NC 27502-5307
340 ANTERBURY DR	0741240336	RADKE, JEAN MARIE	340 ANTERBURY DR	APEX NC 27502-4712
1216 SHACKLETON RD	0741244447	RAHN, JASON L RAHN, DIANE I	1216 SHACKLETON RD	APEX NC 27502-5317
1208 CANTERBURY BROOK LN	0741247475	RATCLIFFE, JANNEKE RATCLIFFE, JOHN	74 BYNUM HL	PITTSBORO NC 27312-9512
1300 SHACKLETON RD	0741233998	RAVAL, DEEPA J	1300 SHACKLETON RD	APEX NC 27502-5309
1200 LEXINGTON FARM RD	0741340263	RICK, MITCHELL S RICK, SARAH H	1200 LEXINGTON FARM RD	APEX NC 27502-5307
1022 IRONGATE DR	0741220651	RICKS, GAIL A	1022 IRONGATE DR	APEX NC 27502-6505
1109 LEXINGTON FARM RD	0741343472	RIVERA, JUAN BALTAZAR RIVERA, BALTAZAR	1109 LEXINGTON FARM RD	APEX NC 27502-5306
349 ANTERBURY DR	0741241253	ROBERT, DEBRA MITCHELL, STEVEN J	349 ANTERBURY DR	APEX NC 27502-4713
365 ANTERBURY DR	0741241036	ROBINETTE, ELIZABETH ROGERS	365 ANTERBURY DR	APEX NC 27502-4713
0 US 1 HWY	0741614057	RXR LEN APEX OWNER LLC	GENERAL COUNSEL	625 RXR PLZ UNIONDALE NY 11556-3815
345 ANTERBURY DR	0741241267	SCALES, JOSEPH TYLER SCALES, SARAH PUCKETT	345 ANTERBURY DR	APEX NC 27502-4713
0 TINGEN RD	0741142574	SEYMOUR FARM PROPERTIES LLC	PO BOX 177	APEX NC 27502-0177
1213 CANTERBURY BROOK LN	0741247224	SPENCER, SHEILA KILPATRICK	1213 CANTERBURY BROOK LN	APEX NC 27502-5346
1020 IRONGATE DR	0741129650	SPULLER, RICHARD E SPULLER, ALISON B	1020 IRONGATE DR	APEX NC 27502-6505
1204 DUNN RIDGE LN	0741340461	STANTON, RUSSELL L STANTON, JOAN E	1204 DUNN RIDGE LN	APEX NC 27502-5347
1038 IRONGATE DR	0741220461	STUART, NORMA J	1038 IRONGATE DR	APEX NC 27502-6505
0 TINGEN RD	0741331566	SURE & STEADFAST PROP LTD PTNRP	2201 CANDUN DR STE 103	APEX NC 27523-6413
1202 LEXINGTON FARM RD	0741340108	THORSON, MARY JEAN	1202 LEXINGTON FARM RD	APEX NC 27502-5307
1208 LEXINGTON FARM RD	0741248144	TRICKEL, ROBERT TRICKEL, JAQUELINE	1208 LEXINGTON FARM RD	APEX NC 27502-5307
357 ANTERBURY DR	0741241145	UNITED DEVELOPMENT ORGANIZATION LLC	SIMON NATH	677 ALLEN AVE PORTLAND ME 04103-3705
361 ANTERBURY DR	0741241130	UNLIMITED RELOAD LLC	216 WALNUT AVE # B	CHARLOTTE NC 28208-4427
1213 LEXINGTON FARM RD	0741236978	WILSON, JASON	1213 LEXINGTON FARM RD	APEX NC 27502-5308
1217 SHACKLETON RD	0741245352	WINBERRY, WILLIAM THOMAS JR	1502 LAUGHRIDGE DR	CARY NC 27511-5218
1207 CANTERBURY BROOK LN	0741249411	XU, QIUHUA XU, LI LI	1004 PUEBLO RIDGE PL	CARY NC 27519-0823
347 ANTERBURY DR	0741241255	ZUK, VICTORIA JANELLE	347 ANTERBURY DR	APEX NC 27502-4713
		Current Tenant	338 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	361 Anterbury DR	APEX NC 27502
		Current Tenant	3403 Apex PEAKWAY	APEX NC 27502
		Current Tenant	3405 Apex PEAKWAY	APEX NC 27502

Current Tenant	3407 Apex PEAKWAY	APEX NC 27502
Current Tenant	3409 Apex PEAKWAY	APEX NC 27502
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Current Tenant	3451 Apex PEAKWAY	APEX NC 27502
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Current Tenant	10000 Broadstone WAY	APEX NC 27502
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Current Tenant	4370 Broadstone WAY	APEX NC 27502
Current Tenant	4380 Broadstone WAY	APEX NC 27502
Current Tenant	5000 Broadstone WAY	APEX NC 27502
Current Tenant	5110 Broadstone WAY	APEX NC 27502
Current Tenant	5120 Broadstone WAY	APEX NC 27502
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Current Tenant	9380 Broadstone WAY	APEX NC 27502
Current Tenant	1207 Canterbury Brook LN	APEX NC 27502
Current Tenant	1208 Canterbury Brook LN	APEX NC 27502
Current Tenant	1202 Dunn Ridge LN	APEX NC 27502
Current Tenant	1027 Irongate DR	APEX NC 27502
Current Tenant	1040 Irongate DR	APEX NC 27502
Current Tenant	1111 Lexington Farm RD	APEX NC 27502
Current Tenant	1204 Lexington Ridge LN	APEX NC 27502
Current Tenant	1200 Perry RD	APEX NC 27502
Current Tenant	1220 Perry RD	APEX NC 27502
Current Tenant	1229 Perry RD Suite 101	APEX NC 27502
Current Tenant	1229 Perry RD Suite 102	APEX NC 27502
Current Tenant	1229 Perry RD Suite 103	APEX NC 27502
Current Tenant	1229 Perry RD Suite 105	APEX NC 27502
Current Tenant	1229 Perry RD Suite 106	APEX NC 27502
Current Tenant	1229 Perry RD Suite 107	APEX NC 27502
Current Tenant	1229 Perry RD Suite 108	APEX NC 27502
Current Tenant	1229 Perry RD Suite 109	APEX NC 27502
Current Tenant	1229 Perry RD Suite 104	APEX NC 27502
Current Tenant	1231 Perry RD Suite 101	APEX NC 27502
Current Tenant	1231 Perry RD Suite 102	APEX NC 27502
Current Tenant	1231 Perry RD Suite 103	APEX NC 27502
Current Tenant	1231 Perry RD Suite 104	APEX NC 27502
Current Tenant	1231 Perry RD Suite 105	APEX NC 27502
Current Tenant	1231 Perry RD Suite 106	APEX NC 27502
Current Tenant	1341 Perry RD	APEX NC 27502
Current Tenant	1213 Shackleton RD	APEX NC 27502
Current Tenant	1215 Shackleton RD	APEX NC 27502
Current Tenant	1217 Shackleton RD	APEX NC 27502

Created by Town of Apex Planning Department
Date Created: 8/19/2025

HOPSON GATEWAY PUD

Planned Unit Development

Apex, North Carolina

Submittal Dates
First Submittal: November 1, 2024
Second Submittal: February 7, 2025
Third Submittal: August 8, 2025
Fourth Submittal: September 5, 2025
Fifth Submittal: October 3, 2025
Sixth Submittal: October 20, 2025
Seventh Submittal: October 27, 2025

Developer
ACRE
252 NW 29th Street, 9th Floor
Miami, FL 33127

Civil Engineer
Jeff Roach
Peak Engineering & Design
1125 Apex Peakway
Apex, NC 27502

Land Use Attorney
Matthew J. Carpenter
Parker Poe Adams & Bernstein LLP
301 Fayetteville Street, Suite 1400
Raleigh, NC 27601

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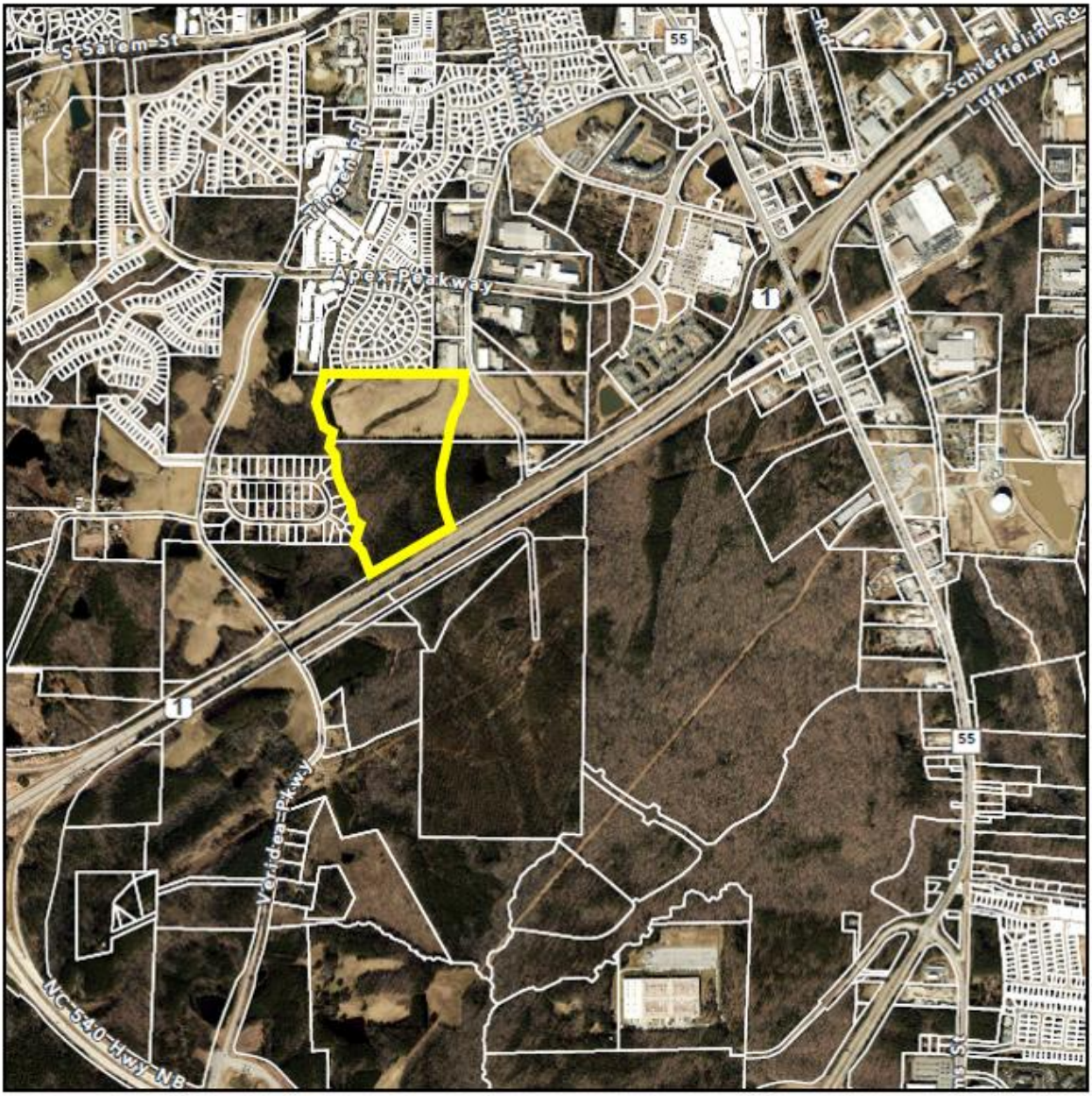
VICINITY MAP



N

0 800 1,600 3,200 ft

1 inch equals 1,600 feet

PROJECT DATA

Name of Project:	Hopson Gateway PUD
Property Owners:	SURE & STEADFAST PROPERTIES LIMITED PARTNERSHIP; Town of Apex
Developer:	ACRE 252 NW 29th Street, 9th Floor Miami, FL 33127
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:	portion of PIN 0741331566: Residential Agricultural (RA); portion of PIN 0741326706: Light Industrial Conditional (LI-CZ)
Proposed Zoning:	Planned Unit Development Conditional Zoning (PUD-CZ)
Current 2045 LUM Designations:	Office Employment & Office Employment/Industrial Employment
Proposed 2045 LUM Designations:	Medium-High Density Residential; Commercial Services
Site Address:	0 Tingen Road; 1341 Perry Road
Property Identification Number:	portion of 0741331566; portion of 0741326706
Total Acreage of PUD:	58.54 acres as described in **Exhibit A** attached hereto
Area Designated as Mixed Use on LUM:	None
Area Proposed as Non-Residential:	None

PURPOSE STATEMENT

This Planned Unit Development is part of a collaboration between ACRE and the Town of Apex (the "Town"). The Town is owner of a 54.16-acre tract of land (Wake County PINs 0741326706 and 0741427922) and ACRE is under contract to purchase a 47.01-acre tract of land (PIN 0741331566). The properties are adjacent and ACRE and the Town have entered a land exchange agreement (the "Land Exchange"), approved by the Apex Town Council October 8, 2024, to reconfigure the properties to create more developable sites for the Town and ACRE. Following the exchange, ACRE will own an approximately 58.54-acre parcel west of Perry Road described in Exhibit A attached hereto (the "ACRE Tract" and the "Property") and the Town will own an approximately 39.62-acre parcel east of Perry Road (the "Town Tract"). This PUD addresses development of the ACRE Tract. A separate rezoning application has been filed to rezone the Town Tract to Light Industrial Conditional (LI-CZ). Although the Town Tract is not part of this PUD, its redevelopment is discussed as it relates to comprehensive planning efforts.

The PUD includes two districts to facilitate the development of market rate and affordable housing units. District A permits single-family homes and townhomes at a density and scale compatible with existing and planned adjacent neighborhoods. Live/work townhomes are permitted along Perry Road as an amenity for residents who work from home. District B will facilitate the development of a minimum of 300 apartments with 20% of the apartment units set aside as income restricted affordable housing units, double the recommendation of the Affordable Housing Policy. Together, the districts allow a mix of single-family homes, rear loaded townhouses, front loaded townhouses, and apartments to provide a transition between existing industrial uses to the east and established neighborhoods to the north and west. 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 Town of Apex 2045 Land Use Map (the "LUM") designates the Property as Office Employment & Office Employment/Industrial Employment. Although the proposed residential uses are inconsistent with the office and industrial designations, the PUD is in the public interest for several reasons:

- It will facilitate the Land Exchange which will allow the Town of Apex to develop a public works facility on the Town Tract, improving the efficiency of Town operations.

- Development of the Town Tract will provide the office and industrial uses recommended by the LUM.

- The location of residential, office, and industrial uses under the PUD and Land Exchange is preferred to the location of uses recommended by the LUM. The Property is adjacent to existing or planned residential neighborhoods on three sides (Iron Gate and Seymour PUD to the west and Lexington to the North) and current LUM designations would place office and industrial uses directly adjacent. In contrast, the proposed PUD places residential

uses adjacent to existing neighborhoods and utilizes Perry Road to separate residential uses from the Town's planned office and industrial uses.

- The PUD provides for a minimum of 60, and up to 80 (20% of total apartment units), income restricted affordable apartment units at 80% AMI for 30 years.

- The PUD will provide a mix of housing types at different price points for residents of different ages and income levels.

- The PUD provides for realignment and construction of the full Perry Road extension as shown on the Thoroughfare and Collector Street Plan (the "Transportation Plan").

- The PUD will help facilitate a permanent sewer solution for the Property and adjacent properties.

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 Hopson Gateway PUD is a mixed-use community with a mix of housing types. 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 construction of sidewalks, side paths, and greenways. In total, the PUD includes 1.2 miles of pedestrian paths and greenways.

(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 will be 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 realigning and constructing the full Perry Road extension. The project proposes a Transportation Plan Amendment to shift the east/west collector south to avoid spacing issues between the collector street and existing driveways to the north.

(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. Adjacent properties are largely residential subdivisions and include Iron Gate, Lexington, and the planned Seymour PUD neighborhood. Iron Gate and Lexington are single-family subdivisions and the Seymour PUD permits townhomes, single-family homes, apartments, and non-residential uses. As discussed above, the property to the east is the Town Tract which is owned by the Town of Apex and will be redeveloped for a public works headquarters. The proposed PUD includes a mix of housing types compatible with adjacent neighborhoods and will offer a transition between existing lower density residential uses to the west and commercial and industrial uses to the east. The existing stream and associated stream buffers along the western property line of the property will serve as a natural buffer between the project and the Iron Gate neighborhood.

(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

Hopson Gateway 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 in the UDO and any additional limitations or regulations below. For convenience, some relevant sections of the UDO are referenced; such references do not imply 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:

	District A	*District B*
Residential		
Single-family	P	
Townhouse	P	P
Live/Work Townhouse*	P	
Small-scale multi-family**	P	P
Multi-family or apartment		P
Accessory apartment	P	P
Recreational Uses		
Park, active	P	P
Greenway	P	P
Park, passive	P	P
Recreation facility, private	P	P
Utility, minor	P	P

*In District A, Live/Work Townhouse shall only be permitted along Perry Road. Live/Work Townhouse shall be defined as a townhouse with a first floor business/office space and a second and/or third floor residence, each with a separate street front entrance. The only permitted non-residential principal use in a Live/Work Townhouse shall be office, business or professional.

**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.

AFFORDABLE HOUSING

The following affordable housing commitment shall apply to apartments in District B (but shall not apply to Small-Scale Multifamily units):

A minimum of twenty percent (20%) of the total apartment units (as shown on the first site plan submittal for apartments) shall be affordable housing units. Final affordable housing unit floor plan selection which includes unit size and bedroom size is at the discretion of the developer. If the affordable units calculation results in a fraction between 0.50 and 0.99, the affordable units shall be rounded up to the nearest whole number. If the affordable units calculation results in a fraction between 0.01 and 0.49, the affordable units shall be rounded down to the nearest whole number.

The affordable units shall be subject to the following terms and conditions:

- 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") for a period of thirty (30) years starting from the date of issuance of the first residential Certificate of Occupancy (the "Affordability Period").

- Prior to issuance of the first residential Certificate of Occupancy for apartments in District B, 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 Affordability Period, the property owner shall submit annual compliance reports to the Town to verify compliance with the affordable housing terms and conditions.

- Following expiration of the Affordability Period, this affordable housing condition shall expire, the property owner shall be relieved of all obligations set forth in this affordable housing condition, and the affordable units may be freely marketed and leased at market-rate rents.

- Townhouse and/or small-scale multi-family units may be developed and constructed in District B before any apartment units are developed, provided sufficient land in District B is reserved to accommodate the future construction of 300 apartment units.

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/Site Plan.

Development shall comply with the following minimum design controls:

	DISTRICT A	**DISTRICT B**
Approximate Acreage	24.8	33.74
Maximum Total Units	220	400
Minimum Apartment Units	N/A	300*
Maximum Built-Upon Area	70%	70%

	Single-Family	**Small Scale Multi-family**	**Townhouses & Live/Work Townhouses**	**Multi-Family**	**Private Recreation Facility**
Minimum Lot Size	5,000 sf	N/A	None	None	None
Minimum Lot Width	50 ft.	20 ft.	20 ft.	None	None
Minimum Setbacks					
Front	20 ft.	10 ft.	Rear loaded and parking lot style: 10 ft. Front Loaded: 20 ft.	10 ft.	20 ft.
Side	5 ft.	0 ft. (3 ft. for end units)	0 ft. (3 ft. for end units)	20 ft.	20 ft.
Rear	10 ft.	10 ft.	10 ft.	20 ft.	20 ft.
Corner Side	10 ft.	10 ft.	10 ft.	20 ft.	20 ft.
Minimum from Buffer/RCA	Buildings: 10 ft. Parking: 5 ft.	Buildings: 10 ft. Parking: 5 ft.	Buildings: 10 ft. Parking: 5 ft.	Buildings: 10 ft. Parking: 5 ft.	Buildings: 10 ft. Parking: 5 ft.
Maximum Building Height	3 stories; 45 ft.	3 stories; 45 ft.	3 stories; 45 ft.	4 stories; 60 ft.	4 stories; 48 ft.
Minimum Building Separation	N/A	10 ft.	10 ft.	15 ft.	N/A

*Townhouse and/or small-scale multi-family units may be developed and constructed in District B before any apartment units are developed, provided sufficient land in District B is reserved to accommodate the future construction of 300 apartment units.

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 PIN 0741243405 and existing lots in the Lexington subdivision	20 ft. Type B*
Adjacent to PIN 0741346113	40 ft. Type A
Along the west side of Perry Road adjacent to District A and District B	30 ft. Type B
Along both sides of the east/west collector street	10 ft. Type B
Along US-1	80 ft. Type A
Along the eastern boundary of the Town of Apex Greenway and Utility Easement along the western property line	0 ft.

*There is a 20-foot Town of Apex sewer easement along the property line. The 20-foot Type B buffer may overlap with the easement, provided there is a planting area outside the easement with a minimum width of 10 feet.

ARCHITECTURAL STANDARDS

Hopson Gateway PUD offers the following architectural controls to ensure consistency of character throughout the development, but allow variety to create interest and avoid monotony. Included elevations are conceptual examples only. Final elevations may differ from the conceptual elevations, but must comply with these written architectural standards. 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/or 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
   - 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), Live/Work Townhouses, & 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. Side entry townhouses that do not have a front elevation door shall have a covered porch/stoop area leading to the main entry side door. In addition, the side entry townhomes shall include windows on the front elevation adjacent to the garage.
7. The garage cannot protrude more than 1 foot out from the front façade or front porch.
8. 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
    - 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. 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.
10. The rear and side elevations of the units facing public right-of-way shall have trim around the windows.
11. Side and rear elevations shall include architectural features to break up the flat walls both vertically and horizontally.
12. Townhouse buildings shall have no more than one unadorned side-gabled roof in a row within a single building.

Multi-Family/Apartments:

1. Vinyl siding is not permitted; however, vinyl windows, decorative elements, and trim are permitted.
2. All elevations shall have either recessed windows or 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. To reduce the Urban Heat Island Effect and conserve energy, for multi-family and accessory 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

SIGNAGE

Signage shall comply with UDO Section 8.7.

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. Except as set forth herein, the development 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 project shall dedicate RCA as required by UDO Section 8.1.2. 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 RCA may include portions of the stormwater control measures permitted by the UDO, multi-use paths, and perimeter buffers.

No clearing or land disturbance shall be permitted within the state of North Carolina required riparian buffer, except the minimum necessary to install required utility infrastructure, SCM outlets, and greenway trails. The SCM water storage and treatment area shall not be permitted in the riparian buffer. Grading and location of SCMs in the Town of Apex Zone 3 buffer shall be governed by the UDO. Zone 3 may be averaged as permitted in the UDO.

Floodplain

The project site is not located 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:

- 70% of landscaping in common areas shall be native or nativar species. This requirement shall not apply to landscaping on individual residential lots.

- 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.

- The project shall plant/include warm season grasses.

- Apartment buildings (but not small-scale multi-family buildings) 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. The application shall be submitted prior to the issuance of a certificate of occupancy for the multi-family building.

- The project shall install at least one (1) pet waste station per 25 units (single-family or townhome units) and at least two (2) pet waste stations per apartment building 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.

- A 220-volt outlet shall be provided in the garage of each townhome unit.

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, and 10-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**.**

PARKS AND RECREATION

Hopson Gateway PUD, #24CZ20, was reviewed at the February 26, 2025 PRCR Advisory Commission meeting. The Commission recommended a fee-in-lieu of dedication with credit for construction of greenway for a maximum combination of 220 single-family detached and single-family attached, and a maximum of 400 multi-family residential units. The fee in lieu rate will be set at the time of Town Council action on the Rezoning and run for the life of the project. The total fee-in-lieu (based on the final unit count) will be calculated at Major Site Plan/Master Subdivision Plan and Construction Document review.

The greenway in District A shall be completed prior to issuance of building permits for 25% of the total residential units in District A. The greenway in District B shall be completed prior to issuance of building permits for 50% of the total residential units in District B. Final greenway alignment shall be determined at Major Site Plan/Master Subdivision Plan and shall be generally consistent with the Parks, Recreation, Greenways, and Open Space Master Plan and the Bicycle and Pedestrian System Plan Map.

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 Analyses performed for this rezoning, which are 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. Proposed modifications to turn lanes noted below based on constraints identified at the time of Major Site Plan/Master Subdivision are subject to review and approval by the Director of Transportation and Infrastructure Development and shall not require a PUD amendment. 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.

1. **Apex Peakway/Perry Road Intersection**. Developer shall make the following improvements to the intersection of Apex Peakway and Perry Road:

    a. Restripe northbound and southbound left turn lanes on Perry Road, each with 100 feet of storage plus 50 feet of deceleration and 100 feet of taper.

    b. Restripe an eastbound left turn lane on Apex Peakway with 50 feet of storage plus 50 feet of deceleration and 150 feet of taper.

    c. Construct a westbound left turn lane on Apex Peakway with 100 feet of storage plus 50 feet of deceleration and 100 feet of taper.

    d. Install a metal strain pole traffic signal (or design as otherwise required by NCDOT) with signalized crosswalks (the "Perry Signal"). If at the time of construction drawing approval for the Perry Signal, the fee in lieu required for the Perry Signal by the Seymour PUD (ORD-2024-007)(the "Seymour FIL") has been paid, the Seymour FIL shall be available to the Hopson Gateway PUD developer to construct the Perry Signal. A warrant study shall be performed prior to platting 50 single-family or townhouse residential units or site plan final plat for up to 300 apartment dwelling units. If NCDOT does not permit a traffic

signal at that time, developer shall provide an engineer's estimate for the cost of design and installation of the Perry Signal plus 15% contingency for review and approval by Apex staff and pay a fee in lieu in that amount, less the amount of any fee in lieu payments made or pending as part of approved construction plans toward the Perry Signal by others (the "Hopson FIL"). If the Seymour FIL has not been paid at the time the Hopson FIL is due, developer shall pay the full Hopson FIL but be entitled to the Seymour FIL when it is collected by the Town.

2. **Apex Peakway/Tingen Road Intersection**. Developer shall pay a fee in lieu equal to 10% of the estimated costs to design and install a metal strain pole traffic signal, a westbound left turn lane with 150 feet of storage plus 50 feet of deceleration and 100 feet of taper on Apex Peakway, and northbound and southbound left turn lanes each with 150 feet of storage plus 50 feet of deceleration and 100 feet of taper on Tingen Road at the intersection of Apex Peakway and Tingen Road.

3. **East-West Collector**. Developer shall construct an east-west collector street across the property in the approximate location shown on the Concept Plan (the "East-West Collector") as a 35-foot wide back-to-back curb and gutter Major Collector Street with bicycle lanes, a 10-foot wide side path on the north side, and a 5-foot side sidewalk on the south side, in a 60-foot wide public right of way. If the Army Corps of Engineers, or other applicable permitting body, does not permit the construction of the road through the existing stream buffer along the western 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 the stream crossing. The final location of the East-West Collector may be modified at Major Site Plan/Master Subdivision, provided the modified location is approved by the Developer and Town staff. Developer shall construct the following improvements along the East-West Collector:

   a. Extend Shackleton Road to intersect with the East-West Collector.

   b. A full movement intersection between Shackleton Road and Perry Road accessing District A and District B.

   c. A full movement intersection aligned with Shackleton Road accessing District B.

   d. Turnouts in the right of way for the future Town driveway at the intersection of the East-West Collector and Perry Road.

4. **Perry Road.** Developer shall design, construct, and realign Perry Road as a 71-foot wide back-to-back curb and gutter four-lane median-divided thoroughfare with a 10-foot side path on the west side and 5-foot sidewalk on the east side and dedicate half of a 110-foot wide public right of way (the "Perry Road Section"). Completion of the Perry Road Section is subject to agreement with the Town of Apex for dedication of right of way and easements on property owned by the Town required to construct the Perry Road Section. The southern terminus of Perry Road shall accommodate the anticipated

future bridge elevation over US 1 based on a preliminary profile to be provided by the developer. Developer shall construct the following improvements along Perry Road:

a. A right-in/right-out driveway to District B.

b. Northbound and southbound left turn bays, each with 100 feet of storage plus 50 feet of deceleration and 100 feet of taper where the median divided section is constructed through the full-movement intersection with the East-West Collector and future Town driveway.

c. Southbound left turn bay with 100 feet of deceleration and 100 feet of taper along with turnouts in the right of way serving a future secondary Town driveway south of the East-West Collector.

5. If any of the committed transportation improvements require acquisition of offsite rights of way, easements, or other property interests (the "Offsite ROW"), Developer shall make good faith efforts to acquire the Offsite ROW. If Developer is unable to acquire any Offsite ROW through private negotiation and the Town is unwilling or unable to assist in the acquisition, Developer shall pay a fee in lieu for the transportation improvement that cannot be completed.

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, and bike lanes as follows:

- Sidewalks shall be provided along both sides of all streets other than Perry Road and the Major Collector street which will have 10-foot Side Paths on one side of the road/street.
- Perry Road shall include a 10-foot Side Path consistent with the Perry Road streetscape recommended by the Transportation Plan as shown on the Concept Plan.
- The Major Collector shall include a 10-foot Side Path and marked and signed bike lanes recommended by the Transportation Plan as shown on the Concept Plan.

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 Town of Apex 2045 Land Use Map (the "LUM") designates the Property as Office Employment & Office Employment/Industrial Employment. Although the proposed residential uses are inconsistent with the office and industrial designations, the PUD is in the public interest for several reasons:

- It will facilitate the Land Exchange which will allow the Town of Apex to develop a public works facility on the Town Tract, improving the efficiency of Town operations.
- Development of the Town Tract will provide the office and industrial uses recommended by the LUM.
- The location of residential, office, and industrial uses under the PUD and Land Exchange is preferred to the location of uses recommended by the LUM. The Property is adjacent to existing or planned residential neighborhoods on three sides (Iron Gate and Seymour PUD to the west and Lexington to the North) and current LUM designations would place office and industrial uses directly adjacent. In contrast, the proposed PUD places residential uses adjacent to existing neighborhoods and utilizes Perry Road to separate residential uses from the Town's planned office and industrial uses.
- The PUD provides for a minimum of 60, and up to 80 (20% of total apartment units), income restricted affordable apartment units at 80% AMI for 30 years.
- The PUD will provide a mix of housing types at different price points for residents of different ages and income levels.
- The PUD provides for realignment and construction of the full Perry Road extension as shown on the Thoroughfare and Collector Street Plan (the "Transportation Plan").
- The PUD will help facilitate a permanent sewer solution for the Property and adjacent properties.

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 Hopson Gateway 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

TRACT 1

BEING A PORTION OF THAT 48.786 ACRE TRACT OF LAND SHOWN ON THE SURVEY FOR MYRTLE S. HOPSON DATED MAY 2, 1997, DRAWN BY SMITH AND SMITH SURVEYORS AND RECORDED AT BOOK OF MAPS 1997, PAGE 835, WAKE COUNTY, NORTH CAROLINA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A 30IN WHITE OAK TREE AT THE NORTHEAST CORNER OF THE ABOVE REFERENCED SURVEY, DESCRIBED AT THAT TIME AS A 24IN WHITE OAK TREE WITH STATE PLAN COORDINATES N 713,917.474 E 2,045,176.348; THENCE SOUTH 89°52'59" WEST, PASSING OVER A REFERENCE IRON PIN AT 3.45 FEET AND AN IRON PIN FOUND ON THE WESTERLY RIGHT-OF-WAY (ROW) OF EXISTING PERRY ROAD (60.0' R.O.W.)AT 1305.43 FEET, FOR A TOTAL DISTANCE OF 1329.28 FEET TO THE POINT OF BEGINNING, SAID POINT BEING ON THE CENTERLINE OF A PROPOSED 110' ROW (PROPOSED PERRY ROAD);

THENCE ALONG SAID PROPOSED CENTERLINE THE FOLLOWING THREE COURSES:

- A CURVE FROM SAID POINT OF BEGINNING SOUTHERLY AND SOUTHWESTERLY A DISTANCE OF 419.85 FEET ALONG THE CURVE CONCAVE TO THE WEST, HAVING A RADIUS OF 1,202.781 FEET WITH A CHORD ANGLE SOUTH 10°46'12" WEST FOR 417.72 FEET TO A COMPUTED POINT;
- A TANGENT SOUTH 22°30'45" WEST FOR 110.19 FEET TO A COMPUTED POINT IN THE FUTURE CENTERLINE OF THE PERRY ROAD RIGHT-OF-WAY;
- A CURVE FROM SAID TANGENT POINT SOUTHERLY AND SOUTHEASTERLY A DISTANCE OF 197.22 FEET ALONG THE CURVE CONCAVE TO THE EAST, HAVING A RADIUS OF 1,310.34 FEET WITH A CHORD ANGLE SOUTH 16°35'32" WEST FOR 197.03 FEET TO A COMPUTED POINT;

THENCE LEAVING SAID FUTURE ROW NORTH 88°08'27" WEST ALONG THE NORTHERN BOUNDARY OF THE TOWN OF APEX PROPERTY SHOWN AS TRACT C-1 OF A DIVISION OF TRACT "C" AS SHOWN ON THE SURVEY FOR THE TOWN OF APEX DATED JAN 3, 1989, ASHLEY ELKINS, RLS AND RECORDED AT BOOK OF MAPS 1989, PAGE 59, WAKE COUNTY, ALONG SAID LINE A DISTANCE OF 1,329.42 FEET TO THE CENTERLINE OF REEDY BRANCH;

THENCE ALONG SAID BRANCH THE FOLLOWING EIGHTY-ONE (81) COURSES:
NORTH 05°25'47" WEST, A DISTANCE OF 1.31 FEET;
NORTH 50°01'02" EAST, A DISTANCE OF 10.31 FEET;
NORTH 03°35'38" EAST, A DISTANCE OF 10.02 FEET;
SOUTH 86°01'00" WEST, A DISTANCE OF 8.68 FEET;
NORTH 85°49'45" WEST, A DISTANCE OF 9.59 FEET;
NORTH 09°06'26" WEST, A DISTANCE OF 14.90 FEET;
NORTH 51°11'31" WEST, A DISTANCE OF 18.15 FEET;
SOUTH 84°17'27" WEST, A DISTANCE OF 19.61 FEET;
SOUTH 73°46'34" WEST, A DISTANCE OF 15.65 FEET;
NORTH 25°54'11" WEST, A DISTANCE OF 11.70 FEET;
NORTH 54°01'02" WEST, A DISTANCE OF 12.51 FEET;
NORTH 23°30'12" WEST, A DISTANCE OF 7.85 FEET;
NORTH 53°15'06" WEST, A DISTANCE OF 17.96 FEET;
NORTH 38°05'48" EAST, A DISTANCE OF 13.16 FEET;
NORTH 03°36'55" WEST, A DISTANCE OF 18.53 FEET;

NORTH 85°34'24" WEST, A DISTANCE OF 11.66 FEET;
NORTH 22°48'47" WEST, A DISTANCE OF 18.07 FEET;
NORTH 41°18'00" EAST, A DISTANCE OF 17.82 FEET;
NORTH 16°01'24" WEST, A DISTANCE OF 10.52 FEET;
NORTH 49°00'38" WEST, A DISTANCE OF 16.20 FEET;
NORTH 26°16'07" EAST, A DISTANCE OF 17.98 FEET;
NORTH 43°38'42" WEST, A DISTANCE OF 20.40 FEET;
NORTH 30°35'24" EAST, A DISTANCE OF 11.55 FEET;
NORTH 36°18'13" WEST, A DISTANCE OF 11.34 FEET;
NORTH 68°50'56" WEST, A DISTANCE OF 16.19 FEET;
NORTH 32°05'29" EAST, A DISTANCE OF 19.07 FEET;
NORTH 12°55'07" WEST, A DISTANCE OF 21.22 FEET;
NORTH 81°36'19" WEST, A DISTANCE OF 14.59 FEET;
SOUTH 39°51'36" WEST, A DISTANCE OF 11.16 FEET;
SOUTH 14°02'17" WEST, A DISTANCE OF 13.00 FEET;
NORTH 60°58'47" WEST, A DISTANCE OF 24.24 FEET;
NORTH 19°43'42" WEST, A DISTANCE OF 8.99 FEET;
NORTH 61°53'30" EAST, A DISTANCE OF 12.57 FEET;
NORTH 20°19'31" WEST, A DISTANCE OF 19.81 FEET;
NORTH 19°34'26" WEST, A DISTANCE OF 15.29 FEET;
NORTH 12°22'57" EAST, A DISTANCE OF 11.35 FEET;
NORTH 70°51'42" EAST, A DISTANCE OF 15.30 FEET;
NORTH 21°04'48" EAST, A DISTANCE OF 8.34 FEET;
NORTH 48°02'59" WEST, A DISTANCE OF 8.86 FEET;
NORTH 10°31'36" WEST, A DISTANCE OF 7.95 FEET;
NORTH 16°10'12" EAST, A DISTANCE OF 10.49 FEET;
NORTH 16°17'00" WEST, A DISTANCE OF 9.42 FEET;
NORTH 35°18'22" EAST, A DISTANCE OF 14.45 FEET;
NORTH 14°54'43" WEST, A DISTANCE OF 25.99 FEET;
NORTH 20°12'47" EAST, A DISTANCE OF 14.48 FEET;
SOUTH 87°24'30" EAST, A DISTANCE OF 19.45 FEET;
NORTH 04°34'41" EAST, A DISTANCE OF 18.24 FEET;
NORTH 57°58'19" EAST, A DISTANCE OF 17.36 FEET;
NORTH 11°33'41" WEST, A DISTANCE OF 17.23 FEET;
NORTH 26°07'38" EAST, A DISTANCE OF 8.35 FEET;
SOUTH 66°56'34" EAST, A DISTANCE OF 18.95 FEET;
NORTH 77°53'41" EAST, A DISTANCE OF 9.13 FEET;
NORTH 54°09'37" EAST, A DISTANCE OF 14.36 FEET;
NORTH 04°11'48" WEST, A DISTANCE OF 11.56 FEET;
NORTH 24°06'07" EAST, A DISTANCE OF 14.25 FEET;
NORTH 43°36'27" WEST, A DISTANCE OF 27.21 FEET;
NORTH 39°56'03" EAST, A DISTANCE OF 18.84 FEET;
NORTH 10°33'19" WEST, A DISTANCE OF 9.89 FEET;
NORTH 67°55'45" EAST, A DISTANCE OF 11.34 FEET;
NORTH 88°04'17" EAST, A DISTANCE OF 13.12 FEET;
NORTH 61°34'23" EAST, A DISTANCE OF 17.04 FEET;
SOUTH 72°14'18" EAST, A DISTANCE OF 13.77 FEET;
NORTH 71°04'29" EAST, A DISTANCE OF 13.81 FEET;
SOUTH 62°21'34" EAST, A DISTANCE OF 18.21 FEET;
NORTH 22°09'30" EAST, A DISTANCE OF 12.76 FEET;
NORTH 41°54'53" EAST, A DISTANCE OF 12.93 FEET;

NORTH 14°59'57" EAST, A DISTANCE OF 12.00 FEET;
NORTH 33°16'53" EAST, A DISTANCE OF 15.41 FEET;
NORTH 74°51'41" EAST, A DISTANCE OF 18.51 FEET;
NORTH 26°38'41" WEST, A DISTANCE OF 14.66 FEET;
NORTH 26°33'40" WEST, A DISTANCE OF 11.86 FEET;
NORTH 67°49'40" WEST, A DISTANCE OF 8.00 FEET;
SOUTH 25°39'13" WEST, A DISTANCE OF 16.08 FEET;
NORTH 70°29'35" WEST, A DISTANCE OF 33.42 FEET;
NORTH 24°10'42" EAST, A DISTANCE OF 15.18 FEET;
NORTH 17°15'26" WEST, A DISTANCE OF 18.75 FEET;
NORTH 34°33'29" WEST, A DISTANCE OF 27.20 FEET;
SOUTH 66°33'15" WEST, A DISTANCE OF 10.65 FEET;
SOUTH 61°21'47" WEST, A DISTANCE OF 12.99 FEET;
NORTH 47°02'12" WEST, A DISTANCE OF 17.27 FEET;
NORTH 59°40'27" WEST, A DISTANCE OF 8.89 FEET TO A POINT THAT IS NORTH 89°58'32" EAST, A DISTANCE OF 5.08 FEET FROM A FOUND #4 REBAR;

THENCE LEAVING SAID BRANCH NORTH 89°58'32" EAST, A DISTANCE OF 305.81 FEET TO A FOUND IRON PIN ON THE EASTERLY ROW OF SHACKELTON ROAD (60.0 R.O.W.);
THENCE ALONG THE SOUTHERN BOUNDARY OF LOTS 18, 19, & 21-27 OF LEXINGTON PHASE 1, SECTIONS "B & C", BM 1995, PAGES 1200-1203 THE FOLLOWING SIX (6)COURSES:
NORTH 89°57'45" EAST, A DISTANCE OF 80.82 FEET TO A FOUND IRON PIN;
NORTH 89°52'55" EAST, A DISTANCE OF 337.08 FEET TO A FOUND IRON PIN;
NORTH 89°55'07" EAST, A DISTANCE OF 93.02 FEET TO A FOUND IRON PIN;
NORTH 89°50'00" EAST, A DISTANCE OF 59.78 FEET TO A FOUND IRON PIN;
NORTH 89°46'56" EAST, A DISTANCE OF 117.80 FEET TO A FOUND IRON PIN;
NORTH 89°54'21" EAST, A DISTANCE OF 171.33 FEET TO A FOUND IRON PIN;
THENCE NORTH 89°52'30" EAST, A DISTANCE OF 415.93 FEET TO THE POINT OF BEGINNING, CONTAINING 23.73 ACRES, MORE OR LESS.

TRACT 2

BEING A PORTION OF TRACT C-1 OF A DIVISION OF TRACT "C" AS SHOWN ON THE SURVEY FOR THE TOWN OF APEX DATED JAN 3, 1989, ASHLEY ELKINS, RLS AND RECORDED AT BOOK OF MAPS 1989, PAGE 59, WAKE COUNTY, NORTH CAROLINA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A 30IN WHITE OAK TREE AT THE NORTHEAST CORNER OF THE ABOVE REFERENCED SURVEY, DESCRIBED AT THAT TIME AS A 24IN WHITE OAK TREE WITH STATE PLAN COORDINATES N 713,917.474 E 2,045,176.348; THENCE SOUTH 89°52'59" WEST, PASSING OVER A REFERENCE IRON PIN AT 3.45 FEET AND AN IRON PIN FOUND ON THE WESTERLY RIGHT-OF-WAY (ROW) OF EXISTING PERRY ROAD (60.0' R.O.W.) AT 1305.43 FEET, FOR A TOTAL DISTANCE OF 1329.28 FEET TO A POINT, SAID POINT BEING ON THE CENTERLINE OF A PROPOSED 110' ROW;

THENCE ALONG SAID PROPOSED CENTERLINE THE FOLLOWING THREE COURSES:

- A CURVE FROM SAID POINT OF BEGINNING SOUTHERLY AND SOUTHWESTERLY A DISTANCE OF 419.85 FEET ALONG THE CURVE CONCAVE TO THE WEST, HAVING A RADIUS OF 1,202.781 FEET WITH A CHORD ANGLE SOUTH 10°46'12" WEST FOR 417.72 FEET TO A COMPUTED POINT;
- A TANGENT SOUTH 22°30'45" WEST FOR 110.19 FEET TO A COMPUTED POINT IN THE FUTURE CENTERLINE OF THE PERRY ROAD RIGHT-OF-WAY;
- A CURVE FROM SAID TANGENT POINT SOUTHERLY AND SOUTHEASTERLY A DISTANCE OF 197.22 FEET ALONG THE CURVE CONCAVE TO THE EAST, HAVING A RADIUS OF 1,310.34 FEET WITH A CHORD ANGLE SOUTH 16°35'32" WEST FOR 197.03 FEET TO A COMPUTED POINT; SAID POINT BEING THE

POINT OF BEGINNING;

THENCE CONTINUING ALONG SAID CENTERLINE OF THE FUTURE PERRY ROAD EXTENSION WITH A CURVE FROM SAID POINT OF BEGINNING SOUTHERLY AND SOUTHEASTERLY A DISTANCE OF 928.00 FEET ALONG A CURVE CONCAVE TO THE EAST, HAVING A RADIUS OF 1,244.07 FEET WITH A CHORD ANGLE SOUTH 09°10'23" EAST FOR 906.63 FEET TO A COMPUTED POINT ALONG THE NORTHERN RIGHT-OF-WAY OF US 1 HIGHWAY;

THENCE LEAVING SAID PROPOSED ROW AND ALONG THE US HIGHWAY 1 ROW SOUTH 58°34'57" WEST, A DISTANCE OF 977.38 FEET TO A CALCULATED POINT;
THENCE ALONG THE NORTHERN US HIGHWAY 1 ROW TO A FOUND 6-IN CONCRETE MONUMENT WITH STATE PLANE COORDINATES N 711,809.272 AND E 2,042,981.00;
THENCE SOUTH 58°55'33" WEST, A DISTANCE OF 221.57 FEET TO THE CENTER OF REEDY BRANCH;
THENCE ALONG SAID BRANCH THE FOLLOWING TWENTY-THREE (23) COURSES;
NORTH 20°02'18" WEST, A DISTANCE OF 329.56 FEET;
NORTH 74°05'29" WEST, A DISTANCE OF 84.99 FEET;
NORTH 17°23'59" EAST, A DISTANCE OF 217.31 FEET;
NORTH 55°30'13" WEST, A DISTANCE OF 96.25 FEET;
NORTH 03°43'27" WEST, A DISTANCE OF 208.74 FEET;
NORTH 42°12'57" WEST, A DISTANCE OF 115.08 FEET;

NORTH 20°21'51" WEST, A DISTANCE OF 204.80 FEET;
NORTH 20°31'32" WEST, A DISTANCE OF 30.00 FEET;
NORTH 00°41'48" WEST, A DISTANCE OF 181.88 FEET;
NORTH 12°04'12" WEST, A DISTANCE OF 179.91 FEET;
NORTH 41°37'43" WEST, A DISTANCE OF 8.65 FEET;
NORTH 27°36'56" EAST, A DISTANCE OF 18.18 FEET;
NORTH 21°03'46" WEST, A DISTANCE OF 13.80 FEET;
NORTH 31°11'08" EAST, A DISTANCE OF 10.66 FEET;
NORTH 00°04'20" EAST, A DISTANCE OF 11.34 FEET;
NORTH 46°43'00" WEST, A DISTANCE OF 13.69 FEET;
NORTH 76°43'52" WEST, A DISTANCE OF 11.75 FEET;
NORTH 06°15'16" WEST, A DISTANCE OF 7.49 FEET;
NORTH 66°29'35" EAST, A DISTANCE OF 15.99 FEET;
NORTH 32°25'43" WEST, A DISTANCE OF 9.99 FEET;
SOUTH 79°43'00" WEST, A DISTANCE OF 7.50 FEET;
NORTH 78°53'05" WEST, A DISTANCE OF 10.59 FEET;
NORTH 05°25'53" WEST, A DISTANCE OF 4.86 FEET;

THENCE LEAVING SAID BRANCH SOUTH 88°08'27" EAST ALONG THE SOUTHERN BORDER OF THE HEREIN DESCRIBED TRACT 1, BEING ALSO THE SOUTHERN BOUNDARY OF THAT 48.786 ACRE TRACT OF LAND SHOWN ON THE SURVEY FOR MYRTLE S. HOPSON DATED MAY 2, 1997, DRAWN BY SMITH AND SMITH SURVEYORS AND RECORDED AT BOOK OF MAPS 1997, PAGE 835, WAKE COUNTY, A DISTANCE OF 1329.43 FEET TO THE POINT OF BEGINNING, CONTAINING 34.81 ACRES, MORE OR LESS.

REZONING CASE #24CZ20
SUBMITTED NOVEMBER 1, 2024

<PUD REZONING>

HOPSON GATEWAY PUD

PERRY ROAD @ US 1 HIGHWAY
APEX, NORTH CAROLINA 27502
PROJECT NUMBER: 240307

RIPARIAN BUFFERS AND WETLANDS:

RIPARIAN BUFFERS AND WETLANDS LOCATED ON SITE BY SOILS & ENVIRONMENTAL CONSULTANTS, INC TO BE CONFIRMED BY THE US ARMY CORPS OF ENGINEERS, DWR, AND/OR THE TOWN OF APEX.
TOWN OF APEX PROJECT # 23-001
DWR PROJECT # 24-319

811 Know what's below. Call before you dig.

APPLICANTS

ACRE MANAGER, LLC and **TOWN OF APEX**

JESSE KEHOE
DIRECTOR OF DEVELOPMENT
252 NW 29TH STREET, 9TH FLOOR
MIAMI, FL 33127
(786) 634-4857
www.AcreMgmt.com

AMANDA BUNCE
PLANNING DEPARTMENT
P.O. BOX 250
APEX, NC 27502
(919) 249-3529
www.ApexNC.org

LAND USE ATTORNEY

PARKER, 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

SMITH & SMITH SURVEYORS
BEN SMITH / STALEY SMITH
P.O. BOX 457
APEX, NC 27502
(919) 362-7111
www.SmithandSmithSurveyors.net

ENVIRONMENTAL CONSULTANT

NATURAL RESOURCE CONSULTANTS
JENNIFER BURDETTE
308 W. MILLBROOK ROAD, SUITE d #200
RALEIGH, NC 27609
(919) 422-3605
www.NRConsultNC.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

FORESTER/ENVIRONMENTAL

SOIL & ENVIRONMENTAL CONSULTANTS
STEVEN BALL, RF, PWS
8412 FALLS OF NEUSE ROAD SUITE 104
RALEIGH, NC 27615
(919) 846-5900
www.SandEC.com

PROPERTY DATA

PIN 0741-33-1566	0 Tingen Road	48.79 acres
Sure & Steadfast Properties Limited Partnership		
2201 Candun Drive Suite 103, Apex, NC 27523		
Deed Book/Page: 8494 / 1585		
Jurisdiction: Town of Apex ETJ		
PIN 0741-32-6706	1341 Perry Road	49.48 acres
Town of Apex		
PO Box 250, Apex, NC 27502		
Deed Book/Page: 1736 / Estate File		
Jurisdiction: Apex Town Limits		
PIN 0741-42-7922	0 Perry Road	1.07 acres
Town of Apex		
PO Box 250, Apex, NC 27502		
Deed Book/Page: 1736 / Estate File		
Jurisdiction: Apex Town Limits		

Total Acreage: 99.34 acres
Total Acreage breakdown after the Land Exchange Agreement
PUD-CZ Acreage: 58.54 acres
LI-CZ Acreage: 40.80 acres
(Deeded acreage and final Survey data may vary slightly)

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, Cape Fear River Basin
Historical:	NC SHPO does not show any existing historical structures on or near the properties
Annexation:	Annexation required prior to Construction Document approval for parcels located outside of the Apex Town Limits
Current Zoning:	Rural Agriculture (RA) LI-CZ (zoning case #24CZ08)
Proposed Zoning:	PUD - CZ (Planned Unit Development - Conditional Zoning)
Current 2045 Land Use Map:	Office Employment and Industrial Employment (west of Perry Road) Office Employment and Industrial Employment (east of Perry Road)
Proposed 2045 Land Use Map:	Medium/High Density Residential; Commercial Services (west of Perry Road)
Current Use:	Vacant residential, vacant industrial, Town work yard (Industrial)

Proposed Uses:

District 'A'

Single-family	Townhouse	Live/Work Townhouse ***	Small-scale multi-family *	Accessory apartment **
Park, active	Park, passive	Greenway	Recreation facility, private	Utility, minor

* 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.
** Homeowners Association covenants shall not restrict the construction of Accessory apartment.
*** In District A, townhouses along Perry Road may be live/work townhouses which shall be defined as townhouses that have a first-floor business/office space and a second and/or third floor residence, each with a separate street front entrance ("Live/Work Units"). The only permitted non-residential principal use in the Live/Work Units shall be office, business or professional.

District 'B'

Townhouse	Small-scale multi-family*	Multi-family or apartment	Accessory apartment **
Park, active	Park, passive	Greenway	Recreation facility, private	Utility, minor

* 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.
** Homeowners Association covenants shall not restrict the construction of Accessory apartment.

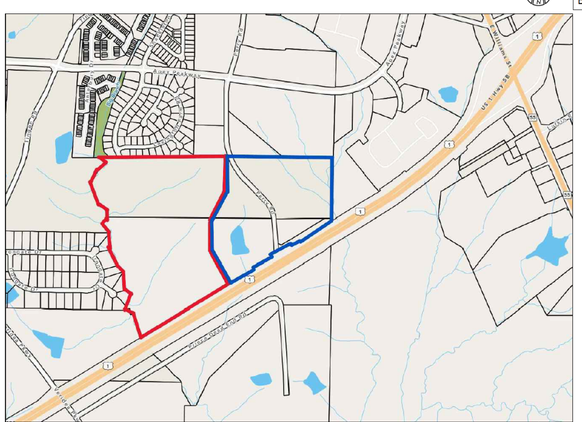
District Standards		District 'A' (~24.80 acres)		District 'A' & 'B' Townhouse	District 'B' (~33.74 acres)	Private Recreation Facility
	Single-family	Small Scale Multi-family		Live/Work Townhouse	Multi-family	
Maximum Built-Upon Area	70%	70%		70%	70%	70%
Max Units	220 total residential lots/units				400 units	20,000 SF
Minimum Lot Size	5,000 SF	N/A		none	N/A	N/A
Minimum Lot Width	50 feet	20 feet		20 feet	N/A	N/A
Front Setback	20 feet	10 feet		20 feet	10 feet	20 feet
Front Setback (rear loaded/parking lot style)				10 feet	N/A	
Side Setback	5 feet	0 feet (3' end units)		0 feet (3' end units)	20 feet	20 feet
Rear Setback	10 feet	10 feet		10 feet	20 feet	20 feet
Side (corner) Setback	10 feet	10 feet		10 feet	20 feet	20 feet
Buffer/RCA setback - building	10 feet	10 feet		10 feet	10 feet	10 feet
Buffer/RCA setback - parking	5 feet	5 feet		5 feet	5 feet	5 feet
Max Building Height	45 feet (3 stories)	45 feet (3 stories)		45 feet (3 stories)	60 feet (4 stories)	48 feet (4 stories)
Minimum building separation	N/A	10 feet		10 feet	15 feet	N/A

[Townhouse is included in District 'A' and District 'B']

Parking Standards:	Parking shall be provided as noted below or per UDO 8.3
Single-family	2 parking spaces/dwelling unit
Small-scale multi-family & townhouse	2 parking spaces/dwelling unit + 0.25 guest spaces/dwelling unit
Multi-family or apartments	
1 or 2 bedroom units	1.3 parking spaces/dwelling unit
3 bedroom units	1.8 parking spaces/dwelling unit
Private Amenity	Parking provided per UDO 8.3.2
EV Parking:	Parking to be provided per UDO 8.3.11
Bicycle Parking:	Parking to be provided per UDO 8.3.2
RCA Required:	The project shall dedicate RCA as required by UDO Section 8.1.2. Designated RCAs will be consistent with UDO Section 8.1.2(B).
Grading:	Project shall be "Mass Graded"
% of lots graded prior to first plat:	No restriction or grading limitation
% of pre-development drainage areas preserved within their natural basins:	80% per UDO Section 7.2.5.B

PROJECT AERIAL NOT TO SCALE

RED OUTLINE: PRIVATE DEVELOPMENT PUD-CZ OUTLINE
BLUE OUTLINE: TOWN OF APEX LI-CZ OUTLINE



VICINITY MAP NOT TO SCALE

INDEX OF DRAWINGS:

C000 COVER SHEET

C001 EXISTING CONDITIONS
C002 EXISTING CONDITIONS TREE SURVEY
C003 EXISTING CONDITIONS TREE SURVEY TABLE

C100 CONCEPTUAL SITE PLAN & LOT IDENTIFICATION
C110 CONCEPTUAL UTILITY PLAN

C120 BUILDING ELEVATIONS - TOWNHOUSE
C121 BUILDING ELEVATIONS - TOWNHOUSE & SMALL-SCALE MULTI-FAMILY
C122 BUILDING ELEVATIONS - SINGLE-FAMILY RESIDENTIAL
C123 BUILDING ELEVATIONS - MULTI-FAMILY
C124 BUILDING ELEVATIONS - MULTI-FAMILY & CLUBHOUSE

PARKS AND RECREATION DATA TABLE

DATE REVIEWED BY PRCR ADVISORY COMMISSION: FEBRUARY 26, 2025
FEE-IN-LIEU: 2024-2025 RATES

SINGLE-FAMILY DETACHED UNITS	$4,244.42 / DWELLING UNIT x ???? UNITS = $_____
SINGLE-FAMILY ATTACHED UNITS	$2,858.65 / DWELLING UNIT x ???? UNITS = $_____
MULTI-FAMILY UNITS	$2,516.93 / DWELLING UNIT x ???? UNITS = $_____

ACRES OF LAND DEDICATION: _____ACRES
PUBLIC GREENWAY TRAIL CONSTRUCTION YES XX NO___.

Hopson Gateway PUD, zoning #24CZ20, was reviewed at the February 26, 2025 Parks, Recreation, and Cultural Resources Advisory Commission meeting. The Commission recommended a fee in lieu of dedication with credit for construction of greenway for a maximum combination of 220 single-family detached and single-family attached, and a maximum of 400 multi-family residential units. The fee in lieu rate will be set at the time of Town Council action on the Rezoning and run for the life of the project. The total fee in lieu (based on the final unit count) will be calculated at Major Site Plan/Master Subdivision Plan and Construction Document review.

The greenway in District A shall be completed prior to issuance of building permits for 25% of the total residential units in District A. The greenway in District B shall be completed prior to issuance of building permits for 50% of the total residential units in District B. Final greenway alignment shall be determined at Major Site Plan/Master Subdivision Plan and shall be generally consistent with the Parks, Recreation, Greenway, and Open Space Master Plan and the Bicycle and Pedestrian System

PEAK Engineering & Design
1125 Apex Peakway | Apex, NC 27502
ph: 919.439.0100
www.PeakEngineering.com
NC License #P-0673

project:
HOPSON GATEWAY ZONING
PERRY ROAD @ US 1 HIGHWAY
WHITE OAK TOWNSHIP
APEX, NORTH CAROLINA 27502

seal:
NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 049161 JEFFREY A. ROACH
PRELIMINARY NOT FOR CONSTRUCTION

No.	DATE	REVISION	BY
1	AUGUST 8 2025	TOWN OF APEX - 2ND ZONING COMMENTS	JR
2	JANUARY 6 2025	TOWN OF APEX - 1ST ZONING COMMENTS	JR
3	SEPTEMBER 23 2025	TOWN OF APEX - 3RD ZONING COMMENTS	JR
4	APRIL 3 2025	TOWN OF APEX - 1ST ZONING COMMENTS	JR
5			

title:
PUD COVER SHEET

proj #:
240307
date:
November 1, 2024
dwg by: FS chkd by: JR
scale:
As Noted
sheet:
C000
(PUD PLAN)

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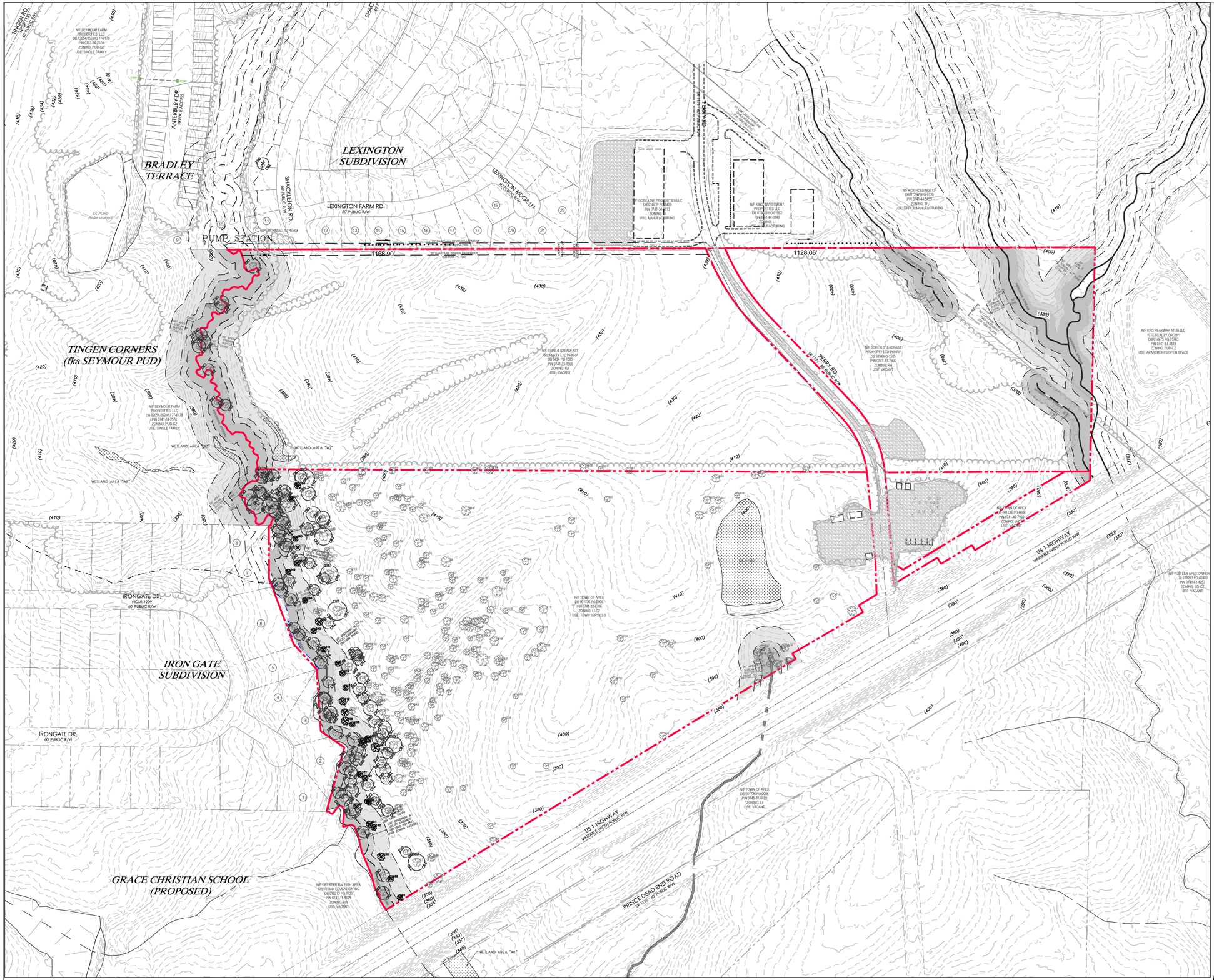

BRADLEY TERRACE
LEXINGTON SUBDIVISION
TINGEN CORNERS (fka SEYMOUR PUD)
IRON GATE SUBDIVISION
GRACE CHRISTIAN SCHOOL (PROPOSED)
PUMP STATION
LEXINGTON FARM RD.
50' PUBLIC R/W
SHACKLETON RD.
60' PUBLIC R/W
ANTERBURY DR.
PRIVATE ACCESS
LEXINGTON RIDGE LN
60' PUBLIC R/W
PERRY RD.
VARIABLE WIDTH PUBLIC R/W
US 1 HIGHWAY
VARIABLE WIDTH PUBLIC R/W
PRINCE DEAD END ROAD
58' I.T.F. - 60' PUBLIC R/W
IRONGATE DR.
NCSR 1209
60' PUBLIC R/W
IRONGATE DR.
60' PUBLIC R/W
1168.90'
1128.06'
WETLAND AREA "WB"
WETLAND AREA "WC"
WETLAND AREA "WD"
WETLAND AREA "WE"
WETLAND AREA "WF"
EX. POND
(to be drained)
NF SEYMOUR FARM PROPERTIES, LLC DB 12054/352 PG 774178 PIN 0741-14-2574 ZONING: PUD-C2 USE: SINGLE FAMILY
NF GORILLINE PROPERTIES LLC DB 014039 PG 01409 PIN 0741-34-4113 ZONING: I USE: MANUFACTURING
NF KKC INVESTMENT PROPERTIES LLC DB 015549 PG 01502 PIN 0741-44-0140 ZONING: LI USE: MANUFACTURING
NF KKG HOLDINGS LP DB 012605 PG 0120 PIN 0741-44-5499 ZONING: TT USE: OFFICE/MANUFACTURING
NF KRG PEAKWAY AT 55 LLC KITE REALTY GROUP DB 014675 PG 01763 PIN 0741-53-4819 ZONING: PUD-C2 USE: APARTMENTS/OPEN SPACE
NR SURE & STEADFAST PROPERTY LTD PRINEP DB 8494 PG 1585 PIN 0741-33-1566 ZONING: RA USE: VACANT
NF TOWN OF APEX DB 00736 PG 00000 PIN 0741-32-6706 ZONING: LI-CZ USE: TOWN SERVICES
NF TOWN OF APEX DB 00736 PG 00000 PIN 0741-31-6688 ZONING: LI USE: VACANT
NF GREATER RALEIGH AREA CHRISTIAN EDUCATION INC DB 018273 PG 01361 PIN 0741-11-8629 ZONING: RR USE: VACANT
NF TOWN OF APEX DB 001726 PG 00126 PIN 0741-40-7526 ZONING: LI-CZ USE: VACANT
NF FOR LION APEX OWNER DB 019363 PG 00483 PIN 0741-41-4057 ZONING: SD-CZ USE: VACANT
NF TOWN OF APEX DB 00736 PG 00000 PIN 0741-42-6706 ZONING: LI USE: VACANT
NR SURE & STEADFAST PROPERTY LTD PRINEP DB 8494 PG 1585 PIN 0741-33-1566 ZONING: TNR USE: VACANT
EX. POND
EX. POND
EX. POND

RIPARIAN BUFFERS AND WETLANDS:

RIPARIAN BUFFERS AND WETLANDS LOCATED ON SITE BY SOILS & ENVIRONMENTAL CONSULTANTS, INC TO BE CONFIRMED BY THE US ARMY CORPS OF ENGINEERS, DWR, AND/OR THE TOWN OF APEX.

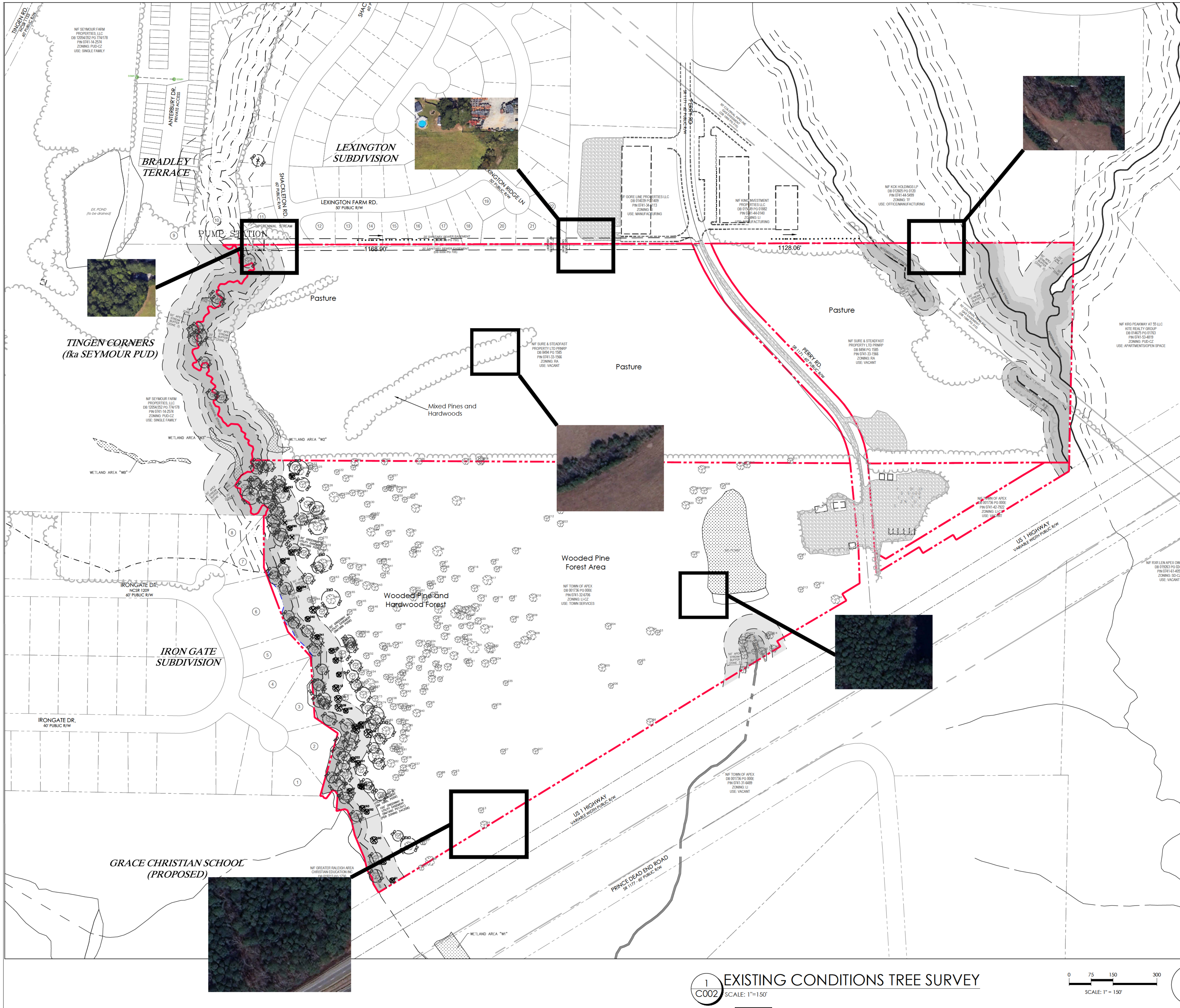
TOWN OF APEX PROJECT # 23-001
DWR PROJECT # 24-319

EXISTING CONDITIONS NOTES:

1. *BOUNDARY SURVEY PROVIDED BY SMITH & SMITH SURVEYORS OF APEX, NC.*
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. NC SHPO DOES NOT SHOW ANY EXISTING HISTORICAL STRUCTURES WITHIN THE BOUNDARY OF THE PROJECT.
5. *PROPOSED GREENWAY, SIDEPATHS, AND/OR MULTI-USE TRAILS ARE SHOWN ON THE ADOPTED PARKS AND GREENWAYS MASTER PLAN. FINAL LOCATION TO BE COORDINTED WITH STAFF.*
6. *100-YR FLOOD PLAIN IS NOT LOCATED ON OR WITHIN 100' OF THE PROPERTIES.*
7. PROPERTIES ARE LOCATED WITHIN THE SECONDARY WATERSHED OVERLAY DISTRICT BIG BRANCH CREEK HARRIS LAKE CAPE FEAR RIVER BASIN.

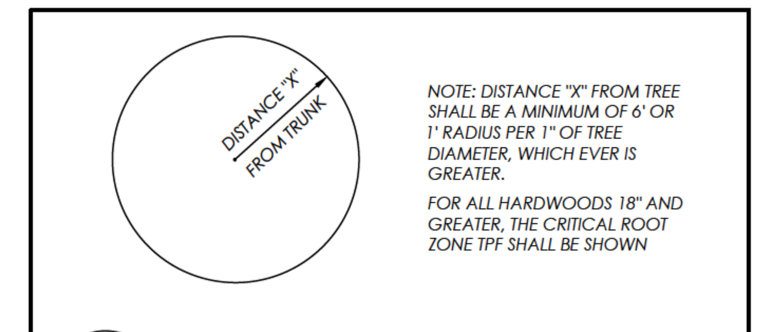
REQUIRED PLAN NOTES:

1) 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.
2) 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.
3) 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.).



1 / C002 EXISTING CONDITIONS TREE SURVEY
SCALE: 1"=150'

LARGE TREES ON-SITE HAVE BEEN INCLUDED FOR REFERENCE ONLY. TREE SURVEY PROVIDED BY S&EC, INC. FUTURE PRESERVATION AND AVOIDANCE OF EXISTING VEGETATION TO BE COORDINATED WITH BUILDER.



2 / C002 ROOT ZONE PROTECTION
SCALE: N.T.S.

ZONE 1 | ZONE 2 | ZONE 3 — STREAM BUFFERS

PROJECT PERIMETER BOUNDARY

PLAN SHEETS ARE INTENDED FOR ILLUSTRATIVE PURPOSES ONLY

PEAK Engineering & Design
1125 Apex Peakway | Apex, NC 27502
ph: 919.439.0100
www.PeakEngineering.com

NC License #P-0673

project:
HOPSON GATEWAY ZONING
PERRY ROAD @ US 1 HIGHWAY
WHITE OAK TOWNSHIP
APEX, NORTH CAROLINA 27502

seal:
NORTH CAROLINA PROFESSIONAL SEAL 34427 ENGINEER JEFFREY A. ROACH
PRELIMINARY NOT FOR CONSTRUCTION

No.	DATE	REVISION	BY
2	AUGUST 8 2025	TOWN OF APEX - 2nd ZONING COMMENTS	R
3	SEPTEMBER 5 2025	TOWN OF APEX - 3rd ZONING COMMENTS	R
4	SEPTEMBER 25 2025	TOWN OF APEX - 4th ZONING COMMENTS	R
5	APRIL 3 2023	TOWN OF APEX - 1st ZONING COMMENTS	R

title:
EXISTING CONDITIONS TREE SURVEY

proj #: 240307

date: November 1, 2024

dwg by: FS chkd by: JR

scale: As Noted

sheet: C002
(PUD PLAN)

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Point Table

Point #	Description	CONDITION
1	19"GUM	SURVEYED
2	22"POPLAR	SURVEYED
3	22"WHITEOAK	SURVEYED
4	23"POPLAR	SURVEYED
5	20"WHITEOAK	SURVEYED
6	25"POPLAR	SURVEYED
7	18"WHITEOAK	SURVEYED
8	24"WHITEOAK	SURVEYED
9	28"GUM	SURVEYED
10	18"POPLAR	SURVEYED
11	24"POPLAR	SURVEYED
12	26"GUM	SURVEYED
13	19"GUM	SURVEYED
14	25"GUM	SURVEYED
15	18"GUM	SURVEYED
16	21"POPLAR	SURVEYED
17	18"REDOAK	SURVEYED
18	22"POPLAR	SURVEYED
19	23"POPLAR	SURVEYED
20	22"POPLAR	SURVEYED
21	23"REDOAK	SURVEYED
22	21"MAPLE	SURVEYED
23	23"POPLAR	SURVEYED
24	23"WHITEOAK	SURVEYED
25	21"WHITEOAK	SURVEYED
26	27"WHITEOAK	SURVEYED
27	19"REDOAK	SURVEYED
28	18"WHITEOAK	SURVEYED
29	22"WHITEOAK	SURVEYED
30	18"REDOAK	SURVEYED
31	19"WHITEOAK	SURVEYED
32	22"WHITEOAK	SURVEYED
33	27"WHITEOAK	SURVEYED
34	29"WHITEOAK	SURVEYED
35	16"GUM	SURVEYED
36	22"WHITEOAK	SURVEYED
37	22"REDOAK	SURVEYED
38	19"REDOAK	SURVEYED
39	26"WHITEOAK	SURVEYED
40	18"WHITEOAK	SURVEYED
41	24"POPLAR	SURVEYED
42	26"MAPLE	SURVEYED
43	19"GUM	SURVEYED
44	30"ELM	SURVEYED
45	25"GUM	SURVEYED
46	24"POPLAR	SURVEYED
47	18"POPLAR	SURVEYED
48	27"POPLAR	SURVEYED
49	23"POPLAR	SURVEYED
50	21"REDOAK	SURVEYED
51	22"GUM	SURVEYED
52	20"GUM	SURVEYED
53	18"GUM	SURVEYED
54	28"GUM	SURVEYED
55	18"GUM	SURVEYED
56	24"GUM	SURVEYED
57	18"GUM	SURVEYED
58	28"WHITEOAK	SURVEYED
59	22"WATEROAK	SURVEYED
60	22"MAPLE	SURVEYED
61	19"POPLAR	SURVEYED
62	20"GUM	SURVEYED

Point Table

Point #	Description	CONDITION
63	18"GUM	SURVEYED
64	23"POPLAR	SURVEYED
65	22"WHITEOAK	SURVEYED
66	34"WHITEOAK	SURVEYED
67	19"GUM	SURVEYED
68	22"REDOAK	SURVEYED
69	23"REDOAK	SURVEYED
70	23"GUM	SURVEYED
71	24"GUM	SURVEYED
72	24"GUM	SURVEYED
73	28"POPLAR	SURVEYED
74	35"POPLAR	SURVEYED
75	24"POPLAR	SURVEYED
76	28"POPLAR	SURVEYED
77	29"POPLAR	SURVEYED
78	33"POPLAR	SURVEYED
79	19"WHITEOAK	SURVEYED
80	24"POPLAR	SURVEYED
81	27"POPLAR	SURVEYED
82	18"POPLAR	SURVEYED
83	19"WHITEOAK	SURVEYED
84	18"WHITEOAK	SURVEYED
85	28"GUM	SURVEYED
86	19"GUM	SURVEYED
87	27"POPLAR	SURVEYED
88	20"POPLAR	SURVEYED
89	31"POPLAR	SURVEYED
90	19"GUM	SURVEYED
91	18"GUM	DEMOLITION
92	28"POPLAR	SURVEYED
93	18"GUM	SURVEYED
94	19"POPLAR	SURVEYED
95	20"POPLAR	SURVEYED
96	18"GUM	SURVEYED
97	19"WHITEOAK	DEMOLITION
98	18"WHITEOAK	DEMOLITION
99	19"WHITEOAK	DEMOLITION
100	18"POPLAR	SURVEYED
101	19"POPLAR	SURVEYED
102	26"WHITEOAK	SURVEYED
103	18"WHITEOAK	SURVEYED
104	18"WHITEOAK	SURVEYED
105	30"WHITEOAK	DEMOLITION
106	20"POPLAR	SURVEYED
107	19"WHITEOAK	DEMOLITION
108	18"WHITEOAK	DEMOLITION
109	26"WHITEOAK	DEMOLITION
110	25"WHITEOAK	DEMOLITION
111	21"WHITEOAK	SURVEYED
112	23"WHITEOAK	DEMOLITION
113	18"WHITEOAK	SURVEYED
114	21"REDOAK	SURVEYED
115	18"WHITEOAK	DEMOLITION
116	20"REDOAK	DEMOLITION
117	19"POPLAR	DEMOLITION
118	25"WHITEOAK	SURVEYED
119	18"WHITEOAK	SURVEYED
120	18"REDOAK	SURVEYED
121	19"WHITEOAK	SURVEYED
122	18"GUM	SURVEYED
123	23"WHITEOAK	SURVEYED
124	18"POPLAR	SURVEYED

Point Table

Point #	Description	CONDITION
125	20"POPLAR	SURVEYED
126	23"POPLAR	SURVEYED
127	34"WHITEOAK	SURVEYED
128	18"WHITEOAK	SURVEYED
129	21"REDOAK	SURVEYED
130	21"REDOAK	SURVEYED
131	18"REDOAK	SURVEYED
132	19"WHITEOAK	SURVEYED
133	20"WHITEOAK	SURVEYED
134	29"POPLAR	SURVEYED
135	18"WHITEOAK	SURVEYED
136	20"POPLAR	SURVEYED
137	22"REDOAK	SURVEYED
138	20"WHITEOAK	SURVEYED
139	19"REDOAK	SURVEYED
140	20"WHITEOAK	SURVEYED
141	26"WHITEOAK	SURVEYED
142	18"WHITEOAK	SURVEYED
143	25"WHITEOAK	SURVEYED
144	28"WHITEOAK	SURVEYED
145	19"WHITEOAK	SURVEYED
146	20"WHITEOAK	SURVEYED
147	19"WHITEOAK	SURVEYED
148	24"REDOAK	SURVEYED
149	19"WHITEOAK	SURVEYED
150	19"POPLAR	SURVEYED
151	22"REDOAK	SURVEYED
152	21"POPLAR	SURVEYED
153	18"WHITEOAK	SURVEYED
154	18"WHITEOAK	SURVEYED
155	38"REDOAK	SURVEYED
156	18"WHITEOAK	SURVEYED
157	20"WHITEOAK	SURVEYED
158	19"WHITEOAK	SURVEYED
159	19"GUM	SURVEYED
160	19"POPLAR	SURVEYED
161	22"POPLAR	SURVEYED
162	20"WHITEOAK	SURVEYED
163	19"WHITEOAK	SURVEYED
164	32"POPLAR	SURVEYED
165	20"POPLAR	SURVEYED
166	18"WATEROAK	SURVEYED
167	22"POPLAR	SURVEYED
168	21"POPLAR	SURVEYED
169	19"REDOAK	SURVEYED
170	18"REDOAK	SURVEYED
171	25"REDOAK	SURVEYED
172	20"POPLAR	SURVEYED
173	21"WHITEOAK	SURVEYED
174	21"WHITEOAK	SURVEYED
175	30"POPLAR	SURVEYED
176	19"WHITEAOK	SURVEYED
177	28"POPLAR	SURVEYED
178	20"POPLAR	SURVEYED
179	21"POPLAR	SURVEYED
180	19"POPLAR	SURVEYED
181	22"WHITEOAK	SURVEYED
182	27"GUM	SURVEYED
183	20"POPLAR	SURVEYED
184	22"POPLAR	SURVEYED
185	18"GUM	SURVEYED
186	26"POPLAR	SURVEYED

Point Table

Point #	Description	CONDITION
187	22"POPLAR	SURVEYED
188	20"GUM	DEMOLITION
189	21"WHITEOAK	SURVEYED
190	25"REDOAK	DEMOLITION
191	19"WHITEOAK	SURVEYED
192	19"GUM	DEMOLITION
193	21"GUM	DEMOLITION
194	19"WHITEOAK	SURVEYED
195	28"GUM	SURVEYED
196	28"GUM	SURVEYED
197	19"GUM	SURVEYED
198	22"MAPLE	SURVEYED
199	20"POPLAR	SURVEYED
200	20"POPLAR	SURVEYED
201	20"WHITEOAK	DEMOLITION
202	30"GUM	SURVEYED
203	22"GUM	SURVEYED
204	22"GUM	SURVEYED
205	26"GUM	SURVEYED
206	18"GUM	SURVEYED
207	20"GUM	SURVEYED
208	32"WHITEOAK	SURVEYED
209	24"MAPLE	SURVEYED
210	27"POSTOAK	SURVEYED
211	23"GUM	SURVEYED
212	20"GUM	SURVEYED
213	30"WHITEOAK	SURVEYED
214	21"MAPLE	SURVEYED
215	32"MAPLE	SURVEYED
216	20"POPLAR	SURVEYED
217	33"POPLAR	SURVEYED
218	19"GUM	SURVEYED
219	30"WHITEOAK	SURVEYED
220	23"POPLAR	SURVEYED
221	18"WHITEOAK	SURVEYED
222	18"GUM	SURVEYED
223	24"GUM	SURVEYED
224	20"WHITEOAK	SURVEYED
225	24"REDOAK	SURVEYED
226	24"POPLAR	SURVEYED
227	22"GUM	SURVEYED
228	21"WHITEOAK	SURVEYED
229	19"WHITEOAK	SURVEYED
230	22"WHITEOAK	SURVEYED
231	40"WHITEOAK	SURVEYED
232	36"POPLAR	SURVEYED
233	23"GUM	SURVEYED
234	23"MAPLE	SURVEYED
235	18"POPLAR	SURVEYED
236	18"POPLAR	SURVEYED
237	20"POPLAR	SURVEYED
238	21"POPLAR	SURVEYED
239	22"POPLAR	SURVEYED
240	27"POPLAR	SURVEYED
241	18"GUM	SURVEYED
242	23"POPLAR	SURVEYED
243	18"WHITEOAK	SURVEYED
244	23"WHITEOAK	SURVEYED
245	21"REDOAK	SURVEYED
246	19"WHITEOAK	SURVEYED
247	21"REDOAK	SURVEYED
248	19"POPLAR	SURVEYED

Point Table

Point #	Description	CONDITION
249	27"WHITEOAK	SURVEYED
250	25"REDOAK	SURVEYED
251	18"WHITEOAK	SURVEYED
252	23"POPLAR	SURVEYED
253	27"GUM	SURVEYED
254	19"WHITEOAK	SURVEYED
255	22"REDOAK	SURVEYED
256	21"REDOAK	SURVEYED
257	19"REDOAK	SURVEYED
258	18"WHITEOAK	SURVEYED
259	18"REDOAK	SURVEYED
260	18"REDOAK	SURVEYED
261	22"REDOAK	SURVEYED
262	23"WHITEOAK	SURVEYED
263	20"WHITEOAK	SURVEYED
264	33"POPLAR	SURVEYED
265	21"WHITEOAK	DEMOLITION
266	23"WHITEOAK	SURVEYED
267	25"REDOAK	SURVEYED
268	24"WHITEOAK	SURVEYED
269	29"WHITEOAK	SURVEYED
270	18"GUM	SURVEYED
271	22"REDOAK	SURVEYED
272	22"WHITEOAK	SURVEYED
273	23"WHITEOAK	SURVEYED
274	19"WHITEOAK	SURVEYED
275	30"WHITEOAK	SURVEYED
276	20"POPLAR	SURVEYED
277	20"WHITEOAK	SURVEYED
278	21"WHITEOAK	SURVEYED
279	22"WHITEOAK	SURVEYED
280	18"WHITEOAK	SURVEYED
281	18"WHITEOAK	SURVEYED
282	19"WHITEOAK	SURVEYED
283	24"WHITEOAK	DEMOLITION
284	18"POPLAR	SURVEYED
285	18"WHITEOAK	SURVEYED
286	18"WHITEAGK	DEMOLITION
287	18"POPLAR	SURVEYED
288	18"REDOAK	SURVEYED
289	21"WHITEOAK	DEMOLITION
290	18"GUM	DEMOLITION
291	21"REDOAK	SURVEYED
292	29"POPLAR	SURVEYED
293	18"POPLAR	DEMOLITION
294	22"GUM	SURVEYED
295	21"GUM	SURVEYED
296	25"POPLAR	SURVEYED
297	20"GUM	SURVEYED
298	20"MAPLE	SURVEYED
299	19"MAPLE	SURVEYED
300	18"GUM	SURVEYED
301	18"POPLAR	SURVEYED
302	18"WHITEOAK	SURVEYED
303	18"GUM	SURVEYED
304	19"GUM	SURVEYED
305	26"GUM	SURVEYED
306	23"GUM	SURVEYED
307	23"POPLAR	SURVEYED
308	19"POPLAR	SURVEYED
309	26"POPLAR	SURVEYED
310	23"GUM	SURVEYED

Point Table

Point #	Description	CONDITION
311	20"GUM	SURVEYED
312	21"GUM	SURVEYED
313	19"GUM	SURVEYED
314	25"POPLAR	SURVEYED
315	18"GUM	SURVEYED
316	20"MAPLE	SURVEYED
317	20"MAPLE	SURVEYED
318	25"GUM	SURVEYED
319	26"GUM	SURVEYED
320	27"POPLAR	SURVEYED
321	18"GUM	SURVEYED
322	19"POPLAR	DEMOLITION
323	21"POPLAR	SURVEYED
324	22"GUM	SURVEYED
325	22"WHITEOAK	SURVEYED
326	22"WHITEOAK	SURVEYED
327	24"GUM	SURVEYED
328	25"WHITEOAK	DEMOLITION
329	21"GUM	DEMOLITION
330	24"GUM	SURVEYED
331	23"WHITEOAK	SURVEYED
332	18"POPLAR	SURVEYED
333	22"WHITEOAK	SURVEYED
334	21"WHITEOAK	SURVEYED
335	27"WHITEOAK	SURVEYED
336	19"WHITEOAK	SURVEYED
337	18"POPLAR	SURVEYED
338	21"WHITEOAK	SURVEYED
339	19"WHITEOAK	SURVEYED
340	19"WHITEOAK	DEMOLITION
341	18"WHITEOAK	DEMOLITION
342	20"POPLAR	SURVEYED
343	19"REDOAK	SURVEYED
344	18"WHITEOAK	SURVEYED
345	20"WHITEOAK	SURVEYED
346	22"REDOAK	SURVEYED
347	20"GUM	SURVEYED
348	19"WHITEOAK	SURVEYED
349	18"WHITEOAK	DEMOLITION
350	20"GUM	SURVEYED
351	20"WHITEOAK	DEMOLITION
352	26"WHITEOAK	SURVEYED
353	22"POPLAR	SURVEYED
354	18"POPLAR	SURVEYED
355	23"POPLAR	SURVEYED
356	21"GUM	SURVEYED
357	22"GUM	SURVEYED
358	23"MAPLE	SURVEYED
359	22"GUM	SURVEYED
360	28"POPLAR	SURVEYED
361	29"POPLAR	SURVEYED
362	26"MAPLE	SURVEYED
363	18"POPLAR	SURVEYED
364	19"POPLAR	SURVEYED
365	22"POPLAR	SURVEYED
366	18"MAPLE	SURVEYED
367	22"POPLAR	SURVEYED
368	19"MAPLE	SURVEYED
369	21"POPLAR	SURVEYED
370	23"POPLAR	SURVEYED

1 C003 EXISTING CONDITIONS TREE SURVEY TABLE
SCALE: N/A

PEAK Engineering & Design
1125 Apex Peakway | Apex, NC 27502
ph: 919.439.0100
www.PeakEngineering.com
NC License #P-0673

project:
HOPSON GATEWAY ZONING
PERRY ROAD @ US 1 HIGHWAY
WHITE OAK TOWNSHIP
APEX, NORTH CAROLINA 27502

seal:
NORTH CAROLINA REGISTERED LANDSCAPE ARCHITECT SEAL 1447 BUSINESS CORNEY A. ROACH
PRELIMINARY NOT FOR CONSTRUCTION

No.	DATE	REVISION	BY
1	APRIL 3 2023	TOWN OF APEX - 1st ZONING COMMENTS	K
2	SEPTEMBER 29 2023	TOWN OF APEX - 2nd ZONING COMMENTS	K
3	SEPTEMBER 25 2024	TOWN OF APEX - 3rd ZONING COMMENTS	K
4	AUGUST 8 2024	TOWN OF APEX - 4th ZONING COMMENTS	K
5	NOVEMBER 1 2024	TOWN OF APEX - 5th ZONING COMMENTS	BF

title:
EXISTING CONDITIONS TREE SURVEY TABLE

proj #:
240307

date:
November 1, 2024

dwg by: FS
chkd by: JR

scale:
As Noted

sheet:
C003
(PUD PLAN)

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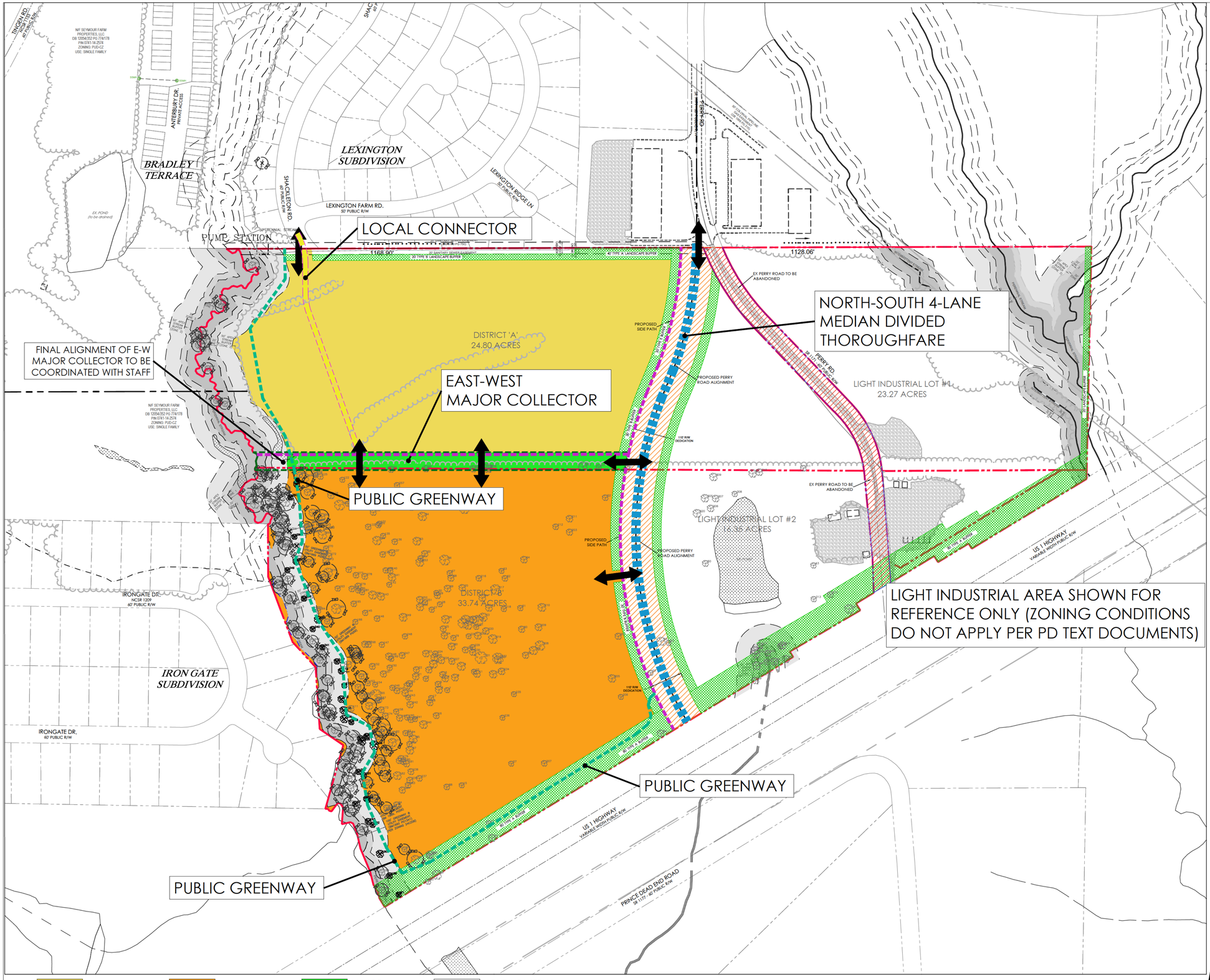

1 C100 CONCEPTUAL SITE PLAN & LOT IDENTIFICATION

SCALE: 1"=150'

0 75 150 300

SCALE: 1" = 150'

N

PLAN SHEETS ARE INTENDED FOR ILLUSTRATIVE PURPOSES ONLY

RIPARIAN BUFFERS AND WETLANDS:

RIPARIAN BUFFERS AND WETLANDS LOCATED ON SITE BY SOILS & ENVIRONMENTAL CONSULTANTS, INC TO BE CONFIRMED BY THE US ARMY CORPS OF ENGINEERS, DWR, AND/OR THE TOWN OF APEX.

TOWN OF APEX PROJECT # 23-001

DWR PROJECT # 24-319

EXISTING CONDITIONS NOTES:

1. *BOUNDARY SURVEY PROVIDED BY SMITH & SMITH SURVEYORS OF APEX, NC.*
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. NC SHPO DOES NOT SHOW ANY EXISTING HISTORICAL STRUCTURES WITHIN THE BOUNDARY OF THE PROJECT.
5. *PROPOSED GREENWAY, SIDEPATHS, AND/OR MULTI-USE TRAILS ARE SHOWN ON THE ADOPTED PARKS AND GREENWAYS MASTER PLAN. FINAL LOCATION TO BE COORDINATED WITH STAFF.*
6. *100-YR FLOOD PLAIN IS NOT LOCATED ON OR WITHIN 100' OF THE PROPERTIES.*
7. PROPERTIES ARE LOCATED WITHIN THE SECONDARY WATERSHED OVERLAY DISTRICT BIG BRANCH CREEK HARRIS LAKE CAPE FEAR RIVER BASIN.

SITE AND UTILITY NOTES:

1. DEVELOPMENT ACCESS AND STUB STREET LOCATIONS SHALL BE FINALIZED AT MASTER SUBDIVISION OR MAJOR/MINOR SITE 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 OR MAJOR/MINOR SITE PLAN DESIGN AND APPROVAL.
3. ALL ZONING PLAN SHEETS ARE PROVIDED FOR ILLUSTRATIVE PURPOSES ONLY. FINAL DESIGN COMPONENTS ARE DETERMINED AT MASTER SUBDIVISION OR MAJOR/MINOR SITE PLAN DESIGN.
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 REGULATORY AGENCIES.
6. PUBLIC PEDESTRIAN AND VEHICULAR ACCESS IS SHOWN FOR CONCEPTUAL PURPOSES AND ARE SUBJECT TO REVISIONS DURING THE MASTER SUBDIVISION OR MAJOR/MINOR SITE 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 COMPREHENSIVE TRANSPORTATION UTILITY AND GREENWAYS PLANS.
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 (C100) AND CONCEPTUAL UTILITY PLAN (C110) ARE NOT SHOWN IN EXACT LOCATIONS BUT SHOW PROPOSED CONNECTIONS. CONNECTIONS CAN ONLY BE REMOVED FROM THE DEVELOPMENT 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 MINOR SITE PLAN OR MAJOR SITE PLAN REVIEW AND APPROVAL.

LOCATION OF ACCESS POINTS DEPICTED ARE APPROXIMATE AND SUBJECT TO TOWN OF APEX AND NCDOT APPROVAL AT THE TIME OF SITE PLAN OR SUBDIVISION PLAN APPROVAL.

ZONE 1 ZONE 2 ZONE 3 STREAM BUFFERS

PROJECT PERIMETER BOUNDARY

POTENTIAL WATER CONNECTIONS

POTENTIAL SEWER CONNECTIONS

POTENTIAL ACCESS POINTS

LOCAL CONNECTOR

MAJOR COLLECTOR

THOROUGHFARE

PROPOSED SIDE PATH

PUBLIC GREENWAY

PEAK Engineering & Design
1125 Apex Peakway | Apex, NC 27502
ph: 919.439.0100
www.PeakEngineering.com
NC License #P-0673

project:
HOPSON GATEWAY ZONING
PERRY ROAD @ US 1 HIGHWAY
WHITE OAK TOWNSHIP
APEX, NORTH CAROLINA 27502

seal:
NORTH CAROLINA REGISTERED LANDSCAPE ARCHITECT SEAL 4417 BRET A. ROACH
PRELIMINARY NOT FOR CONSTRUCTION

No.	DATE	REVISION	BY
1	AUGUST 7 2023	TOWN OF APEX - 2ND ZONING COMMENTS	
2	NOVEMBER 3 2023	TOWN OF APEX - 3RD ZONING COMMENTS	
3	SEPTEMBER 22 2023	TOWN OF APEX - 4TH ZONING COMMENTS	
4	APRIL 3 2023	TOWN OF APEX - 1ST ZONING COMMENTS	
5			

title:
CONCEPTUAL SITE PLAN & LOT IDENTIFICATION

proj #: 240307

date: November 1, 2024

dwg by: FS chkd by: JR

scale: As Noted

sheet: *C100*

(PUD PLAN)

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1 C110 CONCEPTUAL UTILITY PLAN
SCALE: 1"=150'

0 75 150 300
SCALE: 1" = 150'

N

PLAN SHEETS ARE INTENDED FOR ILLUSTRATIVE PURPOSES ONLY

RIPARIAN BUFFERS AND WETLANDS:

RIPARIAN BUFFERS AND WETLANDS LOCATED ON SITE BY SOILS & ENVIRONMENTAL CONSULTANTS, INC TO BE CONFIRMED BY THE US ARMY CORPS OF ENGINEERS, DWR, AND/OR THE TOWN OF APEX.
TOWN OF APEX PROJECT # 23-001
DWR PROJECT # 24-319

EXISTING CONDITIONS NOTES:

1. *BOUNDARY SURVEY PROVIDED BY SMITH & SMITH SURVEYORS OF APEX, NC.*
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. NC SHPO DOES NOT SHOW ANY EXISTING HISTORICAL STRUCTURES WITHIN THE BOUNDARY OF THE PROJECT.
5. *PROPOSED GREENWAY, SIDEPATHS, AND/OR MULTI-USE TRAILS ARE SHOWN ON THE ADOPTED PARKS AND GREENWAYS MASTER PLAN. FINAL LOCATION TO BE COORDINATED WITH STAFF.*
6. *100-YR FLOOD PLAIN IS NOT LOCATED ON OR WITHIN 100' OF THE PROPERTIES.*
7. PROPERTIES ARE LOCATED WITHIN THE SECONDARY WATERSHED OVERLAY DISTRICT BIG BRANCH CREEK HARRIS LAKE CAPE FEAR RIVER BASIN.

SITE AND UTILITY NOTES:

1. DEVELOPMENT ACCESS AND STUB STREET LOCATIONS SHALL BE FINALIZED AT MASTER SUBDIVISION OR MAJOR/MINOR SITE 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 OR MAJOR/MINOR SITE PLAN DESIGN AND APPROVAL.
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4. REFER TO PD TEXT DOCUMENTS FOR A LIST OF ALLOWABLE USES ZONING CONDITIONS AND OTHER DESIGN STANDARDS FOR THE DEVELOPMENT.
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6. PUBLIC PEDESTRIAN AND VEHICULAR ACCESS IS SHOWN FOR CONCEPTUAL PURPOSES AND ARE SUBJECT TO REVISIONS DURING THE MASTER SUBDIVISION OR MAJOR/MINOR SITE PLAN DESIGN AND APPROVAL.
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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 (C100) AND CONCEPTUAL UTILITY PLAN (C110) ARE NOT SHOWN IN EXACT LOCATIONS BUT SHOW PROPOSED CONNECTIONS. CONNECTIONS CAN ONLY BE REMOVED FROM THE DEVELOPMENT 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 MINOR SITE PLAN OR MAJOR SITE PLAN REVIEW AND APPROVAL.

LOCATION OF ACCESS POINTS DEPICTED ARE APPROXIMATE AND SUBJECT TO TOWN OF APEX AND NCDOT APPROVAL AT THE TIME OF SITE PLAN OR SUBDIVISION PLAN APPROVAL.

ZONE 1 ZONE 2 ZONE 3 STREAM BUFFERS

PROJECT PERIMETER BOUNDARY
POTENTIAL WATER CONNECTIONS
POTENTIAL SEWER CONNECTIONS
POTENTIAL ACCESS POINTS
LOCAL CONNECTOR
MAJOR COLLECTOR
THOROUGHFARE
SIDEPATH
PUBLIC GREENWAY

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1125 Apex Peakway | Apex, NC 27502
ph: 919.439.0100
www.PeakEngineering.com
NC License #P-0673

project:
HOPSON GATEWAY ZONING
PERRY ROAD @ US 1 HIGHWAY
WHITE OAK TOWNSHIP
APEX, NORTH CAROLINA 27502

seal:
NORTH CAROLINA PROFESSIONAL ENGINEER CASEY A. ROAD
PRELIMINARY NOT FOR CONSTRUCTION

No.	DATE	REVISION	BY
1	AUGUST 9 2023	TOWN OF APEX - 2ND ZONING COMMENTS	
2	SEPTEMBER 22 2023	TOWN OF APEX - 3RD ZONING COMMENTS	
3	APRIL 3 2023	TOWN OF APEX - 1ST ZONING COMMENTS	
4			
5			
6			

title:
CONCEPTUAL UTILITY PLAN

proj #: 240307
date: November 1, 2024
dwg by: FS chkd by: JR
scale: As Noted
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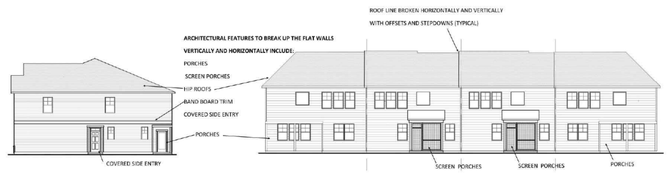
FRONT ELEVATION

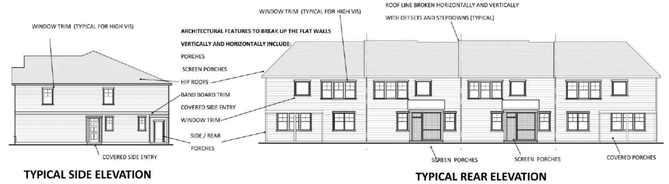


TYPICAL SIDE ELEVATION **TYPICAL REAR ELEVATION**

Emory Collection

Apex, NC

FRONT ELEVATION



TYPICAL SIDE ELEVATION **TYPICAL REAR ELEVATION**

Emory Collection

Typical Street Facing Elevations

Apex, NC

Sonoma Ranch Panels
with Stockbridge Glass Windows

Sonoma Panels
with Stockton Glass Windows

Proposed Garage Door Styles

Front Load Townhomes

Apex, NC

ALTERNATE GARAGE DOOR STYLES (TOWNHOUSE UNITS)

TOWNHOUSE BUILDING ELEVATIONS ALSO APPLY TO DUPLEX UNITS IF INCORPORATED INTO THE PROJECT SCOPE.

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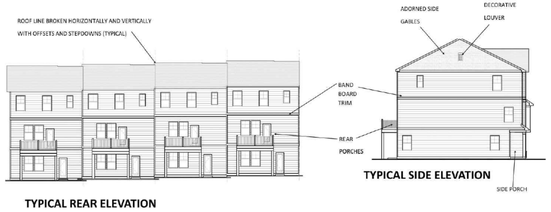
FRONT ELEVATION

TYPICAL SIDE ELEVATION



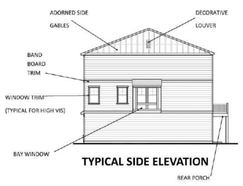
TYPICAL REAR ELEVATION

TYPICAL SIDE ELEVATION

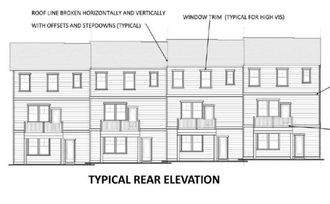
Fulton Collection

Apex, NC

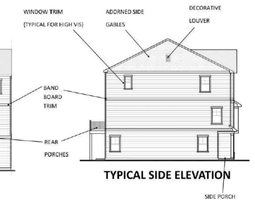
FRONT ELEVATION



TYPICAL SIDE ELEVATION



TYPICAL REAR ELEVATION



TYPICAL SIDE ELEVATION

Fulton Collection

Typical Street Facing Elevations

Apex, NC

FRONT ELEVATION

ARCHITECTURAL FEATURES TO BREAK UP THE FLAT WALLS VERTICALLY AND HORIZONTALLY INCLUDE:
REAR PORCH
SIDE PORCH

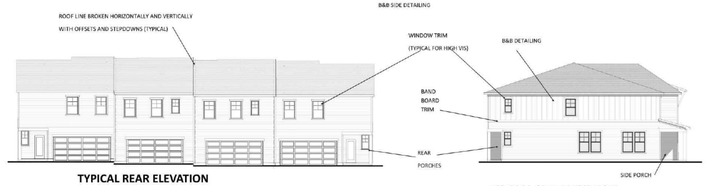
TYPICAL REAR ELEVATION **TYPICAL SIDE ELEVATION**

Venture Collection

Apex, NC

FRONT ELEVATION

ARCHITECTURAL FEATURES TO BREAK UP THE FLAT WALLS VERTICALLY AND HORIZONTALLY INCLUDE:
REAR PORCH
B&B SIDE DETAILING
BAND BOARD TRIM
SIDE PORCH
WINDOW TRIM
B&B SIDE DETAILING



TYPICAL REAR ELEVATION **TYPICAL SIDE ELEVATION**

Venture Collection

Typical Street Facing Elevations

Apex, NC

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project:
HOPSON GATEWAY ZONING
PERRY ROAD @ US 1 HIGHWAY
WHITE OAK TOWNSHIP
APEX, NORTH CAROLINA 27502

seal:

PRELIMINARY NOT FOR CONSTRUCTION
NORTH CAROLINA REGISTERED LANDSCAPE ARCHITECT SEAL 5447 ENGINEERING CORREY A. ROACH

No.	DATE	REVISION	BY
1	APRIL 3 2023	TOWN OF APEX - 1st ZONING COMMENTS	R
2	SEPTEMBER 25 2023	TOWN OF APEX - 2nd ZONING COMMENTS	R
3	AUGUST 2 2024	TOWN OF APEX - 3rd ZONING COMMENTS	R

title:
CONCEPTUAL BUILDING ELEVATIONS TOWNHOUSE RESIDENTIAL

proj #:
240307

date:
November 1, 2024

dwg by: FS chkd by: JR

scale:
As Noted

sheet:
C120
(PUD PLAN)

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TOWNHOUSE ELEVATION 'A'

TOWNHOUSE ELEVATION 'B'

TOWNHOUSE ELEVATION 'C'

TOWNHOUSE ELEVATION 'D'

TOWNHOUSE ELEVATION 'E'

TOWNHOUSE ELEVATION 'F'

TOWNHOUSE ELEVATION 'G'

SMALL-SCALE MULTI-FAMILY 'A'

SMALL-SCALE MULTI-FAMILY 'B'

TOWNHOUSE ELEVATION 'H'

TOWNHOUSE ELEVATION 'J'

SMALL-SCALE MULTI-FAMILY 'C'

SMALL-SCALE MULTI-FAMILY 'D'

TOWNHOUSE ELEVATION 'I'

TOWNHOUSE ELEVATION 'K'

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ph: 919.439.0100
www.PeakEngineering.com
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WHITE OAK TOWNSHIP
APEX, NORTH CAROLINA 27502

seal:
NORTH CAROLINA PROFESSIONAL SEAL 4427 ENGINEER REY A. ROACH
PRELIMINARY NOT FOR CONSTRUCTION

No.	DATE	REVISION	BY
2	AUGUST 8 2025	TOWN OF APEX - 2nd ZONING COMMENTS	R
3	SEPTEMBER 5 2025	TOWN OF APEX - 3rd ZONING COMMENTS	R
4	SEPTEMBER 25 2025	TOWN OF APEX - 4th ZONING COMMENTS	R
5	APRIL 3 2023	TOWN OF APEX - 1st ZONING COMMENTS	R

title:
CONCEPTUAL BUILDING ELEVATIONS TOWNHOUSE RESIDENTIAL

proj #: 240307
date: November 1, 2024
dwg by: FS
chkd by: JR
scale: As Noted
sheet: C121
(PUD PLAN)

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SINGLE-FAMILY ELEVATION 'A'

SINGLE-FAMILY ELEVATION 'B'

SINGLE-FAMILY ELEVATION 'C'

SINGLE-FAMILY ELEVATION 'D'

SINGLE-FAMILY ELEVATION 'E'

SINGLE-FAMILY ELEVATION 'F'

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ph: 919.439.0100
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PERRY ROAD @ US 1 HIGHWAY
WHITE OAK TOWNSHIP
APEX, NORTH CAROLINA 27502

seal:
NORTH CAROLINA PROFESSIONAL SEAL 14427 ENGINEER PEREY A. ROACH
PRELIMINARY NOT FOR CONSTRUCTION

No.	DATE	REVISION	BY
2	AUGUST 8 2025	TOWN OF APEX - 2nd ZONING COMMENTS	R
3	SEPTEMBER 5 2025	TOWN OF APEX - 3rd ZONING COMMENTS	R
4	SEPTEMBER 25 2025	TOWN OF APEX - 4th ZONING COMMENTS	R
5	APRIL 3 2023	TOWN OF APEX - 1st ZONING COMMENTS	R

title:
CONCEPTUAL BUILDING ELEVATIONS SINGLE-FAMILY RESIDENTIAL

proj #: 240307
date: November 1, 2024
dwg by: FS
chkd by: JR
scale: As Noted
sheet: C122
(PUD PLAN)

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MULTI-FAMILY ELEVATION 'A'
(WALKER RIDGE)

MULTI-FAMILY ELEVATION 'C'
(ARDEN)

MULTI-FAMILY ELEVATION 'B'
(SOLIS)

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MULTI-FAMILY ELEVATION 'D'
(CONCEPT)

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APEX, NORTH CAROLINA 27502

seal:
PRELIMINARY NOT FOR CONSTRUCTION

No.	DATE	REVISION	BY
1	AUGUST 2023	TOWN OF APEX - 2ND ZONING COMMENTS	
2	SEPTEMBER 2023	TOWN OF APEX - 3RD ZONING COMMENTS	
3	SEPTEMBER 25, 2023	TOWN OF APEX - 4th ZONING COMMENTS	
4	APRIL 3, 2023	TOWN OF APEX - 1st ZONING COMMENTS	
5			

title:
CONCEPTUAL BUILDING ELEVATIONS MULTI-FAMILY BUILDINGS

proj #:
240307

date:
November 1, 2024

dwg by: FS
chkd by: JR

scale:
As Noted

sheet:
C123
(PUD PLAN)

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ELEVATION REMOVED

MULTI-FAMILY ELEVATION 'E'

MULTI-FAMILY ELEVATION 'F'

MULTI-FAMILY ELEVATION 'G'

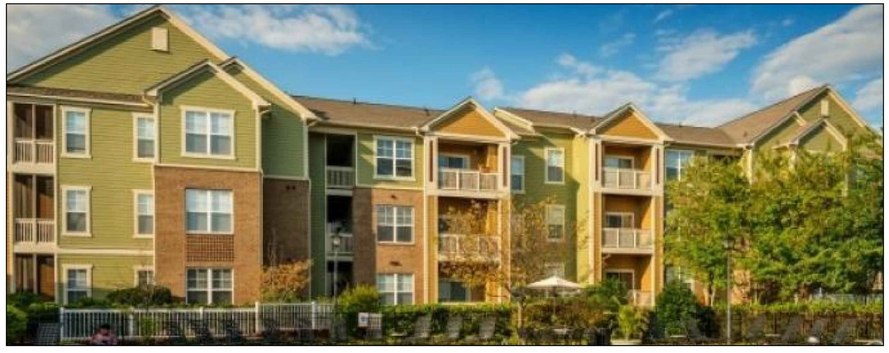
CLUBHOUSE ELEVATION 'A'

CLUBHOUSE ELEVATION 'B'

CLUBHOUSE ELEVATION 'C'

MULTI-FAMILY ELEVATION 'H'

(GARDEN STYLE A)



MULTI-FAMILY ELEVATION 'I'

(GARDEN STYLE B)

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PERRY ROAD @ US 1 HIGHWAY
WHITE OAK TOWNSHIP
APEX, NORTH CAROLINA 27502

seal:
NORTH CAROLINA PROFESSIONAL SEAL 14427 ENGINEER JEREY A. ROACH
PRELIMINARY NOT FOR CONSTRUCTION

No.	DATE	REVISION	BY
2	AUGUST 8 2025	TOWN OF APEX - 2nd ZONING COMMENTS	X
3	SEPTEMBER 5 2025	TOWN OF APEX - 3rd ZONING COMMENTS	X
4	SEPTEMBER 25 2025	TOWN OF APEX - 4th ZONING COMMENTS	X
5	APRIL 3 2023	TOWN OF APEX - 1st ZONING COMMENTS	X

title:
CONCEPTUAL BUILDING ELEVATIONS MULTI-FAMILY & CLUBHOUSE

proj #: 240307

date: November 1, 2024

dwg by: FS chkd by: JR

scale: As Noted

sheet: C124

(PUD PLAN)

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ELEVATION REMOVED

MULTI-FAMILY ELEVATION 'E'

MULTI-FAMILY ELEVATION 'F'

MULTI-FAMILY ELEVATION 'G'

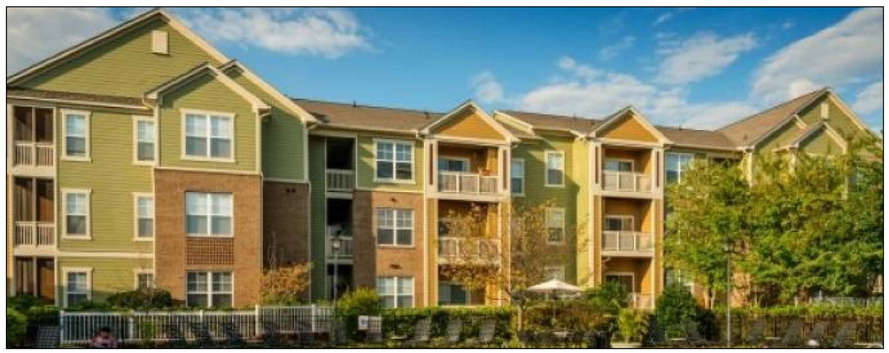
CLUBHOUSE ELEVATION 'A'

CLUBHOUSE ELEVATION 'B'

CLUBHOUSE ELEVATION 'C'

MULTI-FAMILY ELEVATION 'H'

(GARDEN STYLE A)



MULTI-FAMILY ELEVATION 'I'

(GARDEN STYLE B)

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No.	DATE	REVISION	BY
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5	APRIL 3 2023	TOWN OF APEX - 1st ZONING COMMENTS	X

title:
CONCEPTUAL BUILDING ELEVATIONS MULTI-FAMILY & CLUBHOUSE

proj #: 240307

date: November 1, 2024

dwg by: FS chkd by: JR

scale: As Noted

sheet: C124

(PUD PLAN)

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KIMLEY-HORN AND ASSOCIATES, INC
NC License #F-0102

MEMORANDUM

To: Daniel Boulware, P.E. – NCDOT
Jessica McClure, P.E. – Town of Apex

From: Lyle Overcash, P.E. – Kimley-Horn and Associates, Inc.

Date: August 8, 2025

Subject: Hopson Gateway – Apex, NC – Traffic Impact Analysis

Kimley-Horn and Associates, Inc. has previously performed and submitted a Traffic Impact Analysis (TIA) for the proposed development (*Hopson Gateway Development TIA*, November 2024). Since the submittal of this TIA, there have been changes to the density, build-out year, and background assumptions of the proposed development. The Town and residential portion of the development are expected to remain the same as the previously submitted TIA (120,000 square foot (SF) warehouse and 13.5-acre yard waste center for the Town site and 170 townhomes, 50 single family homes, and 400 mid-rise apartments for the residential portion). A 25,000 SF non-residential land use is now expected to be part of this development, and the build-out year is now expected to be 2028. The nearby Tingen Corners development (formerly known as Seymour PUD) is no longer moving forward in the development process; therefore, the proposed East-West Connector will not connect to Tingen Road at this time. However, Apex Peakway is moving forward and is anticipated to be completed in 2027. Additionally, the Grace Chrisitan School development was included in this update to the analysis as this site is expected to be constructed prior to the Hopson Gateway Development. This traffic impact memorandum analyzes and summarizes the impacts of the proposed development with these changes. See **Figure 1** for the conceptual site plan for the Hopson Gateway Development.

Study Area and Existing Traffic Volumes

Based on methodology from the previously submitted and approved TIA, the following intersections were analyzed as part of this study:

- NC 55 at Apex Peakway
- Apex Peakway at S Hughes Street
- Apex Peakway at Perry Road
- Apex Peakway at Tingen Road
- S Hughes Street at James Street
- Perry Road at S Hughes Street
- Apex Peakway at Shackleton Road
- Perry Road/East-West Collector at Site Driveway 1 (*full movement*)
- East-West Collector at Site Driveway 2 (*full movement*)
- Perry Road at Site Driveway 3/Shackleton Road (*full movement*)
- Perry Road at Site Driveway 4 (*right-in/right-out*)
- Perry Road at Site Driveway 5 (*full movement*)

Weekday AM (7:00 – 9:00 am) and PM (4:00 – 6:00 pm) peak hour turning movement counts were collected at each of the existing study intersections in May and October of 2024 while Wake County Public Schools were in session. Additionally, 16-hour (6:00 am – 10:00 pm) peak hour turning movement counts were collected at the intersection of Apex Peakway at Perry Road. Refer to the attachments for the traffic count data.

Background Traffic Volumes

To obtain the projected (2028) background traffic volumes, existing traffic volumes were grown to the build-out year of 2028 using a growth rate of 3%. Traffic diversions were also calculated to take into account the proposed future State Transportation Improvement Program (TIP) project U-5928, also known as the Apex Peakway Southwest Connector which is consistent with the methodology in the previously submitted and approved TIA.

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 five (5) approved developments in the study area that were identified for inclusion as background traffic. These approved developments include Fast-Food Restaurant (Chick-fil-a), Veridea Phase 1, Grace Christian School, Broadstone Hotel, and Broadstone Retail. It should be noted that adjusted peak hour factors were calculated for movements impacted by the Grace Christian School site traffic. The approved development traffic volumes are shown in **Figure 2.** The projected (2028) background AM and PM peak hour traffic volumes are shown in **Figure 3**.

Trip Generation and Distribution

The trip generation for the Town Site was obtained from the trip generation memorandum provided by the Town (Trip Generation for Rezoning Case #24CZ08, Town of Apex, May 2024). The traffic generation potential of the proposed project was calculated using the data published in the *11th Edition of the ITE Trip Generation Manual*.

As currently envisioned, the Hopson Gateway Development will consist of approximately 50 single-family homes, 170 townhomes, 400 mid-rise apartment units, and a 25,000 SF business park (assumed land use for the non-residential portion). The Town Site is planned to consist of an existing warehouse with 120,000 square feet (SF), a 13.5-acre yard waste transfer station, a yard waste drop off convenience center, and a water resources office building with a maximum of 75 employees. However, based on coordination with the Town of Apex, the office portion of the site is not included in this study as this is expected to be constructed after the build-out year of the proposed Hopson Gateway Development.

Table 1 and Table 2, located on the following page, summarize the estimated traffic generation for the non-residential (Town Site and Business Park) and residential portions of the development, respectively.

Table 1 – Non-Residential Development ITE Traffic Generation (Vehicles)							
Land Use Code	**Land Use**	**Intensity**	**Daily**	**AM Peak Hour**		**PM Peak Hour**	
			Total	**In**	**Out**	**In**	**Out**
150	Warehousing *(Existing)*	120,000 s.f.	236	28	15	31	41
-	Yard Waste Transfer Station and Drop off Convenience Center *(Proposed)*	13.5 acres	302	14	14	4	4
770	Business Park	25,000 s.f.	982	31	6	11	31
Total Net New Trips			**1,520**	**73**	**35**	**25**	**67**

As shown in Table 1, the non-residential portion of the development is expected to generate 1,520 daily trips, 108 AM peak hour trips (73 entering and 35 exiting), and 92 PM peak hour trips (25 entering and 67 exiting) on a typical weekday.

Table 2 – Residential Development ITE Traffic Generation (Vehicles)							
Land Use Code	**Land Use**	**Intensity**	**Daily**	**AM Peak Hour**		**PM Peak Hour**	
			Total	**In**	**Out**	**In**	**Out**
210	Single-Family Detached Housing	50 d.u.	534	10	30	33	19
215	Single-Family Attached Housing	170 d.u.	1,246	21	62	58	40
221	Multifamily Housing (Mid-Rise)	200 d.u.	1,862	38	126	85	61
Total Net New Trips			**3,642**	**69**	**218**	**186**	**120**

As shown in Table 2, the residential portion of the development is expected to generate 3,642 daily trips, 287 AM peak hour trips (69 entering and 218 exiting), and 306 PM peak hour trips (186 entering and 120 exiting) on a typical weekday.

The proposed site generated trips were assigned to the surrounding roadway network. The directional distribution and assignment are based on existing travel patterns.

The following overall distribution will be used for the non-residential development entering and exiting traffic:

- 30% to/from the south on NC 55
- 30% to/from the west on Apex Peakway
- 20% to/from the south on Tingen Road
- 15% to/from the north on S Hughes Street
- 5% to/from the north on NC 55

The following overall distribution will be used for the residential development entering and exiting traffic:

- 30% to/from the south on NC 55
- 25% to/from the west on Apex Peakway
- 25% to/from the south on Tingen Road
- 15% to/from the north on S Hughes Street
- 5% to/from the north on NC 55

The site traffic distribution and percent assignment for the Non-Residential and Residential portions of the development are shown in **Figure 4** and **Figure 5**, respectively.

The projected AM and PM peak hour non-residential, residential and total site traffic volumes for the are shown on **Figure 6A**, **Figure 6B**, **Figure 7A**, **Figure 7B**, **Figure 8A** and **Figure 8B**, respectively.

Build-Out Traffic Volumes

To obtain the projected (2028) build-out traffic volumes, the projected site traffic volumes were added to the projected (2028) background traffic. Traffic volume calculations are detailed in the intersection spreadsheets in the attachments. **Figure 9A** and **Figure 9B** show the projected (2028) AM and PM peak hour build-out traffic volumes.

Capacity Analysis

Peak hour capacity analyses for the build-out condition were performed at the study intersections using Synchro version 12 software. Table 3, on the following pages, presents results for background (2028), build (2028), and build (2028) with improvements traffic conditions.

Under the background (2028) traffic conditions with Improvements scenario, changes in LOS and delay are primarily due to signal optimization, except at the Apex Peakway at Tingen Road intersection. At this location, geometric and signalization improvements were considered due to traffic increases due to the Apex Peakway completion and Grace Christian school development.

Table 3 Level-of-Service Summary		
Condition	**AM Peak Hour LOS (Delay)**	**PM Peak Hour LOS (Delay)**
NC 55 at Apex Peakway (Signalized)		
Background (2028) Traffic	Overall – B (19.2) EB – B (11.8) NB – C (20.8) SB – C (21.2)	Overall – D (36.0) EB – D (51.2) NB – D (39.9) SB – C (20.5)
Background (2028) Traffic – *with Improvements*	Overall – C (22.4) EB – C (24.2) NB – C (23.2) SB – B (19.3)	Overall – D (35.7) EB – D (50.0) NB – D (39.9) SB – C (20.5)
Build (2028) Traffic	Overall – C (22.5) EB – B (23.3) NB – C (22.8) SB – C (21.3)	Overall – D (40.8) EB – D (50.3) NB – D (50.2) SB – C (20.5)
Build-Out (2028) Traffic – *with Improvements*	Overall – C (28.7) EB – C (33.4) NB – C (26.4) SB – C (30.0)	Overall – C (31.1) EB – C (32.1) NB – C (27.7) SB – D (35.6)
Apex Peakway at S Hughes Street (Signalized)		
Background (2028) Traffic	Overall – C (26.7) EB – E (58.7) WB – D (46.5) NB – B (13.0) SB – C (30.1)	Overall – C (27.7) EB – D (53.5) WB – D (35.9) NB – B (15.3) SB – C (32.4)
Background (2028) Traffic – *with Improvements*	Overall – C (20.2) EB – D (42.3) WB – C (32.5) NB – B (15.5) SB – B (18.5)	Overall – C (27.8) EB – D (53.5) WB – D (35.9) NB – B (15.6) SB – C (32.4)
Build (2028) Traffic	Overall – C (20.7) EB – E (42.3) WB – C (32.4) NB – B (16.4) SB – B (19.2)	Overall – C (29.5) EB – D (53.5) WB – D (35.9) NB – B (16.4) SB – D (36.3)
Build-Out (2028) Traffic – *with Improvements*	Overall – B (18.2) EB – D (42.3) WB – D (32.4) NB – A (9.2) SB – C (20.3)	Overall – B (16.3) EB – D (44.5) WB – C (30.9) NB – B (12.1) SB – B (10.9)

Table 3 (cont.) Level-of-Service Summary		
Condition	**AM Peak Hour LOS (Delay)**	**PM Peak Hour LOS (Delay)**
Apex Peakway at Perry Road (Unsignalized/Signalized)		
Background (2028) Traffic – *with/without Improvements*	NB – F (72.5) SB – F (81.9) EBL – A (9.7) WBL – A (9.3)	NB – F (60.6) SB – F (61.4) EBL – A (9.1) WBL – A (9.8)
Build (2028) Traffic	NB – N/A* SB – N/A* EBL – A (9.7) WBL – B (10.0)	NB – F (>500) SB – F (>500) EBL – A (9.1) WBL – B (11.1)
Build-Out (2028) Traffic – *with Improvements*	Overall – C (20.2) EB – C (23.8) WB – B (12.7) NB – C (30.1) SB – C (23.5)	Overall – C (21.6) EB – C (29.2) WB – A (8.2) NB – C (33.2) SB – B (17.6)
Apex Peakway at Tingen Road (Unsignalized/Signalized)		
Background (2028) Traffic	EB – N/A* WB – N/A* NBL – A (8.3) SBL – A (8.8)	EB – N/A* WB – N/A* NBL – A (8.0) SBL – A (8.1)
Background (2028) Traffic – *with Improvements*	Overall – D (47.9) EB – E (61.2) WB – C (24.7) NB – E (66.0) SB – C (32.3)	Overall – C (25.2) EB – C (23.4) WB – B (12.7) NB – C (26.2) SB – D (45.3)
Build (2028) Traffic	Overall – E (56.3) EB – E (78.0) WB – D (40.0) NB – E (64.2) SB – C (32.3)	Overall – C (25.4) EB – C (25.6) WB – B (13.5) NB – C (25.8) SB – D (45.3)
Build-Out (2028) Traffic – *with Improvements*	Overall – D (54.2) EB – E (80.8) WB – D (31.2) NB – E (64.5) SB – C (32.3)	Overall – C (22.9) EB – C (25.6) WB – A (5.9) NB – C (25.8) SB – D (45.3)

*Due to Synchro limitations, delay could not be calculated

Table 3 (cont.) Level-of-Service Summary		
Condition	**AM Peak Hour LOS (Delay)**	**PM Peak Hour LOS (Delay)**
S Hughes at James Street (Unsignalized – All-Way Stop-Control)		
Background (2028) Traffic – *with/without Improvements*	Overall – B (12.4) EB – B (13.2) WB – A (10.0) NB – B (12.6) SB – B (12.2)	Overall – B (13.9) EB – B (13.7) WB – B (11.1) NB – B (15.0) SB – B (13.9)
Build (2028) Traffic – *with/without Improvements*	Overall – B (13.6) EB – B (14.0) WB – B (10.4) NB – B (14.3) SB – B (13.3)	Overall – C (15.4) EB – B (14.6) WB – B (11.6) NB – C (16.8) SB – C (15.8)
S Hughes at Perry Road (Unsignalized)		
Background (2028) Traffic – *with/without Improvements*	EB – C (15.8) WB – B (12.7) NBL – A (7.8) SBL – A (7.7)	EB – C (19.5) WB – B (14.3) NBL – A (7.9) SBL – A (7.8)
Build (2028) Traffic – *with/without Improvements*	EB – C (18.4) WB – B (12.9) NBL – A (7.9) SBL – A (7.7)	EB – C (23.4) WB – B (14.6) NBL – A (8.0) SBL – A (7.8)
Apex Peakway at Shackleton Road (Unsignalized)		
Background (2028) Traffic – *with/without Improvements*	NB – E (37.9) SB – F (55.0) EBL – A (9.5) WBL – A (9.4)	NB – D (33.9) SB – E (46.9) EBL – A (8.9) WBL – A (9.5)
Build (2028) Traffic – *with/without Improvements*	NB – F (90.6) SB – F (93.2) EBL – B (10.1) WBL – A (9.7)	NB – F (53.6) SB – F (73.4) EBL – A (9.3) WBL – A (10.0)
Perry Road at East-West Collector/Site Driveway 1 (Unsignalized)		
Build-Out (2028) Traffic – *with Improvements*	EB – B (11.9) WB – A (9.8) NBL – A (7.5) SBL – A (7.5)	EB – B (11.1) WB – A (9.3) NBL – A (7.7) SBL – A (7.4)
East-West Collector at Site Driveway 2 (Unsignalized)		
Build (2028) Traffic	NB – A (8.9) WBL – A (7.4)	NB – A (8.8) WBL – A (7.3)

Table 3 (cont.) Level-of-Service Summary		
Condition	**AM Peak Hour LOS (Delay)**	**PM Peak Hour LOS (Delay)**
East-West Collector at Site Driveway 3/Shackleton Road (Unsignalized)		
Build (2028) Traffic	NB – A (9.0) SB – A (9.2) EBL – A (7.2) WBL – A (7.3)	NB – A (9.1) SB – A (9.7) EBL – A (7.2) WBL – A (7.3)
Perry Road at Site Driveway 4 (Unsignalized)		
Build-Out (2028) Traffic	EB – A (8.5)	EB – A (8.6)
Perry Road at Site Driveway 5 (Unsignalized)		
Condition	**AM Peak Hour LOS (Delay)**	**PM Peak Hour LOS (Delay)**
Build-Out (2028) Traffic	EB – A (9.2) NBL – A (7.3) SBL – A (7.2)	EB – A (9.1) NBL – A (7.4) SBL – A (7.2)

Summary & Recommendations

As shown in Table 3, all study intersections are expected to operate with acceptable levels-of-service in the build-out condition with the committed and recommended roadway laneage in place, with exception of the following locations:

Apex Peakway at Shackleton Road

Under background traffic conditions, the minor street approaches of this intersection (Shackleton Road) are projected to operate with moderate to long delays in the AM peak hour and moderate delays in the PM peak hour. Under build-out traffic conditions, the minor street approaches are projected to operate with long delays in both peak hours.

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. Ultimately, future traffic signals on either side of Shackleton Road, at Tingen Road and Perry Road, will likely provide additional gaps in the traffic stream for minor street movements. Therefore, no further improvements are recommended to accommodate site traffic.

Apex Peakway at Tingen Road

Under background traffic conditions, the stop-controlled major street approaches of this intersection (Apex Peakway) are projected to operate with long delays in the AM and PM peak hours. Per the Unified Development Ordinance (UDO) for the Town of Apex, geometric and traffic control improvements are required to be proposed for intersections projected to operate worse than LOS D in background conditions.

Therefore, the following improvements were analyzed under background conditions:

- Construct a westbound left-turn lane with approximately 200 feet of storage and appropriate taper
- Construct a northbound right-turn lane with approximately 150 feet of storage and appropriate taper
- Install traffic signal

Under background traffic conditions, the signalized intersection is projected to operate at LOS D in the AM peak hour and LOS C in the PM peak hour. No further improvements are recommended under build-out conditions, as the proposed development's site traffic is anticipated to have an impact of less than 10% on the overall intersection, per the UDO.

The following improvements are recommended to be performed as part of the Hopson Gateway Development and were assumed to be in place in the build-out (2028) condition:

Apex Peakway at Perry Road

- Construct an eastbound left-turn lane with approximately 50 feet of storage and appropriate taper
- Construct a westbound left-turn lane with approximately 100 feet of storage and appropriate taper

- Restripe a northbound left-turn lane with approximately 100 feet of storage and appropriate taper
- Restripe a southbound left-turn lane with approximately 100 feet of storage and appropriate taper
- Install traffic signal

Perry Road

- Construct a 4-lane divided thoroughfare from the northern property limits to south of Site Driveway 5, exact terminus to be determined

Perry Road at East-West Collector/Site Driveway 1

- 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

East-West Collector at Site Driveway 2

- Construct a southern leg with stop control and one ingress lane and one egress lane

East-West Collector at Site Driveway 3/Shackleton Road

- Construct a southern leg with stop control and one ingress lane and one egress lane

Perry Road at Site Driveway 4

- Construct a western leg with stop control and one ingress lane and one egress lane, restricted to right-in/right-out (RIRO) only movements

Perry Road at Site Driveway 5

- Construct a western leg with stop control and one ingress lane and one egress lane
- Construct a northbound left-turn lane with approximately 100 feet of storage and appropriate taper
- Construct a southbound left-turn lane with approximately 100 feet of storage and appropriate taper to allow for future connection

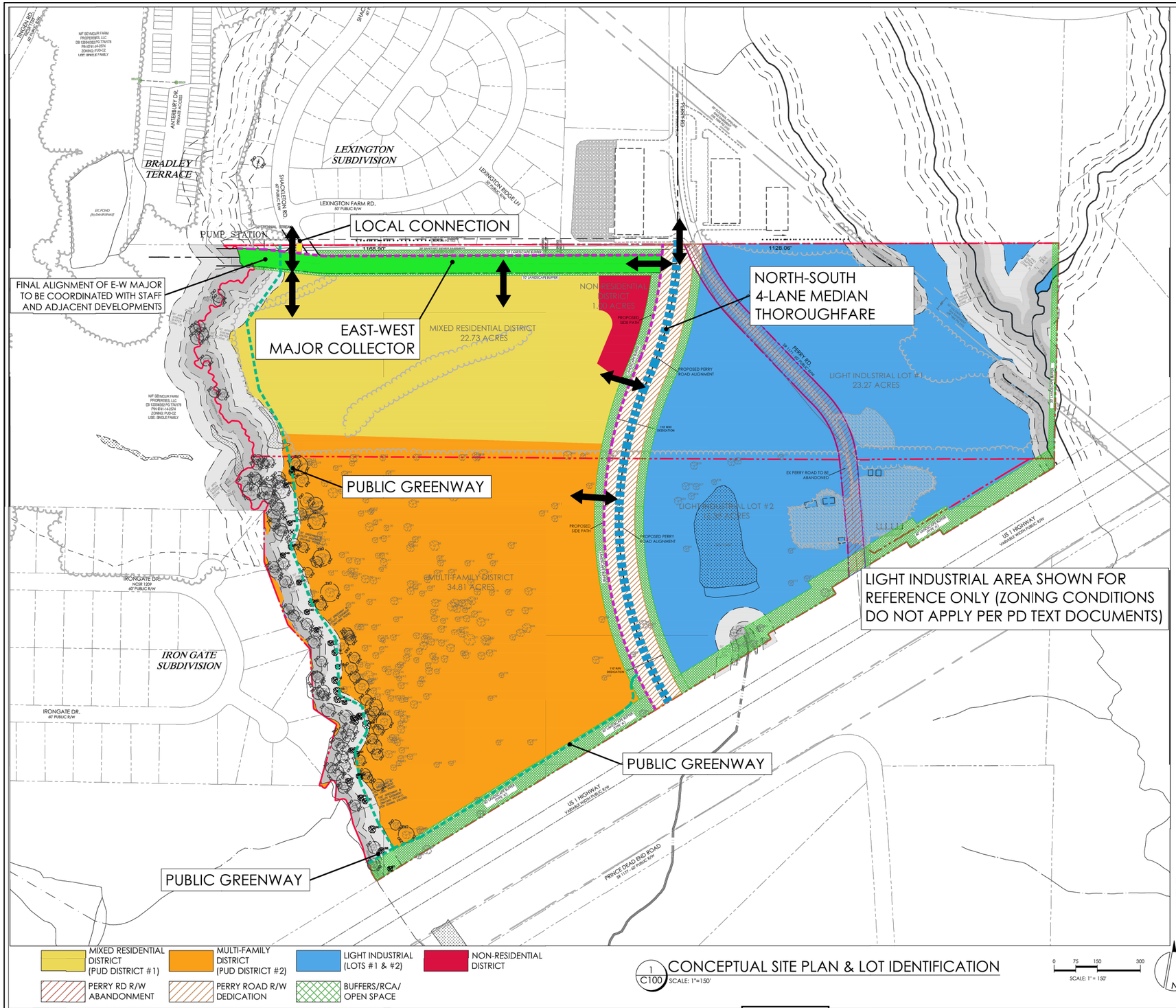
Figures 10A and **10B** show the committed and recommended laneage.

Should you have any questions or comments, please do not hesitate to contact me at (919) 678-4131 or lyle.overcash@kimley-horn.com.

Attachments: Figures 1-10B, Trip Generation, Traffic Count Data, Intersection Spreadsheets, Synchro Reports, SimTraffic Reports, Approved Development Data

Attachments

Figures 1-10B



1 C100 CONCEPTUAL SITE PLAN & LOT IDENTIFICATION
SCALE: 1"=150'

PLAN SHEETS ARE INTENDED FOR ILLUSTRATIVE PURPOSES ONLY

RIPARIAN BUFFERS AND WETLANDS:

RIPARIAN BUFFERS AND WETLANDS LOCATED ON SITE BY SOILS & ENVIRONMENTAL CONSULTANTS, INC TO BE CONFIRMED BY THE US ARMY CORPS OF ENGINEERS, DWR, AND/OR THE TOWN OF APEX.

TOWN OF APEX PROJECT # 23-001
DWR PROJECT # 24-319

EXISTING CONDITIONS NOTES:

1. *BOUNDARY SURVEY PROVIDED BY SMITH & SMITH SURVEYORS OF APEX, NC.*
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. *NC SHPO DOES NOT SHOW ANY EXISTING HISTORICAL STRUCTURES WITHIN THE BOUNDARY OF THE PROJECT.*
5. *PROPOSED GREENWAY, SIDEPATHS, AND/OR MULTI-USE TRAILS ARE SHOWN ON THE ADOPTED PARKS AND GREENWAYS MASTER PLAN. FINAL LOCATION TO BE COORDINATED WITH STAFF.*
6. *100-YR FLOOD PLAIN IS NOT LOCATED ON OR WITHIN 100' OF THE PROPERTIES.*
7. PROPERTIES ARE LOCATED WITHIN THE SECONDARY WATERSHED OVERLAY DISTRICT, BIG BRANCH CREEK, HARRIS LAKE, CAPE FEAR RIVER BASIN.

SITE AND UTILITY NOTES:

1. DEVELOPMENT ACCESS AND STUB STREET LOCATIONS SHALL BE FINALIZED AT MASTER SUBDIVISION OR MAJOR/MINOR SITE 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 OR MAJOR/MINOR SITE PLAN DESIGN AND APPROVAL.
3. ALL ZONING PLAN SHEETS ARE PROVIDED FOR ILLUSTRATIVE PURPOSES ONLY. FINAL DESIGN COMPONENTS ARE DETERMINED AT MASTER SUBDIVISION OR MAJOR/MINOR SITE PLAN DESIGN.
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 REGULATORY AGENCIES.
6. PUBLIC PEDESTRIAN AND VEHICULAR ACCESS IS SHOWN FOR CONCEPTUAL PURPOSES AND ARE SUBJECT TO REVISIONS DURING THE MASTER SUBDIVISION OR MAJOR/MINOR SITE 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 COMPREHENSIVE TRANSPORTATION, UTILITY, AND GREENWAYS PLANS.
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 (C100) AND CONCEPTUAL UTILITY PLAN (C110) ARE NOT SHOWN IN EXACT LOCATIONS BUT SHOW PROPOSED CONNECTIONS. CONNECTIONS CAN ONLY BE REMOVED FROM THE DEVELOPMENT 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, MINOR SITE PLAN, OR MAJOR SITE PLAN REVIEW AND APPROVAL.

LOCATION OF ACCESS POINTS DEPICTED ARE APPROXIMATE AND SUBJECT TO TOWN OF APEX AND NCDOT APPROVAL AT THE TIME OF SITE PLAN AND/OR SUBDIVISION PLAN APPROVAL.

PEAK Engineering & Design
1125 Apex Peakway Apex, NC 27502
(919) 439-5050
www.PeakEngineering.com
NC License #P-0673

project:
HOPSON GATEWAY ZONING
PERRY ROAD @ US 1 HIGHWAY
WHITE OAK TOWNSHIP
APEX, NORTH CAROLINA 27502

seal:
NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 047671 JOSEPH T. RUSSO, JR.
PRELIMINARY NOT FOR CONSTRUCTION

NO.	DATE	REVISION	BY
1	FEBRUARY 7, 2025	SCHEDULE A/B/C - ADDITIONAL COMMENTS	
2	AUGUST 8, 2025	SCHEDULE A/B/C - ADDITIONAL COMMENTS	

title:
CONCEPTUAL SITE PLAN & LOT IDENTIFICATION

proj #: 240307
date: November 1, 2024
dwg by: FS chkd by: JR
scale: As Noted
sheet: *C100*
(PUD PLAN)

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FIGURE 1

CONCEPTUAL SITE PLAN

HOPSON GATEWAY
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 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.

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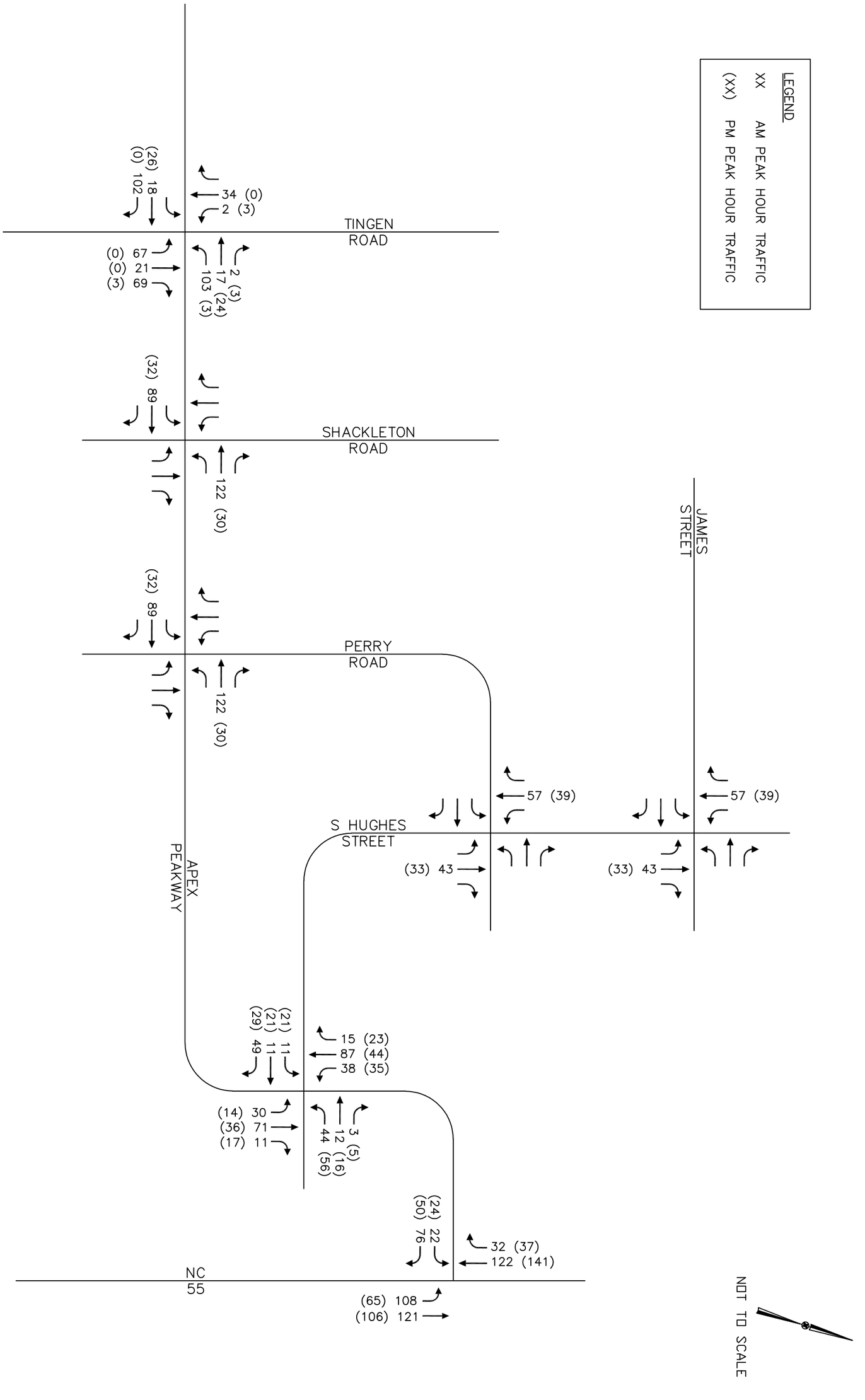

Kimley»Horn	HOPSON GATEWAY APEX, NC TRAFFIC IMPACT ANALYSIS	APPROVED DEVELOPMENT AM AND PM PEAK HOUR TRAFFIC VOLUMES	FIGURE 2

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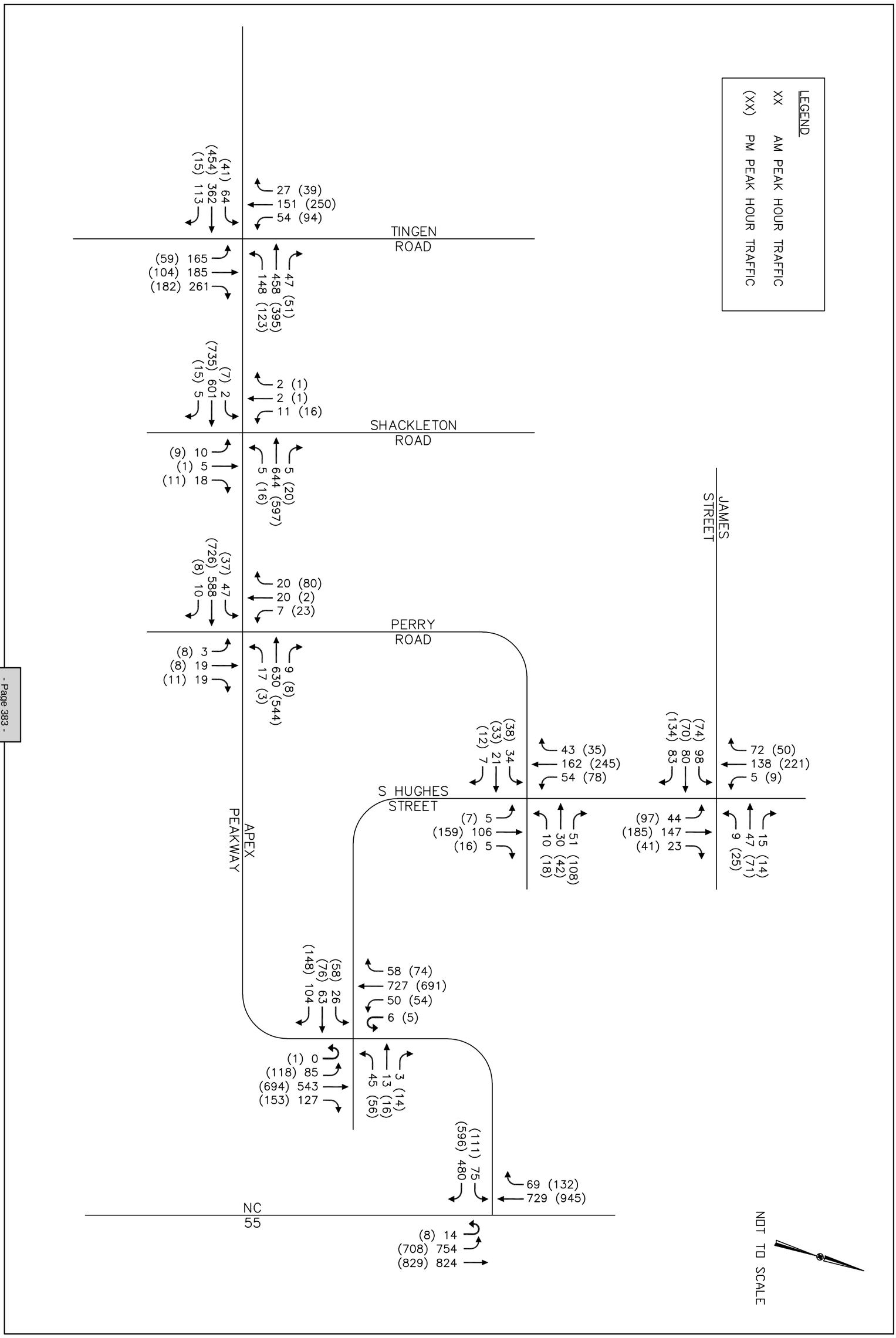

Kimley»Horn	HOPSON GATEWAY APEX, NC TRAFFIC IMPACT ANALYSIS	BACKGROUND (2028) AM AND PM PEAK HOUR TRAFFIC VOLUMES	FIGURE 3

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(XX%) OVERALL DISTRIBUTION

XX% INBOUND PERCENT ASSIGNMENT

(XX%) OUTBOUND PERCENT ASSIGNMENT

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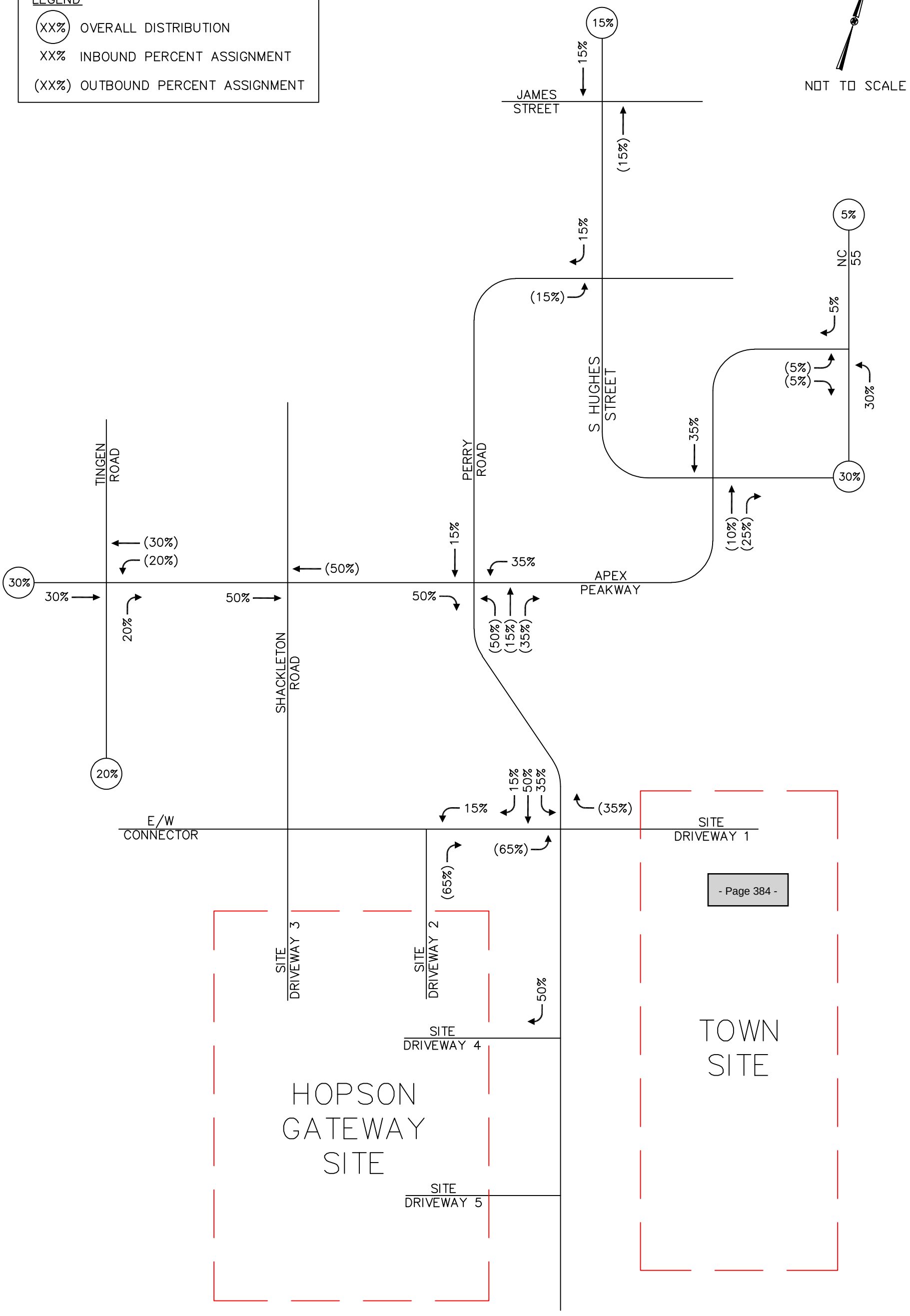

Kimley»Horn	HOPSON GATEWAY APEX, NC TRAFFIC IMPACT ANALYSIS	SITE TRIP DISTRIBUTION & PERCENT ASSIGNMENT – NON–RESIDENTIAL SITE TRAFFIC	FIGURE 4

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(XX%) OVERALL DISTRIBUTION

XX% INBOUND PERCENT ASSIGNMENT

(XX%) OUTBOUND PERCENT ASSIGNMENT

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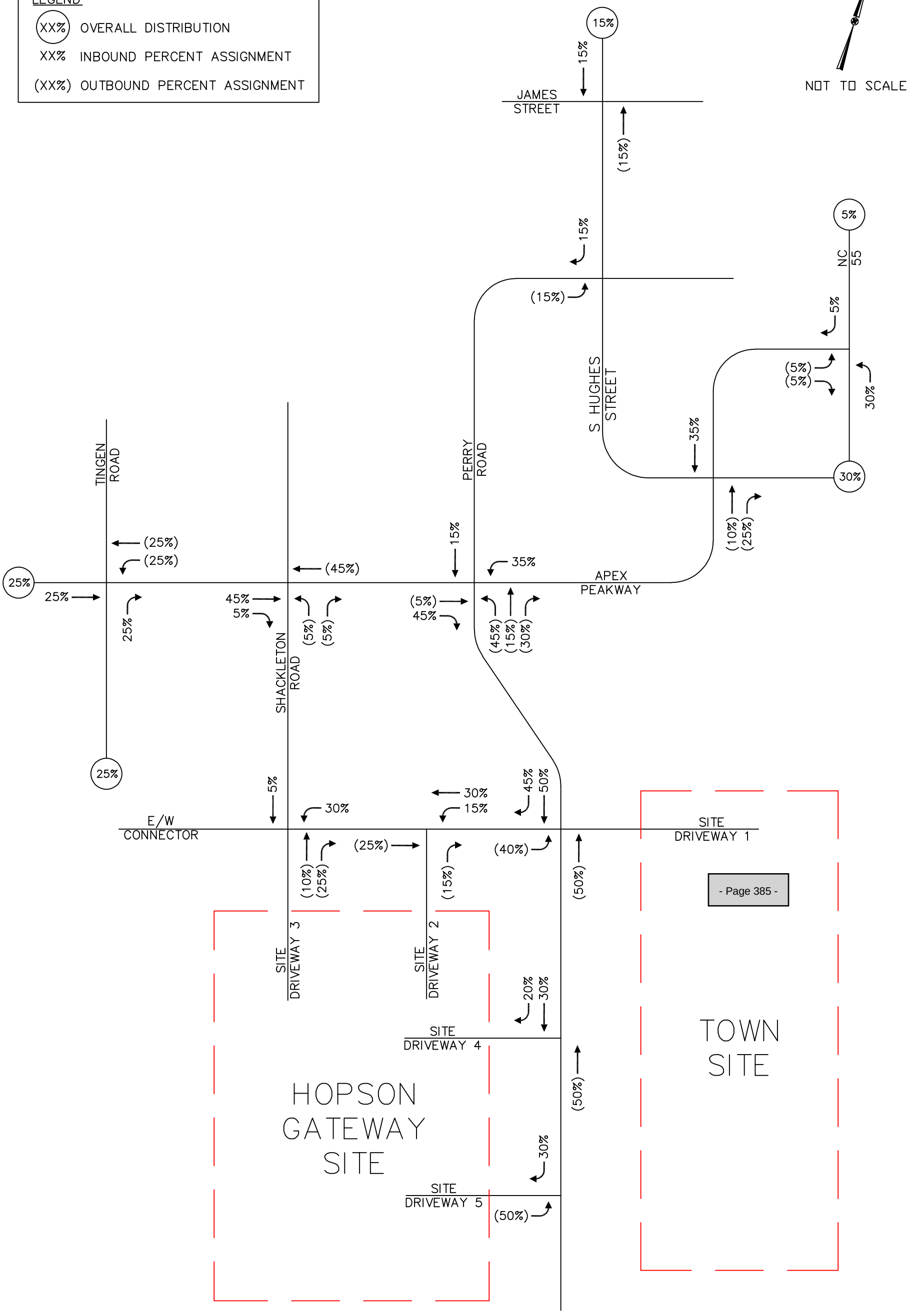

Kimley»Horn	HOPSON GATEWAY APEX, NC TRAFFIC IMPACT ANALYSIS	SITE TRIP DISTRIBUTION & PERCENT ASSIGNMENT – RESIDENTIAL SITE TRAFFIC	FIGURE 5

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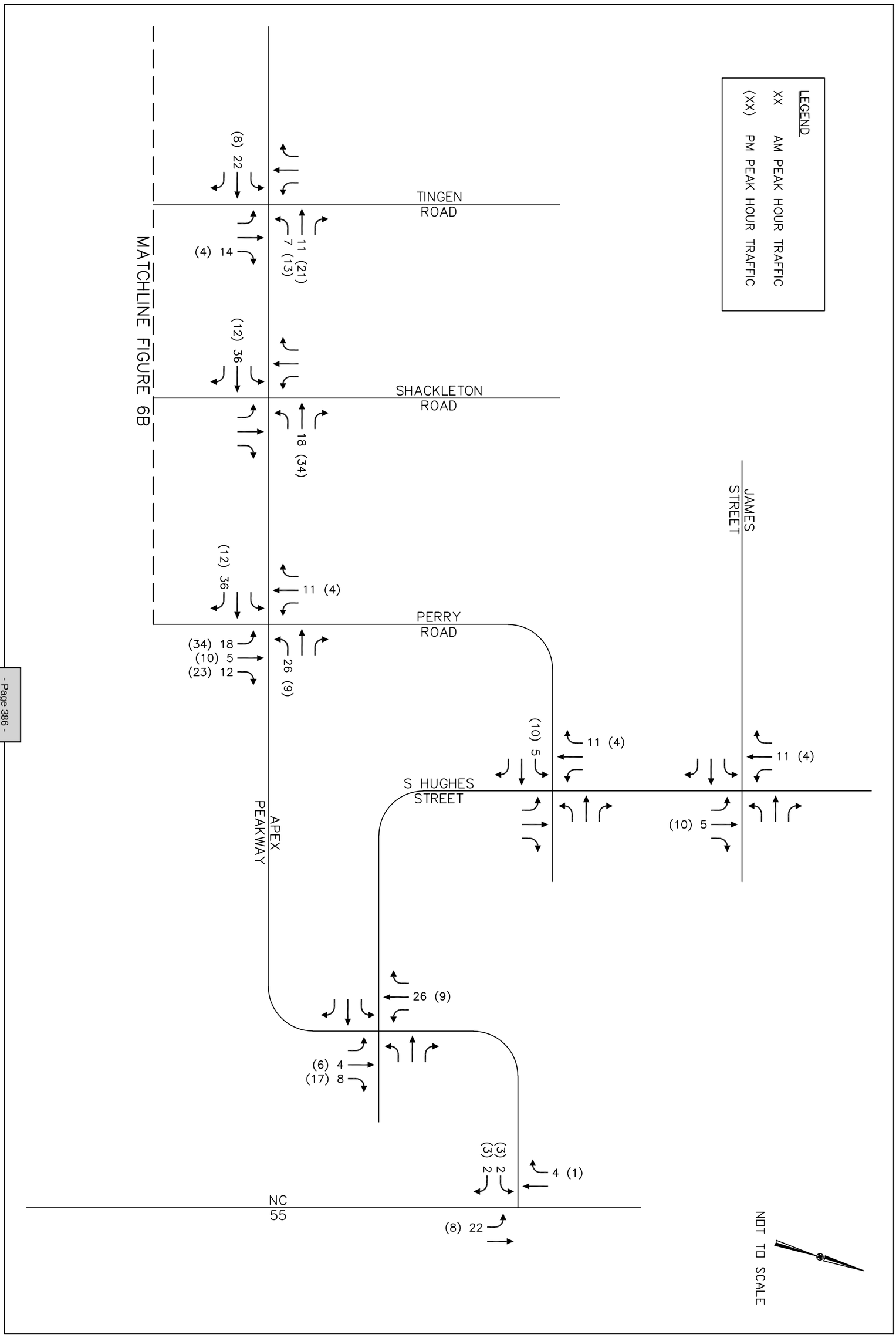

Kimley»Horn	HOPSON GATEWAY APEX, NC TRAFFIC IMPACT ANALYSIS	AM AND PM PEAK HOUR NON-RESIDENTIAL SITE TRIPS	FIGURE 6A

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LEGEND

XX AM PEAK HOUR TRAFFIC

(XX) PM PEAK HOUR TRAFFIC

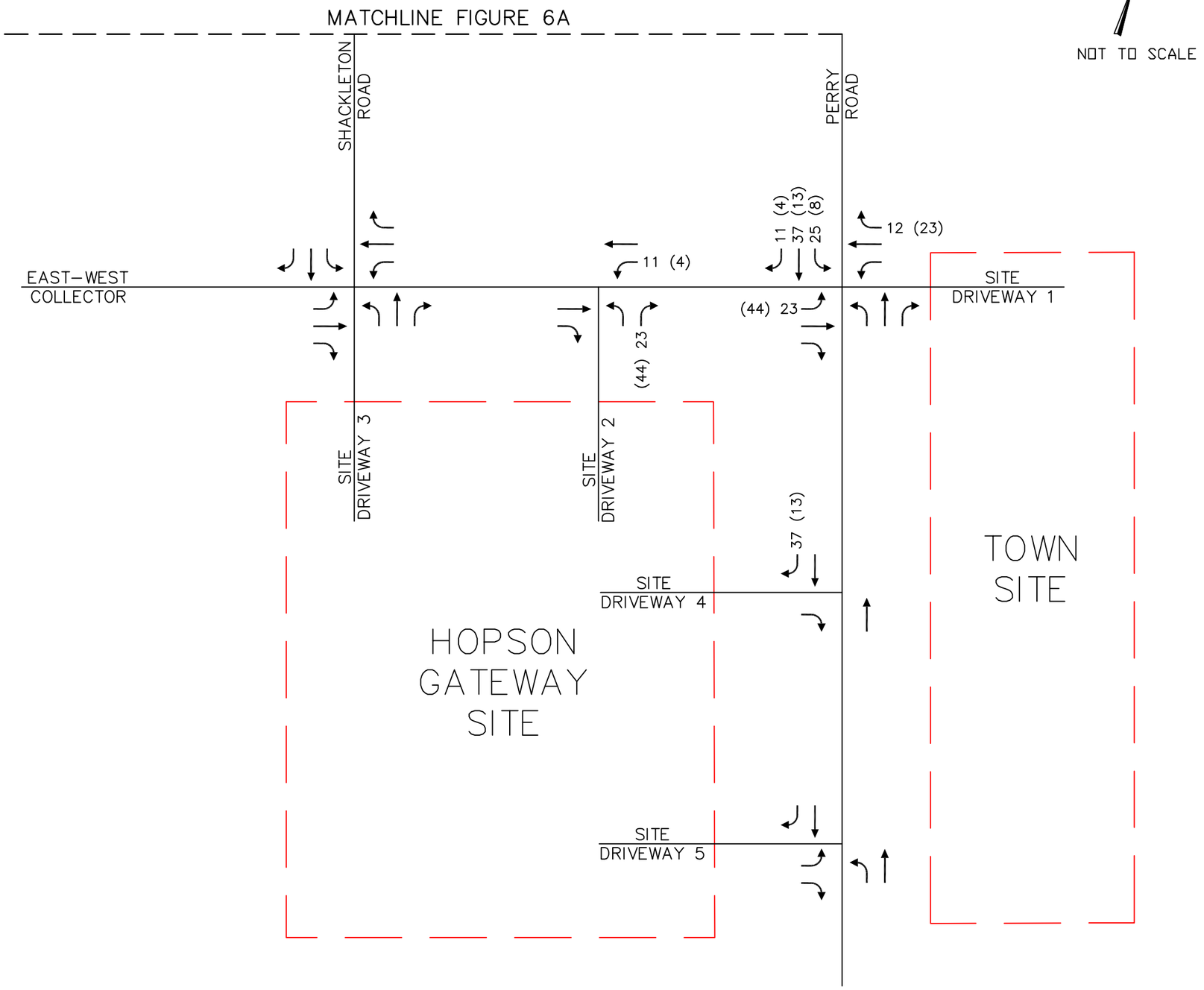

FIGURE 6B

AM AND PM PEAK HOUR
NON–RESIDENTIAL SITE TRIPS

HOPSON GATEWAY
APEX, NC
TRAFFIC IMPACT ANALYSIS

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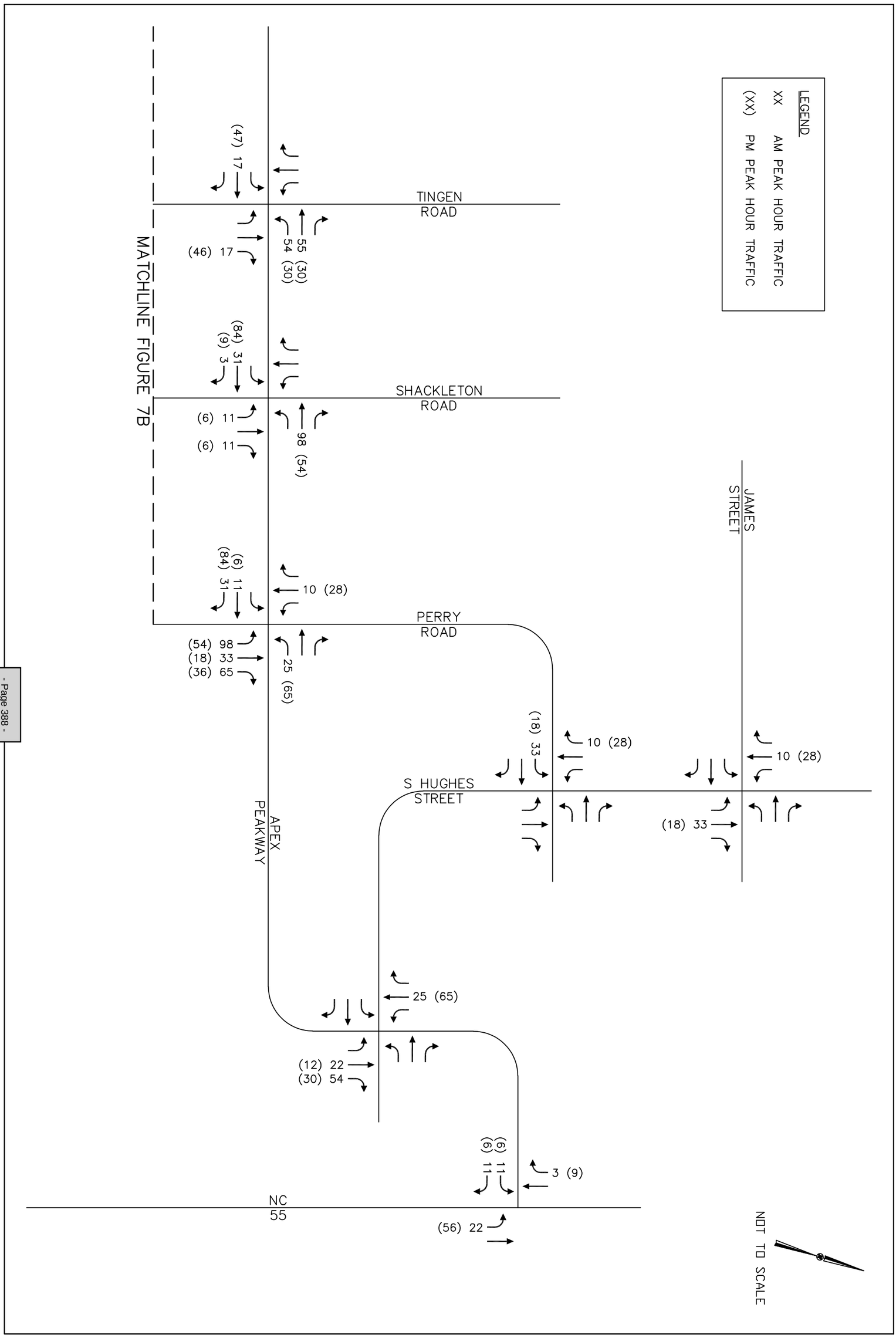

Kimley»Horn	HOPSON GATEWAY APEX, NC TRAFFIC IMPACT ANALYSIS	AM AND PM PEAK HOUR RESIDENTIAL SITE TRIPS	FIGURE 7A

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LEGEND

XX AM PEAK HOUR TRAFFIC

(XX) PM PEAK HOUR TRAFFIC

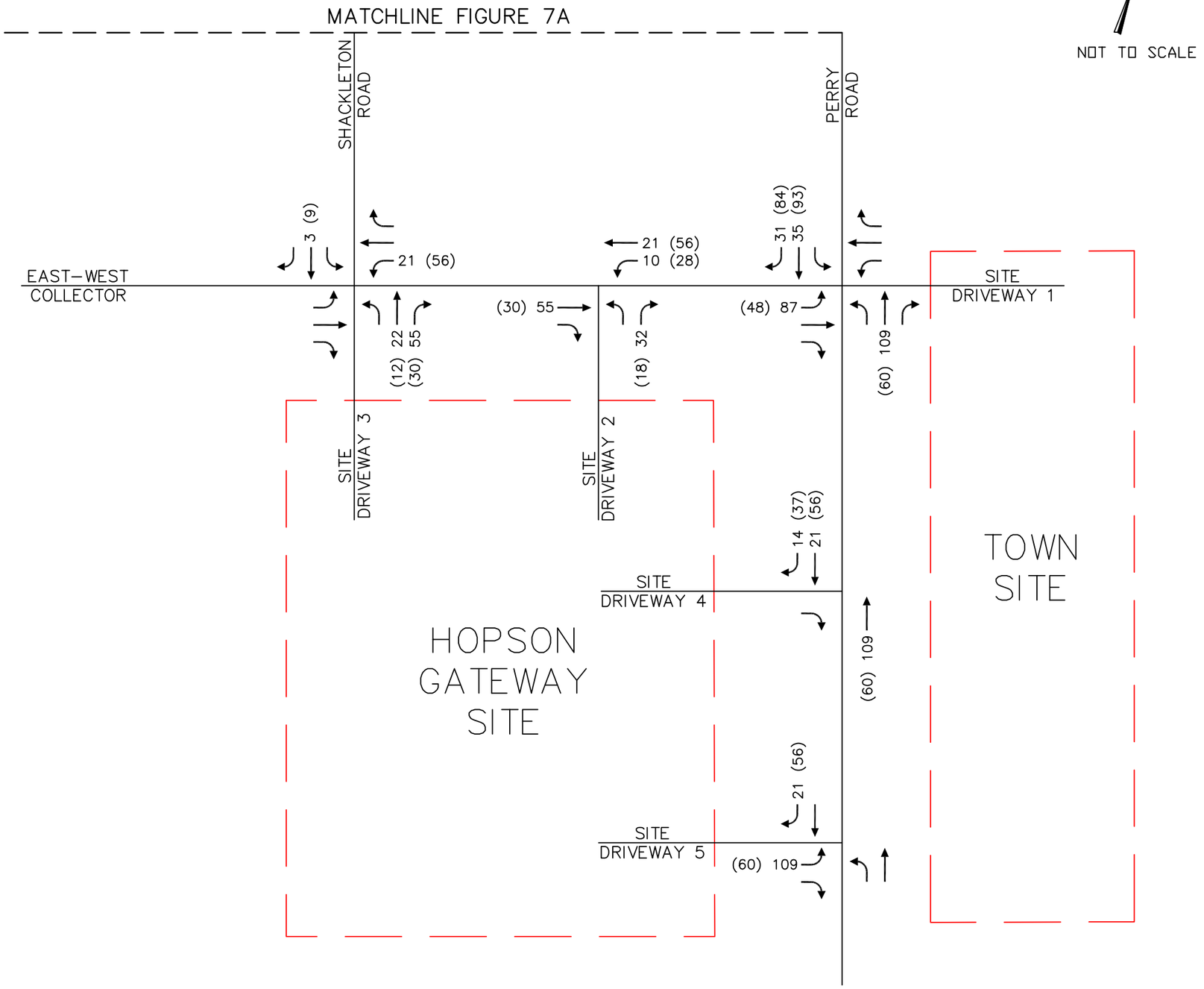

FIGURE 7B

AM AND PM PEAK HOUR RESIDENTIAL SITE TRIPS

HOPSON GATEWAY
APEX, NC
TRAFFIC IMPACT ANALYSIS

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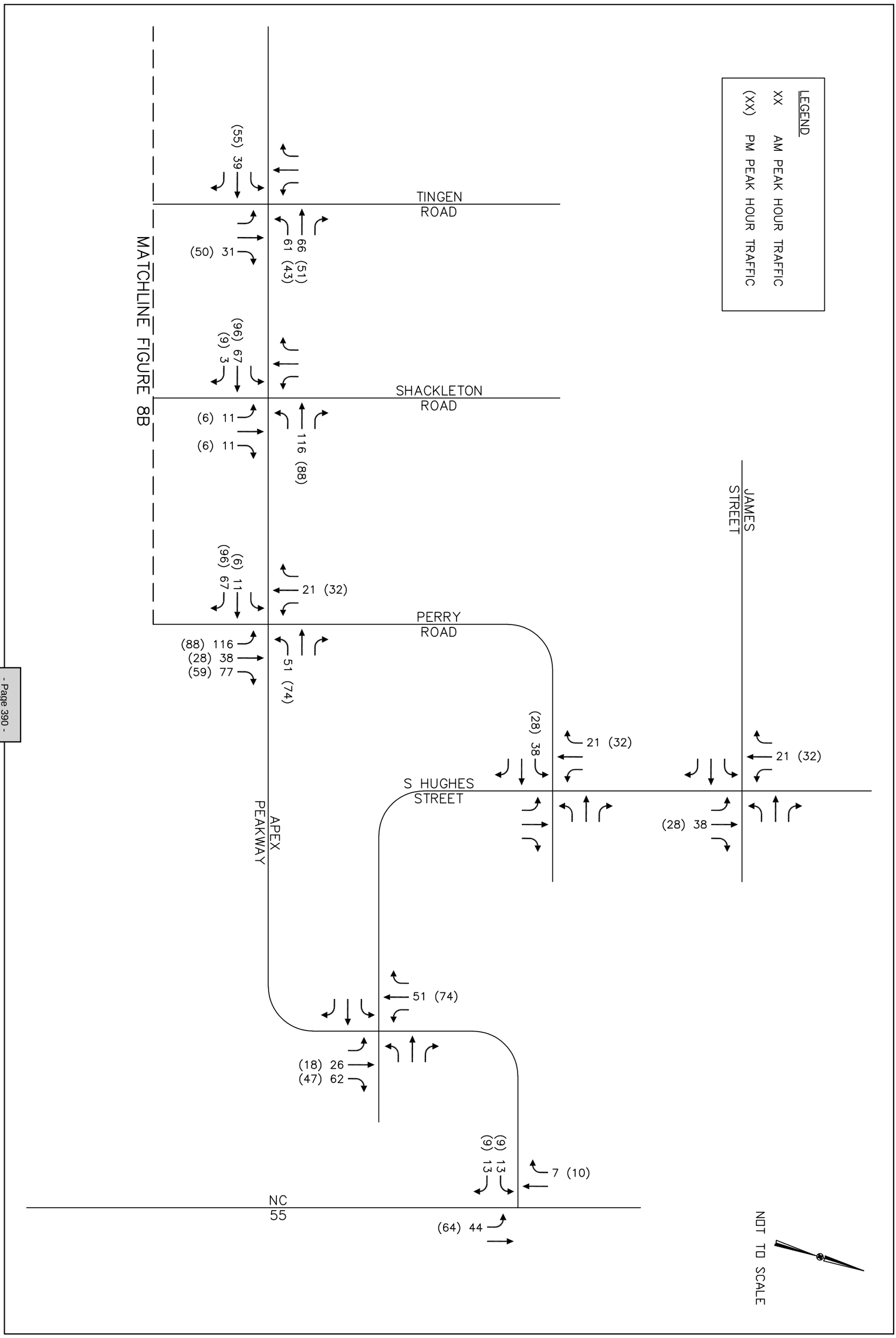

Kimley»Horn	HOPSON GATEWAY APEX, NC TRAFFIC IMPACT ANALYSIS	AM AND PM PEAK HOUR TOTAL SITE TRIPS	FIGURE 8A

THIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGNS PRESENTED HEREIN, AS AN INSTRUMENT OF SERVICE, IS INTENDED ONLY FOR THE 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.

LEGEND

XX AM PEAK HOUR TRAFFIC

(XX) PM PEAK HOUR TRAFFIC

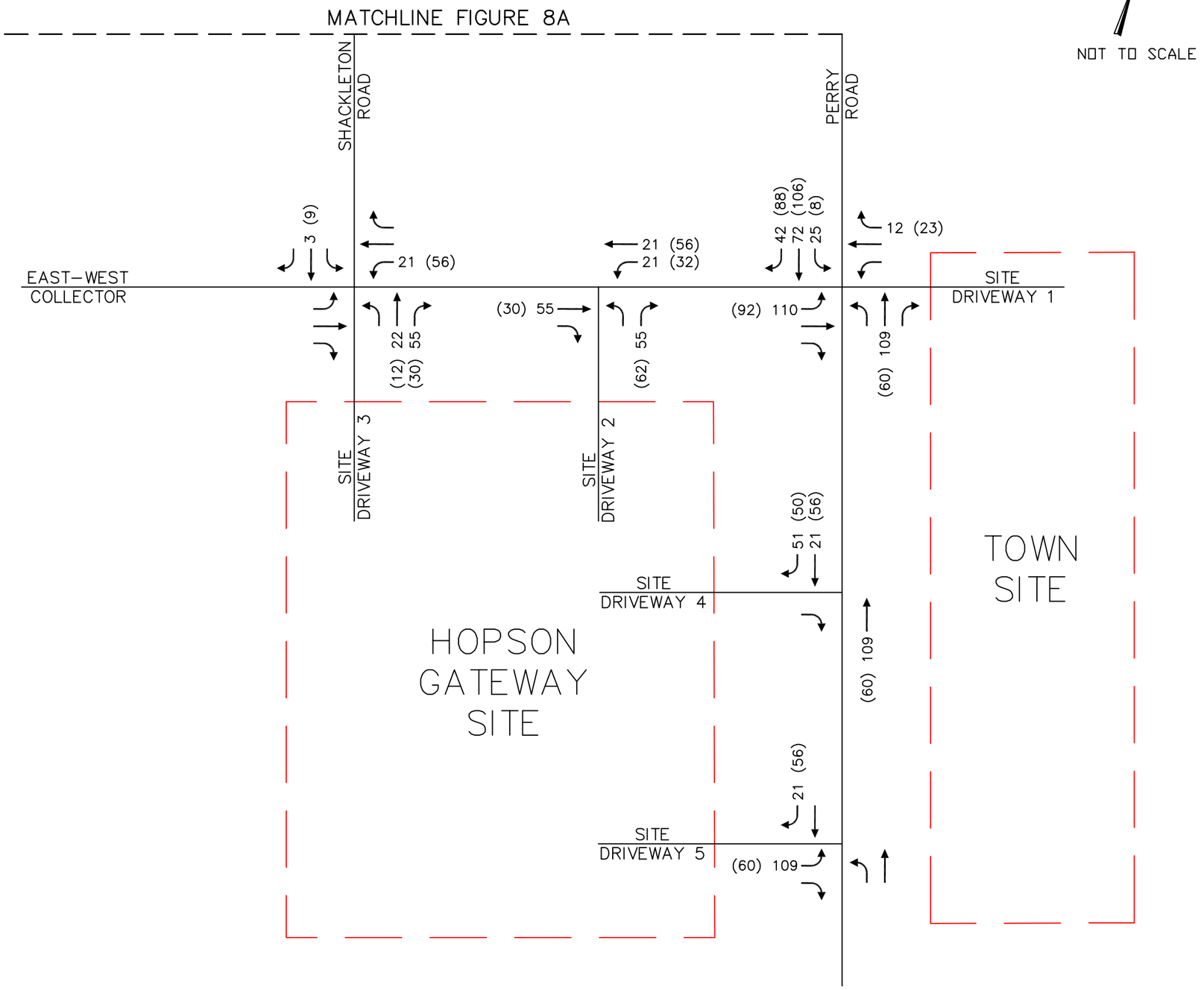

FIGURE 8B

AM AND PM PEAK HOUR TOTAL SITE TRIPS

HOPSON GATEWAY
APEX, NC
TRAFFIC IMPACT ANALYSIS

Kimley»Horn

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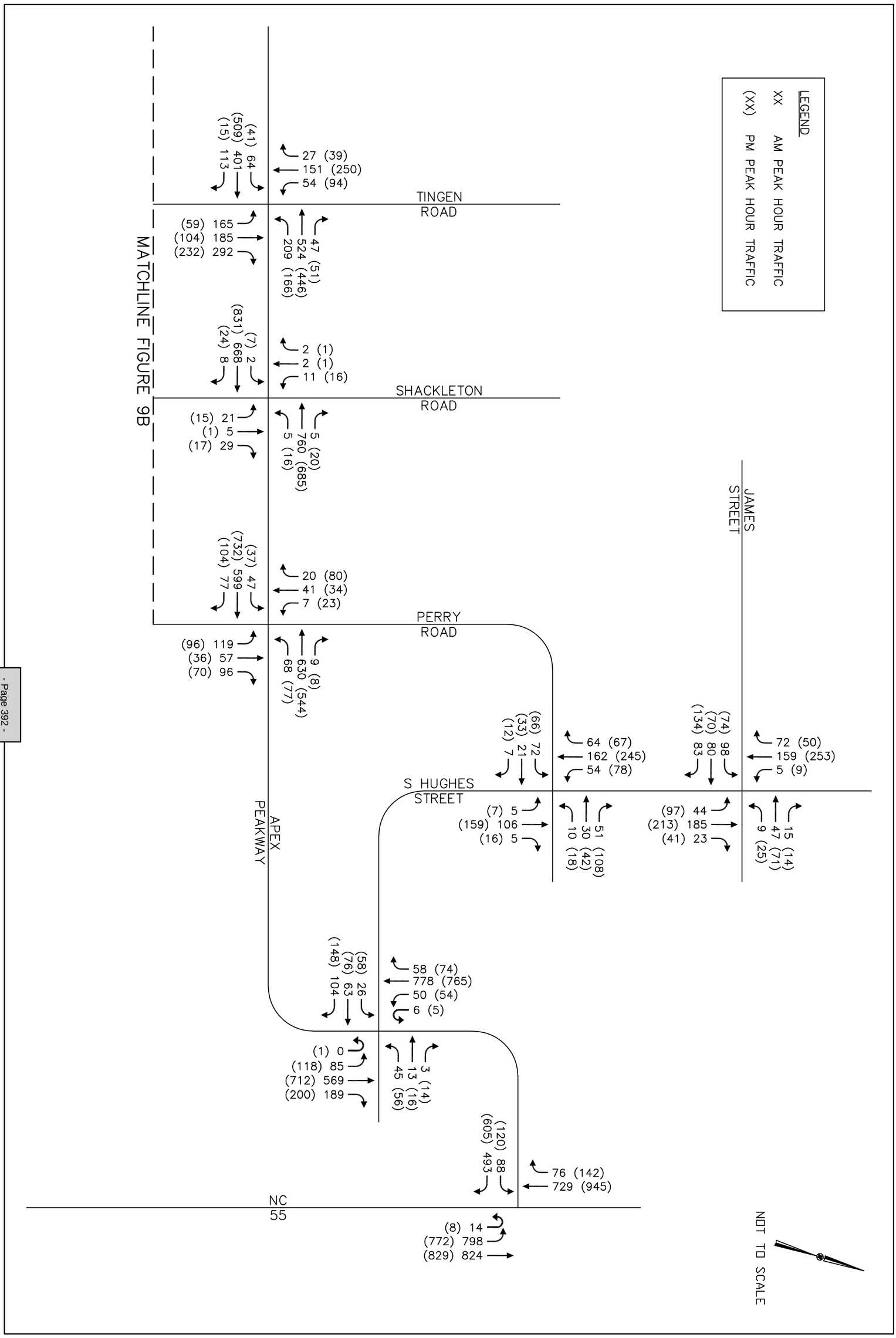

Kimley»Horn	HOPSON GATEWAY APEX, NC TRAFFIC IMPACT ANALYSIS	BUILD-OUT (2028) AM AND PM PEAK HOUR TRAFFIC VOLUMES	FIGURE 9A

THIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGNS PRESENTED HEREIN, AS AN INSTRUMENT OF SERVICE, IS INTENDED ONLY FOR THE 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.

LEGEND

XX AM PEAK HOUR TRAFFIC

(XX) PM PEAK HOUR TRAFFIC

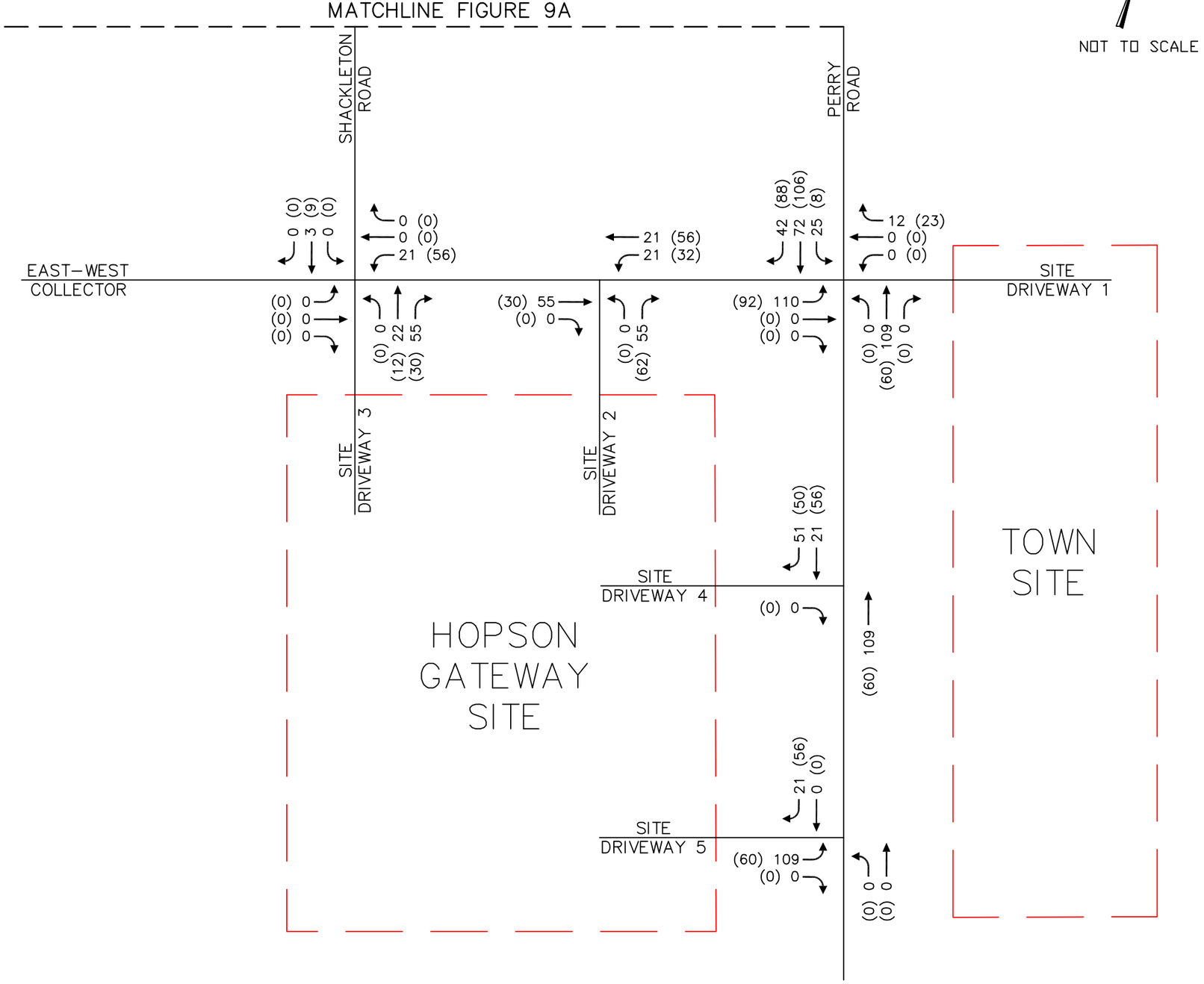

FIGURE 9B

BUILD–OUT (2028) AM AND PM PEAK HOUR TRAFFIC VOLUMES

HOPSON GATEWAY
APEX, NC
TRAFFIC IMPACT ANALYSIS

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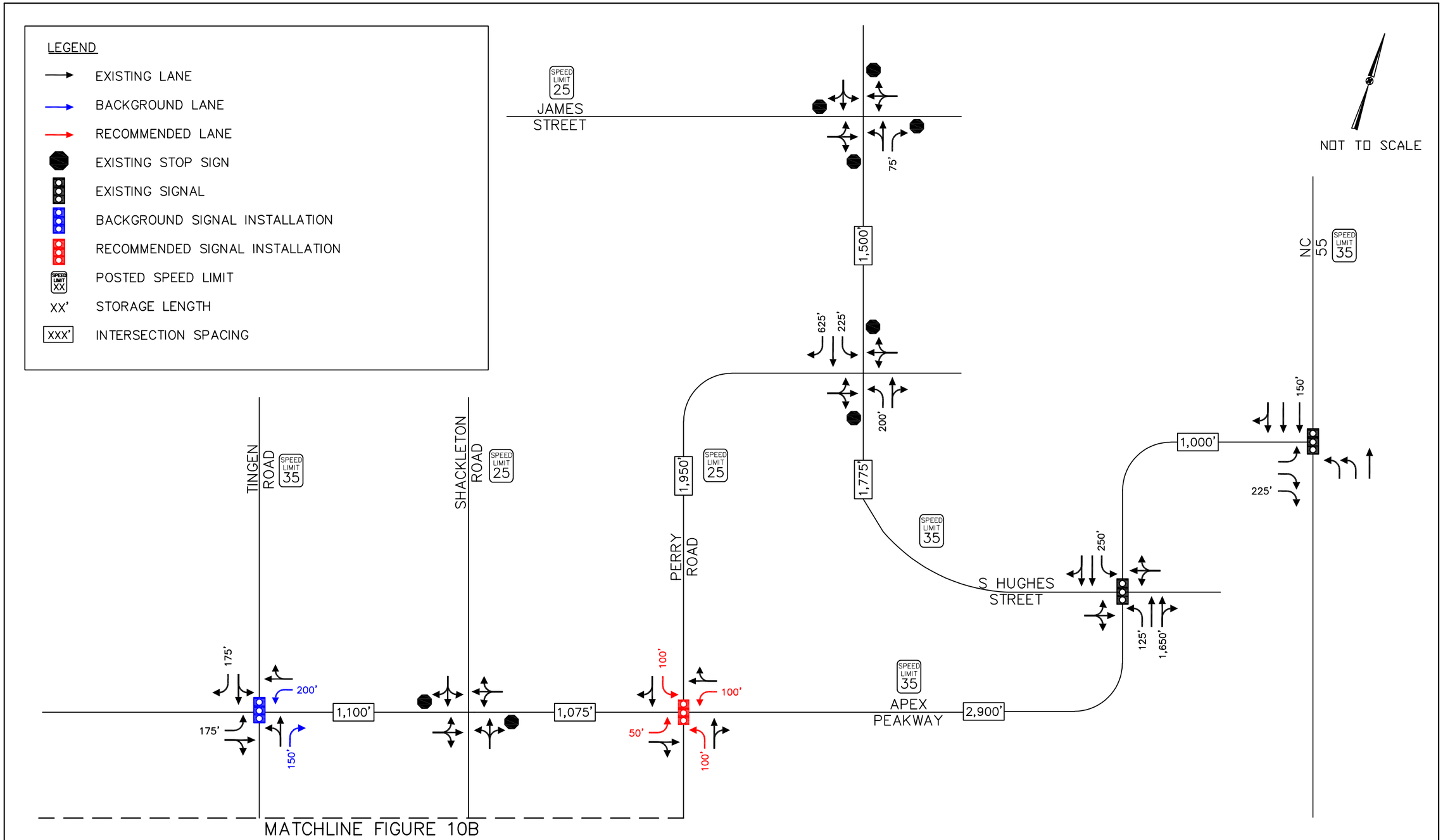

FIGURE 10A

RECOMMENDED LANEAGE

HOPSON GATEWAY
APEX, NC
TRAFFIC IMPACT ANALYSIS

Kimley»Horn

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MATCHLINE FIGURE 10A

NOT TO SCALE

EAST–WEST COLLECTOR

SHACKLETON ROAD

PERRY ROAD

725'

600'

50'

SITE DRIVEWAY 1

SITE DRIVEWAY 3

SITE DRIVEWAY 2

360'

SITE DRIVEWAY 4

400'

100'

SITE DRIVEWAY 5

100'

HOPSON GATEWAY SITE

TOWN SITE

LEGEND

- EXISTING LANE
- RECOMMENDED LANE
- RECOMMENDED LANE (BY TOWN)
- RECOMMENDED STOP SIGN
- XX' STORAGE LENGTH
- [XXX'] INTERSECTION SPACING

FIGURE 10B

RECOMMENDED LANEAGE

HOPSON GATEWAY
APEX, NC
TRAFFIC IMPACT ANALYSIS

Kimley»Horn

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Trip Generation

Hopson Gateway - Non-Residential

Table 1 - Trip Generation

Land Use		Intensity		Daily			AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out	Total	In	Out
-	Yard Waste Transfer Station and Drop Off Convenience Center (Proposed)	13.5	acre	302	151	151	28	14	14	8	4	4
150	Warehousing (Existing)	120,000	s.f.	236	118	118	43	28	15	41	10	31
770	Business Park[4]	25,000	s.f.	982	491	491	37	31	6	43	11	32
Subtotal				**1,520**	**760**	**760**	**108**	**73**	**35**	**92**	**25**	**67**

Hopson Gateway - Residential
Table 2 - 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	50	d.u.	534	267	267	40	10	30	52	33	19
215 Single Family Attached Housing	170	d.u.	1,246	623	623	83	21	62	98	58	40
221 Multifamily Housing (Mid-Rise)	400	d.u.	1,862	931	931	164	38	126	156	95	61
Subtotal			**3,642**	**1,821**	**1,821**	**287**	**69**	**218**	**306**	**186**	**120**

Traffic Count Data

Prepared by National Data & Surveying Services

E Williams St/SR 55 & Apex Peakway

Peak Hour Turning Movement Count

ID: 24-160066-001
City: Apex

Day: Thursday
Date: 10/10/2024

PEAK HOURS

AM	07:30 AM - 08:30 AM
NOON	NONE
PM	04:45 PM - 05:45 PM

COUNT PERIODS

AM	7:00 AM - 09:00 AM
NOON	NONE
PM	4:00 PM - 06:00 PM

SOUTHBOUND (E Williams St/SR 55)

AM	33	806	0	0	1026	AM
NOON	0	0	0	0	0	NOON
PM	84	1070	0	0	985	PM
	0.5	2.5	0	0		

EASTBOUND (Apex Peakway)

AM	NOON	PM	
253	0	390	
1	0	1	0
46	0	76	1
0	0	0	0
92	0	130	2
AM	NOON	PM	

WESTBOUND (Apex Peakway)

PM	NOON	AM	
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	
PM	NOON	AM	

CONTROL

Signalized

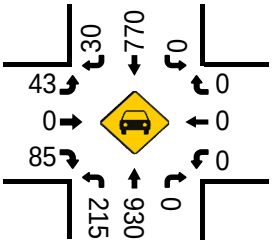
TEV	2189 AM	0 NOON	2582 PM
PHF	0.92		0.98

0 2 1 0

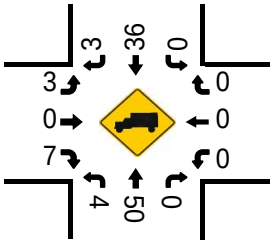
NORTHBOUND (E Williams St/SR 55)

PM	1207	7	305	909	0 PM
NOON	0	0	0	0	0 NOON
AM	910	12	219	980	0 AM

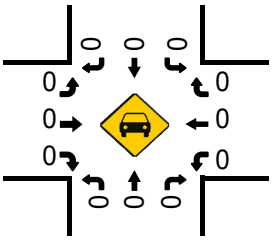
Cars (AM)



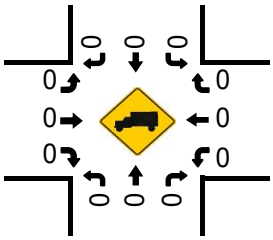
HT (AM)



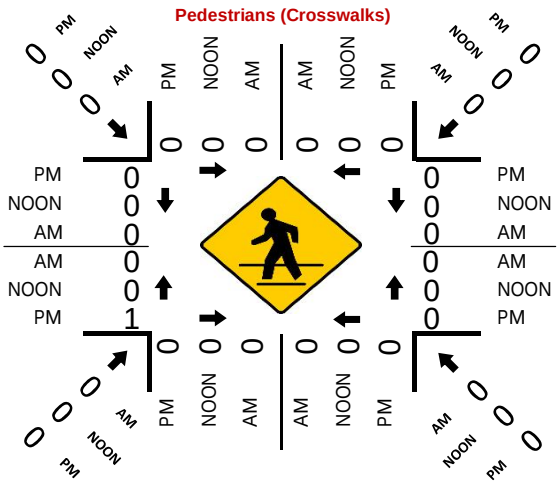
Cars (NOON)



HT (NOON)



Pedestrians (Crosswalks)


PM
NOON
AM
0
0
0
0
0
0
0
0
0
0
0

Prepared by National Data & Surveying Services

Tingen Rd & Apex Peakway

Peak Hour Turning Movement Count

ID: 24-160066-002
City: Apex

Day: Thursday
Date: 10/10/2024

PEAK HOURS	COUNT PERIODS
07:15 AM - 08:15 AM	7:00 AM - 09:00 AM
NONE	NONE
04:45 PM - 05:45 PM	4:00 PM - 06:00 PM

SOUTHBOUND (Tingen Rd)

AM	24	104	46	0	422	AM
NOON	0	0	0	0	0	NOON
PM	35	222	80	1	279	PM

EASTBOUND (Apex Peakway)

AM	NOON	PM		
50	0	89		
0	0	0	0	
57	0	36	1	
59	0	48	0.5	
10	0	13	0.5	
AM	NOON	PM		

WESTBOUND (Apex Peakway)

PM	NOON	AM	
58	0	54	0
48	0	22	1
107	0	40	0
0	0	0	0
242	0	193	
PM	NOON	AM	

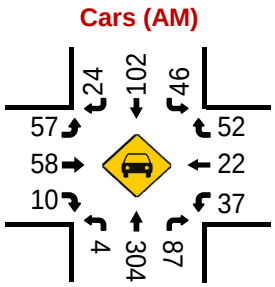
NORTHBOUND (Tingen Rd)

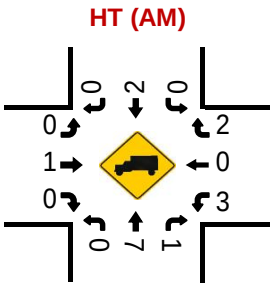
PM	342	0	6	184	114	PM
NOON	0	0	0	0	0	NOON
AM	154	0	4	311	88	AM

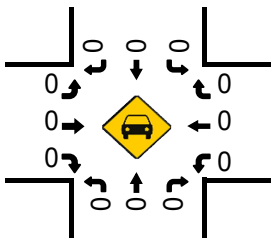
CONTROL

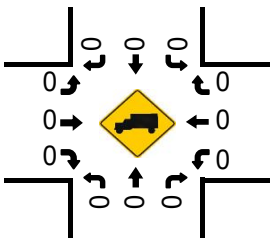
2-Way Stop(EB/WB)

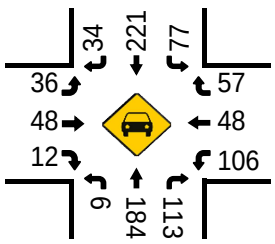
TEV	819 AM	0 NOON	952 PM
PHF	0.88		0.95

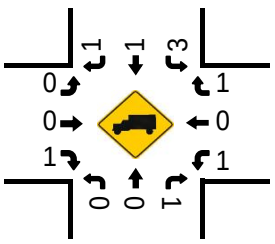


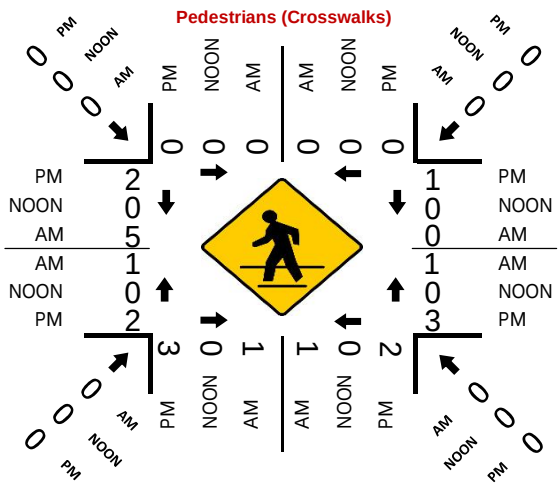








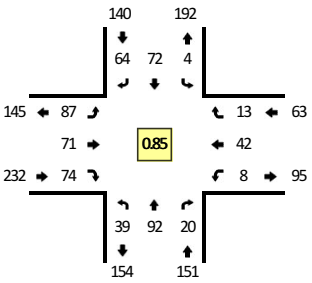


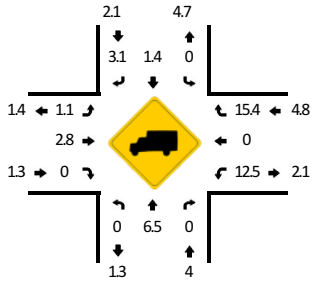

Pedestrians (Crosswalks)
PM
NOON
AM
0
0
0
0
0
0
0
0
0
PM
NOON
AM
2
0
5
1
0
2
0
0
0
1
0
0
1
0
3
0
0
0
1
1
2
0
0
0
0
0
0
0
0
0
0
0
0

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

LOCATION: Hughes St -- James St | **QC JOB #:** 16613601
CITY/STATE: Apex, NC | **DATE:** Thu, May 23 2024

Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:45 AM -- 8:00 AM





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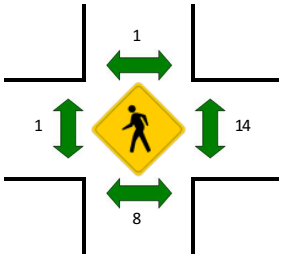
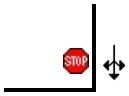
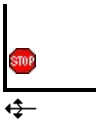
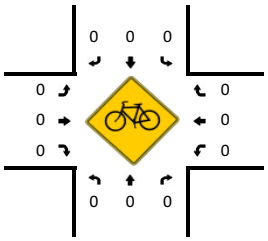
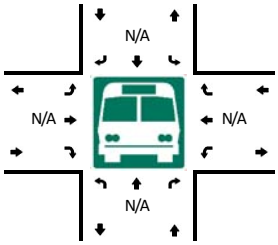
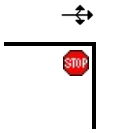


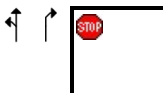


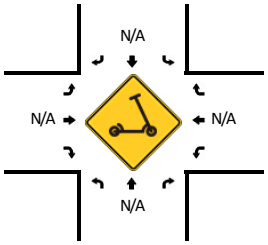












15-Min Count Period Beginning At	Hughes St (Northbound)				Hughes St (Southbound)				James St (Eastbound)				James St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	8	29	2	0	1	12	2	0	17	11	21	0	4	8	0	0	115	
7:15 AM	8	17	2	0	1	12	9	0	15	8	13	0	4	8	1	0	98	
7:30 AM	8	21	3	0	1	18	11	0	12	16	18	0	1	8	4	0	121	
7:45 AM	12	30	7	0	1	16	20	0	38	19	17	0	2	9	1	0	172	506
8:00 AM	9	22	6	0	2	22	16	0	22	21	21	0	2	14	5	0	162	553
8:15 AM	10	19	4	0	0	16	17	0	15	15	18	0	3	11	3	0	131	586
8:30 AM	13	16	4	0	1	18	9	0	12	14	12	0	5	7	2	0	113	578
8:45 AM	18	38	13	0	1	27	5	0	23	15	16	0	5	12	0	0	173	579

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	48	120	28	0	4	64	80	0	152	76	68	0	8	36	4	0	688
Heavy Trucks	0	12	0		0	0	0		0	8	0		0	0	0		20
Buses																	
Pedestrians		8				0				0				16			24
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

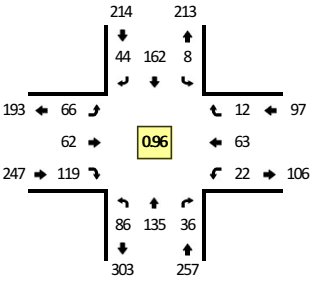
Comments:

Report generated on 5/30/2024 12:47 PM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

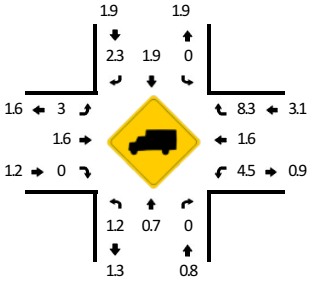
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

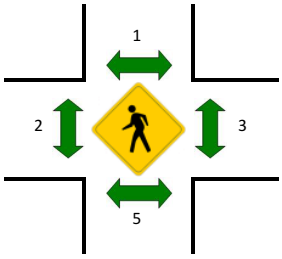
LOCATION: Hughes St -- James St | **QC JOB #:** 16613602
CITY/STATE: Apex, NC | **DATE:** Thu, May 23 2024

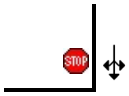
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

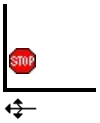


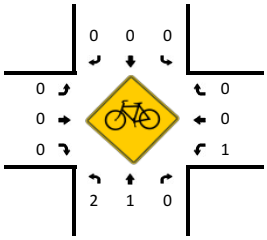
TRUE DATA TO IMPROVE MOBILITY

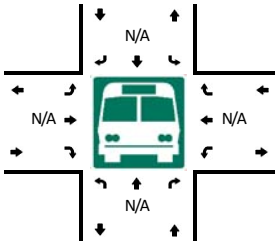


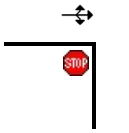


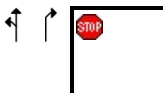


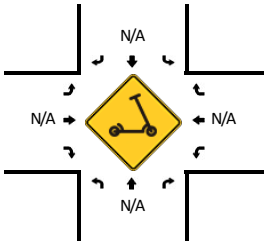












15-Min Count Period Beginning At	Hughes St (Northbound)				Hughes St (Southbound)				James St (Eastbound)				James St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	12	45	13	0	3	30	14	0	12	28	24	0	8	13	5	0	207	
4:15 PM	27	26	9	0	0	39	11	0	15	13	32	0	7	8	3	0	190	
4:30 PM	19	36	7	0	5	31	7	0	13	14	20	0	7	6	0	0	165	
4:45 PM	28	17	13	0	1	34	13	0	10	14	31	0	10	11	7	0	189	751
5:00 PM	26	40	10	0	3	33	5	0	14	17	22	0	3	18	3	0	194	738
5:15 PM	19	26	12	0	1	29	19	0	22	18	31	0	13	21	2	0	213	761
5:30 PM	24	33	7	0	3	50	10	0	16	12	31	0	1	13	5	0	205	801
5:45 PM	17	36	7	0	1	50	10	0	14	15	35	0	5	11	2	0	203	815

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	76	104	48	0	4	116	76	0	88	72	124	0	52	84	8	0	852
Heavy Trucks	4	0	0		0	8	0		0	0	0		4	4	0		20
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	4	0		0	0	0		0	0	0		4	0	0		8
Scooters																	

Comments:

Report generated on 5/30/2024 12:47 PM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

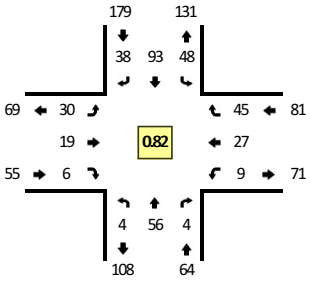
Type of peak hour being reported: Intersection Peak

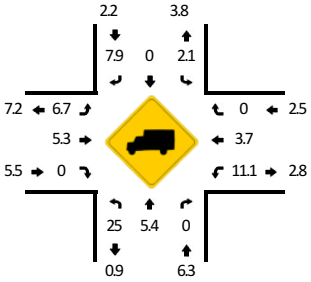
Method for determining peak hour: Total Entering Volume

LOCATION: Hughes St -- Perry Rd
CITY/STATE: Apex, NC

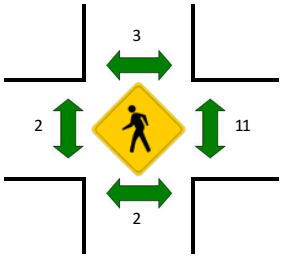
QC JOB #: 16613603
DATE: Thu, May 23 2024

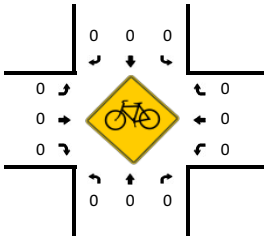
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

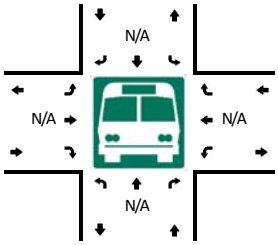


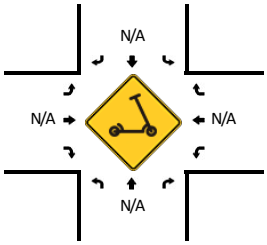


TRUE DATA TO IMPROVE MOBILITY









15-Min Count Period Beginning At	Hughes St (Northbound)				Hughes St (Southbound)				Perry Rd (Eastbound)				Perry Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	14	1	0	12	20	8	0	0	2	4	0	4	7	7	0	79	
7:15 AM	2	8	3	1	11	18	4	0	4	3	1	0	3	5	10	0	73	
7:30 AM	3	11	0	0	8	16	12	0	2	1	1	0	1	1	11	0	67	
7:45 AM	1	17	2	0	7	18	11	0	10	1	5	0	1	1	17	0	91	310
8:00 AM	1	14	1	0	12	24	10	0	6	3	2	0	3	7	9	0	92	323
8:15 AM	2	6	0	0	13	13	14	0	5	2	0	0	2	7	13	0	77	327
8:30 AM	0	15	1	0	11	26	6	0	8	8	4	0	2	5	9	0	95	355
8:45 AM	1	21	2	0	12	30	8	0	11	6	0	0	2	8	14	0	115	379

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	84	8	0	48	120	32	0	44	24	0	0	8	32	56	0	460
Heavy Trucks	4	4	0		0	0	0		4	4	0		0	4	0		20
Buses																	
Pedestrians		0				0				0				4			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 5/30/2024 12:47 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

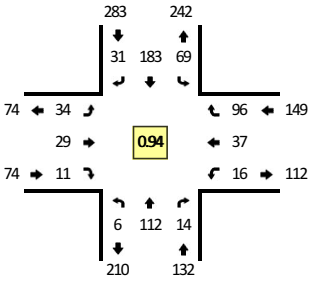
Type of peak hour being reported: Intersection Peak

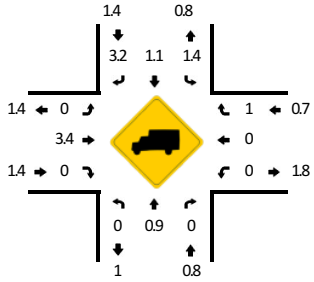
Method for determining peak hour: Total Entering Volume

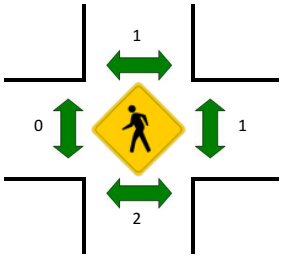
LOCATION: Hughes St -- Perry Rd
CITY/STATE: Apex, NC

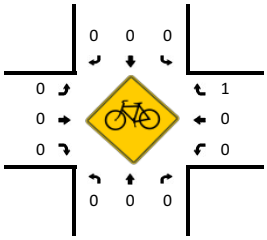
QC JOB #: 16613604
DATE: Thu, May 23 2024

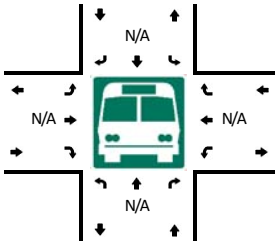
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:45 PM -- 6:00 PM

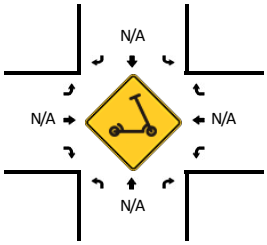












15-Min Count Period Beginning At	Hughes St (Northbound)				Hughes St (Southbound)				Perry Rd (Eastbound)				Perry Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	42	1	0	9	34	7	0	6	9	5	0	3	6	13	0	136	
4:15 PM	1	37	2	0	24	39	8	0	4	8	3	0	3	3	23	0	155	
4:30 PM	1	25	0	0	10	39	4	0	16	6	1	0	2	9	19	0	132	
4:45 PM	0	30	3	0	19	34	11	0	7	8	0	0	1	4	24	0	141	564
5:00 PM	3	26	3	0	15	37	7	0	16	8	2	0	2	11	34	0	164	592
5:15 PM	0	20	3	0	23	36	9	0	9	10	3	0	2	7	21	0	143	580
5:30 PM	1	27	3	0	19	43	8	0	3	6	5	0	7	13	27	0	162	610
5:45 PM	2	39	5	0	12	67	7	0	6	5	1	0	5	6	14	0	169	638

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	156	20	0	48	268	28	0	24	20	4	0	20	24	56	0	676
Heavy Trucks	0	0	0		4	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	4		4
Scooters																	

Comments:

Report generated on 5/30/2024 12:47 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

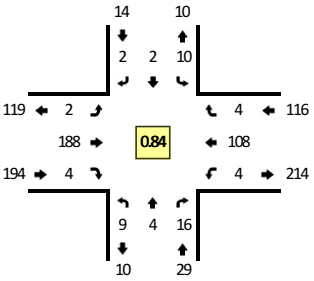
Type of peak hour being reported: Intersection Peak

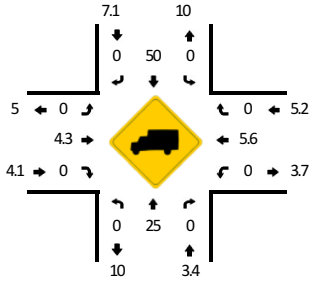
Method for determining peak hour: Total Entering Volume

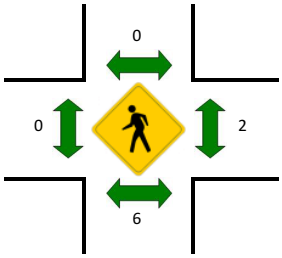
LOCATION: Shackleton Rd -- Apex Peakway
CITY/STATE: Apex, NC

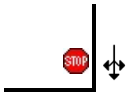
QC JOB #: 16613605
DATE: Thu, May 23 2024

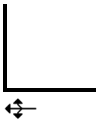
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

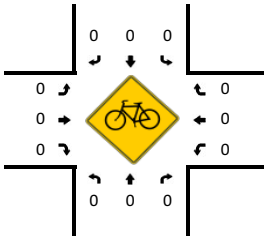


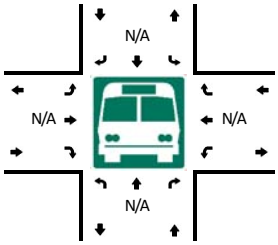


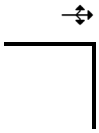


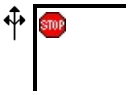


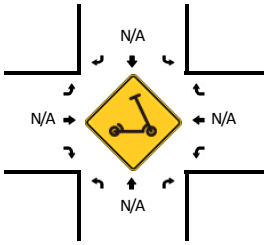












15-Min Count Period Beginning At	Shackleton Rd (Northbound)				Shackleton Rd (Southbound)				Apex Peakway (Eastbound)				Apex Peakway (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	0	3	0	1	0	2	0	0	37	0	0	0	10	1	0	55	
7:15 AM	2	0	4	0	4	0	1	0	0	34	0	0	1	15	1	0	62	
7:30 AM	3	0	5	0	3	1	0	0	0	37	2	0	1	22	0	0	74	
7:45 AM	5	1	6	0	0	0	1	0	1	41	0	0	1	15	1	0	72	263
8:00 AM	1	2	5	0	0	0	0	0	1	44	2	0	0	32	1	0	88	296
8:15 AM	1	1	2	0	5	1	2	0	0	37	1	0	1	21	2	0	74	308
8:30 AM	3	0	5	0	1	0	0	0	1	48	1	0	1	26	0	0	86	320
8:45 AM	4	1	4	0	4	1	0	0	0	59	0	0	2	29	1	0	105	353

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	4	16	0	16	4	0	0	0	236	0	0	8	116	4	0	420
Heavy Trucks	0	0	0		0	0	0		0	20	0		0	12	0		32
Buses																	
Pedestrians		8				0				0				0			8
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

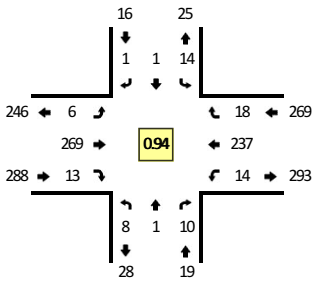
Report generated on 5/30/2024 12:47 PM

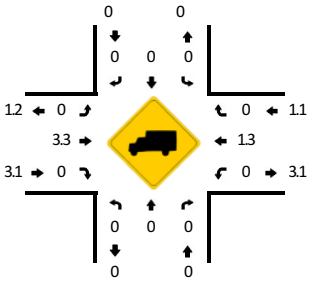
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

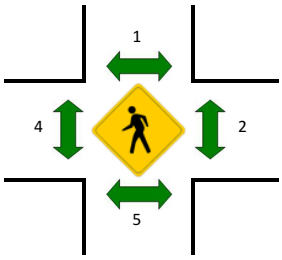
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

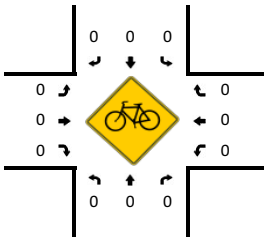
LOCATION: Shackleton Rd -- Apex Peakway | **QC JOB #:** 16613606
CITY/STATE: Apex, NC | **DATE:** Thu, May 23 2024

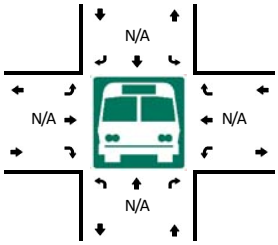
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

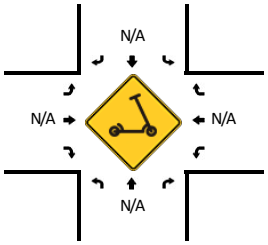












15-Min Count Period Beginning At	Shackleton Rd (Northbound)				Shackleton Rd (Southbound)				Apex Peakway (Eastbound)				Apex Peakway (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	3	0	4	0	2	1	0	0	0	57	4	0	3	42	0	0	116	
4:15 PM	1	0	2	0	0	0	0	0	1	46	2	0	4	46	3	0	105	
4:30 PM	0	0	3	0	1	0	1	0	2	61	3	0	3	38	5	0	117	
4:45 PM	1	0	1	0	6	0	1	0	0	53	3	0	5	61	1	0	132	470
5:00 PM	1	1	1	0	4	0	0	0	1	59	2	0	4	81	4	0	158	512
5:15 PM	2	0	1	0	5	1	0	0	0	65	3	0	3	60	5	0	145	552
5:30 PM	2	0	2	0	3	0	1	0	3	62	4	0	4	56	4	0	141	576
5:45 PM	3	0	6	0	2	0	0	0	2	83	4	0	3	40	5	0	148	592

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	4	4	0	16	0	0	0	4	236	8	0	16	324	16	0	632
Heavy Trucks	0	0	0		0	0	0		0	8	0		0	4	0		12
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 5/30/2024 12:47 PM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

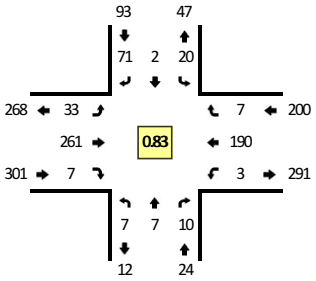
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

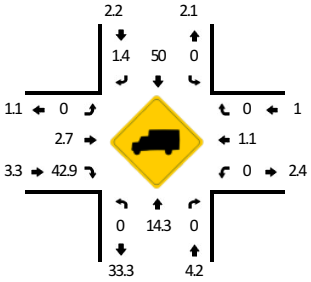
LOCATION: Perry Rd -- Apex Peakway
CITY/STATE: Apex, NC

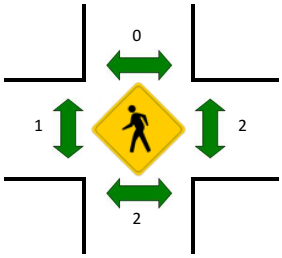
QC JOB #: 16613607
DATE: Thu, May 23 2024

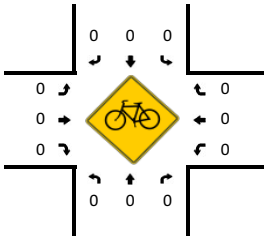
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

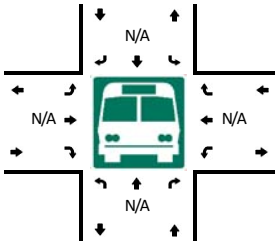


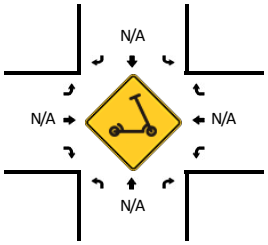
TRUE DATA TO IMPROVE MOBILITY











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		
6:00 AM	1	0	0	0	0	2	0	0	2	11	1	0	10	7	0	0	34	
6:15 AM	4	1	0	0	1	10	1	0	0	13	1	0	16	10	1	0	58	
6:30 AM	0	4	4	0	1	4	2	0	2	29	2	0	4	13	0	0	65	
6:45 AM	0	6	10	0	1	4	3	0	3	27	5	0	11	17	1	0	88	245
7:00 AM	1	1	5	0	2	4	3	0	5	35	4	0	7	9	1	0	77	288
7:15 AM	0	2	3	0	1	3	2	0	3	42	3	0	6	15	1	0	81	311
7:30 AM	3	1	8	0	1	4	5	0	2	39	5	0	6	15	1	0	90	336
7:45 AM	1	4	4	0	0	4	2	0	9	39	5	0	5	15	0	0	88	336
8:00 AM	0	5	6	0	2	2	6	0	11	37	5	0	6	26	0	0	106	365
8:15 AM	0	3	6	0	2	3	5	0	3	42	2	0	3	19	5	0	93	377
8:30 AM	1	5	2	0	2	5	3	0	17	38	2	0	3	24	1	0	103	390
8:45 AM	2	4	3	0	0	8	4	0	11	60	0	0	3	27	2	0	124	426
9:00 AM	0	4	2	0	0	2	10	0	12	69	2	0	2	22	7	0	132	452
9:15 AM	2	1	2	0	4	3	7	0	19	24	3	0	4	26	3	0	98	457
9:30 AM	3	0	1	0	2	2	2	0	4	23	5	0	3	15	4	0	64	418
9:45 AM	0	1	5	0	2	5	2	0	4	23	3	0	0	25	1	0	71	365
10:00 AM	1	1	8	0	0	1	1	0	5	28	0	0	5	13	1	0	64	297
10:15 AM	1	4	4	0	1	2	1	0	4	26	1	0	4	15	1	0	64	263
10:30 AM	1	4	6	0	3	2	3	0	4	15	1	0	3	17	0	0	59	258
10:45 AM	3	2	1	0	3	2	5	0	4	24	5	0	0	16	2	0	67	254
11:00 AM	2	4	2	0	2	1	5	0	4	25	2	0	1	17	2	0	67	257
11:15 AM	1	2	2	0	0	3	2	0	6	27	0	0	1	16	2	0	62	255
11:30 AM	2	3	6	0	3	0	6	0	4	22	3	0	1	13	3	0	66	262
11:45 AM	3	3	1	0	4	3	3	0	2	18	2	0	1	19	1	0	60	255
12:00 PM	0	1	4	0	2	2	3	0	3	24	2	0	1	21	3	0	66	254
12:15 PM	1	1	4	0	3	3	3	0	0	30	0	0	3	26	3	0	77	269
12:30 PM	2	0	6	0	4	3	8	0	3	35	4	0	7	32	3	0	107	310
12:45 PM	0	4	5	0	1	0	8	0	11	18	4	0	2	28	2	0	83	333
1:00 PM	0	2	4	0	3	1	9	0	5	33	2	0	5	19	1	0	84	351
1:15 PM	1	2	8	0	0	4	10	0	6	14	0	0	4	25	3	0	77	351
1:30 PM	0	2	4	0	4	5	3	0	2	28	0	0	7	23	0	0	78	322
1:45 PM	1	2	7	0	0	4	2	0	2	34	4	0	2	20	2	0	80	319
2:00 PM	0	3	3	0	2	3	3	0	4	22	0	0	3	30	0	0	73	308
2:15 PM	1	3	3	0	3	2	4	0	1	28	3	0	4	32	1	0	85	316
2:30 PM	0	1	6	0	4	1	4	0	3	19	2	0	5	28	1	0	74	312
2:45 PM	5	1	3	0	2	3	6	0	4	34	3	0	2	23	2	0	88	320
3:00 PM	3	2	4	0	0	4	7	0	3	22	3	0	3	31	4	0	86	333
3:15 PM	3	1	13	0	2	3	3	0	2	33	3	0	3	42	0	0	108	356

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		
3:30 PM	6	4	9	0	3	1	3	0	0	24	5	0	3	30	1	0	89	371
3:45 PM	1	4	7	0	2	3	12	0	9	47	0	0	5	27	2	0	119	402
4:00 PM	2	2	15	0	4	0	11	0	6	53	1	0	4	31	3	0	132	448
4:15 PM	4	0	8	0	1	2	7	0	9	41	1	0	0	44	1	0	118	458
4:30 PM	1	2	11	0	2	0	13	0	15	49	1	0	2	33	2	0	131	500
4:45 PM	4	2	3	0	1	1	11	0	8	50	1	0	0	55	0	0	136	517
5:00 PM	5	3	7	0	15	1	23	0	4	60	1	0	1	62	5	0	187	572
5:15 PM	1	2	2	0	2	0	14	0	11	58	3	0	1	52	0	0	146	600
5:30 PM	1	0	1	0	0	0	22	0	10	58	3	0	1	41	0	0	137	606
5:45 PM	0	2	0	0	3	1	12	0	8	85	0	0	0	35	2	0	148	618
6:00 PM	2	2	2	0	1	3	11	0	8	39	0	0	1	34	2	0	105	536
6:15 PM	0	1	4	0	3	0	7	0	5	47	0	0	2	49	0	0	118	508
6:30 PM	2	0	3	0	1	2	11	0	5	33	1	0	1	26	1	0	86	457
6:45 PM	0	0	0	0	1	0	8	0	5	18	0	0	0	28	2	0	62	371
7:00 PM	0	0	0	0	1	0	11	0	5	34	0	0	0	26	0	0	77	343
7:15 PM	0	0	0	0	0	0	6	0	4	22	0	0	0	28	1	0	61	286
7:30 PM	1	0	0	0	0	0	6	0	3	18	0	0	1	33	0	0	62	262
7:45 PM	1	1	4	0	0	0	2	0	1	25	0	0	1	30	0	0	65	265
8:00 PM	0	2	0	0	0	0	10	0	3	13	0	0	0	27	0	0	55	243
8:15 PM	0	0	0	0	0	0	3	0	0	11	0	0	0	16	0	0	30	212
8:30 PM	0	0	0	0	1	0	5	0	0	27	0	0	0	17	0	0	50	200
8:45 PM	0	0	0	0	0	0	4	0	1	14	0	0	0	24	0	0	43	178
9:00 PM	0	0	0	0	1	0	4	0	3	9	0	0	0	20	0	0	37	160
9:15 PM	0	0	0	0	0	0	3	0	1	14	0	0	0	18	0	0	36	166
9:30 PM	0	0	0	0	0	0	2	0	0	12	0	0	0	22	0	0	36	152
9:45 PM	0	0	0	0	0	0	1	0	0	19	0	0	0	15	0	0	35	144

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	20	12	28	0	60	4	92	0	16	240	4	0	4	248	20	0	748
Heavy Trucks	0	0	0		0	4	4		0	4	4		0	0	0		16
Buses																	
Pedestrians		4				0				0				4			8
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 5/30/2024 12:49 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

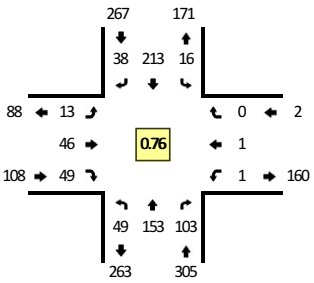
Type of peak hour being reported: Intersection Peak

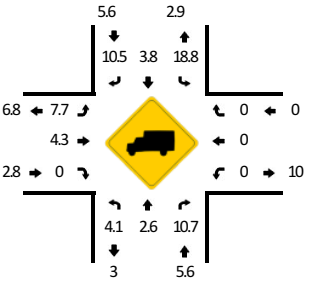
Method for determining peak hour: Total Entering Volume

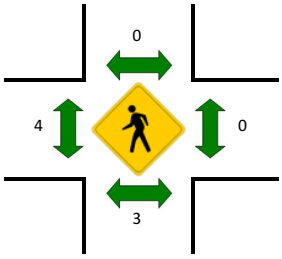
LOCATION: Apex Peakway -- Hughes St
CITY/STATE: Apex, NC

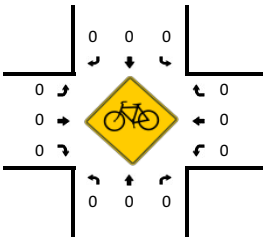
QC JOB #: 16650301
DATE: Thu, Jun 6 2024

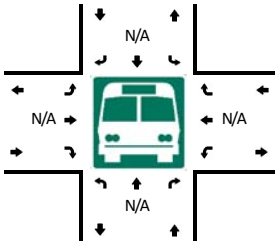
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

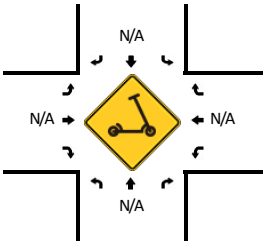












15-Min Count Period Beginning At	Apex Peakway (Northbound)				Apex Peakway (Southbound)				Hughes St (Eastbound)				Hughes St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	6	30	28	0	5	44	10	1	1	10	9	0	1	0	0	0	145	
7:15 AM	8	30	25	0	3	48	3	1	1	13	12	0	0	0	0	0	144	
7:30 AM	9	36	17	0	1	37	6	0	3	12	7	0	0	0	0	0	128	
7:45 AM	5	31	28	0	3	43	9	0	2	12	9	0	0	2	1	0	145	562
8:00 AM	3	37	21	0	4	48	15	1	2	10	14	0	0	0	0	0	155	572
8:15 AM	18	34	24	0	1	56	7	1	2	4	13	0	0	0	0	0	160	588
8:30 AM	13	30	19	0	3	50	3	1	2	13	7	0	0	1	0	0	142	602
8:45 AM	15	52	39	0	3	59	13	2	7	19	15	0	1	0	0	0	225	682

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	60	208	156	0	12	236	52	8	28	76	60	0	4	0	0	0	900
Heavy Trucks	0	4	28		0	12	8		4	4	0		0	0	0		60
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 6/11/2024 11:35 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

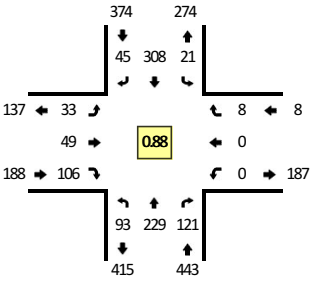
Type of peak hour being reported: Intersection Peak

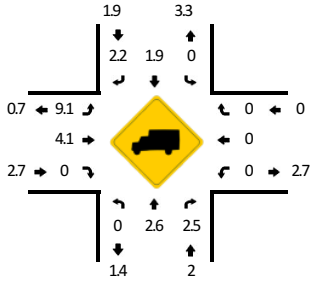
Method for determining peak hour: Total Entering Volume

LOCATION: Apex Peakway -- Hughes St
CITY/STATE: Apex, NC

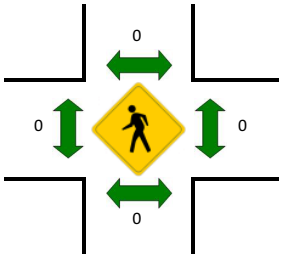
QC JOB #: 16650302
DATE: Thu, Jun 6 2024

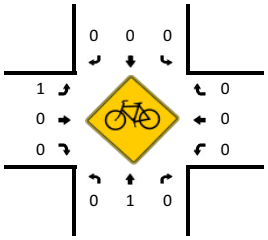
Peak-Hour: 4:15 PM -- 5:15 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

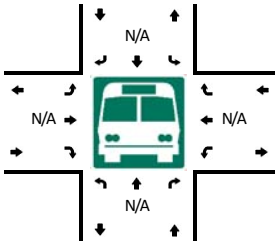


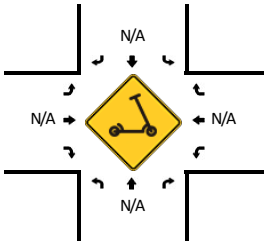


TRUE DATA TO IMPROVE MOBILITY









15-Min Count Period Beginning At	Apex Peakway (Northbound)				Apex Peakway (Southbound)				Hughes St (Eastbound)				Hughes St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	19	61	28	1	4	69	9	0	11	19	18	0	0	1	1	0	241	
4:15 PM	25	38	32	0	1	83	8	0	7	12	30	0	0	0	6	0	242	
4:30 PM	20	69	26	0	8	73	10	0	13	9	20	0	0	0	0	0	248	
4:45 PM	22	50	29	1	1	74	10	0	7	13	28	0	0	0	1	0	236	967
5:00 PM	25	72	34	0	7	78	17	4	6	15	28	0	0	0	1	0	287	1013
5:15 PM	27	50	26	0	3	63	9	2	5	10	27	0	1	0	2	0	225	996
5:30 PM	17	43	35	0	2	77	15	0	8	7	20	0	0	1	0	0	225	973
5:45 PM	15	39	30	0	6	67	14	1	3	17	31	0	0	0	0	0	223	960

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	100	288	136	0	28	312	68	16	24	60	112	0	0	0	4	0	1148
Heavy Trucks	0	8	4		0	4	4		4	4	0		0	0	0		28
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	4	0		0	0	0		0	0	0		0	0	0		4
Scooters																	

Comments:

Report generated on 6/11/2024 11:35 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Intersection Spreadsheets

Intersection Analysis Sheet

Project:	**Hopson Gateway**
Location:	**Apex, NC**
Scenario:	**Residential & Non-Residential**
Ct. Date	**10/10/2024**
N/S Street:	**NC 55**
E/W Street:	**Apex Peakway**

	AM In	AM Out	PM In	PM Out
Non-Residential Site Trips	73	35	25	67
Residential Site Trips	69	218	186	120

Annual Growth Rate:	3.0%	**Existing Year:**	2024
Growth Factor:	0.125509	**Buildout Year:**	2028

AM PEAK HOUR
AM PHF = 0.92

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
2024 Traffic Count	0	47	0	92	0	0	0	0	12	219	980	0	0	0	806	33
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024 Existing Traffic	0	47	0	92	0	0	0	0	12	219	980	0	0	0	806	33
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
2028 Background Growth	0	6	0	12	0	0	0	0	2	27	123	0	0	0	101	4
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
Broadstone Hotel	0	6	0	6	0	0	0	0	0	15	0	0	0	0	0	15
Broadstone Retail	0	5	0	17	0	0	0	0	0	17	0	0	0	0	0	6
Grace Christian	0	7	0	40	0	0	0	0	0	63	0	0	0	0	0	7
Total Committed Traffic	0	22	0	76	0	0	0	0	0	108	121	0	0	0	122	32
Traffic Diversions	0	0	0	300	0	0	0	0	0	400	-400	0	0	0	-300	0
2028 Background Traffic	0	75	0	480	0	0	0	0	14	754	824	0	0	0	729	69
Adjusted PHF		0.88		0.89						0.88						0.88
Project Traffic - Non-Residential																
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	22	0	0	0	0	0	4
Percent Assignment Outbound	0%	5%	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Outbound Project Traffic	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
Project Traffic - Residential																
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	22	0	0	0	0	0	3
Percent Assignment Outbound	0%	5%	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Outbound Project Traffic	0	11	0	11	0	0	0	0	0	0	0	0	0	0	0	0
Total Non-Residential Site Traffic	0	2	0	2	0	0	0	0	0	22	0	0	0	0	0	4
Total Residential Site Traffic	0	11	0	11	0	0	0	0	0	22	0	0	0	0	0	3
Total Site Traffic	**0**	**13**	**0**	**13**	**0**	**0**	**0**	**0**	**0**	**44**	**0**	**0**	**0**	**0**	**0**	**7**
2028 Buildout Total	0	88	0	493	0	0	0	0	14	798	824	0	0	0	729	76
Adjusted PHF		0.89		0.89						0.89						0.88
		0.88	#DIV/0!	0.89	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.92	0.88	0.92	#DIV/0!	#DIV/0!	#DIV/0!	0.92	0.88

PM PEAK HOUR
PM PHF = 0.98

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
2024 Traffic Count	0	77	0	130	0	0	0	0	7	305	909	0	0	0	1070	84
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024 Existing Traffic	0	77	0	130	0	0	0	0	7	305	909	0	0	0	1070	84
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
2028 Background Growth	0	10	0	16	0	0	0	0	1	38	114	0	0	0	134	11
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
Broadstone Hotel	0	12	0	13	0	0	0	0	0	23	0	0	0	0	0	23
Broadstone Retail	0	8	0	25	0	0	0	0	0	30	0	0	0	0	0	10
Grace Christian	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Committed Traffic	0	24	0	50	0	0	0	0	0	65	106	0	0	0	141	37
Traffic Diversions	0	0	0	400	0	0	0	0	0	300	-300	0	0	0	-400	0
2028 Background Traffic	0	111	0	596	0	0	0	0	8	708	829	0	0	0	945	132
Project Traffic - Non-Residential																
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	8	0	0	0	0	0	1
Percent Assignment Outbound	0%	5%	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Outbound Project Traffic	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
Project Traffic - Residential																
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	56	0	0	0	0	0	9
Percent Assignment Outbound	0%	5%	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Outbound Project Traffic	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0
Total Non-Residential Site Traffic	0	3	0	3	0	0	0	0	0	8	0	0	0	0	0	1
Total Residential Site Traffic	0	6	0	6	0	0	0	0	0	56	0	0	0	0	0	9
Total Site Traffic	**0**	**9**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**64**	**0**	**0**	**0**	**0**	**0**	**10**
2028 Buildout Total	0	120	0	605	0	0	0	0	8	772	829	0	0	0	945	142

Intersection Analysis Sheet

Project:	**Hopson Gateway**
Location:	**Apex, NC**
Scenario:	**Residential & Non-Residential**
Ct. Date	**6/6/2024**
N/S Street:	**Apex Peakway**
E/W Street:	**S Hughes Street**

	AM In	AM Out	PM In	PM Out
Non-Residential Site Trips	73	35	25	67
Residential Site Trips	69	218	186	120

Annual Growth Rate:	3.0%	**Existing Year:**	2024
Growth Factor:	0.125509	**Buildout Year:**	2028

AM PEAK HOUR
AM PHF = 0.76

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
2024 Traffic Count	0	13	46	49	0	1	1	0	0	49	153	103	5	11	213	38
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024 Existing Traffic	0	13	46	49	0	1	1	0	0	49	153	103	5	11	213	38
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
2028 Background Growth	0	2	6	6	0	0	0	0	0	6	19	13	1	1	27	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
Broadstone Hotel	0	9	9	0	0	2	2	0	0	0	3	3	0	0	15	15
Broadstone Retail	0	0	0	17	0	17	6	3	0	10	19	6	0	0	23	0
Grace Christian	0	0	0	32	0	0	0	0	0	20	47	0	0	0	70	0
Total Committed Traffic	0	11	11	49	0	44	12	3	0	30	71	11	0	38	87	15
Traffic Diversions	0	0	0	0	0	0	0	0	0	0	300	0	0	0	400	0
2028 Background Traffic	0	26	63	104	0	45	13	3	0	85	543	127	6	50	727	58
Adjusted PHF				0.68						0.70	0.74				0.73	
Project Traffic - Non-Residential																
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	26	0
Percent Assignment Outbound	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	25%	0%	0%	0%	0%
Outbound Project Traffic	0	0	0	0	0	0	0	0	0	0	4	8	0	0	0	0
Project Traffic - Residential																
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	25	0
Percent Assignment Outbound	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	25%	0%	0%	0%	0%
Outbound Project Traffic	0	0	0	0	0	0	0	0	0	0	22	54	0	0	0	0
Total Non-Residential Site Traffic	0	0	0	0	0	0	0	0	0	0	4	8	0	0	26	0
Total Residential Site Traffic	0	0	0	0	0	0	0	0	0	0	22	54	0	0	25	0
Total Site Traffc	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26**	**62**	**0**	**0**	**51**	**0**
2028 Buildout Total	0	26	63	104	0	45	13	3	0	85	569	189	6	50	778	58
Adjusted PHF				0.68						0.70	0.74				0.74	

PM PEAK HOUR
PM PHF = 0.88

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
2024 Traffic Count	0	33	49	106	0	0	0	8	1	92	229	121	4	17	308	45
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024 Existing Traffic	0	33	49	106	0	0	0	8	1	92	229	121	4	17	308	45
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
2028 Background Growth	0	4	6	13	0	0	0	1	0	12	29	15	1	2	39	6
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
Broadstone Hotel	0	19	19	0	0	3	3	0	0	0	6	6	0	0	23	23
Broadstone Retail	0	0	0	29	0	29	9	5	0	14	28	9	0	0	40	0
Grace Christian	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Committed Traffic	0	21	21	29	0	56	16	5	0	14	36	17	0	35	44	23
Traffic Diversions	0	0	0	0	0	0	0	0	0	0	400	0	0	0	300	0
2028 Background Traffic	0	58	76	148	0	56	16	14	1	118	694	153	5	54	691	74
Project Traffic - Non-Residential																
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	9	0
Percent Assignment Outbound	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	25%	0%	0%	0%	0%
Outbound Project Traffic	0	0	0	0	0	0	0	0	0	0	6	17	0	0	0	0
Project Traffic - Residential																
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	65	0
Percent Assignment Outbound	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	25%	0%	0%	0%	0%
Outbound Project Traffic	0	0	0	0	0	0	0	0	0	0	12	30	0	0	0	0
Total Non-Residential Site Traffic	0	0	0	0	0	0	0	0	0	0	6	17	0	0	9	0
Total Residential Site Traffic	0	0	0	0	0	0	0	0	0	0	12	30	0	0	65	0
Total Site Traffic	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**47**	**0**	**0**	**74**	**0**
2028 Buildout Total	0	58	76	148	0	56	16	14	1	118	712	200	5	54	765	74

Intersection Analysis Sheet

Project:	**Hopson Gateway**
Location:	**Apex, NC**
Scenario:	**Residential & Non-Residential**
Ct. Date	**5/23/2024**
N/S Street:	**Perry Road**
E/W Street:	**Apex Peakway**

	AM In	AM Out	PM In	PM Out
Non-Residential Site Trips	73	35	25	67
Residential Site Trips	69	218	186	120

Annual Growth Rate:	3.0%	**Existing Year:**	2024
Growth Factor:	0.125509	**Buildout Year:**	2028

AM PEAK HOUR
AM PHF = 0.86

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
2024 Traffic Count	0	42	177	9	0	15	96	8	0	3	17	17	0	6	18	18
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024 Existing Traffic	0	42	177	9	0	15	96	8	0	3	17	17	0	6	18	18
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
2028 Background Growth	0	5	22	1	0	2	12	1	0	0	2	2	0	1	2	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
Broadstone Hotel	0	0	4	0	0	0	3	0	0	0	0	0	0	0	0	0
Broadstone Retail	0	0	14	0	0	0	13	0	0	0	0	0	0	0	0	0
Grace Christian	0	0	67	0	0	0	102	0	0	0	0	0	0	0	0	0
Total Committed Traffic	0	0	89	0	0	0	122	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
2028 Background Traffic	0	47	588	10	0	17	630	9	0	3	19	19	0	7	20	20
Adjusted PHF			0.82				0.80									
Project Traffic - Non-Residential																
Percent Assignment Inbound	0%	0%	0%	50%	0%	35%	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%
Inbound Project Traffic	0	0	0	36	0	26	0	0	0	0	0	0	0	0	11	0
Percent Assignment Outbound	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	15%	35%	0%	0%	0%	0%
Outbound Project Traffic	0	0	0	0	0	0	0	0	0	18	5	12	0	0	0	0
Project Traffic - Residential																
Percent Assignment Inbound	0%	0%	0%	45%	0%	35%	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%
Inbound Project Traffic	0	0	0	31	0	25	0	0	0	0	0	0	0	0	10	0
Percent Assignment Outbound	0%	0%	5%	0%	0%	0%	0%	0%	0%	45%	15%	30%	0%	0%	0%	0%
Outbound Project Traffic	0	0	11	0	0	0	0	0	0	98	33	65	0	0	0	0
Total Non-Residential Site Traffic	0	0	0	36	0	26	0	0	0	18	5	12	0	0	11	0
Total Residential Site Traffic	0	0	11	31	0	25	0	0	0	98	33	65	0	0	10	0
Total Site Traffc	**0**	**0**	**11**	**67**	**0**	**51**	**0**	**0**	**0**	**116**	**38**	**77**	**0**	**0**	**21**	**0**
2028 Buildout Total	0	47	599	77	0	68	630	9	0	119	57	96	0	7	41	20
Adjusted PHF			0.82				0.80									

PM PEAK HOUR
PM PHF = 0.83

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
2024 Traffic Count	0	33	261	7	0	3	190	7	0	7	7	10	0	20	2	71
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024 Existing Traffic	0	33	261	7	0	3	190	7	0	7	7	10	0	20	2	71
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
2028 Background Growth	0	4	33	1	0	0	24	1	0	1	1	1	0	3	0	9
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
Broadstone Hotel	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0
Broadstone Retail	0	0	22	0	0	0	19	0	0	0	0	0	0	0	0	0
Grace Christian	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Committed Traffic	0	0	32	0	0	0	30	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
2028 Background Traffic	0	37	726	8	0	3	544	8	0	8	8	11	0	23	2	80
Project Traffic - Non-Residential																
Percent Assignment Inbound	0%	0%	0%	50%	0%	35%	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%
Inbound Project Traffic	0	0	0	12	0	9	0	0	0	0	0	0	0	0	4	0
Percent Assignment Outbound	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	15%	35%	0%	0%	0%	0%
Outbound Project Traffic	0	0	0	0	0	0	0	0	0	34	10	23	0	0	0	0
Project Traffic - Residential																
Percent Assignment Inbound	0%	0%	0%	45%	0%	35%	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%
Inbound Project Traffic	0	0	0	84	0	65	0	0	0	0	0	0	0	0	28	0
Percent Assignment Outbound	0%	0%	5%	0%	0%	0%	0%	0%	0%	45%	15%	30%	0%	0%	0%	0%
Outbound Project Traffic	0	0	6	0	0	0	0	0	0	54	18	36	0	0	0	0
Total Non-Residential Site Traffic	0	0	0	12	0	9	0	0	0	34	10	23	0	0	4	0
Total Residential Site Traffic	0	0	6	84	0	65	0	0	0	54	18	36	0	0	28	0
Total Site Traffic	**0**	**0**	**6**	**96**	**0**	**74**	**0**	**0**	**0**	**88**	**28**	**59**	**0**	**0**	**32**	**0**
2028 Buildout Total	0	37	732	104	0	77	544	8	0	96	36	70	0	23	34	80

Intersection Analysis Sheet

Project:	**Hopson Gateway**
Location:	**Apex, NC**
Scenario:	**Residential & Non-Residential**
Ct. Date	**5/10/2023**
N/S Street:	**Tingen Road**
E/W Street:	**Apex Peakway**

	AM In	AM Out	PM In	PM Out
Non-Residential Site Trips	73	35	25	67
Residential Site Trips	69	218	186	120

Annual Growth Rate:	3.0%	**Existing Year:**	2024
Growth Factor:	0.125509	**Buildout Year:**	2028

AM PEAK HOUR
AM PHF = 0.88

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
2024 Traffic Count	0	57	59	10	0	40	22	54	0	4	311	88	0	46	104	24
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024 Existing Traffic	0	57	59	10	0	40	22	54	0	4	311	88	0	46	104	24
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
2028 Background Growth	0	7	7	1	0	5	3	7	0	1	39	11	0	6	13	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
Broadstone Hotel	0	0	0	0	0	1	0	2	0	0	0	2	0	2	0	0
Broadstone Retail	0	0	14	0	0	0	13	0	0	0	0	0	0	0	0	0
Grace Christian	0	0	0	102	0	102	0	0	0	67	21	67	0	0	34	0
Total Committed Traffic	0	0	18	102	0	103	17	2	0	67	21	69	0	2	34	0
Traffic Diversions	0	0	278	0	0	0	416	-16	0	93	-186	93	0	0	0	0
2028 Background Traffic	0	64	362	113	0	148	458	47	0	165	185	261	0	54	151	27
Adjusted PHF				0.54		0.62				0.73	0.84	0.78			0.79	
Project Traffic - Non-Residential																
Percent Assignment Inbound	0%	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%	0%	0%
Inbound Project Traffic	0	0	22	0	0	0	0	0	0	0	0	14	0	0	0	0
Percent Assignment Outbound	0%	0%	0%	0%	0%	20%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Outbound Project Traffic	0	0	0	0	0	7	11	0	0	0	0	0	0	0	0	0
Project Traffic - Residential																
Percent Assignment Inbound	0%	0%	25%	0%	0%	0%	0%	0%	0%	0%	0%	25%	0%	0%	0%	0%
Inbound Project Traffic	0	0	17	0	0	0	0	0	0	0	0	17	0	0	0	0
Percent Assignment Outbound	0%	0%	0%	0%	0%	25%	25%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Outbound Project Traffic	0	0	0	0	0	54	55	0	0	0	0	0	0	0	0	0
Total Non-Residential Site Traffic	0	0	22	0	0	7	11	0	0	0	0	14	0	0	0	0
Total Residential Site Traffic	0	0	17	0	0	54	55	0	0	0	0	17	0	0	0	0
Total Site Traffc	**0**	**0**	**39**	**0**	**0**	**61**	**66**	**0**	**0**	**0**	**0**	**31**	**0**	**0**	**0**	**0**
2028 Buildout Total	0	64	401	113	0	209	524	47	0	165	185	292	0	54	151	27
Adjusted PHF				0.54		0.69				0.73	0.84	0.79			0.79	

PM PEAK HOUR
PM PHF = 0.95

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
2024 Traffic Count	0	36	48	13	0	107	48	58	0	6	184	114	0	81	222	35
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024 Existing Traffic	0	36	48	13	0	107	48	58	0	6	184	114	0	81	222	35
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
2028 Background Growth	0	5	6	2	0	13	6	7	0	1	23	14	0	10	28	4
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
Broadstone Hotel	0	0	0	0	0	3	0	3	0	0	0	3	0	3	0	0
Broadstone Retail	0	0	22	0	0	0	19	0	0	0	0	0	0	0	0	0
Grace Christian	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Committed Traffic	0	0	26	0	0	3	24	3	0	0	0	3	0	3	0	0
Traffic Diversions	0	0	374	0	0	0	317	-17	0	52	-103	51	0	0	0	0
2028 Background Traffic	0	41	454	15	0	123	395	51	0	59	104	182	0	94	250	39
Project Traffic - Non-Residential																
Percent Assignment Inbound	0%	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%	0%	0%
Inbound Project Traffic	0	0	8	0	0	0	0	0	0	0	0	4	0	0	0	0
Percent Assignment Outbound	0%	0%	0%	0%	0%	20%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Outbound Project Traffic	0	0	0	0	0	13	21	0	0	0	0	0	0	0	0	0
Project Traffic - Residential																
Percent Assignment Inbound	0%	0%	25%	0%	0%	0%	0%	0%	0%	0%	0%	25%	0%	0%	0%	0%
Inbound Project Traffic	0	0	47	0	0	0	0	0	0	0	0	46	0	0	0	0
Percent Assignment Outbound	0%	0%	0%	0%	0%	25%	25%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Outbound Project Traffic	0	0	0	0	0	30	30	0	0	0	0	0	0	0	0	0
Total Non-Residential Site Traffic	0	0	8	0	0	13	21	0	0	0	0	4	0	0	0	0
Total Residential Site Traffic	0	0	47	0	0	30	30	0	0	0	0	46	0	0	0	0
Total Site Traffic	**0**	**0**	**55**	**0**	**0**	**43**	**51**	**0**	**0**	**0**	**0**	**50**	**0**	**0**	**0**	**0**
2028 Buildout Total	0	41	509	15	0	166	446	51	0	59	104	232	0	94	250	39

Intersection Analysis Sheet

Project:	**Hopson Gateway**
Location:	**Apex, NC**
Scenario:	**Residential & Non-Residential**
Ct. Date	**5/23/2024**
N/S Street:	**S Hughes Street**
E/W Street:	**James Street**

	AM In	AM Out	PM In	PM Out
Non-Residential Site Trips	73	35	25	67
Residential Site Trips	69	218	186	120

Annual Growth Rate:	3.0%	**Existing Year:**	2024
Growth Factor:	0.125509	**Buildout Year:**	2028

AM PEAK HOUR
AM PHF = 0.85

Description	James Street Eastbound				James Street Westbound				S Hughes Street Northbound				S Hughes Street Southbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
2024 Traffic Count	0	87	71	74	0	8	42	13	0	39	92	20	0	4	72	64
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024 Existing Traffic	0	87	71	74	0	8	42	13	0	39	92	20	0	4	72	64
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
2028 Background Growth	0	11	9	9	0	1	5	2	0	5	12	3	0	1	9	8
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
Broadstone Hotel	0	0	0	0	0	0	0	0	0	0	3	0	0	0	4	0
Broadstone Retail	0	0	0	0	0	0	0	0	0	0	16	0	0	0	17	0
Grace Christian	0	0	0	0	0	0	0	0	0	0	20	0	0	0	32	0
Total Committed Traffic	0	0	0	0	0	0	0	0	0	0	43	0	0	0	57	0
Traffic Diversions	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2028 Background Traffic	0	98	80	83	0	9	47	15	0	44	147	23	0	5	138	72
Adjusted PHF											0.80				0.77	
Project Traffic - Non-Residential																
Percent Assignment Inbound	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%
Inbound Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0
Percent Assignment Outbound	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	0%	0%	0%
Outbound Project Traffic	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0
Project Traffic - Residential																
Percent Assignment Inbound	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%
Inbound Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0
Percent Assignment Outbound	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	0%	0%	0%
Outbound Project Traffic	0	0	0	0	0	0	0	0	0	0	33	0	0	0	0	0
Total Non-Residential Site Traffic	0	0	0	0	0	0	0	0	0	0	5	0	0	0	11	0
Total Residential Site Traffic	0	0	0	0	0	0	0	0	0	0	33	0	0	0	10	0
Total Site Traffc	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**38**	**0**	**0**	**0**	**21**	**0**
2028 Buildout Total	0	98	80	83	0	9	47	15	0	44	185	23	0	5	159	72
Adjusted PHF											0.81				0.78	

PM PEAK HOUR
PM PHF = 0.96

Description	James Street Eastbound				James Street Westbound				S Hughes Street Northbound				S Hughes Street Southbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
2024 Traffic Count	0	66	62	119	0	22	63	12	0	86	135	36	0	8	162	44
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024 Existing Traffic	0	66	62	119	0	22	63	12	0	86	135	36	0	8	162	44
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
2028 Background Growth	0	8	8	15	0	3	8	2	0	11	17	5	0	1	20	6
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
Broadstone Hotel	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0
Broadstone Retail	0	0	0	0	0	0	0	0	0	0	23	0	0	0	29	0
Grace Christian	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	33	0	0	0	39	0
Traffic Diversions	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2028 Background Traffic	0	74	70	134	0	25	71	14	0	97	185	41	0	9	221	50
Project Traffic - Non-Residential																
Percent Assignment Inbound	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%
Inbound Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
Percent Assignment Outbound	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	0%	0%	0%
Outbound Project Traffic	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0
Project Traffic - Residential																
Percent Assignment Inbound	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%
Inbound Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	0
Percent Assignment Outbound	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	0%	0%	0%
Outbound Project Traffic	0	0	0	0	0	0	0	0	0	0	18	0	0	0	0	0
Total Non-Residential Site Traffic	0	0	0	0	0	0	0	0	0	0	10	0	0	0	4	0
Total Residential Site Traffic	0	0	0	0	0	0	0	0	0	0	18	0	0	0	28	0
Total Site Traffic	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28**	**0**	**0**	**0**	**32**	**0**
2028 Buildout Total	0	74	70	134	0	25	71	14	0	97	213	41	0	9	253	50

Intersection Analysis Sheet

Project:	**Hopson Gateway**
Location:	**Apex, NC**
Scenario:	**Residential & Non-Residential**
Ct. Date	**5/23/2024**
N/S Street:	**S Hughes Street**
E/W Street:	**Perry Road**

	AM In	AM Out	PM In	PM Out
Non-Residential Site Trips	73	35	25	67
Residential Site Trips	69	218	186	120

Annual Growth Rate:	3.0%	**Existing Year:**	2024
Growth Factor:	0.125509	**Buildout Year:**	2028

AM PEAK HOUR
AM PHF = 0.82

Description	Perry Road Eastbound				Perry Road Westbound				S Hughes Street Northbound				S Hughes Street Southbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
2024 Traffic Count	0	30	19	6	0	9	27	45	0	4	56	4	0	48	93	38
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024 Existing Traffic	0	30	19	6	0	9	27	45	0	4	56	4	0	48	93	38
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
2028 Background Growth	0	4	2	1	0	1	3	6	0	1	7	1	0	6	12	5
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
Broadstone Hotel	0	0	0	0	0	0	0	0	0	0	3	0	0	0	4	0
Broadstone Retail	0	0	0	0	0	0	0	0	0	0	16	0	0	0	17	0
Grace Christian	0	0	0	0	0	0	0	0	0	0	20	0	0	0	32	0
Total Committed Traffic	0	0	0	0	0	0	0	0	0	0	43	0	0	0	57	0
Traffic Diversions	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2028 Background Traffic	0	34	21	7	0	10	30	51	0	5	106	5	0	54	162	43
Adjusted PHF											0.76				0.76	
Project Traffic - Non-Residential																
Percent Assignment Inbound	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%
Inbound Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
Percent Assignment Outbound	0%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Outbound Project Traffic	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Traffic - Residential																
Percent Assignment Inbound	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%
Inbound Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
Percent Assignment Outbound	0%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Outbound Project Traffic	0	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Non-Residential Site Traffic	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	11
Total Residential Site Traffic	0	33	0	0	0	0	0	0	0	0	0	0	0	0	0	10
Total Site Traffc	**0**	**38**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21**
2028 Buildout Total	0	72	21	7	0	10	30	51	0	5	106	5	0	54	162	64
Adjusted PHF											0.76				0.76	

PM PEAK HOUR
PM PHF = 0.94

Description	Perry Road Eastbound				Perry Road Westbound				S Hughes Street Northbound				S Hughes Street Southbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
2024 Traffic Count	0	34	29	11	0	16	37	96	0	6	112	14	0	69	183	31
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024 Existing Traffic	0	34	29	11	0	16	37	96	0	6	112	14	0	69	183	31
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
2028 Background Growth	0	4	4	1	0	2	5	12	0	1	14	2	0	9	23	4
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
Broadstone Hotel	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0
Broadstone Retail	0	0	0	0	0	0	0	0	0	0	23	0	0	0	29	0
Grace Christian	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	33	0	0	0	39	0
Traffic Diversions	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2028 Background Traffic	0	38	33	12	0	18	42	108	0	7	159	16	0	78	245	35
Project Traffic - Non-Residential																
Percent Assignment Inbound	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%
Inbound Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Percent Assignment Outbound	0%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Outbound Project Traffic	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Traffic - Residential																
Percent Assignment Inbound	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%
Inbound Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28
Percent Assignment Outbound	0%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Outbound Project Traffic	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Non-Residential Site Traffic	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total Residential Site Traffic	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	28
Total Site Traffic	**0**	**28**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32**
2028 Buildout Total	0	66	33	12	0	18	42	108	0	7	159	16	0	78	245	67

Intersection Analysis Sheet

Project:	**Hopson Gateway**
Location:	**Apex, NC**
Scenario:	**Residential & Non-Residential**
Ct. Date	**5/23/2024**
N/S Street:	**Shackleton Road**
E/W Street:	**Apex Peakway**

	AM In	AM Out	PM In	PM Out
Non-Residential Site Trips	73	35	25	67
Residential Site Trips	69	218	186	120

Annual Growth Rate:	3.0%	**Existing Year:**	2024
Growth Factor:	0.125509	**Buildout Year:**	2028

AM PEAK HOUR
AM PHF = 0.84

Description	Apex Peakway Eastbound				Apex Peakway Westbound				Shackleton Road Northbound				Shackleton Road Southbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
2024 Traffic Count	0	2	188	4	0	4	108	4	0	9	4	16	0	10	2	2
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024 Existing Traffic	0	2	188	4	0	4	108	4	0	9	4	16	0	10	2	2
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
2028 Background Growth	0	0	24	1	0	1	14	1	0	1	1	2	0	1	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
Broadstone Hotel	0	0	4	0	0	0	3	0	0	0	0	0	0	0	0	0
Broadstone Retail	0	0	14	0	0	0	13	0	0	0	0	0	0	0	0	0
Grace Christian	0	0	67	0	0	0	102	0	0	0	0	0	0	0	0	0
Total Committed Traffic	0	0	89	0	0	0	122	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
2028 Background Traffic	0	2	601	5	0	5	644	5	0	10	5	18	0	11	2	2
Adjusted PHF			0.80				0.79									
Project Traffic - Non-Residential																
Percent Assignment Inbound	0%	0%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Inbound Project Traffic	0	0	36	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent Assignment Outbound	0%	0%	0%	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Outbound Project Traffic	0	0	0	0	0	0	18	0	0	0	0	0	0	0	0	0
Project Traffic - Residential																
Percent Assignment Inbound	0%	0%	45%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Inbound Project Traffic	0	0	31	3	0	0	0	0	0	0	0	0	0	0	0	0
Percent Assignment Outbound	0%	0%	0%	0%	0%	0%	45%	0%	0%	5%	0%	5%	0%	0%	0%	0%
Outbound Project Traffic	0	0	0	0	0	0	98	0	0	11	0	11	0	0	0	0
Total Non-Residential Site Traffic	0	0	36	0	0	0	18	0	0	0	0	0	0	0	0	0
Total Residential Site Traffic	0	0	31	3	0	0	98	0	0	11	0	11	0	0	0	0
Total Site Traffc	**0**	**0**	**67**	**3**	**0**	**0**	**116**	**0**	**0**	**11**	**0**	**11**	**0**	**0**	**0**	**0**
2028 Buildout Total	0	2	668	8	0	5	760	5	0	21	5	29	0	11	2	2
Adjusted PHF			0.81				0.79									

PM PEAK HOUR
PM PHF = 0.94

Description	Apex Peakway Eastbound				Apex Peakway Westbound				Shackleton Road Northbound				Shackleton Road Southbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
2024 Traffic Count	0	6	269	13	0	14	237	18	0	8	1	10	0	14	1	1
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024 Existing Traffic	0	6	269	13	0	14	237	18	0	8	1	10	0	14	1	1
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
2028 Background Growth	0	1	34	2	0	2	30	2	0	1	0	1	0	2	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
Broadstone Hotel	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0
Broadstone Retail	0	0	22	0	0	0	19	0	0	0	0	0	0	0	0	0
Grace Christian	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Committed Traffic	0	0	32	0	0	0	30	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
2028 Background Traffic	0	7	735	15	0	16	597	20	0	9	1	11	0	16	1	1
Project Traffic - Non-Residential																
Percent Assignment Inbound	0%	0%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Inbound Project Traffic	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent Assignment Outbound	0%	0%	0%	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Outbound Project Traffic	0	0	0	0	0	0	34	0	0	0	0	0	0	0	0	0
Project Traffic - Residential																
Percent Assignment Inbound	0%	0%	45%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Inbound Project Traffic	0	0	84	9	0	0	0	0	0	0	0	0	0	0	0	0
Percent Assignment Outbound	0%	0%	0%	0%	0%	0%	45%	0%	0%	5%	0%	5%	0%	0%	0%	0%
Outbound Project Traffic	0	0	0	0	0	0	54	0	0	6	0	6	0	0	0	0
Total Non-Residential Site Traffic	0	0	12	0	0	0	34	0	0	0	0	0	0	0	0	0
Total Residential Site Traffic	0	0	84	9	0	0	54	0	0	6	0	6	0	0	0	0
Total Site Traffic	**0**	**0**	**96**	**9**	**0**	**0**	**88**	**0**	**0**	**6**	**0**	**6**	**0**	**0**	**0**	**0**
2028 Buildout Total	0	7	831	24	0	16	685	20	0	15	1	17	0	16	1	1

Intersection Analysis Sheet

Project:	**Hopson Gateway**
Location:	**Apex, NC**
Scenario:	**Residential & Non-Residential**
Ct. Date	**N/A**
N/S Street:	**Perry Road**
E/W Street:	**East-West Collector/Site Driveway 1**

	AM In	AM Out	PM In	PM Out
Non-Residential Site Trips	73	35	25	67
Residential Site Trips	69	218	186	120

Annual Growth Rate:	3.0%	**Existing Year:**	2024
Growth Factor:	0.125509	**Buildout Year:**	2028

AM PEAK HOUR
AM PHF = 0.9

Description	East-West Collector Eastbound				Site Driveway 1 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
2024 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	0	0	0	0	0	0
2024 Existing Traffic	0	0	0	0	0	0	0	0	0	0	0	0	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
2028 Background Growth	0	0	0	0	0	0	0	0	0	0	0	0	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
Broadstone Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Broadstone Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grace Christian	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
2028 Background Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted PHF																
Project Traffic - Non-Residential																
Percent Assignment Inbound	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	35%	50%	15%
Inbound Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	25	37	11
Percent Assignment Outbound	0%	65%	0%	0%	0%	0%	0%	35%	0%	0%	0%	0%	0%	0%	0%	0%
Outbound Project Traffic	0	23	0	0	0	0	0	12	0	0	0	0	0	0	0	0
Project Traffic - Residential																
Percent Assignment Inbound	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	45%
Inbound Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	31
Percent Assignment Outbound	0%	40%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%	0%	0%	0%
Outbound Project Traffic	0	87	0	0	0	0	0	0	0	0	109	0	0	0	0	0
Total Non-Residential Site Traffic	0	23	0	0	0	0	0	12	0	0	0	0	0	25	37	11
Total Residential Site Traffic	0	87	0	0	0	0	0	0	0	0	109	0	0	0	35	31
Total Site Traffc	**0**	**110**	**0**	**0**	**0**	**0**	**0**	**12**	**0**	**0**	**109**	**0**	**0**	**25**	**72**	**42**
2028 Buildout Total	0	110	0	0	0	0	0	12	0	0	109	0	0	25	72	42
Adjusted PHF																

PM PEAK HOUR
PM PHF = 0.9

Description	East-West Collector Eastbound				Site Driveway 1 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
2024 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	0	0	0	0	0	0
2024 Existing Traffic	0	0	0	0	0	0	0	0	0	0	0	0	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
2028 Background Growth	0	0	0	0	0	0	0	0	0	0	0	0	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
Broadstone Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Broadstone Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grace Christian	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
2028 Background Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Traffic - Non-Residential																
Percent Assignment Inbound	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	35%	50%	15%
Inbound Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	8	13	4
Percent Assignment Outbound	0%	65%	0%	0%	0%	0%	0%	35%	0%	0%	0%	0%	0%	0%	0%	0%
Outbound Project Traffic	0	44	0	0	0	0	0	23	0	0	0	0	0	0	0	0
Project Traffic - Residential																
Percent Assignment Inbound	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	45%
Inbound Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	93	84
Percent Assignment Outbound	0%	40%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%	0%	0%	0%
Outbound Project Traffic	0	48	0	0	0	0	0	0	0	0	60	0	0	0	0	0
Total Non-Residential Site Traffic	0	44	0	0	0	0	0	23	0	0	0	0	0	8	13	4
Total Residential Site Traffic	0	48	0	0	0	0	0	0	0	0	60	0	0	0	93	84
Total Site Traffic	**0**	**92**	**0**	**0**	**0**	**0**	**0**	**23**	**0**	**0**	**60**	**0**	**0**	**8**	**106**	**88**
2028 Buildout Total	0	92	0	0	0	0	0	23	0	0	60	0	0	8	106	88

Intersection Analysis Sheet

Project:	**Hopson Gateway**
Location:	**Apex, NC**
Scenario:	**Residential & Non-Residential**
Ct. Date	**N/A**
N/S Street:	**Site Driveway 2**
E/W Street:	**East-West Collector**

	AM In	AM Out	PM In	PM Out
Non-Residential Site Trips	73	35	25	67
Residential Site Trips	69	218	186	120

Annual Growth Rate:	3.0%	**Existing Year:**	2024
Growth Factor:	0.125509	**Buildout Year:**	2028

AM PEAK HOUR
AM PHF = 0.9

Description	East-West Collector Eastbound				East-West Collector Westbound				Site Driveway 2 Northbound				- Southbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
2024 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	0	0	0	0	0	0
2024 Existing Traffic	0	0	0	0	0	0	0	0	0	0	0	0	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
2028 Background Growth	0	0	0	0	0	0	0	0	0	0	0	0	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
Broadstone Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Broadstone Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grace Christian	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
2028 Background Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted PHF																
Project Traffic - Non-Residential																
Percent Assignment Inbound	0%	0%	0%	0%	0%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Inbound Project Traffic	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0
Percent Assignment Outbound	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	65%	0%	0%	0%	0%
Outbound Project Traffic	0	0	0	0	0	0	0	0	0	0	0	23	0	0	0	0
Project Traffic - Residential																
Percent Assignment Inbound	0%	0%	0%	0%	0%	15%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Inbound Project Traffic	0	0	0	0	0	10	21	0	0	0	0	0	0	0	0	0
Percent Assignment Outbound	0%	0%	25%	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	0%	0%
Outbound Project Traffic	0	0	55	0	0	0	0	0	0	0	0	32	0	0	0	0
Total Non-Residential Site Traffic	0	0	0	0	0	11	0	0	0	0	0	23	0	0	0	0
Total Residential Site Traffic	0	0	55	0	0	10	21	0	0	0	0	32	0	0	0	0
Total Site Traffc	**0**	**0**	**55**	**0**	**0**	**21**	**21**	**0**	**0**	**0**	**0**	**55**	**0**	**0**	**0**	**0**
2028 Buildout Total	0	0	55	0	0	21	21	0	0	0	0	55	0	0	0	0
Adjusted PHF																

PM PEAK HOUR
PM PHF = 0.9

Description	East-West Collector Eastbound				East-West Collector Westbound				Site Driveway 2 Northbound				- Southbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
2024 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	0	0	0	0	0	0
2024 Existing Traffic	0	0	0	0	0	0	0	0	0	0	0	0	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
2028 Background Growth	0	0	0	0	0	0	0	0	0	0	0	0	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
Broadstone Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Broadstone Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grace Christian	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
2028 Background Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Traffic - Non-Residential																
Percent Assignment Inbound	0%	0%	0%	0%	0%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Inbound Project Traffic	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0
Percent Assignment Outbound	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	65%	0%	0%	0%	0%
Outbound Project Traffic	0	0	0	0	0	0	0	0	0	0	0	44	0	0	0	0
Project Traffic - Residential																
Percent Assignment Inbound	0%	0%	0%	0%	0%	15%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Inbound Project Traffic	0	0	0	0	0	28	56	0	0	0	0	0	0	0	0	0
Percent Assignment Outbound	0%	0%	25%	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	0%	0%
Outbound Project Traffic	0	0	30	0	0	0	0	0	0	0	0	18	0	0	0	0
Total Non-Residential Site Traffic	0	0	0	0	0	4	0	0	0	0	0	44	0	0	0	0
Total Residential Site Traffic	0	0	30	0	0	28	56	0	0	0	0	18	0	0	0	0
Total Site Traffic	**0**	**0**	**30**	**0**	**0**	**32**	**56**	**0**	**0**	**0**	**0**	**62**	**0**	**0**	**0**	**0**
2028 Buildout Total	0	0	30	0	0	32	56	0	0	0	0	62	0	0	0	0

Intersection Analysis Sheet

Project:	**Hopson Gateway**
Location:	**Apex, NC**
Scenario:	**Residential & Non-Residential**
Ct. Date	**N/A**
N/S Street:	**Shackleton Road/Site Driveway 3**
E/W Street:	**East-West Collector**

	AM In	AM Out	PM In	PM Out
Non-Residential Site Trips	73	35	25	67
Residential Site Trips	69	218	186	120

Annual Growth Rate:	3.0%	**Existing Year:**	2024
Growth Factor:	0.125509	**Buildout Year:**	2028

AM PEAK HOUR
AM PHF = 0.9

Description	East-West Collector Eastbound				East-West Collector Westbound				Site Driveway 3 Northbound				Shackleton Road Southbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
2024 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	0	0	0	0	0	0
2024 Existing Traffic	0	0	0	0	0	0	0	0	0	0	0	0	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
2028 Background Growth	0	0	0	0	0	0	0	0	0	0	0	0	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
Broadstone Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Broadstone Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grace Christian	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
2028 Background Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted PHF																
Project Traffic - Non-Residential																
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
Project Traffic - Residential																
Percent Assignment Inbound	0%	0%	0%	0%	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%
Inbound Project Traffic	0	0	0	0	0	21	0	0	0	0	0	0	0	0	3	0
Percent Assignment Outbound	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	25%	0%	0%	0%	0%
Outbound Project Traffic	0	0	0	0	0	0	0	0	0	0	22	55	0	0	0	0
Total Non-Residential Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Residential Site Traffic	0	0	0	0	0	21	0	0	0	0	22	55	0	0	3	0
Total Site Traffc	**0**	**0**	**0**	**0**	**0**	**21**	**0**	**0**	**0**	**0**	**22**	**55**	**0**	**0**	**3**	**0**
2028 Buildout Total	0	0	0	0	0	21	0	0	0	0	22	55	0	0	3	0
Adjusted PHF																

PM PEAK HOUR
PM PHF = 0.9

Description	East-West Collector Eastbound				East-West Collector Westbound				Site Driveway 3 Northbound				Shackleton Road Southbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
2024 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	0	0	0	0	0	0
2024 Existing Traffic	0	0	0	0	0	0	0	0	0	0	0	0	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
2028 Background Growth	0	0	0	0	0	0	0	0	0	0	0	0	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
Broadstone Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Broadstone Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grace Christian	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
2028 Background Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Traffic - Non-Residential																
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
Project Traffic - Residential																
Percent Assignment Inbound	0%	0%	0%	0%	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%
Inbound Project Traffic	0	0	0	0	0	56	0	0	0	0	0	0	0	0	9	0
Percent Assignment Outbound	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	25%	0%	0%	0%	0%
Outbound Project Traffic	0	0	0	0	0	0	0	0	0	0	12	30	0	0	0	0
Total Non-Residential Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Residential Site Traffic	0	0	0	0	0	56	0	0	0	0	12	30	0	0	9	0
Total Site Traffic	**0**	**0**	**0**	**0**	**0**	**56**	**0**	**0**	**0**	**0**	**12**	**30**	**0**	**0**	**9**	**0**
2028 Buildout Total	0	0	0	0	0	56	0	0	0	0	12	30	0	0	9	0

Intersection Analysis Sheet

Project:	**Hopson Gateway**
Location:	**Apex, NC**
Scenario:	**Residential & Non-Residential**
Ct. Date	**N/A**
N/S Street:	**Perry Road**
E/W Street:	**Site Driveway 4**

	AM In	AM Out	PM In	PM Out
Non-Residential Site Trips	73	35	25	67
Residential Site Trips	69	218	186	120

Annual Growth Rate:	3.0%	**Existing Year:**	2024
Growth Factor:	0.125509	**Buildout Year:**	2028

AM PEAK HOUR
AM PHF = 0.9

	Site Driveway 4 Eastbound				- Westbound				Perry Road Northbound				Perry Road Southbound			
Description	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
2024 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	0	0	0	0	0	0
2024 Existing Traffic	0	0	0	0	0	0	0	0	0	0	0	0	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
2028 Background Growth	0	0	0	0	0	0	0	0	0	0	0	0	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
Broadstone Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Broadstone Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grace Christian	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
2028 Background Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted PHF																
Project Traffic - Non-Residential																
Percent Assignment Inbound	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%
Inbound Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37
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
Project Traffic - Residential																
Percent Assignment Inbound	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	30%	20%
Inbound Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	14
Percent Assignment Outbound	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%	0%	0%	0%
Outbound Project Traffic	0	0	0	0	0	0	0	0	0	0	109	0	0	0	0	0
Total Non-Residential Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37
Total Residential Site Traffic	0	0	0	0	0	0	0	0	0	0	109	0	0	0	21	14
Total Site Traffc	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**109**	**0**	**0**	**0**	**21**	**51**
2028 Buildout Total	0	0	0	0	0	0	0	0	0	0	109	0	0	0	21	51
Adjusted PHF																

PM PEAK HOUR
PM PHF = 0.9

	Site Driveway 4 Eastbound				- Westbound				Perry Road Northbound				Perry Road Southbound			
Description	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
2024 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	0	0	0	0	0	0
2024 Existing Traffic	0	0	0	0	0	0	0	0	0	0	0	0	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
2028 Background Growth	0	0	0	0	0	0	0	0	0	0	0	0	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
Broadstone Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Broadstone Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grace Christian	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
2028 Background Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Traffic - Non-Residential																
Percent Assignment Inbound	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%
Inbound Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
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
Project Traffic - Residential																
Percent Assignment Inbound	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	30%	20%
Inbound Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	56	37
Percent Assignment Outbound	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%	0%	0%	0%
Outbound Project Traffic	0	0	0	0	0	0	0	0	0	0	60	0	0	0	0	0
Total Non-Residential Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
Total Residential Site Traffic	0	0	0	0	0	0	0	0	0	0	60	0	0	0	56	37
Total Site Traffic	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**60**	**0**	**0**	**0**	**56**	**50**
2028 Buildout Total	0	0	0	0	0	0	0	0	0	0	60	0	0	0	56	50

Intersection Analysis Sheet

Project:	**Hopson Gateway**
Location:	**Apex, NC**
Scenario:	**Residential & Non-Residential**
Ct. Date	**N/A**
N/S Street:	**Perry Road**
E/W Street:	**Site Driveway 5**

	AM In	AM Out	PM In	PM Out
Non-Residential Site Trips	73	35	25	67
Residential Site Trips	69	218	186	120

Annual Growth Rate:	3.0%	**Existing Year:**	2024
Growth Factor:	0.125509	**Buildout Year:**	2028

AM PEAK HOUR
AM PHF = 0.9

Description	Site Driveway 5 Eastbound				- 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
2024 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	0	0	0	0	0	0
2024 Existing Traffic	0	0	0	0	0	0	0	0	0	0	0	0	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
2028 Background Growth	0	0	0	0	0	0	0	0	0	0	0	0	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
Broadstone Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Broadstone Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grace Christian	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
2028 Background Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted PHF																
Project Traffic - Non-Residential																
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
Project Traffic - Residential																
Percent Assignment Inbound	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	30%
Inbound Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21
Percent Assignment Outbound	0%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Outbound Project Traffic	0	109	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Non-Residential Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Residential Site Traffic	0	109	0	0	0	0	0	0	0	0	0	0	0	0	0	21
Total Site Traffc	**0**	**109**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21**
2028 Buildout Total	0	109	0	0	0	0	0	0	0	0	0	0	0	0	0	21
Adjusted PHF																

PM PEAK HOUR
PM PHF = 0.9

Description	Site Driveway 5 Eastbound				- 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
2024 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	0	0	0	0	0	0
2024 Existing Traffic	0	0	0	0	0	0	0	0	0	0	0	0	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
2028 Background Growth	0	0	0	0	0	0	0	0	0	0	0	0	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
Broadstone Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Broadstone Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grace Christian	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
2028 Background Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Traffic - Non-Residential																
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
Project Traffic - Residential																
Percent Assignment Inbound	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	30%
Inbound Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	56
Percent Assignment Outbound	0%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Outbound Project Traffic	0	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Non-Residential Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Residential Site Traffic	0	60	0	0	0	0	0	0	0	0	0	0	0	0	0	56
Total Site Traffic	**0**	**60**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**56**
2028 Buildout Total	0	60	0	0	0	0	0	0	0	0	0	0	0	0	0	56

Synchro Reports

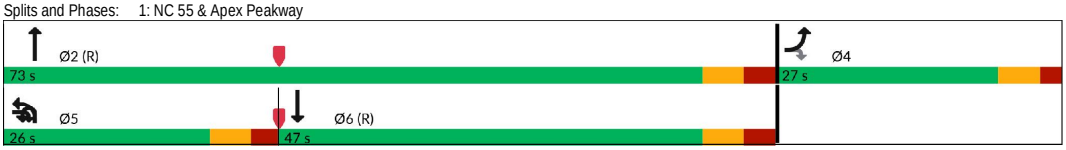
Lane Group	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	75	480	14	754	824	729	69
Future Volume (vph)	75	480	14	754	824	729	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)	-1%				1%	-1%	
Storage Length (ft)	0	225		0			0
Storage Lanes	1	1		2			0
Taper Length (ft)	25			100			
Satd. Flow (prot)	1695	2670	0	3318	1800	4900	0
Flt Permitted	0.950			0.950			
Satd. Flow (perm)	1695	2670	0	3318	1800	4900	0
Right Turn on Red		No					No
Satd. Flow (RTOR)							
Link Speed (mph)	35				35	35	
Link Distance (ft)	1046				702	705	
Travel Time (s)	20.4				13.7	13.7	
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.88	0.89	0.92	0.88	0.92	0.92	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	5%	5%	5%	5%	5%
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)	85	539	0	872	896	870	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)	37.0	13.4	13.4	13.4	16.9	51.0	
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)	21.0	19.6	19.6	19.6	66.1	40.1	
Yellow Time (s)	3.9	3.8	3.8	3.8	3.8	3.8	
All-Red Time (s)	2.1	2.6	2.6	2.6	3.1	3.1	
Lost Time Adjust (s)	-1.0	-1.4		-1.4	-1.9	-1.9	
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)	11.0					14.0	
Flash Don't Walk (s)	18.0					29.0	
Pedestrian Calls (#/hr)	0					0	
Act Effct Green (s)	10.8	48.0		34.8	82.8	42.0	
Actuated g/C Ratio	0.11	0.48		0.35	0.83	0.42	
v/c Ratio	0.47	0.42		0.75	0.60	0.42	
Control Delay (s/veh)	40.2	7.3		35.6	6.4	21.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0	
Total Delay (s/veh)	40.2	7.3		35.6	6.4	21.2	
LOS	D	A		D	A	C	
Approach Delay (s/veh)	11.8				20.8	21.2	
Approach LOS	B				C	C	
Queue Length 50th (ft)	32	39		260	179	139	
Queue Length 95th (ft)	m63	46		#379	343	175	
Internal Link Dist (ft)	966				622	625	
Turn Bay Length (ft)		225					
Base Capacity (vph)	372	1281		1156	1491	2058	

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	0.23	0.42		0.75	0.60	0.42	

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: 125			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay (s/veh): 19.2		Intersection LOS: B	
Intersection Capacity Utilization 66.8%		ICU Level of Service C	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.
! Phase conflict between lane groups.

Splits and Phases: 1: NC 55 & Apex Peakway



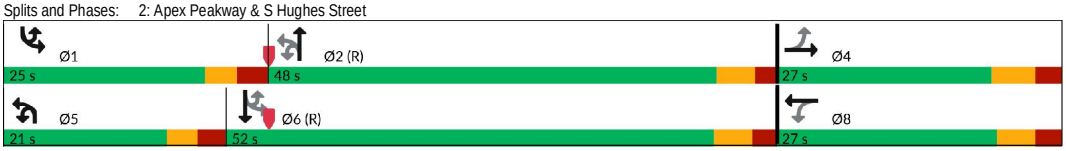
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations														
Traffic Volume (vph)	26	63	104	45	13	4	4	85	543	127	6	50	727	58
Future Volume (vph)	26	63	104	45	13	4	4	85	543	127	6	50	727	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12	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	1703	0	0	1765	0	0	1669	3244	0	0	1686	3326	0
Flt Permitted		0.950			0.436			0.192				0.270		
Satd. Flow (perm)	0	1627	0	0	797	0	0	337	3244	0	0	479	3326	0
Right Turn on Red			No			No				No				No
Satd. Flow (RTOR)														
Link Speed (mph)		35			35				35				35	
Link Distance (ft)		1773			683				920				1046	
Travel Time (s)		34.5			13.3				17.9				20.4	
Confl. Peds. (#/hr)			3	3				4						4
Confl. Bikes (#/hr)														
Peak Hour Factor	0.76	0.76	0.68	0.76	0.76	0.76	0.76	0.70	0.74	0.76	0.76	0.76	0.73	0.76
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	6%	6%	6%	6%	6%	6%	6%	6%
Bus Blockages (#/hr)	0	0	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	270	0	0	81	0	0	126	901	0	0	74	1072	0
Turn Type	Perm	NA		Perm	NA		pm+pt	pm+pt	NA		pm+pt	pm+pt	NA	
Protected Phases		4			8		5	5	2		1	1	6	
Permitted Phases	4			8			2	2			6	6		
Detector Phase	4	4		8	8		5	5	2		1	1	6	
Switch Phase														
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	7.0	10.0		7.0	7.0	10.0	
Minimum Split (s)	33.0	33.0		33.0	33.0		14.0	14.0	22.0		14.0	14.0	21.0	
Total Split (s)	27.0	27.0		27.0	27.0		21.0	21.0	48.0		25.0	25.0	52.0	
Total Split (%)	27.0%	27.0%		27.0%	27.0%		21.0%	21.0%	48.0%		25.0%	25.0%	52.0%	
Maximum Green (s)	20.4	20.4		20.8	20.8		15.4	15.4	42.4		19.1	19.1	46.1	
Yellow Time (s)	4.1	4.1		3.7	3.7		3.0	3.0	3.6		3.0	3.0	3.7	
All-Red Time (s)	2.5	2.5		2.5	2.5		2.6	2.6	2.0		2.9	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	Lead	Lag		Lead	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes		Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	3.0		2.0	2.0	3.0	
Minimum Gap (s)	2.0	2.0		2.0	2.0		2.0	2.0	3.0		2.0	2.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Recall Mode	None	None		None	None		None	None	C-Max		None	None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0				7.0				7.0	
Flash Don't 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)		20.2			20.2			66.1	59.4			64.5	56.5	
Actuated g/C Ratio		0.20			0.20			0.66	0.59			0.65	0.57	
v/c Ratio		0.82			0.50			0.38	0.47			0.18	0.57	
Control Delay (s/veh)		58.7			46.5			8.9	13.5			10.6	31.5	
Queue Delay		0.0			0.0			0.0	0.0			0.0	0.0	
Total Delay (s/veh)		58.7			46.5			8.9	13.5			10.6	31.5	
LOS		E			D			A	B			B	C	
Approach Delay (s/veh)		58.7			46.5				13.0				30.1	
Approach LOS		E			D				B				C	
Queue Length 50th (ft)		162			45			25	177			35	364	
Queue Length 95th (ft)		205			77			33	174			m39	346	
Internal Link Dist (ft)		1693			603				840				966	
Turn Bay Length (ft)								125				250		
Base Capacity (vph)		357			175			448	1926			575	1880	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	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		0.76			0.46			0.28	0.47			0.13	0.57	

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: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay (s/veh): 26.7 Intersection LOS: C
Intersection Capacity Utilization 53.2% 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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	588	10	17	630	9	4	19	19	7	20	20
Future Volume (vph)	47	588	10	17	630	9	4	19	19	7	20	20
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	1818	0	0	1839	0	0	1366	0	0	1559	0
Flt Permitted		0.997			0.999			0.995			0.993	
Satd. Flow (perm)	0	1818	0	0	1839	0	0	1366	0	0	1559	0
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		1068			1211			2264			1934	
Travel Time (s)		20.8			23.6			61.7			52.7	
Confl. Peds. (#/hr)			5	5			2		1	1		2
Confl. Bikes (#/hr)												
Peak Hour Factor	0.86	0.82	0.86	0.86	0.80	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	3%	3%	3%	30%	30%	30%	14%	14%	14%
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	784	0	0	818	0	0	49	0	0	54	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 65.6%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	47	588	10	17	630	9	4	19	19	7	20	20
Future Vol, veh/h	47	588	10	17	630	9	4	19	19	7	20	20
Conflicting Peds, #/hr	0	0	5	5	0	0	2	0	1	1	0	2
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	86	82	86	86	80	86	86	86	86	86	86	86
Heavy Vehicles, %	4	4	4	3	3	3	30	30	30	14	14	14
Mvmt Flow	55	717	12	20	788	10	5	22	22	8	23	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	798	0	0	734	0	0	1696	1676	729	1689	1677	795
Stage 1	-	-	-	-	-	-	838	838	-	833	833	-
Stage 2	-	-	-	-	-	-	858	838	-	856	844	-
Critical Hdwy	4.14	-	-	4.13	-	-	7.4	6.8	6.5	7.24	6.64	6.34
Critical Hdwy Stg 1	-	-	-	-	-	-	6.4	5.8	-	6.24	5.64	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.4	5.8	-	6.24	5.64	-
Follow-up Hdwy	2.236	-	-	2.227	-	-	3.77	4.27	3.57	3.626	4.126	3.426
Pot Cap-1 Maneuver	816	-	-	866	-	-	63	82	380	69	89	369
Stage 1	-	-	-	-	-	-	323	345	-	346	367	-
Stage 2	-	-	-	-	-	-	315	345	-	336	363	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	816	-	-	862	-	-	40	69	378	43	75	368
Mov Cap-2 Maneuver	-	-	-	-	-	-	40	69	-	43	75	-
Stage 1	-	-	-	-	-	-	285	305	-	307	352	-
Stage 2	-	-	-	-	-	-	264	331	-	260	321	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.7	0.2	72.5	81.9
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	99	816	-	-	862	-	-	97
HCM Lane V/C Ratio	0.493	0.067	-	-	0.023	-	-	0.563
HCM Control Delay (s/veh)	72.5	9.7	0	-	9.3	0	-	81.9
HCM Lane LOS	F	A	A	-	A	A	-	F
HCM 95th %tile Q (veh)	2.2	0.2	-	-	0.1	-	-	2.6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	64	362	113	148	458	47	165	185	261	54	151	27
Future Volume (vph)	64	362	113	148	458	47	165	185	261	54	151	27
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	0		0	0		0	0		175
Storage Lanes	1		0	0		0	0		0	0		1
Taper Length (ft)	100			100			100			150		
Satd. Flow (prot)	1770	1768	0	0	1783	0	0	1730	0	0	1840	1583
Flt Permitted	0.950				0.985			0.986			0.988	
Satd. Flow (perm)	1770	1768	0	0	1783	0	0	1730	0	0	1840	1583
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1467			1082			565			1478	
Travel Time (s)		28.6			21.1			11.0			28.8	
Confl. Peds. (#/hr)			2	2			6		1	1		6
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.54	0.62	0.88	0.88	0.73	0.84	0.78	0.88	0.79	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	4%	4%	4%	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)	73	620	0	0	812	0	0	781	0	0	252	31
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 120.7%		ICU Level of Service H	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	64	362	113	148	458	47	165	185	261	54	151	27
Future Vol, veh/h	64	362	113	148	458	47	165	185	261	54	151	27
Conflicting Peds, #/hr	0	0	2	2	0	0	6	0	1	1	0	6
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	88	88	54	62	88	88	73	84	78	88	79	88
Heavy Vehicles, %	2	2	2	4	4	4	2	2	2	2	2	2
Mvmt Flow	73	411	209	239	520	53	226	220	335	61	191	31

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1445	1327	199	1482	1191	389	228	0	0	556	0	0
Stage 1	319	319	-	841	841	-	-	-	-	-	-	-
Stage 2	1126	1008	-	641	350	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.14	6.54	6.24	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.14	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.14	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.536	4.036	3.336	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	110	~ 155	842	~ 102	~ 186	655	1340	-	-	1015	-	-
Stage 1	693	653	-	356	~ 378	-	-	-	-	-	-	-
Stage 2	249	~ 318	-	460	629	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 106	836	-	~ 127	654	1332	-	-	1014	-	-
Mov Cap-2 Maneuver	-	~ 106	-	-	~ 127	-	-	-	-	-	-	-
Stage 1	511	604	-	263	~ 280	-	-	-	-	-	-	-
Stage 2	-	~ 235	-	~ 102	582	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v			2.4	1.9
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1332	-	-	-	150	-	1014	-	-
HCM Lane V/C Ratio	0.17	-	-	-	4.137	-	0.061	-	-
HCM Control Delay (s/veh)	8.3	0	-	-	$ 1471.8	-	8.8	0	-
HCM Lane LOS	A	A	-	-	F	-	A	A	-
HCM 95th %tile Q (veh)	0.6	-	-	-	62.5	-	0.2	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	98	80	83	9	47	15	44	147	23	5	138	72
Future Volume (vph)	98	80	83	9	47	15	44	147	23	5	138	72
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		75	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1751	0	0	1745	0	0	1807	1553	0	1781	0
Flt Permitted		0.982			0.993			0.989			0.999	
Satd. Flow (perm)	0	1751	0	0	1745	0	0	1807	1553	0	1781	0
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		1425			1063			1503			855	
Travel Time (s)		38.9			29.0			29.3			16.7	
Confl. Peds. (#/hr)	1		8	8		1	1		14	14		1
Confl. Bikes (#/hr)												
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.80	0.85	0.85	0.77	0.85
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	5%	5%	5%	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)	0	307	0	0	84	0	0	236	27	0	270	0
Sign Control		Stop			Stop			Stop			Stop	

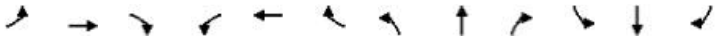
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	55.0%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	12.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	98	80	83	9	47	15	44	147	23	5	138	72
Future Vol, veh/h	98	80	83	9	47	15	44	147	23	5	138	72
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.80	0.85	0.85	0.77	0.85
Heavy Vehicles, %	2	2	2	5	5	5	4	4	4	2	2	2
Mvmt Flow	115	94	98	11	55	18	52	184	27	6	179	85
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay, s/veh	13.2	10	12.6	12.2
HCM LOS	B	A	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	23%	0%	38%	13%	2%
Vol Thru, %	77%	0%	31%	66%	64%
Vol Right, %	0%	100%	32%	21%	33%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	191	23	261	71	215
LT Vol	44	0	98	9	5
Through Vol	147	0	80	47	138
RT Vol	0	23	83	15	72
Lane Flow Rate	236	27	307	84	270
Geometry Grp	5	5	2	2	4a
Degree of Util (X)	0.405	0.04	0.466	0.138	0.407
Departure Headway (Hd)	6.187	5.36	5.464	5.963	5.43
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	582	666	657	598	661
Service Time	3.936	3.109	3.512	4.03	3.478
HCM Lane V/C Ratio	0.405	0.041	0.467	0.14	0.408
HCM Control Delay, s/veh	13.1	8.3	13.2	10	12.2
HCM Lane LOS	B	A	B	A	B
HCM 95th-tile Q	2	0.1	2.5	0.5	2



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	34	21	7	10	30	51	5	106	5	54	162	43
Future Volume (vph)	34	21	7	10	30	51	5	106	5	54	162	43
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	200		0	225		625
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			100			100		
Satd. Flow (prot)	0	1718	0	0	1698	0	1703	1782	0	1770	1863	1583
Flt Permitted		0.974			0.995		0.950			0.950		
Satd. Flow (perm)	0	1718	0	0	1698	0	1703	1782	0	1770	1863	1583
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		1934			833			1773			1503	
Travel Time (s)		52.7			22.7			34.5			29.3	
Confl. Peds. (#/hr)	3		2	2		3	2		11	11		2
Confl. Bikes (#/hr)												
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.76	0.82	0.82	0.76	0.82
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	6%	6%	3%	3%	3%	6%	6%	6%	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	76	0	0	111	0	6	145	0	66	213	52
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 26.9%		ICU Level of Service A	
Analysis Period (min) 15			

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	34	21	7	10	30	51	5	106	5	54	162	43
Future Vol, veh/h	34	21	7	10	30	51	5	106	5	54	162	43
Conflicting Peds, #/hr	3	0	2	2	0	3	2	0	11	11	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	225	-	625
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	76	82	82	76	82
Heavy Vehicles, %	6	6	6	3	3	3	6	6	6	2	2	2
Mvmt Flow	41	26	9	12	37	62	6	139	6	66	213	52

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	554	515	217	556	564	156	267	0	0	156	0	0
Stage 1	347	347	-	165	165	-	-	-	-	-	-	-
Stage 2	207	168	-	391	399	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.56	6.26	7.13	6.53	6.23	4.16	-	-	4.12	-	-
Critical Hdwy Stg 1	6.16	5.56	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.56	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4.054	3.354	3.527	4.027	3.327	2.254	-	-	2.218	-	-
Pot Cap-1 Maneuver	437	458	813	440	433	887	1274	-	-	1424	-	-
Stage 1	661	628	-	835	760	-	-	-	-	-	-	-
Stage 2	786	752	-	631	600	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	361	429	810	394	406	875	1272	-	-	1409	-	-
Mov Cap-2 Maneuver	361	429	-	394	406	-	-	-	-	-	-	-
Stage 1	656	597	-	822	749	-	-	-	-	-	-	-
Stage 2	689	741	-	568	571	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	15.8	12.7	0.3	1.5
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1272	-	-	408	578	1409	-	-
HCM Lane V/C Ratio	0.005	-	-	0.185	0.192	0.047	-	-
HCM Control Delay (s/veh)	7.8	-	-	15.8	12.7	7.7	-	-
HCM Lane LOS	A	-	-	C	B	A	-	-
HCM 95th %tile Q (veh)	0	-	-	0.7	0.7	0.1	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	601	5	5	644	5	10	5	18	11	4	4
Future Volume (vph)	4	601	5	5	644	5	10	5	18	11	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	1825	0	0	1808	0	0	1668	0	0	1678	0
Flt Permitted								0.985			0.973	
Satd. Flow (perm)	0	1825	0	0	1808	0	0	1668	0	0	1678	0
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		1082			1068			513			817	
Travel Time (s)		21.1			20.8			14.0			22.3	
Confl. Peds. (#/hr)			6	6					2	2		
Confl. Bikes (#/hr)												
Peak Hour Factor	0.84	0.80	0.84	0.84	0.79	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	5%	5%	5%	4%	4%	4%	7%	7%	7%
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	762	0	0	827	0	0	39	0	0	23	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	48.2%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✣			✣			✣			✣	
Traffic Vol, veh/h	4	601	5	5	644	5	10	5	18	11	4	4
Future Vol, veh/h	4	601	5	5	644	5	10	5	18	11	4	4
Conflicting Peds, #/hr	0	0	6	6	0	0	0	0	2	2	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	84	80	84	84	79	84	84	84	84	84	84	84
Heavy Vehicles, %	4	4	4	5	5	5	4	4	4	7	7	7
Mvmt Flow	5	751	6	6	815	6	12	6	21	13	5	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	821	0	0	763	0	0	1605	1603	762	1610	1603	818
Stage 1	-	-	-	-	-	-	770	770	-	830	830	-
Stage 2	-	-	-	-	-	-	835	833	-	780	773	-
Critical Hdwy	4.14	-	-	4.15	-	-	7.14	6.54	6.24	7.17	6.57	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.54	-	6.17	5.57	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.54	-	6.17	5.57	-
Follow-up Hdwy	2.236	-	-	2.245	-	-	3.536	4.036	3.336	3.563	4.063	3.363
Pot Cap-1 Maneuver	800	-	-	836	-	-	84	104	402	82	103	368
Stage 1	-	-	-	-	-	-	390	407	-	357	378	-
Stage 2	-	-	-	-	-	-	359	381	-	381	402	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	800	-	-	831	-	-	78	101	399	73	100	368
Mov Cap-2 Maneuver	-	-	-	-	-	-	78	101	-	73	100	-
Stage 1	-	-	-	-	-	-	383	400	-	353	373	-
Stage 2	-	-	-	-	-	-	345	376	-	351	395	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.1	0.1	37.9	55
HCM LOS			E	F

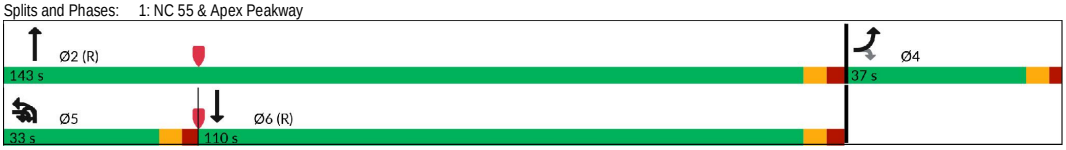
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	148	800	-	-	831	-	-	94
HCM Lane V/C Ratio	0.265	0.006	-	-	0.007	-	-	0.241
HCM Control Delay (s/veh)	37.9	9.5	0	-	9.4	0	-	55
HCM Lane LOS	E	A	A	-	A	A	-	F
HCM 95th %tile Q (veh)	1	0	-	-	0	-	-	0.9

Lane Group	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	111	596	8	708	829	945	132
Future Volume (vph)	111	596	8	708	829	945	132
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			100			
Satd. Flow (prot)	1761	2773	0	3416	1853	5011	0
Flt Permitted	0.950			0.950			
Satd. Flow (perm)	1761	2773	0	3414	1853	5011	0
Right Turn on Red		No					No
Satd. Flow (RTOR)							
Link Speed (mph)	35				35	35	
Link Distance (ft)	1046				702	705	
Travel Time (s)	20.4				13.7	13.7	
Confl. Peds. (#/hr)				1			1
Confl. Bikes (#/hr)							
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	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)	113	608	0	730	846	1099	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)	37.0	15.0	15.0	15.0	18.0	51.0	
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)	31.0	26.6	26.6	26.6	136.1	103.1	
Yellow Time (s)	3.9	3.8	3.8	3.8	3.8	3.8	
All-Red Time (s)	2.1	2.6	2.6	2.6	3.1	3.1	
Lost Time Adjust (s)	-1.0	-1.4		-1.4	-1.9	-1.9	
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)	11.0					14.0	
Flash Don't Walk (s)	18.0					29.0	
Pedestrian Calls (#/hr)	0					0	
Act Effct Green (s)	16.9	65.0		43.1	153.1	105.0	
Actuated g/C Ratio	0.09	0.36		0.24	0.85	0.58	
v/c Ratio	0.68	0.61		0.89	0.54	0.38	
Control Delay (s/veh)	112.4	39.8		79.7	5.5	20.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0	
Total Delay (s/veh)	112.4	39.8		79.7	5.5	20.5	
LOS	F	D		E	A	C	
Approach Delay (s/veh)	51.2				39.9	20.5	
Approach LOS	D				D	C	
Queue Length 50th (ft)	141	250		435	226	246	
Queue Length 95th (ft)	m212	293		#612	371	279	
Internal Link Dist (ft)	966				622	625	
Turn Bay Length (ft)		225					
Base Capacity (vph)	313	1001		817	1575	2923	

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	0.36	0.61		0.89	0.54	0.38	

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: 115			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay (s/veh): 36.0		Intersection LOS: D	
Intersection Capacity Utilization 89.6%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			
! Phase conflict between lane groups.			

Splits and Phases: 1: NC 55 & Apex Peakway



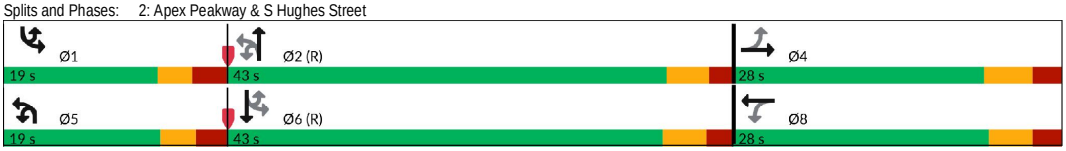
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations														
Traffic Volume (vph)	58	76	148	56	16	14	4	118	694	153	5	54	691	74
Future Volume (vph)	58	76	148	56	16	14	4	118	694	153	5	54	691	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12	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	1722	0	0	1746	0	0	1734	3362	0	0	1752	3455	0
Flt Permitted		0.916			0.510			0.242				0.232		
Satd. Flow (perm)	0	1593	0	0	920	0	0	442	3362	0	0	428	3455	0
Right Turn on Red			No			No				No				No
Satd. Flow (RTOR)														
Link Speed (mph)		35			35				35				35	
Link Distance (ft)		1773			683				920				1046	
Travel Time (s)		34.5			13.3				17.9				20.4	
Confl. Peds. (#/hr)														
Confl. Bikes (#/hr)										1				
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	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	0	0
Parking (#/hr)														
Mid-Block Traffic (%)		0%			0%				0%				0%	
Shared Lane Traffic (%)														
Lane Group Flow (vph)	0	320	0	0	98	0	0	139	963	0	0	67	869	0
Turn Type	Perm	NA		Perm	NA		pm+pt	pm+pt	NA		pm+pt	pm+pt	NA	
Protected Phases		4			8		5	5	2		1	1	6	
Permitted Phases	4			8			2	2			6	6		
Detector Phase	4	4		8	8		5	5	2		1	1	6	
Switch Phase														
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	7.0	10.0		7.0	7.0	10.0	
Minimum Split (s)	33.0	33.0		33.0	33.0		14.0	14.0	22.0		14.0	14.0	21.0	
Total Split (s)	28.0	28.0		28.0	28.0		19.0	19.0	43.0		19.0	19.0	43.0	
Total Split (%)	31.1%	31.1%		31.1%	31.1%		21.1%	21.1%	47.8%		21.1%	21.1%	47.8%	
Maximum Green (s)	21.4	21.4		21.8	21.8		13.4	13.4	37.4		13.1	13.1	37.1	
Yellow Time (s)	4.1	4.1		3.7	3.7		3.0	3.0	3.6		3.0	3.0	3.7	
All-Red Time (s)	2.5	2.5		2.5	2.5		2.6	2.6	2.0		2.9	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	Lead	Lag		Lead	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes		Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	3.0		2.0	2.0	3.0	
Minimum Gap (s)	2.0	2.0		2.0	2.0		2.0	2.0	3.0		2.0	2.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Recall Mode	None	None		None	None		None	None	C-Max		None	None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0				7.0				7.0	
Flash Don't 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)		21.4			21.4			55.1	48.2			53.1	45.2	
Actuated g/C Ratio		0.24			0.24			0.61	0.54			0.59	0.50	
v/c Ratio		0.84			0.45			0.36	0.53			0.18	0.50	
Control Delay (s/veh)		53.5			35.9			9.1	16.2			14.4	33.8	
Queue Delay		0.0			0.0			0.0	0.0			0.0	0.0	
Total Delay (s/veh)		53.5			35.9			9.1	16.2			14.4	33.8	
LOS		D			D			A	B			B	C	
Approach Delay (s/veh)		53.5			35.9				15.3				32.4	
Approach LOS		D			D				B				C	
Queue Length 50th (ft)		170			46			28	196			50	410	
Queue Length 95th (ft)		#289			93			50	250			m73	541	
Internal Link Dist (ft)		1693			603				840				966	
Turn Bay Length (ft)								125				250		
Base Capacity (vph)		407			235			488	1801			483	1733	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	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		0.79			0.42			0.28	0.53			0.14	0.50	

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: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay (s/veh): 27.7 Intersection LOS: C
Intersection Capacity Utilization 58.5% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Apex Peakway & S Hughes Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	726	8	4	544	8	8	8	11	23	4	80
Future Volume (vph)	37	726	8	4	544	8	8	8	11	23	4	80
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	1839	0	0	1859	0	0	1704	0	0	1658	0
Flt Permitted		0.998						0.985			0.989	
Satd. Flow (perm)	0	1839	0	0	1859	0	0	1704	0	0	1658	0
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		1068			1211			2264			1934	
Travel Time (s)		20.8			23.6			61.7			52.7	
Confl. Peds. (#/hr)			2	2			1		2	2		1
Confl. Bikes (#/hr)												
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	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)	0	930	0	0	670	0	0	33	0	0	129	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 78.4%		ICU Level of Service D	
Analysis Period (min) 15			

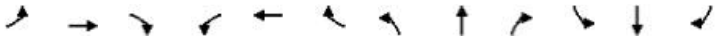
Intersection	
Int Delay, s/veh	5.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✣			✣			✣			✣	
Traffic Vol, veh/h	37	726	8	4	544	8	8	8	11	23	4	80
Future Vol, veh/h	37	726	8	4	544	8	8	8	11	23	4	80
Conflicting Peds, #/hr	0	0	2	2	0	0	1	0	2	2	0	1
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	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	3	3	3	2	2	2	4	4	4	2	2	2
Mvmt Flow	45	875	10	5	655	10	10	10	13	28	5	96

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	665	0	0	887	0	0	1694	1647	884	1654	1647	661
Stage 1	-	-	-	-	-	-	972	972	-	670	670	-
Stage 2	-	-	-	-	-	-	722	675	-	984	977	-
Critical Hdwy	4.13	-	-	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	2.227	-	-	2.218	-	-	3.536	4.036	3.336	3.518	4.018	3.318
Pot Cap-1 Maneuver	919	-	-	763	-	-	73	98	342	78	99	462
Stage 1	-	-	-	-	-	-	301	328	-	446	455	-
Stage 2	-	-	-	-	-	-	415	450	-	299	329	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	919	-	-	762	-	-	51	88	341	63	88	462
Mov Cap-2 Maneuver	-	-	-	-	-	-	51	88	-	63	88	-
Stage 1	-	-	-	-	-	-	272	296	-	403	450	-
Stage 2	-	-	-	-	-	-	321	446	-	251	297	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.4	0.1	60.6	61.4
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	96	919	-	-	762	-	-	183
HCM Lane V/C Ratio	0.339	0.049	-	-	0.006	-	-	0.704
HCM Control Delay (s/veh)	60.6	9.1	0	-	9.8	0	-	61.4
HCM Lane LOS	F	A	A	-	A	A	-	F
HCM 95th %tile Q (veh)	1.3	0.2	-	-	0	-	-	4.4



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	41	454	15	123	395	51	59	104	182	94	250	39
Future Volume (vph)	41	454	15	123	395	51	59	104	182	94	250	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 (%)		0%			0%			0%			0%	
Storage Length (ft)	175		0	0		0	0		0	0		175
Storage Lanes	1		0	0		0	0		0	0		1
Taper Length (ft)	100			100			100			0		
Satd. Flow (prot)	1770	1853	0	0	1820	0	0	1717	0	0	1839	1583
Flt Permitted	0.950				0.989			0.992			0.987	
Satd. Flow (perm)	1770	1853	0	0	1820	0	0	1717	0	0	1839	1583
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1467			1082			577			1478	
Travel Time (s)		28.6			21.1			11.2			28.8	
Confl. Peds. (#/hr)			5	5			4		4	4		4
Confl. Bikes (#/hr)												2
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)	43	494	0	0	599	0	0	363	0	0	362	41
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	107.3%	ICU Level of Service	G
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	41	454	15	123	395	51	59	104	182	94	250	39
Future Vol, veh/h	41	454	15	123	395	51	59	104	182	94	250	39
Conflicting Peds, #/hr	0	0	5	5	0	0	4	0	4	4	0	4
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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	43	478	16	129	416	54	62	109	192	99	263	41

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1029	894	272	1067	839	209	308	0	0	305	0	0
Stage 1	465	465	-	333	333	-	-	-	-	-	-	-
Stage 2	564	429	-	734	506	-	-	-	-	-	-	-
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	212	~ 280	767	200	~ 302	831	1253	-	-	1256	-	-
Stage 1	578	563	-	681	644	-	-	-	-	-	-	-
Stage 2	510	584	-	412	540	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 236	760	-	~ 254	828	1248	-	-	1251	-	-
Mov Cap-2 Maneuver	-	~ 236	-	-	~ 254	-	-	-	-	-	-	-
Stage 1	540	507	-	637	602	-	-	-	-	-	-	-
Stage 2	139	546	-	~ 21	486	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v			1.4	2
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1248	-	-	-	241	-	1251	-	-
HCM Lane V/C Ratio	0.05	-	-	-	2.048	-	0.079	-	-
HCM Control Delay (s/veh)	8	0	-	-	$ 519.3	-	8.1	0	-
HCM Lane LOS	A	A	-	-	F	-	A	A	-
HCM 95th %tile Q (veh)	0.2	-	-	-	36.6	-	0.3	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	74	70	134	25	71	14	97	185	41	9	221	50
Future Volume (vph)	74	70	134	25	71	14	97	185	41	9	221	50
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		75	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1719	0	0	1792	0	0	1831	1583	0	1814	0
Flt Permitted		0.987			0.989			0.983			0.998	
Satd. Flow (perm)	0	1719	0	0	1792	0	0	1831	1583	0	1814	0
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		1425			1063			1503			855	
Travel Time (s)		38.9			29.0			29.3			16.7	
Confl. Peds. (#/hr)	1		5	5		1	2		3	3		2
Confl. Bikes (#/hr)									1			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	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	290	0	0	115	0	0	294	43	0	291	0
Sign Control		Stop			Stop			Stop			Stop	

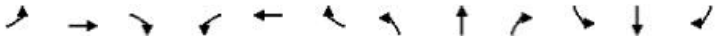
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	63.2%	ICU Level of Service	B
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	13.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	74	70	134	25	71	14	97	185	41	9	221	50
Future Vol, veh/h	74	70	134	25	71	14	97	185	41	9	221	50
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	3	3	3	2	2	2	2	2	2
Mvmt Flow	77	73	140	26	74	15	101	193	43	9	230	52
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay, s/veh	13.7	11.1	15	13.9
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	34%	0%	27%	23%	3%
Vol Thru, %	66%	0%	25%	65%	79%
Vol Right, %	0%	100%	48%	13%	18%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	282	41	278	110	280
LT Vol	97	0	74	25	9
Through Vol	185	0	70	71	221
RT Vol	0	41	134	14	50
Lane Flow Rate	294	43	290	115	292
Geometry Grp	5	5	2	2	4a
Degree of Util (X)	0.519	0.065	0.461	0.205	0.467
Departure Headway (Hd)	6.363	5.477	5.728	6.433	5.764
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	564	648	623	561	621
Service Time	4.144	3.258	3.813	4.433	3.848
HCM Lane V/C Ratio	0.521	0.066	0.465	0.205	0.47
HCM Control Delay, s/veh	15.9	8.6	13.7	11.1	13.9
HCM Lane LOS	C	A	B	B	B
HCM 95th-tile Q	3	0.2	2.4	0.8	2.5



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	38	33	12	18	42	108	7	159	16	78	245	35
Future Volume (vph)	38	33	12	18	42	108	7	159	16	78	245	35
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	200		0	225		625
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			100			100		
Satd. Flow (prot)	0	1785	0	0	1692	0	1770	1837	0	1770	1863	1583
Flt Permitted		0.978			0.995		0.950			0.950		
Satd. Flow (perm)	0	1785	0	0	1692	0	1770	1837	0	1770	1863	1583
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		1934			833			1773			1503	
Travel Time (s)		52.7			22.7			34.5			29.3	
Confl. Peds. (#/hr)	1		2	2		1			1	1		
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
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	88	0	0	179	0	7	186	0	83	261	37
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	5.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	38	33	12	18	42	108	7	159	16	78	245	35
Future Vol, veh/h	38	33	12	18	42	108	7	159	16	78	245	35
Conflicting Peds, #/hr	1	0	2	2	0	1	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	225	-	625
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	40	35	13	19	45	115	7	169	17	83	261	37

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	700	628	263	665	657	180	298	0	0	187	0	0
Stage 1	427	427	-	193	193	-	-	-	-	-	-	-
Stage 2	273	201	-	472	464	-	-	-	-	-	-	-
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	354	400	776	374	385	863	1263	-	-	1387	-	-
Stage 1	606	585	-	809	741	-	-	-	-	-	-	-
Stage 2	733	735	-	573	564	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	264	373	775	324	359	861	1263	-	-	1386	-	-
Mov Cap-2 Maneuver	264	373	-	324	359	-	-	-	-	-	-	-
Stage 1	602	550	-	804	736	-	-	-	-	-	-	-
Stage 2	593	730	-	495	530	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	19.5	14.3	0.3	1.7
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1263	-	-	335	564	1386	-	-
HCM Lane V/C Ratio	0.006	-	-	0.264	0.317	0.06	-	-
HCM Control Delay (s/veh)	7.9	-	-	19.5	14.3	7.8	-	-
HCM Lane LOS	A	-	-	C	B	A	-	-
HCM 95th %tile Q (veh)	0	-	-	1	1.4	0.2	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	735	15	16	597	20	9	4	11	16	4	4
Future Volume (vph)	7	735	15	16	597	20	9	4	11	16	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	1839	0	0	1853	0	0	1714	0	0	1762	0
Flt Permitted					0.999			0.981			0.967	
Satd. Flow (perm)	0	1839	0	0	1853	0	0	1714	0	0	1762	0
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		1082			1068			513			817	
Travel Time (s)		21.1			20.8			14.0			22.3	
Confl. Peds. (#/hr)	1		5	5		1	4		2	2		4
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	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	805	0	0	673	0	0	26	0	0	25	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	54.1%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	735	15	16	597	20	9	4	11	16	4	4
Future Vol, veh/h	7	735	15	16	597	20	9	4	11	16	4	4
Conflicting Peds, #/hr	1	0	5	5	0	1	4	0	2	2	0	4
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	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	3	3	3	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	782	16	17	635	21	10	4	12	17	4	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	657	0	0	803	0	0	1497	1500	797	1495	1498	651
Stage 1	-	-	-	-	-	-	809	809	-	681	681	-
Stage 2	-	-	-	-	-	-	688	691	-	814	817	-
Critical Hdwy	4.13	-	-	4.12	-	-	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	2.227	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	926	-	-	821	-	-	101	122	387	101	122	469
Stage 1	-	-	-	-	-	-	374	394	-	440	450	-
Stage 2	-	-	-	-	-	-	436	446	-	372	390	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	925	-	-	817	-	-	93	116	384	92	116	467
Mov Cap-2 Maneuver	-	-	-	-	-	-	93	116	-	92	116	-
Stage 1	-	-	-	-	-	-	367	387	-	433	435	-
Stage 2	-	-	-	-	-	-	412	431	-	351	383	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.1	0.2	33.9	46.9
HCM LOS			D	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	150	925	-	-	817	-	-	111
HCM Lane V/C Ratio	0.17	0.008	-	-	0.021	-	-	0.23
HCM Control Delay (s/veh)	33.9	8.9	0	-	9.5	0	-	46.9
HCM Lane LOS	D	A	A	-	A	A	-	E
HCM 95th %tile Q (veh)	0.6	0	-	-	0.1	-	-	0.8

Lane Group	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	75	480	14	754	824	729	69
Future Volume (vph)	75	480	14	754	824	729	69
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			100			
Satd. Flow (prot)	1695	2670	0	3318	1800	4900	0
Flt Permitted	0.950			0.950			
Satd. Flow (perm)	1695	2670	0	3318	1800	4900	0
Right Turn on Red		No					No
Satd. Flow (RTOR)							
Link Speed (mph)	35				35	35	
Link Distance (ft)	1046				702	705	
Travel Time (s)	20.4				13.7	13.7	
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.88	0.89	0.92	0.88	0.92	0.92	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	5%	5%	5%	5%	5%
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)	85	539	0	872	896	870	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)	37.0	13.4	13.4	13.4	16.9	51.0	
Total Split (s)	37.0	13.4	13.4	13.4	63.0	49.6	
Total Split (%)	37.0%	13.4%	13.4%	13.4%	63.0%	49.6%	
Maximum Green (s)	31.0	7.0	7.0	7.0	56.1	42.7	
Yellow Time (s)	3.9	3.8	3.8	3.8	3.8	3.8	
All-Red Time (s)	2.1	2.6	2.6	2.6	3.1	3.1	
Lost Time Adjust (s)	-1.0	-1.4		-1.4	-1.9	-1.9	
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)	11.0					14.0	
Flash Don't Walk (s)	18.0					29.0	
Pedestrian Calls (#/hr)	0					0	
Act Effct Green (s)	10.8	45.4		32.2	82.8	44.6	
Actuated g/C Ratio	0.11	0.45		0.32	0.83	0.45	
v/c Ratio	0.47	0.44		0.82	0.60	0.40	
Control Delay (s/veh)	49.7	20.2		40.5	6.4	19.3	
Queue Delay	0.0	0.0		0.0	0.0	0.0	
Total Delay (s/veh)	49.7	20.2		40.5	6.4	19.3	
LOS	D	C		D	A	B	
Approach Delay (s/veh)	24.2				23.2	19.3	
Approach LOS	C				C	B	
Queue Length 50th (ft)	52	129		271	179	132	
Queue Length 95th (ft)	94	176		#410	344	167	
Internal Link Dist (ft)	966				622	625	
Turn Bay Length (ft)		225					
Base Capacity (vph)	542	1212		1068	1490	2185	

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	0.16	0.44		0.82	0.60	0.40	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 125			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay (s/veh): 22.4		Intersection LOS: C	
Intersection Capacity Utilization 66.8%		ICU Level of Service C	
Analysis Period (min) 15			

\# 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

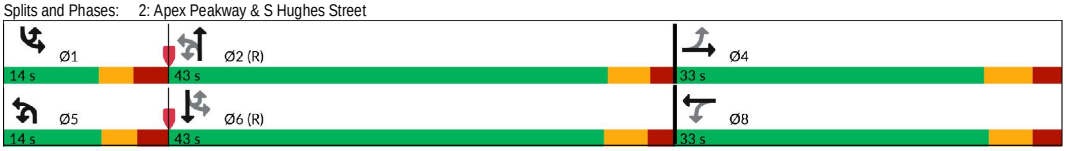
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations														
Traffic Volume (vph)	26	63	104	45	13	4	4	85	543	127	6	50	727	58
Future Volume (vph)	26	63	104	45	13	4	4	85	543	127	6	50	727	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12	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	1703	0	0	1765	0	0	1669	3244	0	0	1686	3327	0
Flt Permitted		0.952			0.519			0.174				0.256		
Satd. Flow (perm)	0	1631	0	0	948	0	0	306	3244	0	0	454	3327	0
Right Turn on Red			No			No				No				No
Satd. Flow (RTOR)														
Link Speed (mph)		35			35				35				35	
Link Distance (ft)		1773			683				920				1046	
Travel Time (s)		34.5			13.3				17.9				20.4	
Confl. Peds. (#/hr)			3	3				4						4
Confl. Bikes (#/hr)														
Peak Hour Factor	0.76	0.76	0.68	0.76	0.76	0.76	0.76	0.70	0.74	0.76	0.76	0.76	0.73	0.76
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	6%	6%	6%	6%	6%	6%	6%	6%
Bus Blockages (#/hr)	0	0	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	270	0	0	81	0	0	126	901	0	0	74	1072	0
Turn Type	Perm	NA		Perm	NA		pm+pt	pm+pt	NA		pm+pt	pm+pt	NA	
Protected Phases		4			8		5	5	2		1	1	6	
Permitted Phases	4			8			2	2			6	6		
Detector Phase	4	4		8	8		5	5	2		1	1	6	
Switch Phase														
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	7.0	10.0		7.0	7.0	10.0	
Minimum Split (s)	33.0	33.0		33.0	33.0		14.0	14.0	22.0		14.0	14.0	21.0	
Total Split (s)	33.0	33.0		33.0	33.0		14.0	14.0	43.0		14.0	14.0	43.0	
Total Split (%)	36.7%	36.7%		36.7%	36.7%		15.6%	15.6%	47.8%		15.6%	15.6%	47.8%	
Maximum Green (s)	26.4	26.4		26.8	26.8		8.4	8.4	37.4		8.1	8.1	37.1	
Yellow Time (s)	4.1	4.1		3.7	3.7		3.0	3.0	3.6		3.0	3.0	3.7	
All-Red Time (s)	2.5	2.5		2.5	2.5		2.6	2.6	2.0		2.9	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	Lead	Lag		Lead	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes		Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	3.0		2.0	2.0	3.0	
Minimum Gap (s)	2.0	2.0		2.0	2.0		2.0	2.0	3.0		2.0	2.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Recall Mode	None	None		None	None		None	None	C-Max		None	None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0				7.0				7.0	
Flash Don't 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)		20.8			20.8			55.3	48.7			54.2	46.1	
Actuated g/C Ratio		0.23			0.23			0.61	0.54			0.60	0.51	
v/c Ratio		0.72			0.37			0.41	0.51			0.19	0.63	
Control Delay (s/veh)		42.3			32.4			11.2	16.1			8.3	19.2	
Queue Delay		0.0			0.0			0.0	0.0			0.0	0.0	
Total Delay (s/veh)		42.3			32.4			11.2	16.1			8.3	19.2	
LOS		D			C			B	B			A	B	
Approach Delay (s/veh)		42.3			32.4				15.5				18.5	
Approach LOS		D			C				B				B	
Queue Length 50th (ft)		142			39			28	153			13	216	
Queue Length 95th (ft)		165			60			m40	167			30	251	
Internal Link Dist (ft)		1693			603				840				966	
Turn Bay Length (ft)								125				250		
Base Capacity (vph)		507			294			327	1755			401	1703	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	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		0.53			0.28			0.39	0.51			0.18	0.63	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.72
Intersection Signal Delay (s/veh): 20.2 Intersection LOS: C
Intersection Capacity Utilization 53.2% 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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	588	10	17	630	9	4	19	19	7	20	20
Future Volume (vph)	47	588	10	17	630	9	4	19	19	7	20	20
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	1818	0	0	1839	0	0	1366	0	0	1559	0
Flt Permitted		0.997			0.999			0.995			0.993	
Satd. Flow (perm)	0	1818	0	0	1839	0	0	1366	0	0	1559	0
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		1068			1211			2264			1934	
Travel Time (s)		20.8			23.6			61.7			52.7	
Confl. Peds. (#/hr)			5	5			2		1	1		2
Confl. Bikes (#/hr)												
Peak Hour Factor	0.86	0.82	0.86	0.86	0.80	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	3%	3%	3%	30%	30%	30%	14%	14%	14%
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	784	0	0	818	0	0	49	0	0	54	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 65.6%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✣			✣			✣			✣	
Traffic Vol, veh/h	47	588	10	17	630	9	4	19	19	7	20	20
Future Vol, veh/h	47	588	10	17	630	9	4	19	19	7	20	20
Conflicting Peds, #/hr	0	0	5	5	0	0	2	0	1	1	0	2
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	86	82	86	86	80	86	86	86	86	86	86	86
Heavy Vehicles, %	4	4	4	3	3	3	30	30	30	14	14	14
Mvmt Flow	55	717	12	20	788	10	5	22	22	8	23	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	798	0	0	734	0	0	1696	1676	729	1689	1677	795
Stage 1	-	-	-	-	-	-	838	838	-	833	833	-
Stage 2	-	-	-	-	-	-	858	838	-	856	844	-
Critical Hdwy	4.14	-	-	4.13	-	-	7.4	6.8	6.5	7.24	6.64	6.34
Critical Hdwy Stg 1	-	-	-	-	-	-	6.4	5.8	-	6.24	5.64	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.4	5.8	-	6.24	5.64	-
Follow-up Hdwy	2.236	-	-	2.227	-	-	3.77	4.27	3.57	3.626	4.126	3.426
Pot Cap-1 Maneuver	816	-	-	866	-	-	63	82	380	69	89	369
Stage 1	-	-	-	-	-	-	323	345	-	346	367	-
Stage 2	-	-	-	-	-	-	315	345	-	336	363	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	816	-	-	862	-	-	40	69	378	43	75	368
Mov Cap-2 Maneuver	-	-	-	-	-	-	40	69	-	43	75	-
Stage 1	-	-	-	-	-	-	285	305	-	307	352	-
Stage 2	-	-	-	-	-	-	264	331	-	260	321	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.7	0.2	72.5	81.9
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	99	816	-	-	862	-	-	97
HCM Lane V/C Ratio	0.493	0.067	-	-	0.023	-	-	0.563
HCM Control Delay (s/veh)	72.5	9.7	0	-	9.3	0	-	81.9
HCM Lane LOS	F	A	A	-	A	A	-	F
HCM 95th %tile Q (veh)	2.2	0.2	-	-	0.1	-	-	2.6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	64	362	113	148	458	47	165	185	261	54	151	27
Future Volume (vph)	64	362	113	148	458	47	165	185	261	54	151	27
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	200		0	0		150	0		175
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	100			100			100			150		
Satd. Flow (prot)	1770	1754	0	1736	1801	0	0	1816	1583	0	1840	1583
Flt Permitted	0.449			0.108				0.615			0.584	
Satd. Flow (perm)	836	1754	0	197	1801	0	0	1142	1550	0	1088	1539
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1467			1082			565			1478	
Travel Time (s)		28.6			21.1			11.0			28.8	
Confl. Peds. (#/hr)			2	2			6		1	1		6
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.54	0.62	0.88	0.88	0.73	0.84	0.78	0.88	0.79	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	4%	4%	4%	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)	73	620	0	239	573	0	0	446	335	0	252	31
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	pm+ov	Perm	NA	Perm
Protected Phases		2		1	6			8	1		4	
Permitted Phases	2			6			8		8	4		4
Detector Phase	2	2		1	6		8	8	1	4	4	4
Switch Phase												
Minimum Initial (s)	10.0	10.0		7.0	10.0		7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	17.0	17.0		14.0	17.0		14.0	14.0	14.0	14.0	14.0	14.0
Total Split (s)	37.0	37.0		16.0	53.0		37.0	37.0	16.0	37.0	37.0	37.0
Total Split (%)	41.1%	41.1%		17.8%	58.9%		41.1%	41.1%	17.8%	41.1%	41.1%	41.1%
Maximum Green (s)	30.0	30.0		9.0	46.0		30.0	30.0	9.0	30.0	30.0	30.0
Yellow Time (s)	5.0	5.0		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	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	Lag	Lag		Lead					Lead			
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	3.0	3.0
Minimum Gap (s)	3.0	3.0		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	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Max	C-Max		None	C-Max		None	None	None	None	None	None
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	32.0	32.0		48.0	48.0			32.0	43.0		32.0	32.0
Actuated g/C Ratio	0.36	0.36		0.53	0.53			0.36	0.48		0.36	0.36
v/c Ratio	0.25	1.00		0.82	0.60			1.10	0.45		0.65	0.06
Control Delay (s/veh)	23.3	65.7		52.7	13.0			104.2	15.0		33.8	19.6
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay (s/veh)	23.3	65.7		52.7	13.0			104.2	15.0		33.8	19.6
LOS	C	E		D	B			F	B		C	B
Approach Delay (s/veh)		61.2			24.7			66.0			32.3	
Approach LOS		E			C			E			C	
Queue Length 50th (ft)	29	347		103	113			~290	106		118	11
Queue Length 95th (ft)	62	#552		118	205			#425	138		170	30
Internal Link Dist (ft)		1387			1002			485			1398	
Turn Bay Length (ft)	175			200					150			175
Base Capacity (vph)	297	623		293	960			406	744		386	547

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	0.25	1.00		0.82	0.60			1.10	0.45		0.65	0.06

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.10			
Intersection Signal Delay (s/veh): 47.9		Intersection LOS: D	
Intersection Capacity Utilization 81.8%		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.			

Splits and Phases: 4: Tingen Road & Apex Peakway

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	98	80	83	9	47	15	44	147	23	5	138	72
Future Volume (vph)	98	80	83	9	47	15	44	147	23	5	138	72
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		75	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1751	0	0	1745	0	0	1807	1553	0	1781	0
Flt Permitted		0.982			0.993			0.989			0.999	
Satd. Flow (perm)	0	1751	0	0	1745	0	0	1807	1553	0	1781	0
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		1425			1063			1503			855	
Travel Time (s)		38.9			29.0			29.3			16.7	
Confl. Peds. (#/hr)	1		8	8		1	1		14	14		1
Confl. Bikes (#/hr)												
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.80	0.85	0.85	0.77	0.85
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	5%	5%	5%	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)	0	307	0	0	84	0	0	236	27	0	270	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	55.0%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	12.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	98	80	83	9	47	15	44	147	23	5	138	72
Future Vol, veh/h	98	80	83	9	47	15	44	147	23	5	138	72
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.80	0.85	0.85	0.77	0.85
Heavy Vehicles, %	2	2	2	5	5	5	4	4	4	2	2	2
Mvmt Flow	115	94	98	11	55	18	52	184	27	6	179	85
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay, s/veh	13.2	10	12.6	12.2
HCM LOS	B	A	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	23%	0%	38%	13%	2%
Vol Thru, %	77%	0%	31%	66%	64%
Vol Right, %	0%	100%	32%	21%	33%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	191	23	261	71	215
LT Vol	44	0	98	9	5
Through Vol	147	0	80	47	138
RT Vol	0	23	83	15	72
Lane Flow Rate	236	27	307	84	270
Geometry Grp	5	5	2	2	4a
Degree of Util (X)	0.405	0.04	0.466	0.138	0.407
Departure Headway (Hd)	6.187	5.36	5.464	5.963	5.43
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	582	666	657	598	661
Service Time	3.936	3.109	3.512	4.03	3.478
HCM Lane V/C Ratio	0.405	0.041	0.467	0.14	0.408
HCM Control Delay, s/veh	13.1	8.3	13.2	10	12.2
HCM Lane LOS	B	A	B	A	B
HCM 95th-tile Q	2	0.1	2.5	0.5	2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	34	21	7	10	30	51	5	106	5	54	162	43
Future Volume (vph)	34	21	7	10	30	51	5	106	5	54	162	43
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	200		0	225		625
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			100			100		
Satd. Flow (prot)	0	1718	0	0	1698	0	1703	1782	0	1770	1863	1583
Flt Permitted		0.974			0.995		0.950			0.950		
Satd. Flow (perm)	0	1718	0	0	1698	0	1703	1782	0	1770	1863	1583
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		1934			833			1773			1503	
Travel Time (s)		52.7			22.7			34.5			29.3	
Confl. Peds. (#/hr)	3		2	2		3	2		11	11		2
Confl. Bikes (#/hr)												
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.76	0.82	0.82	0.76	0.82
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	6%	6%	3%	3%	3%	6%	6%	6%	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	76	0	0	111	0	6	145	0	66	213	52
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 26.9%		ICU Level of Service A	
Analysis Period (min) 15			

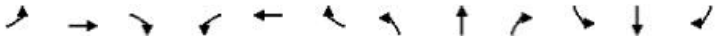
Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	34	21	7	10	30	51	5	106	5	54	162	43
Future Vol, veh/h	34	21	7	10	30	51	5	106	5	54	162	43
Conflicting Peds, #/hr	3	0	2	2	0	3	2	0	11	11	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	225	-	625
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	76	82	82	76	82
Heavy Vehicles, %	6	6	6	3	3	3	6	6	6	2	2	2
Mvmt Flow	41	26	9	12	37	62	6	139	6	66	213	52

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	554	515	217	556	564	156	267	0	0	156	0	0
Stage 1	347	347	-	165	165	-	-	-	-	-	-	-
Stage 2	207	168	-	391	399	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.56	6.26	7.13	6.53	6.23	4.16	-	-	4.12	-	-
Critical Hdwy Stg 1	6.16	5.56	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.56	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4.054	3.354	3.527	4.027	3.327	2.254	-	-	2.218	-	-
Pot Cap-1 Maneuver	437	458	813	440	433	887	1274	-	-	1424	-	-
Stage 1	661	628	-	835	760	-	-	-	-	-	-	-
Stage 2	786	752	-	631	600	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	361	429	810	394	406	875	1272	-	-	1409	-	-
Mov Cap-2 Maneuver	361	429	-	394	406	-	-	-	-	-	-	-
Stage 1	656	597	-	822	749	-	-	-	-	-	-	-
Stage 2	689	741	-	568	571	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	15.8	12.7	0.3	1.5
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1272	-	-	408	578	1409	-	-
HCM Lane V/C Ratio	0.005	-	-	0.185	0.192	0.047	-	-
HCM Control Delay (s/veh)	7.8	-	-	15.8	12.7	7.7	-	-
HCM Lane LOS	A	-	-	C	B	A	-	-
HCM 95th %tile Q (veh)	0	-	-	0.7	0.7	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	601	5	5	644	5	10	5	18	11	4	4
Future Volume (vph)	4	601	5	5	644	5	10	5	18	11	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	1825	0	0	1808	0	0	1668	0	0	1678	0
Flt Permitted								0.985			0.973	
Satd. Flow (perm)	0	1825	0	0	1808	0	0	1668	0	0	1678	0
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		1082			1068			513			817	
Travel Time (s)		21.1			20.8			14.0			22.3	
Confl. Peds. (#/hr)			6	6					2	2		
Confl. Bikes (#/hr)												
Peak Hour Factor	0.84	0.80	0.84	0.84	0.79	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	5%	5%	5%	4%	4%	4%	7%	7%	7%
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	762	0	0	827	0	0	39	0	0	23	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	48.2%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✣			✣			✣			✣	
Traffic Vol, veh/h	4	601	5	5	644	5	10	5	18	11	4	4
Future Vol, veh/h	4	601	5	5	644	5	10	5	18	11	4	4
Conflicting Peds, #/hr	0	0	6	6	0	0	0	0	2	2	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	84	80	84	84	79	84	84	84	84	84	84	84
Heavy Vehicles, %	4	4	4	5	5	5	4	4	4	7	7	7
Mvmt Flow	5	751	6	6	815	6	12	6	21	13	5	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	821	0	0	763	0	0	1605	1603	762	1610	1603	818
Stage 1	-	-	-	-	-	-	770	770	-	830	830	-
Stage 2	-	-	-	-	-	-	835	833	-	780	773	-
Critical Hdwy	4.14	-	-	4.15	-	-	7.14	6.54	6.24	7.17	6.57	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.54	-	6.17	5.57	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.54	-	6.17	5.57	-
Follow-up Hdwy	2.236	-	-	2.245	-	-	3.536	4.036	3.336	3.563	4.063	3.363
Pot Cap-1 Maneuver	800	-	-	836	-	-	84	104	402	82	103	368
Stage 1	-	-	-	-	-	-	390	407	-	357	378	-
Stage 2	-	-	-	-	-	-	359	381	-	381	402	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	800	-	-	831	-	-	78	101	399	73	100	368
Mov Cap-2 Maneuver	-	-	-	-	-	-	78	101	-	73	100	-
Stage 1	-	-	-	-	-	-	383	400	-	353	373	-
Stage 2	-	-	-	-	-	-	345	376	-	351	395	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.1	0.1	37.9	55
HCM LOS			E	F

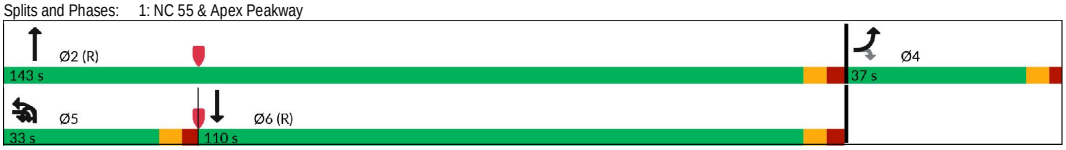
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	148	800	-	-	831	-	-	94
HCM Lane V/C Ratio	0.265	0.006	-	-	0.007	-	-	0.241
HCM Control Delay (s/veh)	37.9	9.5	0	-	9.4	0	-	55
HCM Lane LOS	E	A	A	-	A	A	-	F
HCM 95th %tile Q (veh)	1	0	-	-	0	-	-	0.9

Lane Group	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	111	596	8	708	829	945	132
Future Volume (vph)	111	596	8	708	829	945	132
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			100			
Satd. Flow (prot)	1761	2773	0	3416	1853	5011	0
Flt Permitted	0.950			0.950			
Satd. Flow (perm)	1761	2773	0	3414	1853	5011	0
Right Turn on Red		No					No
Satd. Flow (RTOR)							
Link Speed (mph)	35				35	35	
Link Distance (ft)	1046				702	705	
Travel Time (s)	20.4				13.7	13.7	
Confl. Peds. (#/hr)				1			1
Confl. Bikes (#/hr)							
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	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)	113	608	0	730	846	1099	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)	37.0	15.0	15.0	15.0	18.0	51.0	
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)	31.0	26.6	26.6	26.6	136.1	103.1	
Yellow Time (s)	3.9	3.8	3.8	3.8	3.8	3.8	
All-Red Time (s)	2.1	2.6	2.6	2.6	3.1	3.1	
Lost Time Adjust (s)	-1.0	-1.4		-1.4	-1.9	-1.9	
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)	11.0					14.0	
Flash Don't Walk (s)	18.0					29.0	
Pedestrian Calls (#/hr)	0					0	
Act Effct Green (s)	16.9	65.0		43.1	153.1	105.0	
Actuated g/C Ratio	0.09	0.36		0.24	0.85	0.58	
v/c Ratio	0.68	0.61		0.89	0.54	0.38	
Control Delay (s/veh)	113.4	38.2		79.7	5.5	20.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0	
Total Delay (s/veh)	113.4	38.2		79.7	5.5	20.5	
LOS	F	D		E	A	C	
Approach Delay (s/veh)	50.0				39.9	20.5	
Approach LOS	D				D	C	
Queue Length 50th (ft)	141	243		435	226	246	
Queue Length 95th (ft)	m212	284		#612	371	279	
Internal Link Dist (ft)	966				622	625	
Turn Bay Length (ft)		225					
Base Capacity (vph)	313	1001		817	1575	2923	

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	0.36	0.61		0.89	0.54	0.38	

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: 115			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay (s/veh): 35.7		Intersection LOS: D	
Intersection Capacity Utilization 89.6%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			
! Phase conflict between lane groups.			

Splits and Phases: 1: NC 55 & Apex Peakway



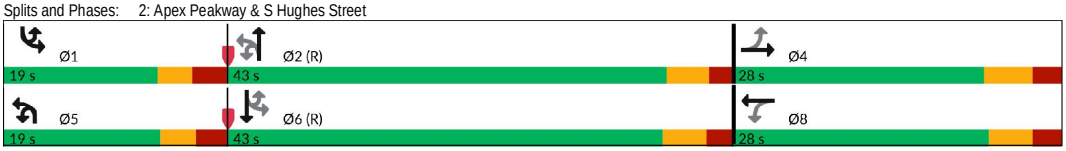
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations														
Traffic Volume (vph)	58	76	148	56	16	14	4	118	694	153	5	54	691	74
Future Volume (vph)	58	76	148	56	16	14	4	118	694	153	5	54	691	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12	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	1722	0	0	1746	0	0	1734	3362	0	0	1752	3455	0
Flt Permitted		0.916			0.510			0.242				0.232		
Satd. Flow (perm)	0	1593	0	0	920	0	0	442	3362	0	0	428	3455	0
Right Turn on Red			No			No				No				No
Satd. Flow (RTOR)														
Link Speed (mph)		35			35				35				35	
Link Distance (ft)		1773			683				920				1046	
Travel Time (s)		34.5			13.3				17.9				20.4	
Confl. Peds. (#/hr)														
Confl. Bikes (#/hr)										1				
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	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	0	0
Parking (#/hr)														
Mid-Block Traffic (%)		0%			0%				0%				0%	
Shared Lane Traffic (%)														
Lane Group Flow (vph)	0	320	0	0	98	0	0	139	963	0	0	67	869	0
Turn Type	Perm	NA		Perm	NA		pm+pt	pm+pt	NA		pm+pt	pm+pt	NA	
Protected Phases		4			8		5	5	2		1	1	6	
Permitted Phases	4			8			2	2			6	6		
Detector Phase	4	4		8	8		5	5	2		1	1	6	
Switch Phase														
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	7.0	10.0		7.0	7.0	10.0	
Minimum Split (s)	33.0	33.0		33.0	33.0		14.0	14.0	22.0		14.0	14.0	21.0	
Total Split (s)	28.0	28.0		28.0	28.0		19.0	19.0	43.0		19.0	19.0	43.0	
Total Split (%)	31.1%	31.1%		31.1%	31.1%		21.1%	21.1%	47.8%		21.1%	21.1%	47.8%	
Maximum Green (s)	21.4	21.4		21.8	21.8		13.4	13.4	37.4		13.1	13.1	37.1	
Yellow Time (s)	4.1	4.1		3.7	3.7		3.0	3.0	3.6		3.0	3.0	3.7	
All-Red Time (s)	2.5	2.5		2.5	2.5		2.6	2.6	2.0		2.9	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	Lead	Lag		Lead	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes		Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	3.0		2.0	2.0	3.0	
Minimum Gap (s)	2.0	2.0		2.0	2.0		2.0	2.0	3.0		2.0	2.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Recall Mode	None	None		None	None		None	None	C-Max		None	None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0				7.0				7.0	
Flash Don't 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)		21.4			21.4			55.1	48.2			53.1	45.2	
Actuated g/C Ratio		0.24			0.24			0.61	0.54			0.59	0.50	
v/c Ratio		0.84			0.45			0.36	0.53			0.18	0.50	
Control Delay (s/veh)		53.5			35.9			10.0	16.4			14.4	33.8	
Queue Delay		0.0			0.0			0.0	0.0			0.0	0.0	
Total Delay (s/veh)		53.5			35.9			10.0	16.4			14.4	33.8	
LOS		D			D			B	B			B	C	
Approach Delay (s/veh)		53.5			35.9				15.6				32.4	
Approach LOS		D			D				B				C	
Queue Length 50th (ft)		170			46			29	174			50	410	
Queue Length 95th (ft)		#289			93			m49	219			m73	541	
Internal Link Dist (ft)		1693			603				840				966	
Turn Bay Length (ft)								125				250		
Base Capacity (vph)		407			235			488	1801			483	1733	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	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		0.79			0.42			0.28	0.53			0.14	0.50	

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: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay (s/veh): 27.8 Intersection LOS: C
Intersection Capacity Utilization 58.5% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Apex Peakway & S Hughes Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	726	8	4	544	8	8	8	11	23	4	80
Future Volume (vph)	37	726	8	4	544	8	8	8	11	23	4	80
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	1839	0	0	1859	0	0	1704	0	0	1658	0
Flt Permitted		0.998						0.985			0.989	
Satd. Flow (perm)	0	1839	0	0	1859	0	0	1704	0	0	1658	0
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		1068			1211			2264			1934	
Travel Time (s)		20.8			23.6			61.7			52.7	
Confl. Peds. (#/hr)			2	2			1		2	2		1
Confl. Bikes (#/hr)												
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	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)	0	930	0	0	670	0	0	33	0	0	129	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 78.4%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	5.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✣			✣			✣			✣	
Traffic Vol, veh/h	37	726	8	4	544	8	8	8	11	23	4	80
Future Vol, veh/h	37	726	8	4	544	8	8	8	11	23	4	80
Conflicting Peds, #/hr	0	0	2	2	0	0	1	0	2	2	0	1
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	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	3	3	3	2	2	2	4	4	4	2	2	2
Mvmt Flow	45	875	10	5	655	10	10	10	13	28	5	96

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	665	0	0	887	0	0	1694	1647	884	1654	1647	661
Stage 1	-	-	-	-	-	-	972	972	-	670	670	-
Stage 2	-	-	-	-	-	-	722	675	-	984	977	-
Critical Hdwy	4.13	-	-	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	2.227	-	-	2.218	-	-	3.536	4.036	3.336	3.518	4.018	3.318
Pot Cap-1 Maneuver	919	-	-	763	-	-	73	98	342	78	99	462
Stage 1	-	-	-	-	-	-	301	328	-	446	455	-
Stage 2	-	-	-	-	-	-	415	450	-	299	329	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	919	-	-	762	-	-	51	88	341	63	88	462
Mov Cap-2 Maneuver	-	-	-	-	-	-	51	88	-	63	88	-
Stage 1	-	-	-	-	-	-	272	296	-	403	450	-
Stage 2	-	-	-	-	-	-	321	446	-	251	297	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.4	0.1	60.6	61.4
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	96	919	-	-	762	-	-	183
HCM Lane V/C Ratio	0.339	0.049	-	-	0.006	-	-	0.704
HCM Control Delay (s/veh)	60.6	9.1	0	-	9.8	0	-	61.4
HCM Lane LOS	F	A	A	-	A	A	-	F
HCM 95th %tile Q (veh)	1.3	0.2	-	-	0	-	-	4.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	41	454	15	123	395	51	59	104	182	94	250	39
Future Volume (vph)	41	454	15	123	395	51	59	104	182	94	250	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 (%)		0%			0%			0%			0%	
Storage Length (ft)	175		0	200		0	0		150	0		175
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	100			100			100			0		
Satd. Flow (prot)	1770	1852	0	1770	1831	0	0	1829	1583	0	1839	1583
Flt Permitted	0.494			0.277				0.525			0.803	
Satd. Flow (perm)	920	1852	0	515	1831	0	0	977	1544	0	1494	1538
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1467			1082			577			1478	
Travel Time (s)		28.6			21.1			11.2			28.8	
Confl. Peds. (#/hr)			5	5			4		4	4		4
Confl. Bikes (#/hr)												2
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)	43	494	0	129	470	0	0	171	192	0	362	41
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	pm+ov	Perm	NA	Perm
Protected Phases		2		1	6			8	1		4	
Permitted Phases	2			6			8		8	4		4
Detector Phase	2	2		1	6		8	8	1	4	4	4
Switch Phase												
Minimum Initial (s)	10.0	10.0		7.0	10.0		7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	25.0	25.0		14.0	25.0		25.0	25.0	14.0	25.0	25.0	25.0
Total Split (s)	42.0	42.0		14.0	56.0		34.0	34.0	14.0	34.0	34.0	34.0
Total Split (%)	46.7%	46.7%		15.6%	62.2%		37.8%	37.8%	15.6%	37.8%	37.8%	37.8%
Maximum Green (s)	35.0	35.0		7.0	49.0		27.0	27.0	7.0	27.0	27.0	27.0
Yellow Time (s)	5.0	5.0		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	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	Lag	Lag		Lead					Lead			
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	3.0	3.0
Minimum Gap (s)	3.0	3.0		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	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Max	C-Max		None	C-Max		None	None	None	None	None	None
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	39.7	39.7		54.0	54.0			26.0	35.3		26.0	26.0
Actuated g/C Ratio	0.44	0.44		0.60	0.60			0.29	0.39		0.29	0.29
v/c Ratio	0.11	0.60		0.29	0.43			0.61	0.32		0.84	0.09
Control Delay (s/veh)	17.2	24.0		11.4	13.0			36.9	16.7		47.8	22.5
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay (s/veh)	17.2	24.0		11.4	13.0			36.9	16.7		47.8	22.5
LOS	B	C		B	B			D	B		D	C
Approach Delay (s/veh)		23.4			12.7			26.2			45.3	
Approach LOS		C			B			C			D	
Queue Length 50th (ft)	15	220		36	152			81	62		186	16
Queue Length 95th (ft)	37	329		m75	257			147	106		#315	40
Internal Link Dist (ft)		1387			1002			497			1398	
Turn Bay Length (ft)	175			200					150			175
Base Capacity (vph)	406	817		438	1098			314	609		481	495

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	0.11	0.60		0.29	0.43			0.54	0.32		0.75	0.08

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay (s/veh): 25.2		Intersection LOS: C	
Intersection Capacity Utilization 76.0%		ICU Level of Service D	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Tingen Road & Apex Peakway

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	74	70	134	25	71	14	97	185	41	9	221	50
Future Volume (vph)	74	70	134	25	71	14	97	185	41	9	221	50
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		75	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1719	0	0	1792	0	0	1831	1583	0	1814	0
Flt Permitted		0.987			0.989			0.983			0.998	
Satd. Flow (perm)	0	1719	0	0	1792	0	0	1831	1583	0	1814	0
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		1425			1063			1503			855	
Travel Time (s)		38.9			29.0			29.3			16.7	
Confl. Peds. (#/hr)	1		5	5		1	2		3	3		2
Confl. Bikes (#/hr)									1			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	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	290	0	0	115	0	0	294	43	0	291	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 63.2%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	13.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	74	70	134	25	71	14	97	185	41	9	221	50
Future Vol, veh/h	74	70	134	25	71	14	97	185	41	9	221	50
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	3	3	3	2	2	2	2	2	2
Mvmt Flow	77	73	140	26	74	15	101	193	43	9	230	52
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay, s/veh	13.7	11.1	15	13.9
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	34%	0%	27%	23%	3%
Vol Thru, %	66%	0%	25%	65%	79%
Vol Right, %	0%	100%	48%	13%	18%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	282	41	278	110	280
LT Vol	97	0	74	25	9
Through Vol	185	0	70	71	221
RT Vol	0	41	134	14	50
Lane Flow Rate	294	43	290	115	292
Geometry Grp	5	5	2	2	4a
Degree of Util (X)	0.519	0.065	0.461	0.205	0.467
Departure Headway (Hd)	6.363	5.477	5.728	6.433	5.764
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	564	648	623	561	621
Service Time	4.144	3.258	3.813	4.433	3.848
HCM Lane V/C Ratio	0.521	0.066	0.465	0.205	0.47
HCM Control Delay, s/veh	15.9	8.6	13.7	11.1	13.9
HCM Lane LOS	C	A	B	B	B
HCM 95th-tile Q	3	0.2	2.4	0.8	2.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	38	33	12	18	42	108	7	159	16	78	245	35
Future Volume (vph)	38	33	12	18	42	108	7	159	16	78	245	35
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	200		0	225		625
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			100			100		
Satd. Flow (prot)	0	1785	0	0	1692	0	1770	1837	0	1770	1863	1583
Flt Permitted		0.978			0.995		0.950			0.950		
Satd. Flow (perm)	0	1785	0	0	1692	0	1770	1837	0	1770	1863	1583
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		1934			833			1773			1503	
Travel Time (s)		52.7			22.7			34.5			29.3	
Confl. Peds. (#/hr)	1		2	2		1			1	1		
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
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	88	0	0	179	0	7	186	0	83	261	37
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.5%		ICU Level of Service A	
Analysis Period (min) 15			

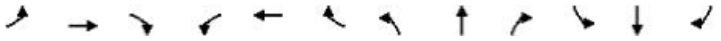
Intersection	
Int Delay, s/veh	5.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	38	33	12	18	42	108	7	159	16	78	245	35
Future Vol, veh/h	38	33	12	18	42	108	7	159	16	78	245	35
Conflicting Peds, #/hr	1	0	2	2	0	1	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	225	-	625
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	40	35	13	19	45	115	7	169	17	83	261	37

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	700	628	263	665	657	180	298	0	0	187	0	0
Stage 1	427	427	-	193	193	-	-	-	-	-	-	-
Stage 2	273	201	-	472	464	-	-	-	-	-	-	-
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	354	400	776	374	385	863	1263	-	-	1387	-	-
Stage 1	606	585	-	809	741	-	-	-	-	-	-	-
Stage 2	733	735	-	573	564	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	264	373	775	324	359	861	1263	-	-	1386	-	-
Mov Cap-2 Maneuver	264	373	-	324	359	-	-	-	-	-	-	-
Stage 1	602	550	-	804	736	-	-	-	-	-	-	-
Stage 2	593	730	-	495	530	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	19.5	14.3	0.3	1.7
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1263	-	-	335	564	1386	-	-
HCM Lane V/C Ratio	0.006	-	-	0.264	0.317	0.06	-	-
HCM Control Delay (s/veh)	7.9	-	-	19.5	14.3	7.8	-	-
HCM Lane LOS	A	-	-	C	B	A	-	-
HCM 95th %tile Q (veh)	0	-	-	1	1.4	0.2	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	735	15	16	597	20	9	4	11	16	4	4
Future Volume (vph)	7	735	15	16	597	20	9	4	11	16	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	1839	0	0	1853	0	0	1714	0	0	1762	0
Flt Permitted					0.999			0.981			0.967	
Satd. Flow (perm)	0	1839	0	0	1853	0	0	1714	0	0	1762	0
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		1082			1068			513			817	
Travel Time (s)		21.1			20.8			14.0			22.3	
Confl. Peds. (#/hr)	1		5	5		1	4		2	2		4
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	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	805	0	0	673	0	0	26	0	0	25	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	54.1%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✣			✣			✣			✣	
Traffic Vol, veh/h	7	735	15	16	597	20	9	4	11	16	4	4
Future Vol, veh/h	7	735	15	16	597	20	9	4	11	16	4	4
Conflicting Peds, #/hr	1	0	5	5	0	1	4	0	2	2	0	4
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	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	3	3	3	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	782	16	17	635	21	10	4	12	17	4	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	657	0	0	803	0	0	1497	1500	797	1495	1498	651
Stage 1	-	-	-	-	-	-	809	809	-	681	681	-
Stage 2	-	-	-	-	-	-	688	691	-	814	817	-
Critical Hdwy	4.13	-	-	4.12	-	-	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	2.227	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	926	-	-	821	-	-	101	122	387	101	122	469
Stage 1	-	-	-	-	-	-	374	394	-	440	450	-
Stage 2	-	-	-	-	-	-	436	446	-	372	390	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	925	-	-	817	-	-	93	116	384	92	116	467
Mov Cap-2 Maneuver	-	-	-	-	-	-	93	116	-	92	116	-
Stage 1	-	-	-	-	-	-	367	387	-	433	435	-
Stage 2	-	-	-	-	-	-	412	431	-	351	383	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.1	0.2	33.9	46.9
HCM LOS			D	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	150	925	-	-	817	-	-	111
HCM Lane V/C Ratio	0.17	0.008	-	-	0.021	-	-	0.23
HCM Control Delay (s/veh)	33.9	8.9	0	-	9.5	0	-	46.9
HCM Lane LOS	D	A	A	-	A	A	-	E
HCM 95th %tile Q (veh)	0.6	0	-	-	0.1	-	-	0.8

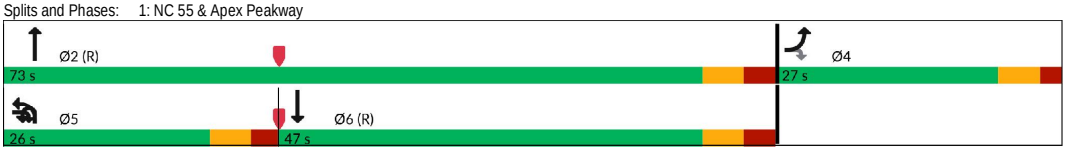
Lane Group	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	88	493	14	798	824	729	76
Future Volume (vph)	88	493	14	798	824	729	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)	-1%				1%	-1%	
Storage Length (ft)	0	225		0			0
Storage Lanes	1	1		2			0
Taper Length (ft)	25			100			
Satd. Flow (prot)	1695	2670	0	3318	1800	4890	0
Flt Permitted	0.950			0.950			
Satd. Flow (perm)	1695	2670	0	3318	1800	4890	0
Right Turn on Red		No					No
Satd. Flow (RTOR)							
Link Speed (mph)	35				35	35	
Link Distance (ft)	1046				702	705	
Travel Time (s)	20.4				13.7	13.7	
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.89	0.89	0.92	0.89	0.92	0.92	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	5%	5%	5%	5%	5%
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)	99	554	0	912	896	878	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)	37.0	13.4	13.4	13.4	16.9	51.0	
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)	21.0	19.6	19.6	19.6	66.1	40.1	
Yellow Time (s)	3.9	3.8	3.8	3.8	3.8	3.8	
All-Red Time (s)	2.1	2.6	2.6	2.6	3.1	3.1	
Lost Time Adjust (s)	-1.0	-1.4		-1.4	-1.9	-1.9	
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)	11.0					14.0	
Flash Don't Walk (s)	18.0					29.0	
Pedestrian Calls (#/hr)	0					0	
Act Effct Green (s)	11.5	48.0		34.1	82.1	42.0	
Actuated g/C Ratio	0.12	0.48		0.34	0.82	0.42	
v/c Ratio	0.51	0.43		0.81	0.61	0.43	
Control Delay (s/veh)	50.3	18.4		38.5	6.9	21.3	
Queue Delay	0.0	0.0		0.0	0.0	0.0	
Total Delay (s/veh)	50.3	18.4		38.5	6.9	21.3	
LOS	D	B		D	A	C	
Approach Delay (s/veh)	23.2				22.8	21.3	
Approach LOS	C				C	C	
Queue Length 50th (ft)	61	126		280	189	141	
Queue Length 95th (ft)	106	172		#429	363	177	
Internal Link Dist (ft)	966				622	625	
Turn Bay Length (ft)		225					
Base Capacity (vph)	372	1281		1132	1478	2053	

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	0.27	0.43		0.81	0.61	0.43	

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: 125			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay (s/veh): 22.5		Intersection LOS: C	
Intersection Capacity Utilization 68.7%		ICU Level of Service C	
Analysis Period (min) 15			

\# 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



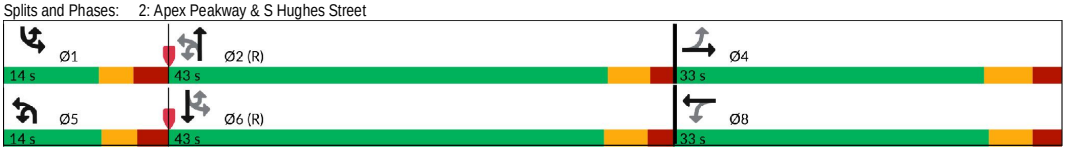
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations														
Traffic Volume (vph)	26	63	104	45	13	4	4	85	569	189	6	50	778	58
Future Volume (vph)	26	63	104	45	13	4	4	85	569	189	6	50	778	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12	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	1703	0	0	1765	0	0	1669	3214	0	0	1686	3331	0
Flt Permitted		0.952			0.519			0.157				0.211		
Satd. Flow (perm)	0	1631	0	0	948	0	0	276	3214	0	0	374	3331	0
Right Turn on Red			No			No				No				No
Satd. Flow (RTOR)														
Link Speed (mph)		35			35				35				35	
Link Distance (ft)		1773			683				920				1046	
Travel Time (s)		34.5			13.3				17.9				20.4	
Confl. Peds. (#/hr)			3	3				4						4
Confl. Bikes (#/hr)														
Peak Hour Factor	0.76	0.76	0.68	0.76	0.76	0.76	0.76	0.70	0.74	0.76	0.76	0.76	0.74	0.76
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	6%	6%	6%	6%	6%	6%	6%	6%
Bus Blockages (#/hr)	0	0	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	270	0	0	81	0	0	126	1018	0	0	74	1127	0
Turn Type	Perm	NA		Perm	NA		pm+pt	pm+pt	NA		pm+pt	pm+pt	NA	
Protected Phases		4			8		5	5	2		1	1	6	
Permitted Phases	4			8			2	2			6	6		
Detector Phase	4	4		8	8		5	5	2		1	1	6	
Switch Phase														
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	7.0	10.0		7.0	7.0	10.0	
Minimum Split (s)	33.0	33.0		33.0	33.0		14.0	14.0	22.0		14.0	14.0	21.0	
Total Split (s)	33.0	33.0		33.0	33.0		14.0	14.0	43.0		14.0	14.0	43.0	
Total Split (%)	36.7%	36.7%		36.7%	36.7%		15.6%	15.6%	47.8%		15.6%	15.6%	47.8%	
Maximum Green (s)	26.4	26.4		26.8	26.8		8.4	8.4	37.4		8.1	8.1	37.1	
Yellow Time (s)	4.1	4.1		3.7	3.7		3.0	3.0	3.6		3.0	3.0	3.7	
All-Red Time (s)	2.5	2.5		2.5	2.5		2.6	2.6	2.0		2.9	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	Lead	Lag		Lead	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes		Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	3.0		2.0	2.0	3.0	
Minimum Gap (s)	2.0	2.0		2.0	2.0		2.0	2.0	3.0		2.0	2.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Recall Mode	None	None		None	None		None	None	C-Max		None	None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0				7.0				7.0	
Flash Don't 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)		20.8			20.8			55.3	48.7			54.2	46.1	
Actuated g/C Ratio		0.23			0.23			0.61	0.54			0.60	0.51	
v/c Ratio		0.72			0.37			0.43	0.59			0.22	0.66	
Control Delay (s/veh)		42.3			32.4			11.5	17.0			8.6	19.8	
Queue Delay		0.0			0.0			0.0	0.0			0.0	0.0	
Total Delay (s/veh)		42.3			32.4			11.5	17.0			8.6	19.8	
LOS		D			C			B	B			A	B	
Approach Delay (s/veh)		42.3			32.4				16.4				19.2	
Approach LOS		D			C				B				B	
Queue Length 50th (ft)		142			39			27	181			13	233	
Queue Length 95th (ft)		165			60			m39	m199			30	273	
Internal Link Dist (ft)		1693			603				840				966	
Turn Bay Length (ft)								125				250		
Base Capacity (vph)		507			294			311	1738			360	1705	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	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		0.53			0.28			0.41	0.59			0.21	0.66	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.72
Intersection Signal Delay (s/veh): 20.7 Intersection LOS: C
Intersection Capacity Utilization 54.6% 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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	599	77	68	630	9	119	57	96	7	41	20
Future Volume (vph)	47	599	77	68	630	9	119	57	96	7	41	20
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	1796	0	0	1834	0	0	1362	0	0	1594	0
Flt Permitted		0.997			0.996			0.979			0.995	
Satd. Flow (perm)	0	1796	0	0	1834	0	0	1362	0	0	1594	0
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		1068			1211			1023			1934	
Travel Time (s)		20.8			23.6			27.9			52.7	
Confl. Peds. (#/hr)			5	5			2		1	1		2
Confl. Bikes (#/hr)												
Peak Hour Factor	0.86	0.82	0.86	0.86	0.80	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	3%	3%	3%	30%	30%	30%	14%	14%	14%
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	875	0	0	877	0	0	316	0	0	79	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	83.1%	ICU Level of Service	E
Analysis Period (min)	15		

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	47	599	77	68	630	9	119	57	96	7	41	20
Future Vol, veh/h	47	599	77	68	630	9	119	57	96	7	41	20
Conflicting Peds, #/hr	0	0	5	5	0	0	2	0	1	1	0	2
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	86	82	86	86	80	86	86	86	86	86	86	86
Heavy Vehicles, %	4	4	4	3	3	3	30	30	30	14	14	14
Mvmt Flow	55	730	90	79	788	10	138	66	112	8	48	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	798	0	0	825	0	0	1879	1846	781	1926	1886	795
Stage 1	-	-	-	-	-	-	890	890	-	951	951	-
Stage 2	-	-	-	-	-	-	989	956	-	975	935	-
Critical Hdwy	4.14	-	-	4.13	-	-	7.4	6.8	6.5	7.24	6.64	6.34
Critical Hdwy Stg 1	-	-	-	-	-	-	6.4	5.8	-	6.24	5.64	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.4	5.8	-	6.24	5.64	-
Follow-up Hdwy	2.236	-	-	2.227	-	-	3.77	4.27	3.57	3.626	4.126	3.426
Pot Cap-1 Maneuver	816	-	-	801	-	-	~ 46	~ 64	354	47	66	369
Stage 1	-	-	-	-	-	-	302	325	-	297	323	-
Stage 2	-	-	-	-	-	-	264	302	-	288	329	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	816	-	-	797	-	-	-	~ 46	352	-	~ 47	368
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	~ 46	-	-	~ 47	-
Stage 1	-	-	-	-	-	-	263	283	-	260	266	-
Stage 2	-	-	-	-	-	-	167	248	-	132	286	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.6	0.9		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	816	-	-	797	-	-	-
HCM Lane V/C Ratio	-	0.067	-	-	0.099	-	-	-
HCM Control Delay (s/veh)	-	9.7	0	-	10	0	-	-
HCM Lane LOS	-	A	A	-	B	A	-	-
HCM 95th %tile Q (veh)	-	0.2	-	-	0.3	-	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	64	401	113	209	524	47	165	185	292	54	151	27
Future Volume (vph)	64	401	113	209	524	47	165	185	292	54	151	27
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	200		0	0		150	0		175
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	100			100			100			150		
Satd. Flow (prot)	1770	1762	0	1736	1805	0	0	1816	1583	0	1840	1583
Flt Permitted	0.384			0.108				0.615			0.584	
Satd. Flow (perm)	715	1762	0	197	1805	0	0	1142	1550	0	1088	1539
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1467			1082			606			1478	
Travel Time (s)		28.6			21.1			11.8			28.8	
Confl. Peds. (#/hr)			2	2			6		1	1		6
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.54	0.69	0.88	0.88	0.73	0.84	0.79	0.88	0.79	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	4%	4%	4%	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)	73	665	0	303	648	0	0	446	370	0	252	31
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	pm+ov	Perm	NA	Perm
Protected Phases		2		1	6			8	1		4	
Permitted Phases	2			6			8		8	4		4
Detector Phase	2	2		1	6		8	8	1	4	4	4
Switch Phase												
Minimum Initial (s)	10.0	10.0		7.0	10.0		7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	17.0	17.0		14.0	17.0		14.0	14.0	14.0	14.0	14.0	14.0
Total Split (s)	37.0	37.0		16.0	53.0		37.0	37.0	16.0	37.0	37.0	37.0
Total Split (%)	41.1%	41.1%		17.8%	58.9%		41.1%	41.1%	17.8%	41.1%	41.1%	41.1%
Maximum Green (s)	30.0	30.0		9.0	46.0		30.0	30.0	9.0	30.0	30.0	30.0
Yellow Time (s)	5.0	5.0		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	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	Lag	Lag		Lead					Lead			
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	3.0	3.0
Minimum Gap (s)	3.0	3.0		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	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Max	C-Max		None	C-Max		None	None	None	None	None	None
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	32.0	32.0		48.0	48.0			32.0	43.0		32.0	32.0
Actuated g/C Ratio	0.36	0.36		0.53	0.53			0.36	0.48		0.36	0.36
v/c Ratio	0.29	1.06		1.03	0.67			1.10	0.50		0.65	0.06
Control Delay (s/veh)	24.7	83.9		93.4	15.0			104.2	15.9		33.8	19.6
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay (s/veh)	24.7	83.9		93.4	15.0			104.2	15.9		33.8	19.6
LOS	C	F		F	B			F	B		C	B
Approach Delay (s/veh)		78.0			40.0			64.2			32.3	
Approach LOS		E			D			E			C	
Queue Length 50th (ft)	29	~420		~143	140			~290	121		118	11
Queue Length 95th (ft)	65	#607		#182	249			#425	157		170	30
Internal Link Dist (ft)		1387			1002			526			1398	
Turn Bay Length (ft)	175			200					150			175
Base Capacity (vph)	254	626		293	962			406	744		386	547

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	0.29	1.06		1.03	0.67			1.10	0.50		0.65	0.06

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.10			
Intersection Signal Delay (s/veh): 56.3		Intersection LOS: E	
Intersection Capacity Utilization 86.1%		ICU Level of Service E	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 4: Tingen Road & Apex Peakway

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	98	80	83	9	47	15	44	185	23	5	159	72
Future Volume (vph)	98	80	83	9	47	15	44	185	23	5	159	72
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		75	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1751	0	0	1745	0	0	1810	1553	0	1788	0
Flt Permitted		0.982			0.993			0.991			0.999	
Satd. Flow (perm)	0	1751	0	0	1745	0	0	1810	1553	0	1788	0
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		1425			1063			1503			855	
Travel Time (s)		38.9			29.0			29.3			16.7	
Confl. Peds. (#/hr)	1		8	8		1	1		14	14		1
Confl. Bikes (#/hr)												
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.81	0.85	0.85	0.78	0.85
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	5%	5%	5%	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)	0	307	0	0	84	0	0	280	27	0	295	0
Sign Control		Stop			Stop			Stop			Stop	

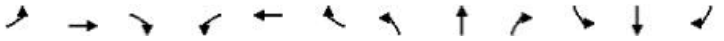
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	57.3%	ICU Level of Service B	
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	13.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	98	80	83	9	47	15	44	185	23	5	159	72
Future Vol, veh/h	98	80	83	9	47	15	44	185	23	5	159	72
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.81	0.85	0.85	0.78	0.85
Heavy Vehicles, %	2	2	2	5	5	5	4	4	4	2	2	2
Mvmt Flow	115	94	98	11	55	18	52	228	27	6	204	85
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay, s/veh	14	10.4	14.3	13.3
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	19%	0%	38%	13%	2%
Vol Thru, %	81%	0%	31%	66%	67%
Vol Right, %	0%	100%	32%	21%	31%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	229	23	261	71	236
LT Vol	44	0	98	9	5
Through Vol	185	0	80	47	159
RT Vol	0	23	83	15	72
Lane Flow Rate	280	27	307	84	294
Geometry Grp	5	5	2	2	4a
Degree of Util (X)	0.487	0.041	0.485	0.145	0.456
Departure Headway (Hd)	6.259	5.45	5.684	6.232	5.577
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	574	653	629	571	642
Service Time	4.022	3.213	3.749	4.322	3.644
HCM Lane V/C Ratio	0.488	0.041	0.488	0.147	0.458
HCM Control Delay, s/veh	14.9	8.4	14	10.4	13.3
HCM Lane LOS	B	A	B	B	B
HCM 95th-tile Q	2.7	0.1	2.7	0.5	2.4



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	72	21	7	10	30	51	5	106	5	54	162	64
Future Volume (vph)	72	21	7	10	30	51	5	106	5	54	162	64
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	200		0	225		625
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			100			100		
Satd. Flow (prot)	0	1712	0	0	1698	0	1703	1782	0	1770	1863	1583
Flt Permitted		0.965			0.995		0.950			0.950		
Satd. Flow (perm)	0	1712	0	0	1698	0	1703	1782	0	1770	1863	1583
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		1934			833			1773			1503	
Travel Time (s)		52.7			22.7			34.5			29.3	
Confl. Peds. (#/hr)	3		2	2		3	2		11	11		2
Confl. Bikes (#/hr)												
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.76	0.82	0.82	0.76	0.82
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	6%	6%	3%	3%	3%	6%	6%	6%	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	123	0	0	111	0	6	145	0	66	213	78
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 28.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	72	21	7	10	30	51	5	106	5	54	162	64
Future Vol, veh/h	72	21	7	10	30	51	5	106	5	54	162	64
Conflicting Peds, #/hr	3	0	2	2	0	3	2	0	11	11	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	225	-	625
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	76	82	82	76	82
Heavy Vehicles, %	6	6	6	3	3	3	6	6	6	2	2	2
Mvmt Flow	88	26	9	12	37	62	6	139	6	66	213	78

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	554	515	217	569	590	156	293	0	0	156	0	0
Stage 1	347	347	-	165	165	-	-	-	-	-	-	-
Stage 2	207	168	-	404	425	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.56	6.26	7.13	6.53	6.23	4.16	-	-	4.12	-	-
Critical Hdwy Stg 1	6.16	5.56	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.56	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4.054	3.354	3.527	4.027	3.327	2.254	-	-	2.218	-	-
Pot Cap-1 Maneuver	437	458	813	431	419	887	1246	-	-	1424	-	-
Stage 1	661	628	-	835	760	-	-	-	-	-	-	-
Stage 2	786	752	-	621	585	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	361	429	810	386	393	875	1244	-	-	1409	-	-
Mov Cap-2 Maneuver	361	429	-	386	393	-	-	-	-	-	-	-
Stage 1	656	597	-	822	749	-	-	-	-	-	-	-
Stage 2	689	741	-	559	556	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	18.4	12.9	0.3	1.4
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1244	-	-	389	567	1409	-	-
HCM Lane V/C Ratio	0.005	-	-	0.313	0.196	0.047	-	-
HCM Control Delay (s/veh)	7.9	-	-	18.4	12.9	7.7	-	-
HCM Lane LOS	A	-	-	C	B	A	-	-
HCM 95th %tile Q (veh)	0	-	-	1.3	0.7	0.1	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	668	8	5	760	5	21	5	29	11	4	4
Future Volume (vph)	4	668	8	5	760	5	21	5	29	11	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	1823	0	0	1808	0	0	1663	0	0	1678	0
Flt Permitted								0.981			0.973	
Satd. Flow (perm)	0	1823	0	0	1808	0	0	1663	0	0	1678	0
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		1082			1068			1172			817	
Travel Time (s)		21.1			20.8			32.0			22.3	
Confl. Peds. (#/hr)			6	6					2	2		
Confl. Bikes (#/hr)												
Peak Hour Factor	0.84	0.81	0.84	0.84	0.79	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	5%	5%	5%	4%	4%	4%	7%	7%	7%
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	840	0	0	974	0	0	66	0	0	23	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	54.6%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✣			✣			✣			✣	
Traffic Vol, veh/h	4	668	8	5	760	5	21	5	29	11	4	4
Future Vol, veh/h	4	668	8	5	760	5	21	5	29	11	4	4
Conflicting Peds, #/hr	0	0	6	6	0	0	0	0	2	2	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	84	81	84	84	79	84	84	84	84	84	84	84
Heavy Vehicles, %	4	4	4	5	5	5	4	4	4	7	7	7
Mvmt Flow	5	825	10	6	962	6	25	6	35	13	5	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	968	0	0	841	0	0	1828	1826	838	1840	1828	965
Stage 1	-	-	-	-	-	-	846	846	-	977	977	-
Stage 2	-	-	-	-	-	-	982	980	-	863	851	-
Critical Hdwy	4.14	-	-	4.15	-	-	7.14	6.54	6.24	7.17	6.57	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.54	-	6.17	5.57	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.54	-	6.17	5.57	-
Follow-up Hdwy	2.236	-	-	2.245	-	-	3.536	4.036	3.336	3.563	4.063	3.363
Pot Cap-1 Maneuver	704	-	-	782	-	-	58	76	363	56	74	303
Stage 1	-	-	-	-	-	-	354	376	-	295	323	-
Stage 2	-	-	-	-	-	-	297	325	-	342	370	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	704	-	-	778	-	-	53	73	360	46	71	303
Mov Cap-2 Maneuver	-	-	-	-	-	-	53	73	-	46	71	-
Stage 1	-	-	-	-	-	-	347	369	-	291	318	-
Stage 2	-	-	-	-	-	-	283	319	-	300	363	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.1	0.1	90.6	93.2
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	101	704	-	-	778	-	-	62
HCM Lane V/C Ratio	0.648	0.007	-	-	0.008	-	-	0.365
HCM Control Delay (s/veh)	90.6	10.1	0	-	9.7	0	-	93.2
HCM Lane LOS	F	B	A	-	A	A	-	F
HCM 95th %tile Q (veh)	3.2	0	-	-	0	-	-	1.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	4	4	4	4	12	4	109	4	25	72	42
Future Volume (vph)	110	4	4	4	4	12	4	109	4	25	72	42
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	1772	0	0	1691	0	0	1852	0	0	1770	0
Flt Permitted		0.955			0.991			0.998			0.991	
Satd. Flow (perm)	0	1772	0	0	1691	0	0	1852	0	0	1770	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		608			894			362			1023	
Travel Time (s)		16.6			24.4			9.9			27.9	
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	130	0	0	21	0	0	129	0	0	155	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	34.3%	ICU Level of Service	A
Analysis Period (min)	15		

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	110	4	4	4	4	12	4	109	4	25	72	42
Future Vol, veh/h	110	4	4	4	4	12	4	109	4	25	72	42
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	122	4	4	4	4	13	4	121	4	28	80	47

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	300	293	104	295	314	123	127	0	0	125	0	0
Stage 1	160	160	-	131	131	-	-	-	-	-	-	-
Stage 2	140	133	-	164	183	-	-	-	-	-	-	-
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	652	618	951	657	601	928	1459	-	-	1462	-	-
Stage 1	842	766	-	873	788	-	-	-	-	-	-	-
Stage 2	863	786	-	838	748	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	627	603	951	639	587	928	1459	-	-	1462	-	-
Mov Cap-2 Maneuver	627	603	-	639	587	-	-	-	-	-	-	-
Stage 1	839	750	-	870	786	-	-	-	-	-	-	-
Stage 2	843	784	-	812	732	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	12.2	9.8	0.3	1.4
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1459	-	-	633	769	1462	-	-
HCM Lane V/C Ratio	0.003	-	-	0.207	0.029	0.019	-	-
HCM Control Delay (s/veh)	7.5	0	-	12.2	9.8	7.5	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q (veh)	0	-	-	0.8	0.1	0.1	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	55	4	21	21	4	55
Future Volume (vph)	55	4	21	21	4	55
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)	1848	0	0	1818	1621	0
Flt Permitted				0.976	0.997	
Satd. Flow (perm)	1848	0	0	1818	1621	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	722			608	624	
Travel Time (s)	19.7			16.6	17.0	
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)	65	0	0	46	65	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	19.2%	ICU Level of Service	A
Analysis Period (min)	15		

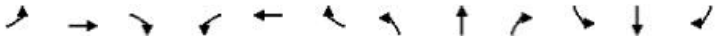
Intersection	
Int Delay, s/veh	4.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	55	4	21	21	4	55
Future Vol, veh/h	55	4	21	21	4	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	61	4	23	23	4	61

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	65	0	132	63
Stage 1	-	-	-	-	63	-
Stage 2	-	-	-	-	69	-
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	-	-	1537	-	862	1002
Stage 1	-	-	-	-	960	-
Stage 2	-	-	-	-	954	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1537	-	849	1002
Mov Cap-2 Maneuver	-	-	-	-	849	-
Stage 1	-	-	-	-	960	-
Stage 2	-	-	-	-	940	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	3.7	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	990	-	-	1537	-
HCM Lane V/C Ratio	0.066	-	-	0.015	-
HCM Control Delay (s/veh)	8.9	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q (veh)	0.2	-	-	0	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	4	4	21	4	4	4	22	55	4	4	4
Future Volume (vph)	4	4	4	21	4	4	4	22	55	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	1750	0	0	1765	0	0	1686	0	0	1750	0
Flt Permitted		0.984			0.964			0.998			0.984	
Satd. Flow (perm)	0	1750	0	0	1765	0	0	1686	0	0	1750	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		592			722			731			1172	
Travel Time (s)		16.1			19.7			19.9			32.0	
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	12	0	0	31	0	0	89	0	0	12	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 14.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	7.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✣			✣			✣			✣	
Traffic Vol, veh/h	4	4	4	21	4	4	4	22	55	4	4	4
Future Vol, veh/h	4	4	4	21	4	4	4	22	55	4	4	4
Conflicting Peds, #/hr	0	0	0	0	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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	4	4	23	4	4	4	24	61	4	4	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	8	0	0	8	0	0	70	68	6	109	68	6
Stage 1	-	-	-	-	-	-	14	14	-	52	52	-
Stage 2	-	-	-	-	-	-	56	54	-	57	16	-
Critical Hdwy	4.12	-	-	4.12	-	-	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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1612	-	-	1612	-	-	922	823	1077	870	823	1077
Stage 1	-	-	-	-	-	-	1006	884	-	961	852	-
Stage 2	-	-	-	-	-	-	956	850	-	955	882	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1612	-	-	1612	-	-	904	810	1077	792	810	1077
Mov Cap-2 Maneuver	-	-	-	-	-	-	904	810	-	792	810	-
Stage 1	-	-	-	-	-	-	1004	882	-	959	840	-
Stage 2	-	-	-	-	-	-	934	838	-	874	880	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	2.4	5.3	9	9.2
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	980	1612	-	-	1612	-	-	876
HCM Lane V/C Ratio	0.092	0.003	-	-	0.014	-	-	0.015
HCM Control Delay (s/veh)	9	7.2	0	-	7.3	0	-	9.2
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q (veh)	0.3	0	-	-	0	-	-	0

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	4	0	109	21	51
Future Volume (vph)	0	4	0	109	21	51
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	1	0			0
Taper Length (ft)	25		25			
Satd. Flow (prot)	0	1611	0	1863	1684	0
Flt Permitted						
Satd. Flow (perm)	0	1611	0	1863	1684	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	462			400	362	
Travel Time (s)	12.6			10.9	9.9	
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)	0	4	0	121	80	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	14.2%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	4	0	109	21	51
Future Vol, veh/h	0	4	0	109	21	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	4	0	121	23	57

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	52	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	1016	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	1016	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.6	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	1016	-	-
HCM Lane V/C Ratio	-	0.004	-	-
HCM Control Delay (s/veh)	-	8.6	-	-
HCM Lane LOS	-	A	-	-
HCM 95th %tile Q (veh)	-	0	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	109	4	4	4	4	21
Future Volume (vph)	109	4	4	4	4	21
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)	1770	0	0	1818	1649	0
Flt Permitted	0.954			0.976		
Satd. Flow (perm)	1770	0	0	1818	1649	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	570			839	400	
Travel Time (s)	15.5			22.9	10.9	
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)	125	0	0	8	27	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	16.7%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	7.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	109	4	4	4	4	21
Future Vol, veh/h	109	4	4	4	4	21
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	121	4	4	4	4	23

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	28	16	27	0	-	0
Stage 1	16	-	-	-	-	-
Stage 2	12	-	-	-	-	-
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	987	1063	1587	-	-	-
Stage 1	1007	-	-	-	-	-
Stage 2	1011	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	984	1063	1587	-	-	-
Mov Cap-2 Maneuver	984	-	-	-	-	-
Stage 1	1004	-	-	-	-	-
Stage 2	1011	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.2	3.6	0
HCM LOS	A		

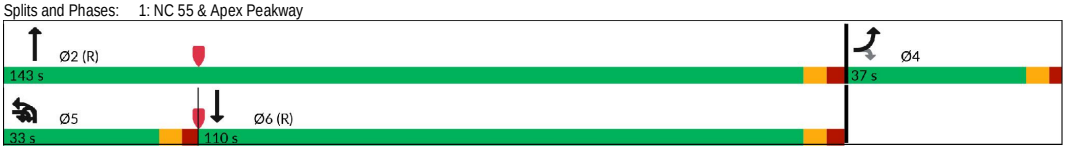
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1587	-	987	-	-
HCM Lane V/C Ratio	0.003	-	0.127	-	-
HCM Control Delay (s/veh)	7.3	0	9.2	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0.4	-	-

Lane Group	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	120	605	8	772	829	945	142
Future Volume (vph)	120	605	8	772	829	945	142
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			100			
Satd. Flow (prot)	1761	2773	0	3416	1853	5000	0
Flt Permitted	0.950			0.950			
Satd. Flow (perm)	1761	2773	0	3414	1853	5000	0
Right Turn on Red		No					No
Satd. Flow (RTOR)							
Link Speed (mph)	35				35	35	
Link Distance (ft)	1046				702	705	
Travel Time (s)	20.4				13.7	13.7	
Confl. Peds. (#/hr)				1			1
Confl. Bikes (#/hr)							
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	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)	122	617	0	796	846	1109	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)	37.0	15.0	15.0	15.0	18.0	51.0	
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)	31.0	26.6	26.6	26.6	136.1	103.1	
Yellow Time (s)	3.9	3.8	3.8	3.8	3.8	3.8	
All-Red Time (s)	2.1	2.6	2.6	2.6	3.1	3.1	
Lost Time Adjust (s)	-1.0	-1.4		-1.4	-1.9	-1.9	
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)	11.0					14.0	
Flash Don't Walk (s)	18.0					29.0	
Pedestrian Calls (#/hr)	0					0	
Act Effct Green (s)	17.9	65.0		42.1	152.1	105.0	
Actuated g/C Ratio	0.10	0.36		0.23	0.85	0.58	
v/c Ratio	0.70	0.62		1.00	0.54	0.38	
Control Delay (s/veh)	112.5	38.0		97.3	5.8	20.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0	
Total Delay (s/veh)	112.5	38.0		97.3	5.8	20.5	
LOS	F	D		F	A	C	
Approach Delay (s/veh)	50.3				50.2	20.5	
Approach LOS	D				D	C	
Queue Length 50th (ft)	153	247		490	237	250	
Queue Length 95th (ft)	m225	289		#712	387	283	
Internal Link Dist (ft)	966				622	625	
Turn Bay Length (ft)		225					
Base Capacity (vph)	313	1001		799	1566	2916	

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	0.39	0.62		1.00	0.54	0.38	

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: 115			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.00			
Intersection Signal Delay (s/veh): 40.8		Intersection LOS: D	
Intersection Capacity Utilization 91.7%		ICU Level of Service F	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			
! Phase conflict between lane groups.			

Splits and Phases: 1: NC 55 & Apex Peakway



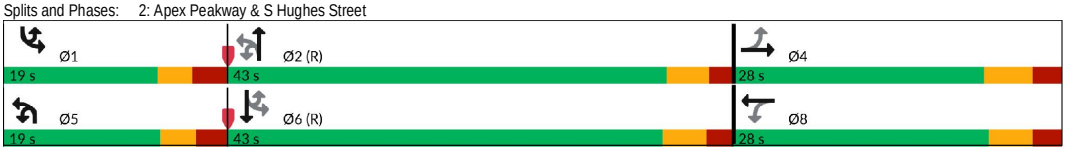
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations														
Traffic Volume (vph)	58	76	148	56	16	14	4	118	712	200	5	54	765	74
Future Volume (vph)	58	76	148	56	16	14	4	118	712	200	5	54	765	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12	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	1722	0	0	1746	0	0	1734	3339	0	0	1752	3458	0
Flt Permitted		0.916			0.510			0.210				0.205		
Satd. Flow (perm)	0	1593	0	0	920	0	0	383	3339	0	0	378	3458	0
Right Turn on Red			No			No				No				No
Satd. Flow (RTOR)														
Link Speed (mph)		35			35				35				35	
Link Distance (ft)		1773			683				920				1046	
Travel Time (s)		34.5			13.3				17.9				20.4	
Confl. Peds. (#/hr)														
Confl. Bikes (#/hr)										1				
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	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	0	0
Parking (#/hr)														
Mid-Block Traffic (%)		0%			0%				0%				0%	
Shared Lane Traffic (%)														
Lane Group Flow (vph)	0	320	0	0	98	0	0	139	1036	0	0	67	953	0
Turn Type	Perm	NA		Perm	NA		pm+pt	pm+pt	NA		pm+pt	pm+pt	NA	
Protected Phases		4			8		5	5	2		1	1	6	
Permitted Phases	4			8			2	2			6	6		
Detector Phase	4	4		8	8		5	5	2		1	1	6	
Switch Phase														
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	7.0	10.0		7.0	7.0	10.0	
Minimum Split (s)	33.0	33.0		33.0	33.0		14.0	14.0	22.0		14.0	14.0	21.0	
Total Split (s)	28.0	28.0		28.0	28.0		19.0	19.0	43.0		19.0	19.0	43.0	
Total Split (%)	31.1%	31.1%		31.1%	31.1%		21.1%	21.1%	47.8%		21.1%	21.1%	47.8%	
Maximum Green (s)	21.4	21.4		21.8	21.8		13.4	13.4	37.4		13.1	13.1	37.1	
Yellow Time (s)	4.1	4.1		3.7	3.7		3.0	3.0	3.6		3.0	3.0	3.7	
All-Red Time (s)	2.5	2.5		2.5	2.5		2.6	2.6	2.0		2.9	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	Lead	Lag		Lead	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes		Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	3.0		2.0	2.0	3.0	
Minimum Gap (s)	2.0	2.0		2.0	2.0		2.0	2.0	3.0		2.0	2.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Recall Mode	None	None		None	None		None	None	C-Max		None	None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0				7.0				7.0	
Flash Don't 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)		21.4			21.4			55.1	48.2			53.1	45.2	
Actuated g/C Ratio		0.24			0.24			0.61	0.54			0.59	0.50	
v/c Ratio		0.84			0.45			0.39	0.58			0.19	0.55	
Control Delay (s/veh)		53.5			35.9			10.6	17.2			14.8	37.8	
Queue Delay		0.0			0.0			0.0	0.0			0.0	0.0	
Total Delay (s/veh)		53.5			35.9			10.6	17.2			14.8	37.8	
LOS		D			D			B	B			B	D	
Approach Delay (s/veh)		53.5			35.9				16.4				36.3	
Approach LOS		D			D				B				D	
Queue Length 50th (ft)		170			46			29	202			49	474	
Queue Length 95th (ft)		#289			93			m47	246			m71	m569	
Internal Link Dist (ft)		1693			603				840				966	
Turn Bay Length (ft)								125				250		
Base Capacity (vph)		407			235			459	1789			458	1735	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	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		0.79			0.42			0.30	0.58			0.15	0.55	

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: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay (s/veh): 29.5		Intersection LOS: C	
Intersection Capacity Utilization 60.5%		ICU Level of Service B	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Apex Peakway & S Hughes Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	732	104	77	544	8	96	36	70	23	34	80
Future Volume (vph)	37	732	104	77	544	8	96	36	70	23	34	80
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	1812	0	0	1848	0	0	1701	0	0	1702	0
Flt Permitted		0.998			0.994			0.977			0.992	
Satd. Flow (perm)	0	1812	0	0	1848	0	0	1701	0	0	1702	0
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		1068			1211			1023			1934	
Travel Time (s)		20.8			23.6			27.9			52.7	
Confl. Peds. (#/hr)			2	2			1		2	2		1
Confl. Bikes (#/hr)												
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	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)	0	1052	0	0	758	0	0	243	0	0	165	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	84.6%	ICU Level of Service	E
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	1171.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	37	732	104	77	544	8	96	36	70	23	34	80
Future Vol, veh/h	37	732	104	77	544	8	96	36	70	23	34	80
Conflicting Peds, #/hr	0	0	2	2	0	0	1	0	2	2	0	1
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	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	3	3	3	2	2	2	4	4	4	2	2	2
Mvmt Flow	45	882	125	93	655	10	116	43	84	28	41	96

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	665	0	0	1009	0	0	1953	1888	949	1946	1945	661
Stage 1	-	-	-	-	-	-	1037	1037	-	846	846	-
Stage 2	-	-	-	-	-	-	916	851	-	1100	1099	-
Critical Hdwy	4.13	-	-	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	2.227	-	-	2.218	-	-	3.536	4.036	3.336	3.518	4.018	3.318
Pot Cap-1 Maneuver	919	-	-	687	-	-	~ 48	70	313	49	65	462
Stage 1	-	-	-	-	-	-	277	306	-	357	378	-
Stage 2	-	-	-	-	-	-	324	374	-	257	288	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	919	-	-	686	-	-	~ 6	49	312	~ 7	45	462
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 6	49	-	~ 7	45	-
Stage 1	-	-	-	-	-	-	245	270	-	316	297	-
Stage 2	-	-	-	-	-	-	173	294	-	139	254	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.4	1.4	$ 9286.4	$ 2042.3
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	12	919	-	-	686	-	-	33
HCM Lane V/C Ratio	20.281	0.049	-	-	0.135	-	-	5.002
HCM Control Delay (s/veh)	$ 9286.4	9.1	0	-	11.1	0	-	$ 2042.3
HCM Lane LOS	F	A	A	-	B	A	-	F
HCM 95th %tile Q (veh)	31.8	0.2	-	-	0.5	-	-	19.7

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	41	509	15	166	446	51	59	104	232	94	250	39
Future Volume (vph)	41	509	15	166	446	51	59	104	232	94	250	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 (%)		0%			0%			0%			0%	
Storage Length (ft)	175		0	200		0	0		150	0		175
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	100			100			100			150		
Satd. Flow (prot)	1770	1854	0	1770	1835	0	0	1829	1583	0	1839	1583
Flt Permitted	0.470			0.228				0.525			0.803	
Satd. Flow (perm)	875	1854	0	424	1835	0	0	977	1544	0	1494	1538
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1467			1082			601			1478	
Travel Time (s)		28.6			21.1			11.7			28.8	
Confl. Peds. (#/hr)			5	5			4		4	4		4
Confl. Bikes (#/hr)												2
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)	43	552	0	175	523	0	0	171	244	0	362	41
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	pm+ov	Perm	NA	Perm
Protected Phases		2		1	6			8	1		4	
Permitted Phases	2			6			8		8	4		4
Detector Phase	2	2		1	6		8	8	1	4	4	4
Switch Phase												
Minimum Initial (s)	10.0	10.0		7.0	10.0		7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	17.0	17.0		14.0	17.0		14.0	14.0	14.0	14.0	14.0	14.0
Total Split (s)	42.0	42.0		14.0	56.0		34.0	34.0	14.0	34.0	34.0	34.0
Total Split (%)	46.7%	46.7%		15.6%	62.2%		37.8%	37.8%	15.6%	37.8%	37.8%	37.8%
Maximum Green (s)	35.0	35.0		7.0	49.0		27.0	27.0	7.0	27.0	27.0	27.0
Yellow Time (s)	5.0	5.0		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	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	Lag	Lag		Lead					Lead			
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	3.0	3.0
Minimum Gap (s)	3.0	3.0		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	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Max	C-Max		None	C-Max		None	None	None	None	None	None
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	39.5	39.5		54.0	54.0			26.0	35.5		26.0	26.0
Actuated g/C Ratio	0.44	0.44		0.60	0.60			0.29	0.39		0.29	0.29
v/c Ratio	0.11	0.68		0.44	0.48			0.61	0.40		0.84	0.09
Control Delay (s/veh)	17.4	26.2		13.9	13.4			36.9	18.0		47.8	22.5
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay (s/veh)	17.4	26.2		13.9	13.4			36.9	18.0		47.8	22.5
LOS	B	C		B	B			D	B		D	C
Approach Delay (s/veh)		25.6			13.5			25.8			45.3	
Approach LOS		C			B			C			D	
Queue Length 50th (ft)	15	257		60	202			81	82		186	16
Queue Length 95th (ft)	37	381		m99	262			147	136		#315	40
Internal Link Dist (ft)		1387			1002			521			1398	
Turn Bay Length (ft)	175			200					150			175
Base Capacity (vph)	384	814		395	1100			314	612		481	495

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	0.11	0.68		0.44	0.48			0.54	0.40		0.75	0.08

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay (s/veh): 25.4		Intersection LOS: C	
Intersection Capacity Utilization 80.7%		ICU Level of Service D	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Tingen Road & Apex Peakway

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	74	70	134	25	71	14	97	213	41	9	253	50
Future Volume (vph)	74	70	134	25	71	14	97	213	41	9	253	50
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		75	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1719	0	0	1792	0	0	1835	1583	0	1820	0
Flt Permitted		0.987			0.989			0.985			0.999	
Satd. Flow (perm)	0	1719	0	0	1792	0	0	1835	1583	0	1820	0
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		1425			1063			1503			855	
Travel Time (s)		38.9			29.0			29.3			16.7	
Confl. Peds. (#/hr)	1		5	5		1	2		3	3		2
Confl. Bikes (#/hr)									1			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	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	290	0	0	115	0	0	323	43	0	325	0
Sign Control		Stop			Stop			Stop			Stop	

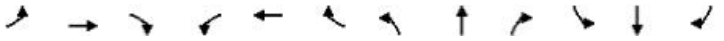
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	66.4%	ICU Level of Service	C
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	15.4
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	74	70	134	25	71	14	97	213	41	9	253	50
Future Vol, veh/h	74	70	134	25	71	14	97	213	41	9	253	50
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	3	3	3	2	2	2	2	2	2
Mvmt Flow	77	73	140	26	74	15	101	222	43	9	264	52
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay, s/veh	14.6	11.6	16.8	15.8
HCM LOS	B	B	C	C

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	31%	0%	27%	23%	3%
Vol Thru, %	69%	0%	25%	65%	81%
Vol Right, %	0%	100%	48%	13%	16%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	310	41	278	110	312
LT Vol	97	0	74	25	9
Through Vol	213	0	70	71	253
RT Vol	0	41	134	14	50
Lane Flow Rate	323	43	290	115	325
Geometry Grp	5	5	2	2	4a
Degree of Util (X)	0.579	0.066	0.486	0.213	0.54
Departure Headway (Hd)	6.578	5.706	6.041	6.704	5.981
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	552	632	599	536	605
Service Time	4.278	3.406	4.056	4.737	4.001
HCM Lane V/C Ratio	0.585	0.068	0.484	0.215	0.537
HCM Control Delay, s/veh	17.9	8.8	14.6	11.6	15.8
HCM Lane LOS	C	A	B	B	C
HCM 95th-tile Q	3.7	0.2	2.7	0.8	3.2



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	66	33	12	18	42	108	7	159	16	78	245	67
Future Volume (vph)	66	33	12	18	42	108	7	159	16	78	245	67
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	200		0	225		625
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			100			100		
Satd. Flow (prot)	0	1782	0	0	1692	0	1770	1837	0	1770	1863	1583
Flt Permitted		0.971			0.995		0.950			0.950		
Satd. Flow (perm)	0	1782	0	0	1692	0	1770	1837	0	1770	1863	1583
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		1934			833			1773			1503	
Travel Time (s)		52.7			22.7			34.5			29.3	
Confl. Peds. (#/hr)	1		2	2		1			1	1		
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
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	118	0	0	179	0	7	186	0	83	261	71
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 46.2%		ICU Level of Service A	
Analysis Period (min) 15			

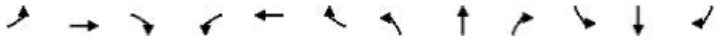
Intersection	
Int Delay, s/veh	6.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	66	33	12	18	42	108	7	159	16	78	245	67
Future Vol, veh/h	66	33	12	18	42	108	7	159	16	78	245	67
Conflicting Peds, #/hr	1	0	2	2	0	1	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	225	-	625
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	70	35	13	19	45	115	7	169	17	83	261	71

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	700	628	263	682	691	180	332	0	0	187	0	0
Stage 1	427	427	-	193	193	-	-	-	-	-	-	-
Stage 2	273	201	-	489	498	-	-	-	-	-	-	-
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	354	400	776	364	368	863	1227	-	-	1387	-	-
Stage 1	606	585	-	809	741	-	-	-	-	-	-	-
Stage 2	733	735	-	561	544	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	262	373	775	315	343	861	1227	-	-	1386	-	-
Mov Cap-2 Maneuver	262	373	-	315	343	-	-	-	-	-	-	-
Stage 1	602	550	-	803	736	-	-	-	-	-	-	-
Stage 2	593	730	-	485	511	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	23.4	14.6	0.3	1.6
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1227	-	-	312	551	1386	-	-
HCM Lane V/C Ratio	0.006	-	-	0.378	0.324	0.06	-	-
HCM Control Delay (s/veh)	8	-	-	23.4	14.6	7.8	-	-
HCM Lane LOS	A	-	-	C	B	A	-	-
HCM 95th %tile Q (veh)	0	-	-	1.7	1.4	0.2	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	831	24	16	685	20	15	4	17	16	4	4
Future Volume (vph)	7	831	24	16	685	20	15	4	17	16	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	1837	0	0	1853	0	0	1707	0	0	1762	0
Flt Permitted					0.999			0.979			0.967	
Satd. Flow (perm)	0	1837	0	0	1853	0	0	1707	0	0	1762	0
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		1082			1068			1172			817	
Travel Time (s)		21.1			20.8			32.0			22.3	
Confl. Peds. (#/hr)	1		5	5		1	4		2	2		4
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	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	917	0	0	767	0	0	38	0	0	25	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	59.8%	ICU Level of Service	B
Analysis Period (min)	15		

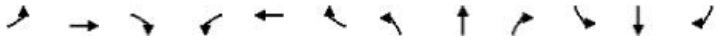
Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✣			✣			✣			✣	
Traffic Vol, veh/h	7	831	24	16	685	20	15	4	17	16	4	4
Future Vol, veh/h	7	831	24	16	685	20	15	4	17	16	4	4
Conflicting Peds, #/hr	1	0	5	5	0	1	4	0	2	2	0	4
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	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	3	3	3	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	884	26	17	729	21	16	4	18	17	4	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	751	0	0	915	0	0	1698	1701	904	1699	1704	745
Stage 1	-	-	-	-	-	-	916	916	-	775	775	-
Stage 2	-	-	-	-	-	-	782	785	-	924	929	-
Critical Hdwy	4.13	-	-	4.12	-	-	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	2.227	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	854	-	-	745	-	-	73	92	335	73	91	414
Stage 1	-	-	-	-	-	-	326	351	-	391	408	-
Stage 2	-	-	-	-	-	-	387	404	-	323	346	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	853	-	-	741	-	-	66	86	333	63	85	412
Mov Cap-2 Maneuver	-	-	-	-	-	-	66	86	-	63	85	-
Stage 1	-	-	-	-	-	-	319	343	-	384	392	-
Stage 2	-	-	-	-	-	-	363	388	-	296	338	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.1	0.2	53.6	73.4
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	111	853	-	-	741	-	-	77
HCM Lane V/C Ratio	0.345	0.009	-	-	0.023	-	-	0.332
HCM Control Delay (s/veh)	53.6	9.3	0	-	10	0	-	73.4
HCM Lane LOS	F	A	A	-	A	A	-	F
HCM 95th %tile Q (veh)	1.4	0	-	-	0.1	-	-	1.2



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	92	4	4	4	4	23	4	60	4	8	106	88
Future Volume (vph)	92	4	4	4	4	23	4	60	4	8	106	88
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	1772	0	0	1661	0	0	1844	0	0	1749	0
Flt Permitted		0.956			0.994			0.997			0.998	
Satd. Flow (perm)	0	1772	0	0	1661	0	0	1844	0	0	1749	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		608			894			362			1023	
Travel Time (s)		16.6			24.4			9.9			27.9	
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	110	0	0	34	0	0	75	0	0	225	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	32.4%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✣			✣			✣			✣	
Traffic Vol, veh/h	92	4	4	4	4	23	4	60	4	8	106	88
Future Vol, veh/h	92	4	4	4	4	23	4	60	4	8	106	88
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	102	4	4	4	4	26	4	67	4	9	118	98

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	277	264	167	266	311	69	216	0	0	71	0	0
Stage 1	185	185	-	77	77	-	-	-	-	-	-	-
Stage 2	92	79	-	189	234	-	-	-	-	-	-	-
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	675	641	877	687	604	994	1354	-	-	1529	-	-
Stage 1	817	747	-	932	831	-	-	-	-	-	-	-
Stage 2	915	829	-	813	711	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	649	635	877	675	598	994	1354	-	-	1529	-	-
Mov Cap-2 Maneuver	649	635	-	675	598	-	-	-	-	-	-	-
Stage 1	815	742	-	929	829	-	-	-	-	-	-	-
Stage 2	884	827	-	798	706	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	11.6	9.3	0.5	0.3
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1354	-	-	655	867	1529	-	-
HCM Lane V/C Ratio	0.003	-	-	0.17	0.04	0.006	-	-
HCM Control Delay (s/veh)	7.7	0	-	11.6	9.3	7.4	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q (veh)	0	-	-	0.6	0.1	0	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	30	4	32	56	4	62
Future Volume (vph)	30	4	32	56	4	62
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)	1835	0	0	1829	1619	0
Flt Permitted				0.982	0.997	
Satd. Flow (perm)	1835	0	0	1829	1619	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	722			608	624	
Travel Time (s)	19.7			16.6	17.0	
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)	37	0	0	98	73	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	22.1%	ICU Level of Service	A
Analysis Period (min)	15		

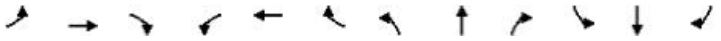
Intersection	
Int Delay, s/veh	4.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	30	4	32	56	4	62
Future Vol, veh/h	30	4	32	56	4	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	4	36	62	4	69

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	37	0	169	35
Stage 1	-	-	-	-	35	-
Stage 2	-	-	-	-	134	-
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	-	-	1574	-	821	1038
Stage 1	-	-	-	-	987	-
Stage 2	-	-	-	-	892	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1574	-	801	1038
Mov Cap-2 Maneuver	-	-	-	-	801	-
Stage 1	-	-	-	-	987	-
Stage 2	-	-	-	-	871	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	2.7	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1020	-	-	1574	-
HCM Lane V/C Ratio	0.072	-	-	0.023	-
HCM Control Delay (s/veh)	8.8	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q (veh)	0.2	-	-	0.1	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	4	4	56	4	4	4	12	30	4	9	4
Future Volume (vph)	4	4	4	56	4	4	4	12	30	4	9	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	1750	0	0	1770	0	0	1690	0	0	1787	0
Flt Permitted		0.984			0.958			0.996			0.989	
Satd. Flow (perm)	0	1750	0	0	1770	0	0	1690	0	0	1787	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		592			722			731			1172	
Travel Time (s)		16.1			19.7			19.9			32.0	
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	12	0	0	70	0	0	50	0	0	18	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	18.1%	ICU Level of Service	A
Analysis Period (min)	15		

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	4	4	56	4	4	4	12	30	4	9	4
Future Vol, veh/h	4	4	4	56	4	4	4	12	30	4	9	4
Conflicting Peds, #/hr	0	0	0	0	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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	4	4	62	4	4	4	13	33	4	10	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	8	0	0	8	0	0	151	146	6	167	146	6
Stage 1	-	-	-	-	-	-	14	14	-	130	130	-
Stage 2	-	-	-	-	-	-	137	132	-	37	16	-
Critical Hdwy	4.12	-	-	4.12	-	-	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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1612	-	-	1612	-	-	816	745	1077	797	745	1077
Stage 1	-	-	-	-	-	-	1006	884	-	874	789	-
Stage 2	-	-	-	-	-	-	866	787	-	978	882	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1612	-	-	1612	-	-	779	714	1077	737	714	1077
Mov Cap-2 Maneuver	-	-	-	-	-	-	779	714	-	737	714	-
Stage 1	-	-	-	-	-	-	1004	882	-	872	758	-
Stage 2	-	-	-	-	-	-	818	756	-	932	880	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	2.4	6.4	9.1	9.7
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	924	1612	-	-	1612	-	-	782
HCM Lane V/C Ratio	0.055	0.003	-	-	0.039	-	-	0.024
HCM Control Delay (s/veh)	9.1	7.2	0	-	7.3	0	-	9.7
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q (veh)	0.2	0	-	-	0.1	-	-	0.1

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	4	0	60	56	50
Future Volume (vph)	0	4	0	60	56	50
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	1	0			0
Taper Length (ft)	25		25			
Satd. Flow (prot)	0	1611	0	1863	1744	0
Flt Permitted						
Satd. Flow (perm)	0	1611	0	1863	1744	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	462			400	362	
Travel Time (s)	12.6			10.9	9.9	
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)	0	4	0	67	118	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	16.0%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	4	0	60	56	50
Future Vol, veh/h	0	4	0	60	56	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	4	0	67	62	56

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	90	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	968	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	968	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.7	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	968	-	-
HCM Lane V/C Ratio	-	0.005	-	-
HCM Control Delay (s/veh)	-	8.7	-	-
HCM Lane LOS	-	A	-	-
HCM 95th %tile Q (veh)	-	0	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	60	4	4	4	4	56
Future Volume (vph)	60	4	4	4	4	56
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)	1765	0	0	1818	1626	0
Flt Permitted	0.955			0.976		
Satd. Flow (perm)	1765	0	0	1818	1626	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	570			839	400	
Travel Time (s)	15.5			22.9	10.9	
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)	71	0	0	8	66	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	14.0%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	60	4	4	4	4	56
Future Vol, veh/h	60	4	4	4	4	56
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	67	4	4	4	4	62

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	47	35	66	0	-	0
Stage 1	35	-	-	-	-	-
Stage 2	12	-	-	-	-	-
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	963	1038	1536	-	-	-
Stage 1	987	-	-	-	-	-
Stage 2	1011	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	960	1038	1536	-	-	-
Mov Cap-2 Maneuver	960	-	-	-	-	-
Stage 1	984	-	-	-	-	-
Stage 2	1011	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9	3.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1536	-	965	-	-
HCM Lane V/C Ratio	0.003	-	0.074	-	-
HCM Control Delay (s/veh)	7.4	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0.2	-	-

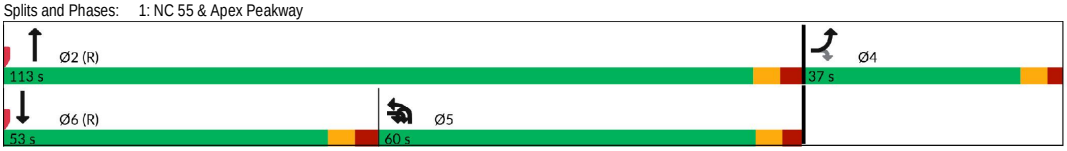
Lane Group	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	88	493	14	798	824	729	76
Future Volume (vph)	88	493	14	798	824	729	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)	-1%				1%	-1%	
Storage Length (ft)	0	225		0			0
Storage Lanes	1	1		2			0
Taper Length (ft)	25			100			
Satd. Flow (prot)	1695	2670	0	3318	1800	4890	0
Flt Permitted	0.950			0.950			
Satd. Flow (perm)	1695	2670	0	3318	1800	4890	0
Right Turn on Red		No					No
Satd. Flow (RTOR)							
Link Speed (mph)	35				35	35	
Link Distance (ft)	1046				702	705	
Travel Time (s)	20.4				13.7	13.7	
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.89	0.89	0.92	0.89	0.92	0.92	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	5%	5%	5%	5%	5%
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)	99	554	0	912	896	878	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)	37.0	13.4	13.4	13.4	16.9	51.0	
Total Split (s)	37.0	60.0	60.0	60.0	113.0	53.0	
Total Split (%)	24.7%	40.0%	40.0%	40.0%	75.3%	35.3%	
Yellow Time (s)	3.9	3.8	3.8	3.8	3.8	3.8	
All-Red Time (s)	2.1	2.6	2.6	2.6	3.1	3.1	
Lost Time Adjust (s)	-1.0	-1.4		-1.4	-1.9	-1.9	
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	
Recall Mode	None	None	None	None	C-Max	C-Max	
Act Effct Green (s)	14.2	74.2		55.0	125.8	65.8	
Actuated g/C Ratio	0.09	0.49		0.37	0.84	0.44	
v/c Ratio	0.62	0.42		0.75	0.59	0.41	
Control Delay (s/veh)	81.1	24.9		46.2	6.2	30.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0	
Total Delay (s/veh)	81.1	24.9		46.2	6.2	30.0	
LOS	F	C		D	A	C	
Approach Delay (s/veh)	33.4				26.4	30.0	
Approach LOS	C				C	C	
Queue Length 50th (ft)	95	192		401	226	212	
Queue Length 95th (ft)	151	223		474	391	269	
Internal Link Dist (ft)	966				622	625	
Turn Bay Length (ft)		225					
Base Capacity (vph)	361	1320		1216	1509	2145	
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	0.27	0.42		0.75	0.59	0.41	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 125	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay (s/veh): 28.7	Intersection LOS: C
Intersection Capacity Utilization 68.7%	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	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations														
Traffic Volume (vph)	26	63	104	45	13	4	4	85	569	189	6	50	778	58
Future Volume (vph)	26	63	104	45	13	4	4	85	569	189	6	50	778	58
Ideal Flow (vphpl)	1900	1900	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	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	1703	0	0	1765	0	0	1669	3214	0	0	1686	3331	0
Flt Permitted		0.952			0.519			0.214				0.144		
Satd. Flow (perm)	0	1631	0	0	948	0	0	375	3214	0	0	256	3331	0
Right Turn on Red			No			No				No				No
Satd. Flow (RTOR)														
Link Speed (mph)		35			35				35				35	
Link Distance (ft)		1773			683				920				1046	
Travel Time (s)		34.5			13.3				17.9				20.4	
Confl. Peds. (#/hr)			3	3				4						4
Confl. Bikes (#/hr)														
Peak Hour Factor	0.76	0.76	0.68	0.76	0.76	0.76	0.76	0.70	0.74	0.76	0.76	0.76	0.74	0.76
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	6%	6%	6%	6%	6%	6%	6%	6%
Bus Blockages (#/hr)	0	0	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	270	0	0	81	0	0	126	1018	0	0	74	1127	0
Turn Type	Perm	NA		Perm	NA		pm+pt	pm+pt	NA		pm+pt	pm+pt	NA	
Protected Phases		4			8		5	5	2		1	1	6	
Permitted Phases	4			8			2	2			6	6		
Detector Phase	4	4		8	8		5	5	2		1	1	6	
Switch Phase														
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	7.0	10.0		7.0	7.0	10.0	
Minimum Split (s)	33.0	33.0		33.0	33.0		14.0	14.0	22.0		14.0	14.0	21.0	
Total Split (s)	33.0	33.0		33.0	33.0		14.0	14.0	43.0		14.0	14.0	43.0	
Total Split (%)	36.7%	36.7%		36.7%	36.7%		15.6%	15.6%	47.8%		15.6%	15.6%	47.8%	
Yellow Time (s)	4.1	4.1		3.7	3.7		3.0	3.0	3.6		3.0	3.0	3.7	
All-Red Time (s)	2.5	2.5		2.5	2.5		2.6	2.6	2.0		2.9	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							Lag	Lag	Lag		Lead	Lead	Lead	
Lead-Lag Optimize?							Yes	Yes	Yes		Yes	Yes	Yes	
Recall Mode	None	None		None	None		None	None	C-Max		None	None	C-Max	
Act Effct Green (s)		20.8			20.8			48.5	48.5			45.2	45.2	
Actuated g/C Ratio		0.23			0.23			0.54	0.54			0.50	0.50	
v/c Ratio		0.72			0.37			0.38	0.59			0.28	0.67	
Control Delay (s/veh)		42.3			32.4			13.5	8.7			16.5	20.5	
Queue Delay		0.0			0.0			0.0	0.0			0.0	0.0	
Total Delay (s/veh)		42.3			32.4			13.5	8.7			16.5	20.5	
LOS		D			C			B	A			B	C	
Approach Delay (s/veh)		42.3			32.4				9.2				20.3	
Approach LOS		D			C				A				C	
Queue Length 50th (ft)		142			39			15	83			21	242	
Queue Length 95th (ft)		165			60			m31	168			43	272	
Internal Link Dist (ft)		1693			603				840				966	
Turn Bay Length (ft)								125				250		
Base Capacity (vph)		507			294			331	1732			272	1673	
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		0.53			0.28			0.38	0.59			0.27	0.67	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	

Offset: 14 (16%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay (s/veh): 18.2	Intersection LOS: B
Intersection Capacity Utilization 54.6%	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

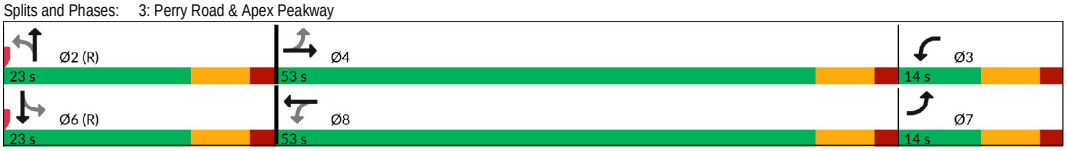
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	599	77	68	630	9	119	57	96	7	41	20
Future Volume (vph)	47	599	77	68	630	9	119	57	96	7	41	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	50		0	100		0	100		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Satd. Flow (prot)	1736	1793	0	1752	1841	0	1388	1305	0	1583	1572	0
Flt Permitted	0.143			0.124			0.711			0.558		
Satd. Flow (perm)	261	1793	0	229	1841	0	1034	1305	0	928	1572	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			1			85			23	
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		1068			1211			1023			1934	
Travel Time (s)		20.8			23.6			27.9			52.7	
Confl. Peds. (#/hr)			5	5			2		1	1		2
Confl. Bikes (#/hr)												
Peak Hour Factor	0.86	0.82	0.86	0.86	0.80	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	3%	3%	3%	30%	30%	30%	14%	14%	14%
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)	55	820	0	79	798	0	138	178	0	8	71	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		2	2		6	6	
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	17.0		14.0	17.0		14.0	14.0		14.0	14.0	
Total Split (s)	14.0	53.0		14.0	53.0		23.0	23.0		23.0	23.0	
Total Split (%)	15.6%	58.9%		15.6%	58.9%		25.6%	25.6%		25.6%	25.6%	
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	Lag	Lead		Lag	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Act Effct Green (s)	55.1	46.0		55.9	48.7		22.8	22.8		22.8	22.8	
Actuated g/C Ratio	0.61	0.51		0.62	0.54		0.25	0.25		0.25	0.25	
v/c Ratio	0.18	0.89		0.27	0.80		0.53	0.45		0.03	0.17	
Control Delay (s/veh)	5.6	25.1		5.4	13.4		41.3	21.3		30.1	22.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	5.6	25.1		5.4	13.4		41.3	21.3		30.1	22.8	
LOS	A	C		A	B		D	C		C	C	
Approach Delay (s/veh)		23.8			12.7			30.1			23.5	
Approach LOS		C			B			C			C	
Queue Length 50th (ft)	5	350		6	116		73	46		4	23	
Queue Length 95th (ft)	m8	m409		m7	163		#144	105		m15	m56	
Internal Link Dist (ft)		988			1131			943			1854	
Turn Bay Length (ft)	50			100			100			100		
Base Capacity (vph)	308	961		294	1031		261	394		235	415	
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	0.18	0.85		0.27	0.77		0.53	0.45		0.03	0.17	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	

Offset: 16 (18%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay (s/veh): 20.2	Intersection LOS: C
Intersection Capacity Utilization 67.9%	ICU Level of Service C
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Perry Road & Apex Peakway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	64	401	113	209	524	47	165	185	292	54	151	27
Future Volume (vph)	64	401	113	209	524	47	165	185	292	54	151	27
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	200		0	0		150	0		175
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	100			100			100			150		
Satd. Flow (prot)	1770	1762	0	1736	1805	0	0	1816	1583	0	1840	1583
Flt Permitted	0.175			0.108				0.615			0.584	
Satd. Flow (perm)	326	1762	0	197	1805	0	0	1142	1550	0	1088	1539
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1467			1082			606			1478	
Travel Time (s)		28.6			21.1			11.8			28.8	
Confl. Peds. (#/hr)			2	2			6		1	1		6
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.54	0.69	0.88	0.88	0.73	0.84	0.79	0.88	0.79	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	4%	4%	4%	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)	73	665	0	303	648	0	0	446	370	0	252	31
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	pm+ov	Perm	NA	Perm
Protected Phases		2		1	6			8	1		4	
Permitted Phases	2			6			8		8	4		4
Detector Phase	2	2		1	6		8	8	1	4	4	4
Switch Phase												
Minimum Initial (s)	10.0	10.0		7.0	10.0		7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	17.0	17.0		14.0	17.0		14.0	14.0	14.0	14.0	14.0	14.0
Total Split (s)	37.0	37.0		16.0	53.0		37.0	37.0	16.0	37.0	37.0	37.0
Total Split (%)	41.1%	41.1%		17.8%	58.9%		41.1%	41.1%	17.8%	41.1%	41.1%	41.1%
Yellow Time (s)	5.0	5.0		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	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	Lead		Lag					Lag			
Lead-Lag Optimize?	Yes	Yes		Yes					Yes			
Recall Mode	C-Max	C-Max		None	C-Max		None	None	None	None	None	None
Act Effct Green (s)	32.0	32.0		48.0	48.0			32.0	43.0		32.0	32.0
Actuated g/C Ratio	0.36	0.36		0.53	0.53			0.36	0.48		0.36	0.36
v/c Ratio	0.63	1.06		1.03	0.67			1.10	0.50		0.65	0.06
Control Delay (s/veh)	52.5	83.9		79.5	8.6			104.2	16.6		33.8	19.6
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay (s/veh)	52.5	83.9		79.5	8.6			104.2	16.6		33.8	19.6
LOS	D	F		E	A			F	B		C	B
Approach Delay (s/veh)		80.8			31.2			64.5			32.3	
Approach LOS		F			C			E			C	
Queue Length 50th (ft)	34	~420		~139	81			~290	121		118	11
Queue Length 95th (ft)	#102	#607		#169	132			#425	157		170	30
Internal Link Dist (ft)		1387			1002			526			1398	
Turn Bay Length (ft)	175			200					150			175
Base Capacity (vph)	115	626		293	962			406	744		386	547
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	0.63	1.06		1.03	0.67			1.10	0.50		0.65	0.06

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	

Offset: 78 (87%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.10	
Intersection Signal Delay (s/veh): 54.2	Intersection LOS: D
Intersection Capacity Utilization 86.1%	ICU Level of Service E
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: Tingen Road & Apex Peakway

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	98	80	83	9	47	15	44	185	23	5	159	72
Future Volume (vph)	98	80	83	9	47	15	44	185	23	5	159	72
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		75	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1751	0	0	1745	0	0	1810	1553	0	1788	0
Flt Permitted		0.982			0.993			0.991			0.999	
Satd. Flow (perm)	0	1751	0	0	1745	0	0	1810	1553	0	1788	0
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		1425			1063			1503			855	
Travel Time (s)		38.9			29.0			29.3			16.7	
Confl. Peds. (#/hr)	1		8	8		1	1		14	14		1
Confl. Bikes (#/hr)												
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.81	0.85	0.85	0.78	0.85
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	5%	5%	5%	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)	0	307	0	0	84	0	0	280	27	0	295	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	57.3%	ICU Level of Service	B
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	13.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	98	80	83	9	47	15	44	185	23	5	159	72
Future Vol, veh/h	98	80	83	9	47	15	44	185	23	5	159	72
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.81	0.85	0.85	0.78	0.85
Heavy Vehicles, %	2	2	2	5	5	5	4	4	4	2	2	2
Mvmt Flow	115	94	98	11	55	18	52	228	27	6	204	85
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay, s/veh	14	10.4	14.3	13.3
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	19%	0%	38%	13%	2%
Vol Thru, %	81%	0%	31%	66%	67%
Vol Right, %	0%	100%	32%	21%	31%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	229	23	261	71	236
LT Vol	44	0	98	9	5
Through Vol	185	0	80	47	159
RT Vol	0	23	83	15	72
Lane Flow Rate	280	27	307	84	294
Geometry Grp	5	5	2	2	4a
Degree of Util (X)	0.487	0.041	0.485	0.145	0.456
Departure Headway (Hd)	6.259	5.45	5.684	6.232	5.577
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	574	653	629	571	642
Service Time	4.022	3.213	3.749	4.322	3.644
HCM Lane V/C Ratio	0.488	0.041	0.488	0.147	0.458
HCM Control Delay, s/veh	14.9	8.4	14	10.4	13.3
HCM Lane LOS	B	A	B	B	B
HCM 95th-tile Q	2.7	0.1	2.7	0.5	2.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	72	21	7	10	30	51	5	106	5	54	162	64
Future Volume (vph)	72	21	7	10	30	51	5	106	5	54	162	64
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	200		0	225		625
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			100			100		
Satd. Flow (prot)	0	1712	0	0	1698	0	1703	1782	0	1770	1863	1583
Flt Permitted		0.965			0.995		0.950			0.950		
Satd. Flow (perm)	0	1712	0	0	1698	0	1703	1782	0	1770	1863	1583
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		1934			833			1773			1503	
Travel Time (s)		52.7			22.7			34.5			29.3	
Confl. Peds. (#/hr)	3		2	2		3	2		11	11		2
Confl. Bikes (#/hr)												
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.76	0.82	0.82	0.76	0.82
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	6%	6%	3%	3%	3%	6%	6%	6%	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	123	0	0	111	0	6	145	0	66	213	78
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 28.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	72	21	7	10	30	51	5	106	5	54	162	64
Future Vol, veh/h	72	21	7	10	30	51	5	106	5	54	162	64
Conflicting Peds, #/hr	3	0	2	2	0	3	2	0	11	11	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	225	-	625
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	76	82	82	76	82
Heavy Vehicles, %	6	6	6	3	3	3	6	6	6	2	2	2
Mvmt Flow	88	26	9	12	37	62	6	139	6	66	213	78

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	554	515	217	569	590	156	293	0	0	156	0	0
Stage 1	347	347	-	165	165	-	-	-	-	-	-	-
Stage 2	207	168	-	404	425	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.56	6.26	7.13	6.53	6.23	4.16	-	-	4.12	-	-
Critical Hdwy Stg 1	6.16	5.56	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.56	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4.054	3.354	3.527	4.027	3.327	2.254	-	-	2.218	-	-
Pot Cap-1 Maneuver	437	458	813	431	419	887	1246	-	-	1424	-	-
Stage 1	661	628	-	835	760	-	-	-	-	-	-	-
Stage 2	786	752	-	621	585	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	361	429	810	386	393	875	1244	-	-	1409	-	-
Mov Cap-2 Maneuver	361	429	-	386	393	-	-	-	-	-	-	-
Stage 1	656	597	-	822	749	-	-	-	-	-	-	-
Stage 2	689	741	-	559	556	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	18.4	12.9	0.3	1.4
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1244	-	-	389	567	1409	-	-
HCM Lane V/C Ratio	0.005	-	-	0.313	0.196	0.047	-	-
HCM Control Delay (s/veh)	7.9	-	-	18.4	12.9	7.7	-	-
HCM Lane LOS	A	-	-	C	B	A	-	-
HCM 95th %tile Q (veh)	0	-	-	1.3	0.7	0.1	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	668	8	5	760	5	21	5	29	11	4	4
Future Volume (vph)	4	668	8	5	760	5	21	5	29	11	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	1823	0	0	1808	0	0	1663	0	0	1678	0
Flt Permitted								0.981			0.973	
Satd. Flow (perm)	0	1823	0	0	1808	0	0	1663	0	0	1678	0
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		1082			1068			1172			817	
Travel Time (s)		21.1			20.8			32.0			22.3	
Confl. Peds. (#/hr)			6	6					2	2		
Confl. Bikes (#/hr)												
Peak Hour Factor	0.84	0.81	0.84	0.84	0.79	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	5%	5%	5%	4%	4%	4%	7%	7%	7%
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	840	0	0	974	0	0	66	0	0	23	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	54.6%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✣			✣			✣			✣	
Traffic Vol, veh/h	4	668	8	5	760	5	21	5	29	11	4	4
Future Vol, veh/h	4	668	8	5	760	5	21	5	29	11	4	4
Conflicting Peds, #/hr	0	0	6	6	0	0	0	0	2	2	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	84	81	84	84	79	84	84	84	84	84	84	84
Heavy Vehicles, %	4	4	4	5	5	5	4	4	4	7	7	7
Mvmt Flow	5	825	10	6	962	6	25	6	35	13	5	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	968	0	0	841	0	0	1828	1826	838	1840	1828	965
Stage 1	-	-	-	-	-	-	846	846	-	977	977	-
Stage 2	-	-	-	-	-	-	982	980	-	863	851	-
Critical Hdwy	4.14	-	-	4.15	-	-	7.14	6.54	6.24	7.17	6.57	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.54	-	6.17	5.57	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.54	-	6.17	5.57	-
Follow-up Hdwy	2.236	-	-	2.245	-	-	3.536	4.036	3.336	3.563	4.063	3.363
Pot Cap-1 Maneuver	704	-	-	782	-	-	58	76	363	56	74	303
Stage 1	-	-	-	-	-	-	354	376	-	295	323	-
Stage 2	-	-	-	-	-	-	297	325	-	342	370	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	704	-	-	778	-	-	53	73	360	46	71	303
Mov Cap-2 Maneuver	-	-	-	-	-	-	53	73	-	46	71	-
Stage 1	-	-	-	-	-	-	347	369	-	291	318	-
Stage 2	-	-	-	-	-	-	283	319	-	300	363	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.1	0.1	90.6	93.2
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	101	704	-	-	778	-	-	62
HCM Lane V/C Ratio	0.648	0.007	-	-	0.008	-	-	0.365
HCM Control Delay (s/veh)	90.6	10.1	0	-	9.7	0	-	93.2
HCM Lane LOS	F	B	A	-	A	A	-	F
HCM 95th %tile Q (veh)	3.2	0	-	-	0	-	-	1.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	4	4	4	4	12	4	109	4	25	72	42
Future Volume (vph)	110	4	4	4	4	12	4	109	4	25	72	42
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		50
Storage Lanes	0		0	0		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1772	0	0	1691	0	0	1859	1583	0	1839	1583
Flt Permitted		0.955			0.991			0.998			0.987	
Satd. Flow (perm)	0	1772	0	0	1691	0	0	1859	1583	0	1839	1583
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		608			894			362			1023	
Travel Time (s)		16.6			24.4			9.9			27.9	
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	130	0	0	21	0	0	125	4	0	108	47
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 31.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	110	4	4	4	4	12	4	109	4	25	72	42
Future Vol, veh/h	110	4	4	4	4	12	4	109	4	25	72	42
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	-	-	50
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	122	4	4	4	4	13	4	121	4	28	80	47

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	276	269	80	293	312	121	127	0	0	125	0	0
Stage 1	136	136	-	129	129	-	-	-	-	-	-	-
Stage 2	140	133	-	164	183	-	-	-	-	-	-	-
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	676	637	980	659	603	930	1459	-	-	1462	-	-
Stage 1	867	784	-	875	789	-	-	-	-	-	-	-
Stage 2	863	786	-	838	748	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	650	622	980	641	589	930	1459	-	-	1462	-	-
Mov Cap-2 Maneuver	650	622	-	641	589	-	-	-	-	-	-	-
Stage 1	864	768	-	872	787	-	-	-	-	-	-	-
Stage 2	843	784	-	812	732	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	11.9	9.8	0.3	1.4
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1459	-	-	656	771	1462	-	-
HCM Lane V/C Ratio	0.003	-	-	0.2	0.029	0.019	-	-
HCM Control Delay (s/veh)	7.5	0	-	11.9	9.8	7.5	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q (veh)	0	-	-	0.7	0.1	0.1	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	55	4	21	21	4	55
Future Volume (vph)	55	4	21	21	4	55
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)	1848	0	0	1818	1621	0
Flt Permitted				0.976	0.997	
Satd. Flow (perm)	1848	0	0	1818	1621	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	722			608	624	
Travel Time (s)	19.7			16.6	17.0	
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)	65	0	0	46	65	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	19.2%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	4.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	55	4	21	21	4	55
Future Vol, veh/h	55	4	21	21	4	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	61	4	23	23	4	61

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	65	0	132	63
Stage 1	-	-	-	-	63	-
Stage 2	-	-	-	-	69	-
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	-	-	1537	-	862	1002
Stage 1	-	-	-	-	960	-
Stage 2	-	-	-	-	954	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1537	-	849	1002
Mov Cap-2 Maneuver	-	-	-	-	849	-
Stage 1	-	-	-	-	960	-
Stage 2	-	-	-	-	940	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	3.7	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	990	-	-	1537	-
HCM Lane V/C Ratio	0.066	-	-	0.015	-
HCM Control Delay (s/veh)	8.9	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q (veh)	0.2	-	-	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	4	4	21	4	4	4	22	55	4	4	4
Future Volume (vph)	4	4	4	21	4	4	4	22	55	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	1750	0	0	1765	0	0	1686	0	0	1750	0
Flt Permitted		0.984			0.964			0.998			0.984	
Satd. Flow (perm)	0	1750	0	0	1765	0	0	1686	0	0	1750	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		592			722			731			1172	
Travel Time (s)		16.1			19.7			19.9			32.0	
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	12	0	0	31	0	0	89	0	0	12	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 14.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	7.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✣			✣			✣			✣	
Traffic Vol, veh/h	4	4	4	21	4	4	4	22	55	4	4	4
Future Vol, veh/h	4	4	4	21	4	4	4	22	55	4	4	4
Conflicting Peds, #/hr	0	0	0	0	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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	4	4	23	4	4	4	24	61	4	4	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	8	0	0	8	0	0	70	68	6	109	68	6
Stage 1	-	-	-	-	-	-	14	14	-	52	52	-
Stage 2	-	-	-	-	-	-	56	54	-	57	16	-
Critical Hdwy	4.12	-	-	4.12	-	-	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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1612	-	-	1612	-	-	922	823	1077	870	823	1077
Stage 1	-	-	-	-	-	-	1006	884	-	961	852	-
Stage 2	-	-	-	-	-	-	956	850	-	955	882	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1612	-	-	1612	-	-	904	810	1077	792	810	1077
Mov Cap-2 Maneuver	-	-	-	-	-	-	904	810	-	792	810	-
Stage 1	-	-	-	-	-	-	1004	882	-	959	840	-
Stage 2	-	-	-	-	-	-	934	838	-	874	880	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	2.4	5.3	9	9.2
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	980	1612	-	-	1612	-	-	876
HCM Lane V/C Ratio	0.092	0.003	-	-	0.014	-	-	0.015
HCM Control Delay (s/veh)	9	7.2	0	-	7.3	0	-	9.2
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q (veh)	0.3	0	-	-	0	-	-	0

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	4	0	109	21	51
Future Volume (vph)	0	4	0	109	21	51
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	1	0			0
Taper Length (ft)	25		25			
Satd. Flow (prot)	0	1611	0	3539	3161	0
Flt Permitted						
Satd. Flow (perm)	0	1611	0	3539	3161	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	462			400	362	
Travel Time (s)	12.6			10.9	9.9	
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)	0	4	0	121	80	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	4	0	109	21	51
Future Vol, veh/h	0	4	0	109	21	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	4	0	121	23	57

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	40	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	1022	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	1022	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.5	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	1022	-	-
HCM Lane V/C Ratio	-	0.004	-	-
HCM Control Delay (s/veh)	-	8.5	-	-
HCM Lane LOS	-	A	-	-
HCM 95th %tile Q (veh)	-	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	109	0	4	0	0	0	4	4	0	4	4	21
Future Volume (vph)	109	0	4	0	0	0	4	4	0	4	4	21
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	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			100			100		
Satd. Flow (prot)	0	1770	0	0	0	0	1770	3539	0	1770	3086	0
Flt Permitted		0.954					0.950			0.950		
Satd. Flow (perm)	0	1770	0	0	0	0	1770	3539	0	1770	3086	0
Link Speed (mph)		25			30			25			25	
Link Distance (ft)		570			117			839			400	
Travel Time (s)		15.5			2.7			22.9			10.9	
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	125	0	0	0	0	4	4	0	4	27	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 16.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	7.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	109	0	4	0	0	0	4	4	0	4	4	21
Future Vol, veh/h	109	0	4	0	0	0	4	4	0	4	4	21
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	-	-	-	-	-	-	100	-	-	100	-	-
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	121	0	4	0	0	0	4	4	0	4	4	23

Major/Minor	Minor2					Major1			Major2		
Conflicting Flow All	34	36	14			27	0	-	4	0	0
Stage 1	24	24	-			-	-	-	-	-	-
Stage 2	10	12	-			-	-	-	-	-	-
Critical Hdwy	6.84	6.54	6.94			4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	5.84	5.54	-			-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	5.54	-			-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32			2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	975	856	1062			1585	-	0	1616	-	-
Stage 1	995	875	-			-	-	0	-	-	-
Stage 2	1011	885	-			-	-	0	-	-	-
Platoon blocked, %							-			-	-
Mov Cap-1 Maneuver	970	0	1062			1585	-	-	1616	-	-
Mov Cap-2 Maneuver	970	0	-			-	-	-	-	-	-
Stage 1	992	0	-			-	-	-	-	-	-
Stage 2	1009	0	-			-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.2	3.6	1
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	1585	-	973	1616	-	-
HCM Lane V/C Ratio	0.003	-	0.129	0.003	-	-
HCM Control Delay (s/veh)	7.3	-	9.2	7.2	-	-
HCM Lane LOS	A	-	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0.4	0	-	-

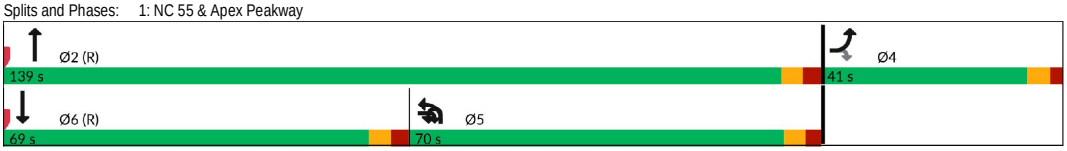
Lane Group	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	120	605	8	772	829	945	142
Future Volume (vph)	120	605	8	772	829	945	142
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)	-1%				1%	-1%	
Storage Length (ft)	0	225		0			0
Storage Lanes	1	1		2			0
Taper Length (ft)	25			100			
Satd. Flow (prot)	1761	2773	0	3416	1853	5000	0
Flt Permitted	0.950			0.950			
Satd. Flow (perm)	1761	2773	0	3414	1853	5000	0
Right Turn on Red		No					No
Satd. Flow (RTOR)							
Link Speed (mph)	35				35	35	
Link Distance (ft)	1046				702	705	
Travel Time (s)	20.4				13.7	13.7	
Confl. Peds. (#/hr)				1			1
Confl. Bikes (#/hr)							
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	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)	122	617	0	796	846	1109	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)	37.0	15.0	15.0	15.0	18.0	51.0	
Total Split (s)	41.0	70.0	70.0	70.0	139.0	69.0	
Total Split (%)	22.8%	38.9%	38.9%	38.9%	77.2%	38.3%	
Yellow Time (s)	3.9	3.8	3.8	3.8	3.8	3.8	
All-Red Time (s)	2.1	2.6	2.6	2.6	3.1	3.1	
Lost Time Adjust (s)	-1.0	-1.4		-1.4	-1.9	-1.9	
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	
Recall Mode	None	None	None	None	C-Max	C-Max	
Act Effct Green (s)	17.9	87.9		65.0	152.1	82.1	
Actuated g/C Ratio	0.10	0.49		0.36	0.85	0.46	
v/c Ratio	0.70	0.46		0.65	0.54	0.49	
Control Delay (s/veh)	79.6	22.7		50.9	5.8	35.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	
Total Delay (s/veh)	79.6	22.7		50.9	5.8	35.6	
LOS	E	C		D	A	D	
Approach Delay (s/veh)	32.1				27.7	35.6	
Approach LOS	C				C	D	
Queue Length 50th (ft)	138	242		405	237	333	
Queue Length 95th (ft)	193	265		479	387	403	
Internal Link Dist (ft)	966				622	625	
Turn Bay Length (ft)		225					
Base Capacity (vph)	352	1353		1233	1566	2281	
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	0.35	0.46		0.65	0.54	0.49	

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 115	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay (s/veh): 31.1	Intersection LOS: C
Intersection Capacity Utilization 91.7%	ICU Level of Service F
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	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations														
Traffic Volume (vph)	58	76	148	56	16	14	4	118	712	200	5	54	765	74
Future Volume (vph)	58	76	148	56	16	14	4	118	712	200	5	54	765	74
Ideal Flow (vphpl)	1900	1900	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	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	1722	0	0	1746	0	0	1734	3339	0	0	1752	3458	0
Flt Permitted		0.914			0.547			0.284				0.121		
Satd. Flow (perm)	0	1590	0	0	987	0	0	518	3339	0	0	223	3458	0
Right Turn on Red			No			No				No				No
Satd. Flow (RTOR)														
Link Speed (mph)		35			35				35				35	
Link Distance (ft)		1773			683				920				1046	
Travel Time (s)		34.5			13.3				17.9				20.4	
Confl. Peds. (#/hr)														
Confl. Bikes (#/hr)										1				
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	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	0	0
Parking (#/hr)														
Mid-Block Traffic (%)		0%			0%				0%				0%	
Shared Lane Traffic (%)														
Lane Group Flow (vph)	0	320	0	0	98	0	0	139	1036	0	0	67	953	0
Turn Type	Perm	NA		Perm	NA		pm+pt	pm+pt	NA		pm+pt	pm+pt	NA	
Protected Phases		4			8		5	5	2		1	1	6	
Permitted Phases	4			8			2	2			6	6		
Detector Phase	4	4		8	8		5	5	2		1	1	6	
Switch Phase														
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	7.0	10.0		7.0	7.0	10.0	
Minimum Split (s)	33.0	33.0		33.0	33.0		14.0	14.0	22.0		14.0	14.0	21.0	
Total Split (s)	33.0	33.0		33.0	33.0		14.0	14.0	43.0		14.0	14.0	43.0	
Total Split (%)	36.7%	36.7%		36.7%	36.7%		15.6%	15.6%	47.8%		15.6%	15.6%	47.8%	
Yellow Time (s)	4.1	4.1		3.7	3.7		3.0	3.0	3.6		3.0	3.0	3.7	
All-Red Time (s)	2.5	2.5		2.5	2.5		2.6	2.6	2.0		2.9	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							Lag	Lag	Lag		Lead	Lead	Lead	
Lead-Lag Optimize?							Yes	Yes	Yes		Yes	Yes	Yes	
Recall Mode	None	None		None	None		None	None	C-Max		None	None	C-Max	
Act Effct Green (s)		23.2			23.2			46.2	46.2			42.8	42.8	
Actuated g/C Ratio		0.26			0.26			0.51	0.51			0.48	0.48	
v/c Ratio		0.78			0.39			0.36	0.60			0.27	0.58	
Control Delay (s/veh)		44.5			30.9			13.4	11.9			14.8	10.6	
Queue Delay		0.0			0.0			0.0	0.0			0.0	0.0	
Total Delay (s/veh)		44.5			30.9			13.4	11.9			14.8	10.6	
LOS		D			C			B	B			B	B	
Approach Delay (s/veh)		44.5			30.9				12.1				10.9	
Approach LOS		D			C				B				B	
Queue Length 50th (ft)		167			45			22	132			11	82	
Queue Length 95th (ft)		240			84			m34	m204			m41	132	
Internal Link Dist (ft)		1693			603				840				966	
Turn Bay Length (ft)								125				250		
Base Capacity (vph)		494			307			387	1714			259	1645	
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		0.65			0.32			0.36	0.60			0.26	0.58	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	

Offset: 15 (17%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay (s/veh): 16.3	Intersection LOS: B
Intersection Capacity Utilization 60.5%	ICU Level of Service B
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Apex Peakway & S Hughes Street

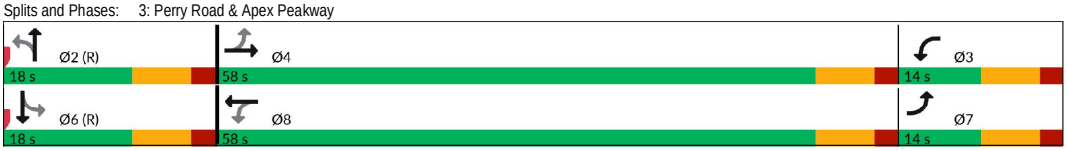
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	732	104	77	544	8	96	36	70	23	34	80
Future Volume (vph)	37	732	104	77	544	8	96	36	70	23	34	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	50		0	100		0	100		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Satd. Flow (prot)	1752	1805	0	1770	1859	0	1736	1617	0	1770	1640	0
Flt Permitted	0.279			0.076			0.604			0.634		
Satd. Flow (perm)	515	1805	0	142	1859	0	1100	1617	0	1174	1640	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			1			84			96	
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		1068			1211			1023			1934	
Travel Time (s)		20.8			23.6			27.9			52.7	
Confl. Peds. (#/hr)			2	2			1		2	2		1
Confl. Bikes (#/hr)												
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	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)	45	1007	0	93	665	0	116	127	0	28	137	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		2	2		6	6	
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	17.0		14.0	17.0		14.0	14.0		14.0	14.0	
Total Split (s)	14.0	58.0		14.0	58.0		18.0	18.0		18.0	18.0	
Total Split (%)	15.6%	64.4%		15.6%	64.4%		20.0%	20.0%		20.0%	20.0%	
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	Lag	Lead		Lag	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Act Effct Green (s)	60.1	52.6		59.6	52.4		16.2	16.2		16.2	16.2	
Actuated g/C Ratio	0.67	0.58		0.66	0.58		0.18	0.18		0.18	0.18	
v/c Ratio	0.09	0.95		0.36	0.62		0.59	0.35		0.13	0.37	
Control Delay (s/veh)	2.1	30.4		16.6	7.0		50.6	17.3		35.3	14.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	2.1	30.4		16.6	7.0		50.6	17.3		35.3	14.0	
LOS	A	C		B	A		D	B		D	B	
Approach Delay (s/veh)		29.2			8.2			33.2			17.6	
Approach LOS		C			A			C			B	
Queue Length 50th (ft)	2	452		37	159		64	22		14	21	
Queue Length 95th (ft)	m4	#674		48	73		#131	63		m29	46	
Internal Link Dist (ft)		988			1131			943			1854	
Turn Bay Length (ft)	50			100			100			100		
Base Capacity (vph)	508	1068		256	1153		197	360		211	374	
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	0.09	0.94		0.36	0.58		0.59	0.35		0.13	0.37	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	

Offset: 24 (27%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay (s/veh): 21.6	Intersection LOS: C
Intersection Capacity Utilization 75.2%	ICU Level of Service D
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Perry Road & Apex Peakway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	41	509	15	166	446	51	59	104	232	94	250	39
Future Volume (vph)	41	509	15	166	446	51	59	104	232	94	250	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 (%)		0%			0%			0%			0%	
Storage Length (ft)	175		0	200		0	0		150	0		175
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	100			100			100			150		
Satd. Flow (prot)	1770	1854	0	1770	1835	0	0	1829	1583	0	1839	1583
Flt Permitted	0.470			0.228				0.525			0.803	
Satd. Flow (perm)	875	1854	0	424	1835	0	0	977	1544	0	1494	1538
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1467			1082			601			1478	
Travel Time (s)		28.6			21.1			11.7			28.8	
Confl. Peds. (#/hr)			5	5			4		4	4		4
Confl. Bikes (#/hr)												2
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)	43	552	0	175	523	0	0	171	244	0	362	41
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	pm+ov	Perm	NA	Perm
Protected Phases		2		1	6			8	1		4	
Permitted Phases	2			6			8		8	4		4
Detector Phase	2	2		1	6		8	8	1	4	4	4
Switch Phase												
Minimum Initial (s)	10.0	10.0		7.0	10.0		7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	17.0	17.0		14.0	17.0		14.0	14.0	14.0	14.0	14.0	14.0
Total Split (s)	42.0	42.0		14.0	56.0		34.0	34.0	14.0	34.0	34.0	34.0
Total Split (%)	46.7%	46.7%		15.6%	62.2%		37.8%	37.8%	15.6%	37.8%	37.8%	37.8%
Yellow Time (s)	5.0	5.0		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	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	Lag	Lag		Lead					Lead			
Lead-Lag Optimize?	Yes	Yes		Yes					Yes			
Recall Mode	C-Max	C-Max		None	C-Max		None	None	None	None	None	None
Act Effct Green (s)	39.5	39.5		54.0	54.0			26.0	35.5		26.0	26.0
Actuated g/C Ratio	0.44	0.44		0.60	0.60			0.29	0.39		0.29	0.29
v/c Ratio	0.11	0.68		0.44	0.48			0.61	0.40		0.84	0.09
Control Delay (s/veh)	17.4	26.2		6.9	5.6			36.9	18.0		47.8	22.5
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay (s/veh)	17.4	26.2		6.9	5.6			36.9	18.0		47.8	22.5
LOS	B	C		A	A			D	B		D	C
Approach Delay (s/veh)		25.6			5.9			25.8			45.3	
Approach LOS		C			A			C			D	
Queue Length 50th (ft)	15	257		14	62			81	82		186	16
Queue Length 95th (ft)	37	381		51	152			147	136		#315	40
Internal Link Dist (ft)		1387			1002			521			1398	
Turn Bay Length (ft)	175			200					150			175
Base Capacity (vph)	384	814		395	1100			314	612		481	495
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	0.11	0.68		0.44	0.48			0.54	0.40		0.75	0.08

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay (s/veh): 22.9	Intersection LOS: C
Intersection Capacity Utilization 80.7%	ICU Level of Service D
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: Tingen Road & Apex Peakway

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	74	70	134	25	71	14	97	213	41	9	253	50
Future Volume (vph)	74	70	134	25	71	14	97	213	41	9	253	50
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		75	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1719	0	0	1792	0	0	1835	1583	0	1820	0
Flt Permitted		0.987			0.989			0.985			0.999	
Satd. Flow (perm)	0	1719	0	0	1792	0	0	1835	1583	0	1820	0
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		1425			1063			1503			855	
Travel Time (s)		38.9			29.0			29.3			16.7	
Confl. Peds. (#/hr)	1		5	5		1	2		3	3		2
Confl. Bikes (#/hr)									1			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	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	290	0	0	115	0	0	323	43	0	325	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 66.4%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	15.4
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	74	70	134	25	71	14	97	213	41	9	253	50
Future Vol, veh/h	74	70	134	25	71	14	97	213	41	9	253	50
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	3	3	3	2	2	2	2	2	2
Mvmt Flow	77	73	140	26	74	15	101	222	43	9	264	52
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay, s/veh	14.6	11.6	16.8	15.8
HCM LOS	B	B	C	C

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	31%	0%	27%	23%	3%
Vol Thru, %	69%	0%	25%	65%	81%
Vol Right, %	0%	100%	48%	13%	16%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	310	41	278	110	312
LT Vol	97	0	74	25	9
Through Vol	213	0	70	71	253
RT Vol	0	41	134	14	50
Lane Flow Rate	323	43	290	115	325
Geometry Grp	5	5	2	2	4a
Degree of Util (X)	0.579	0.066	0.486	0.213	0.54
Departure Headway (Hd)	6.578	5.706	6.041	6.704	5.981
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	552	632	599	536	605
Service Time	4.278	3.406	4.056	4.737	4.001
HCM Lane V/C Ratio	0.585	0.068	0.484	0.215	0.537
HCM Control Delay, s/veh	17.9	8.8	14.6	11.6	15.8
HCM Lane LOS	C	A	B	B	C
HCM 95th-tile Q	3.7	0.2	2.7	0.8	3.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	66	33	12	18	42	108	7	159	16	78	245	67
Future Volume (vph)	66	33	12	18	42	108	7	159	16	78	245	67
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	200		0	225		625
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			100			100		
Satd. Flow (prot)	0	1782	0	0	1692	0	1770	1837	0	1770	1863	1583
Flt Permitted		0.971			0.995		0.950			0.950		
Satd. Flow (perm)	0	1782	0	0	1692	0	1770	1837	0	1770	1863	1583
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		1934			833			1773			1503	
Travel Time (s)		52.7			22.7			34.5			29.3	
Confl. Peds. (#/hr)	1		2	2		1			1	1		
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
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	118	0	0	179	0	7	186	0	83	261	71
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	46.2%	ICU Level of Service	A
Analysis Period (min)	15		

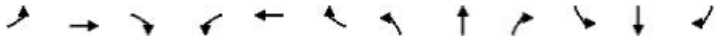
Intersection	
Int Delay, s/veh	6.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	66	33	12	18	42	108	7	159	16	78	245	67
Future Vol, veh/h	66	33	12	18	42	108	7	159	16	78	245	67
Conflicting Peds, #/hr	1	0	2	2	0	1	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	225	-	625
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	70	35	13	19	45	115	7	169	17	83	261	71

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	700	628	263	682	691	180	332	0	0	187	0	0
Stage 1	427	427	-	193	193	-	-	-	-	-	-	-
Stage 2	273	201	-	489	498	-	-	-	-	-	-	-
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	354	400	776	364	368	863	1227	-	-	1387	-	-
Stage 1	606	585	-	809	741	-	-	-	-	-	-	-
Stage 2	733	735	-	561	544	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	262	373	775	315	343	861	1227	-	-	1386	-	-
Mov Cap-2 Maneuver	262	373	-	315	343	-	-	-	-	-	-	-
Stage 1	602	550	-	803	736	-	-	-	-	-	-	-
Stage 2	593	730	-	485	511	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	23.4	14.6	0.3	1.6
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1227	-	-	312	551	1386	-	-
HCM Lane V/C Ratio	0.006	-	-	0.378	0.324	0.06	-	-
HCM Control Delay (s/veh)	8	-	-	23.4	14.6	7.8	-	-
HCM Lane LOS	A	-	-	C	B	A	-	-
HCM 95th %tile Q (veh)	0	-	-	1.7	1.4	0.2	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	831	24	16	685	20	15	4	17	16	4	4
Future Volume (vph)	7	831	24	16	685	20	15	4	17	16	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	1837	0	0	1853	0	0	1707	0	0	1762	0
Flt Permitted					0.999			0.979			0.967	
Satd. Flow (perm)	0	1837	0	0	1853	0	0	1707	0	0	1762	0
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		1082			1068			1172			817	
Travel Time (s)		21.1			20.8			32.0			22.3	
Confl. Peds. (#/hr)	1		5	5		1	4		2	2		4
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	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	917	0	0	767	0	0	38	0	0	25	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	59.8%	ICU Level of Service B	
Analysis Period (min)	15		

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	7	831	24	16	685	20	15	4	17	16	4	4
Future Vol, veh/h	7	831	24	16	685	20	15	4	17	16	4	4
Conflicting Peds, #/hr	1	0	5	5	0	1	4	0	2	2	0	4
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	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	3	3	3	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	884	26	17	729	21	16	4	18	17	4	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	751	0	0	915	0	0	1698	1701	904	1699	1704	745
Stage 1	-	-	-	-	-	-	916	916	-	775	775	-
Stage 2	-	-	-	-	-	-	782	785	-	924	929	-
Critical Hdwy	4.13	-	-	4.12	-	-	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	2.227	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	854	-	-	745	-	-	73	92	335	73	91	414
Stage 1	-	-	-	-	-	-	326	351	-	391	408	-
Stage 2	-	-	-	-	-	-	387	404	-	323	346	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	853	-	-	741	-	-	66	86	333	63	85	412
Mov Cap-2 Maneuver	-	-	-	-	-	-	66	86	-	63	85	-
Stage 1	-	-	-	-	-	-	319	343	-	384	392	-
Stage 2	-	-	-	-	-	-	363	388	-	296	338	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.1	0.2	53.6	73.4
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	111	853	-	-	741	-	-	77
HCM Lane V/C Ratio	0.345	0.009	-	-	0.023	-	-	0.332
HCM Control Delay (s/veh)	53.6	9.3	0	-	10	0	-	73.4
HCM Lane LOS	F	A	A	-	A	A	-	F
HCM 95th %tile Q (veh)	1.4	0	-	-	0.1	-	-	1.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	92	4	4	4	4	23	4	60	4	8	106	88
Future Volume (vph)	92	4	4	4	4	23	4	60	4	8	106	88
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		50
Storage Lanes	0		0	0		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1772	0	0	1661	0	0	1857	1583	0	1855	1583
Flt Permitted		0.956			0.994			0.997			0.996	
Satd. Flow (perm)	0	1772	0	0	1661	0	0	1857	1583	0	1855	1583
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		608			894			362			1023	
Travel Time (s)		16.6			24.4			9.9			27.9	
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	110	0	0	34	0	0	71	4	0	127	98
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 31.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	92	4	4	4	4	23	4	60	4	8	106	88
Future Vol, veh/h	92	4	4	4	4	23	4	60	4	8	106	88
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	-	-	50
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	102	4	4	4	4	26	4	67	4	9	118	98

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	228	215	118	264	309	67	216	0	0	71	0	0
Stage 1	136	136	-	75	75	-	-	-	-	-	-	-
Stage 2	92	79	-	189	234	-	-	-	-	-	-	-
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	727	683	934	689	605	997	1354	-	-	1529	-	-
Stage 1	867	784	-	934	833	-	-	-	-	-	-	-
Stage 2	915	829	-	813	711	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	699	676	934	677	599	997	1354	-	-	1529	-	-
Mov Cap-2 Maneuver	699	676	-	677	599	-	-	-	-	-	-	-
Stage 1	864	779	-	931	831	-	-	-	-	-	-	-
Stage 2	884	827	-	799	706	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	11.1	9.3	0.5	0.3
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1354	-	-	705	869	1529	-	-
HCM Lane V/C Ratio	0.003	-	-	0.158	0.04	0.006	-	-
HCM Control Delay (s/veh)	7.7	0	-	11.1	9.3	7.4	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q (veh)	0	-	-	0.6	0.1	0	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	30	4	32	56	4	62
Future Volume (vph)	30	4	32	56	4	62
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)	1835	0	0	1829	1619	0
Flt Permitted				0.982	0.997	
Satd. Flow (perm)	1835	0	0	1829	1619	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	722			608	624	
Travel Time (s)	19.7			16.6	17.0	
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)	37	0	0	98	73	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	22.1%	ICU Level of Service	A
Analysis Period (min)	15		

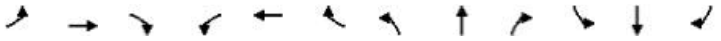
Intersection	
Int Delay, s/veh	4.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	30	4	32	56	4	62
Future Vol, veh/h	30	4	32	56	4	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	4	36	62	4	69

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	37	0	169	35
Stage 1	-	-	-	-	35	-
Stage 2	-	-	-	-	134	-
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	-	-	1574	-	821	1038
Stage 1	-	-	-	-	987	-
Stage 2	-	-	-	-	892	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1574	-	801	1038
Mov Cap-2 Maneuver	-	-	-	-	801	-
Stage 1	-	-	-	-	987	-
Stage 2	-	-	-	-	871	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	2.7	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1020	-	-	1574	-
HCM Lane V/C Ratio	0.072	-	-	0.023	-
HCM Control Delay (s/veh)	8.8	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q (veh)	0.2	-	-	0.1	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	4	4	56	4	4	4	12	30	4	9	4
Future Volume (vph)	4	4	4	56	4	4	4	12	30	4	9	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	1750	0	0	1770	0	0	1690	0	0	1787	0
Flt Permitted		0.984			0.958			0.996			0.989	
Satd. Flow (perm)	0	1750	0	0	1770	0	0	1690	0	0	1787	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		592			722			731			1172	
Travel Time (s)		16.1			19.7			19.9			32.0	
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	12	0	0	70	0	0	50	0	0	18	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	18.1%	ICU Level of Service	A
Analysis Period (min)	15		

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	4	4	56	4	4	4	12	30	4	9	4
Future Vol, veh/h	4	4	4	56	4	4	4	12	30	4	9	4
Conflicting Peds, #/hr	0	0	0	0	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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	4	4	62	4	4	4	13	33	4	10	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	8	0	0	8	0	0	151	146	6	167	146	6
Stage 1	-	-	-	-	-	-	14	14	-	130	130	-
Stage 2	-	-	-	-	-	-	137	132	-	37	16	-
Critical Hdwy	4.12	-	-	4.12	-	-	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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1612	-	-	1612	-	-	816	745	1077	797	745	1077
Stage 1	-	-	-	-	-	-	1006	884	-	874	789	-
Stage 2	-	-	-	-	-	-	866	787	-	978	882	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1612	-	-	1612	-	-	779	714	1077	737	714	1077
Mov Cap-2 Maneuver	-	-	-	-	-	-	779	714	-	737	714	-
Stage 1	-	-	-	-	-	-	1004	882	-	872	758	-
Stage 2	-	-	-	-	-	-	818	756	-	932	880	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	2.4	6.4	9.1	9.7
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	924	1612	-	-	1612	-	-	782
HCM Lane V/C Ratio	0.055	0.003	-	-	0.039	-	-	0.024
HCM Control Delay (s/veh)	9.1	7.2	0	-	7.3	0	-	9.7
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q (veh)	0.2	0	-	-	0.1	-	-	0.1

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	4	0	60	56	50
Future Volume (vph)	0	4	0	60	56	50
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	1	0			0
Taper Length (ft)	25		25			
Satd. Flow (prot)	0	1611	0	3539	3288	0
Flt Permitted						
Satd. Flow (perm)	0	1611	0	3539	3288	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	462			400	362	
Travel Time (s)	12.6			10.9	9.9	
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)	0	4	0	67	118	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	4	0	60	56	50
Future Vol, veh/h	0	4	0	60	56	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	4	0	67	62	56

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	59	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	994	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	994	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.6	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	994	-	-
HCM Lane V/C Ratio	-	0.004	-	-
HCM Control Delay (s/veh)	-	8.6	-	-
HCM Lane LOS	-	A	-	-
HCM 95th %tile Q (veh)	-	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	0	4	0	0	0	4	4	0	4	4	56
Future Volume (vph)	60	0	4	0	0	0	4	4	0	4	4	56
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	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			100			100		
Satd. Flow (prot)	0	1765	0	0	0	0	1770	3539	0	1770	3040	0
Flt Permitted		0.955					0.950			0.950		
Satd. Flow (perm)	0	1765	0	0	0	0	1770	3539	0	1770	3040	0
Link Speed (mph)		25			30			25			25	
Link Distance (ft)		570			130			839			400	
Travel Time (s)		15.5			3.0			22.9			10.9	
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	71	0	0	0	0	4	4	0	4	66	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	13.6%	ICU Level of Service	A
Analysis Period (min)	15		

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	60	0	4	0	0	0	4	4	0	4	4	56
Future Vol, veh/h	60	0	4	0	0	0	4	4	0	4	4	56
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	-	-	-	-	-	-	100	-	-	100	-	-
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	67	0	4	0	0	0	4	4	0	4	4	62

Major/Minor	Minor2					Major1			Major2		
Conflicting Flow All	53	55	33			66	0	-	4	0	0
Stage 1	43	43	-			-	-	-	-	-	-
Stage 2	10	12	-			-	-	-	-	-	-
Critical Hdwy	6.84	6.54	6.94			4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	5.84	5.54	-			-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	5.54	-			-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32			2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	949	836	1033			1534	-	0	1616	-	-
Stage 1	974	858	-			-	-	0	-	-	-
Stage 2	1011	885	-			-	-	0	-	-	-
Platoon blocked, %							-			-	-
Mov Cap-1 Maneuver	944	0	1033			1534	-	-	1616	-	-
Mov Cap-2 Maneuver	944	0	-			-	-	-	-	-	-
Stage 1	971	0	-			-	-	-	-	-	-
Stage 2	1009	0	-			-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.1	3.7	0.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	1534	-	949	1616	-	-
HCM Lane V/C Ratio	0.003	-	0.075	0.003	-	-
HCM Control Delay (s/veh)	7.4	-	9.1	7.2	-	-
HCM Lane LOS	A	-	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0.2	0	-	-

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)	134	149	152	676	688	692	249	342	354
Average Queue (ft)	51	63	75	487	471	382	142	214	182
95th Queue (ft)	105	119	135	784	822	856	262	326	356
Link Distance (ft)	938	938		643	643	643		658	658
Upstream Blk Time (%)				25	42	37			
Queuing Penalty (veh)				0	0	0			
Storage Bay Dist (ft)			225				150		
Storage Blk Time (%)							1	19	
Queuing Penalty (veh)							3	45	

Intersection: 2: Apex Peakway & S Hughes Street

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	UL	T	TR	UL	T	TR
Maximum Queue (ft)	1418	197	96	136	217	350	976	981
Average Queue (ft)	711	67	37	43	101	130	672	652
95th Queue (ft)	1608	169	79	108	184	393	1251	1273
Link Distance (ft)	1693	637		864	864		938	938
Upstream Blk Time (%)	3						32	33
Queuing Penalty (veh)	5						130	132
Storage Bay Dist (ft)			125			250		
Storage Blk Time (%)			0	0		0	65	
Queuing Penalty (veh)			1	0		0	36	

Intersection: 3: Perry Road & Apex Peakway

Movement	EB	WB	B30	B29	B29	NB	SB
Directions Served	LTR	LTR	T	T		LTR	LTR
Maximum Queue (ft)	73	1264	785	907	901	228	363
Average Queue (ft)	10	979	539	606	587	69	130
95th Queue (ft)	42	1747	1088	1263	1258	256	356
Link Distance (ft)	1010	1151	671	864	864	2235	1855
Upstream Blk Time (%)		72	68	36	42		
Queuing Penalty (veh)		645	600	161	184		
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	1481	1036	170	104	26
Average Queue (ft)	165	1385	1027	50	28	2
95th Queue (ft)	384	1687	1082	115	73	14
Link Distance (ft)		1428	1022	527	1446	
Upstream Blk Time (%)		83	53			
Queuing Penalty (veh)		0	357			
Storage Bay Dist (ft)	175					175
Storage Blk Time (%)		100			0	
Queuing Penalty (veh)		64			0	

Intersection: 5: S Hughes Street & James Street

Movement	EB	WB	NB	NB	SB
Directions Served	LTR	LTR	LT	R	LTR
Maximum Queue (ft)	111	64	80	54	111
Average Queue (ft)	58	30	40	16	48
95th Queue (ft)	91	54	67	43	83
Link Distance (ft)	1395	1017	1431		825
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)				75	
Storage Blk Time (%)			0	0	
Queuing Penalty (veh)			0	0	

Intersection: 6: S Hughes Street & Perry Road

Movement	EB	WB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	TR	L	T	R
Maximum Queue (ft)	76	107	24	5	59	100	7
Average Queue (ft)	22	40	1	0	7	12	0
95th Queue (ft)	57	97	11	4	63	116	4
Link Distance (ft)	1855	792		1693		1431	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)			200		225		625
Storage Blk Time (%)						2	
Queuing Penalty (veh)						2	

Intersection: 7: Shackleton Road & Apex Peakway

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	9	1026	190	88
Average Queue (ft)	1	955	71	26
95th Queue (ft)	7	1276	194	80
Link Distance (ft)	1022	1010	485	788
Upstream Blk Time (%)		50		
Queuing Penalty (veh)		339		
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 2703

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)	213	318	293	660	659	597	250	344	352
Average Queue (ft)	100	174	172	546	525	339	128	202	162
95th Queue (ft)	180	267	257	740	752	806	280	326	300
Link Distance (ft)	938	938		643	643	643		658	658
Upstream Blk Time (%)				15	20	20			
Queuing Penalty (veh)				0	0	0			
Storage Bay Dist (ft)			225				150		
Storage Blk Time (%)		4	3				3	21	
Queuing Penalty (veh)		13	10				8	65	

Intersection: 2: Apex Peakway & S Hughes Street

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	UL	T	TR	UL	T	TR
Maximum Queue (ft)	483	115	110	207	265	349	615	601
Average Queue (ft)	206	53	49	69	141	111	371	306
95th Queue (ft)	438	100	91	158	232	344	655	616
Link Distance (ft)	1693	637		864	864		938	938
Upstream Blk Time (%)							0	1
Queuing Penalty (veh)							1	3
Storage Bay Dist (ft)			125			250		
Storage Blk Time (%)			0	1		0	20	
Queuing Penalty (veh)			1	1		0	12	

Intersection: 3: Perry Road & Apex Peakway

Movement	EB	WB	B30	B29	B29	NB	SB
Directions Served	LTR	LTR	T	T		LTR	LTR
Maximum Queue (ft)	107	1256	773	846	756	149	1004
Average Queue (ft)	12	676	305	272	215	54	374
95th Queue (ft)	54	1613	896	874	792	156	1029
Link Distance (ft)	1010	1151	671	864	864	2235	1855
Upstream Blk Time (%)		38	31	5	6		
Queuing Penalty (veh)		330	264	22	27		
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	1479	1038	78	99	29
Average Queue (ft)	152	1332	985	26	35	3
95th Queue (ft)	375	1781	1203	61	76	17
Link Distance (ft)		1428	1022	539	1446	
Upstream Blk Time (%)		78	35			
Queuing Penalty (veh)		0	212			
Storage Bay Dist (ft)	175					175
Storage Blk Time (%)		99			0	
Queuing Penalty (veh)		41			0	

Intersection: 5: S Hughes Street & James Street

Movement	EB	WB	NB	NB	SB
Directions Served	LTR	LTR	LT	R	LTR
Maximum Queue (ft)	126	70	103	54	128
Average Queue (ft)	62	34	52	23	58
95th Queue (ft)	99	58	84	48	97
Link Distance (ft)	1395	1017	1431		825
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)				75	
Storage Blk Time (%)			2	0	
Queuing Penalty (veh)			1	0	

Intersection: 6: S Hughes Street & Perry Road

Movement	EB	WB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	TR	L	T	R
Maximum Queue (ft)	62	91	27	2	45	3	3
Average Queue (ft)	26	46	1	0	10	0	0
95th Queue (ft)	49	76	12	2	35	2	2
Link Distance (ft)	1855	792		1693		1431	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)			200		225		625
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 7: Shackleton Road & Apex Peakway

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	27	1027	201	123
Average Queue (ft)	2	770	69	33
95th Queue (ft)	14	1422	185	99
Link Distance (ft)	1022	1010	485	788
Upstream Blk Time (%)		26		
Queuing Penalty (veh)		165		
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 1176

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)	124	225	214	556	522	376	235	279	212
Average Queue (ft)	54	104	109	330	286	126	108	177	103
95th Queue (ft)	106	182	183	533	511	364	223	255	179
Link Distance (ft)	938	938		643	643	643		658	658
Upstream Blk Time (%)				2	3	2			
Queuing Penalty (veh)				0	0	0			
Storage Bay Dist (ft)			225				150		
Storage Blk Time (%)		0	0				1	12	
Queuing Penalty (veh)		1	0				1	29	

Intersection: 2: Apex Peakway & S Hughes Street

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	UL	T	TR	UL	T	TR
Maximum Queue (ft)	238	99	110	221	271	193	419	348
Average Queue (ft)	113	40	43	56	121	34	156	105
95th Queue (ft)	194	83	92	147	224	120	356	272
Link Distance (ft)	1693	637		864	864		938	938
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			125			250		
Storage Blk Time (%)			0	1			4	
Queuing Penalty (veh)			1	1			2	

Intersection: 3: Perry Road & Apex Peakway

Movement	EB	WB	B29	B29	NB	SB
Directions Served	LTR	LTR	T		LTR	LTR
Maximum Queue (ft)	169	132	185	133	101	78
Average Queue (ft)	35	21	10	5	36	32
95th Queue (ft)	106	84	88	77	81	66
Link Distance (ft)	1009	1151	864	864	2234	1855
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	LT	R	LT	R
Maximum Queue (ft)	274	877	273	367	515	250	293	172
Average Queue (ft)	79	336	79	165	247	143	128	27
95th Queue (ft)	231	804	180	302	478	271	249	105
Link Distance (ft)		1428		1010	527		1446	
Upstream Blk Time (%)					5			
Queuing Penalty (veh)					0			
Storage Bay Dist (ft)	175		200			150		175
Storage Blk Time (%)		28	0	6	31	2	8	
Queuing Penalty (veh)		19	1	9	85	9	2	

Intersection: 5: S Hughes Street & James Street

Movement	EB	WB	NB	NB	SB
Directions Served	LTR	LTR	LT	R	LTR
Maximum Queue (ft)	115	65	88	39	92
Average Queue (ft)	57	29	43	16	46
95th Queue (ft)	92	54	72	41	73
Link Distance (ft)	1395	1017	1431		825
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)				75	
Storage Blk Time (%)			0		
Queuing Penalty (veh)			0		

Intersection: 6: S Hughes Street & Perry Road

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	TR	L	R
Maximum Queue (ft)	58	67	15	9	27	7
Average Queue (ft)	24	35	1	0	5	0
95th Queue (ft)	47	58	9	6	22	4
Link Distance (ft)	1855	792		1693		
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			200		225	625
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 7: Shackleton Road & Apex Peakway

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	78	68	67	50
Average Queue (ft)	3	5	24	17
95th Queue (ft)	28	33	56	45
Link Distance (ft)	1010	1009	479	782
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 161

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)	227	332	305	664	675	679	249	369	359
Average Queue (ft)	115	195	196	589	581	463	135	203	156
95th Queue (ft)	196	292	280	749	768	907	285	322	295
Link Distance (ft)	938	938		643	643	643		658	658
Upstream Blk Time (%)				27	31	35			
Queuing Penalty (veh)				0	0	0			
Storage Bay Dist (ft)			225				150		
Storage Blk Time (%)		7	6				2	21	
Queuing Penalty (veh)		21	19				7	66	

Intersection: 2: Apex Peakway & S Hughes Street

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	UL	T	TR	UL	T	TR
Maximum Queue (ft)	338	110	123	243	358	347	480	448
Average Queue (ft)	174	51	50	88	165	83	304	236
95th Queue (ft)	289	97	99	196	291	283	502	434
Link Distance (ft)	1693	637		864	864		938	938
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			125			250		
Storage Blk Time (%)			0	2		0	12	
Queuing Penalty (veh)			0	2		0	7	

Intersection: 3: Perry Road & Apex Peakway

Movement	EB	WB	B29	B29	NB	SB
Directions Served	LTR	LTR	T		LTR	LTR
Maximum Queue (ft)	221	91	267	140	64	108
Average Queue (ft)	34	6	18	5	19	43
95th Queue (ft)	126	42	133	73	49	80
Link Distance (ft)	1009	1151	864	864	2234	1855
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	LT	R	LT	R
Maximum Queue (ft)	132	317	219	320	242	184	702	255
Average Queue (ft)	27	174	54	130	96	77	352	84
95th Queue (ft)	85	280	129	267	187	138	774	265
Link Distance (ft)		1428		1010	539		1446	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	175		200			150		175
Storage Blk Time (%)		8	0	3	4	1	45	
Queuing Penalty (veh)		3	0	4	7	1	17	

Intersection: 5: S Hughes Street & James Street

Movement	EB	WB	NB	NB	SB
Directions Served	LTR	LTR	LT	R	LTR
Maximum Queue (ft)	121	68	110	63	114
Average Queue (ft)	61	35	55	23	59
95th Queue (ft)	96	58	88	50	95
Link Distance (ft)	1395	1017	1431		825
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)				75	
Storage Blk Time (%)			2	0	
Queuing Penalty (veh)			1	0	

Intersection: 6: S Hughes Street & Perry Road

Movement	EB	WB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	TR	L	T	R
Maximum Queue (ft)	64	102	21	8	42	10	4
Average Queue (ft)	29	47	1	0	9	0	0
95th Queue (ft)	54	82	11	6	32	6	2
Link Distance (ft)	1855	792		1693		1431	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)			200		225		625
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 7: Shackleton Road & Apex Peakway

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	71	146	48	50
Average Queue (ft)	7	17	18	20
95th Queue (ft)	40	81	45	48
Link Distance (ft)	1010	1009	479	782
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 155

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)	152	219	210	566	546	402	245	297	220
Average Queue (ft)	64	99	105	338	292	128	119	182	106
95th Queue (ft)	127	174	174	535	509	368	231	262	185
Link Distance (ft)	938	938		643	643	643		658	658
Upstream Blk Time (%)				1	2	2			
Queuing Penalty (veh)				0	0	0			
Storage Bay Dist (ft)			225				150		
Storage Blk Time (%)		0	0				1	14	
Queuing Penalty (veh)		0	0				2	35	

Intersection: 2: Apex Peakway & S Hughes Street

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	UL	T	TR	UL	T	TR
Maximum Queue (ft)	246	112	139	201	288	287	440	387
Average Queue (ft)	114	42	45	64	137	36	159	112
95th Queue (ft)	202	86	94	161	249	138	359	288
Link Distance (ft)	1693	637		864	864		938	938
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			125			250		
Storage Blk Time (%)			0	1		0	5	
Queuing Penalty (veh)			0	1		0	3	

Intersection: 3: Perry Road & Apex Peakway

Movement	EB	WB	B29	B29	NB	SB
Directions Served	LTR	LTR	T		LTR	LTR
Maximum Queue (ft)	342	393	236	34	978	248
Average Queue (ft)	71	94	13	2	853	84
95th Queue (ft)	237	282	129	26	1143	232
Link Distance (ft)	1012	1151	864	864	964	1855
Upstream Blk Time (%)					43	
Queuing Penalty (veh)					98	
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	LT	R	LT	R
Maximum Queue (ft)	275	1082	267	353	591	250	308	172
Average Queue (ft)	116	531	97	175	295	162	134	24
95th Queue (ft)	300	1132	187	299	604	294	249	94
Link Distance (ft)		1428		1010	568		1446	
Upstream Blk Time (%)		1			15			
Queuing Penalty (veh)		0			0			
Storage Bay Dist (ft)	175		200			150		175
Storage Blk Time (%)		45	0	5	36	3	9	
Queuing Penalty (veh)		29	3	11	109	11	3	

Intersection: 5: S Hughes Street & James Street

Movement	EB	WB	NB	NB	SB
Directions Served	LTR	LTR	LT	R	LTR
Maximum Queue (ft)	118	60	88	43	103
Average Queue (ft)	57	27	46	16	49
95th Queue (ft)	93	51	72	41	82
Link Distance (ft)	1395	1017	1431		825
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)				75	
Storage Blk Time (%)			1	0	
Queuing Penalty (veh)			0	0	

Intersection: 6: S Hughes Street & Perry Road

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	TR	L	R
Maximum Queue (ft)	77	77	17	10	38	7
Average Queue (ft)	29	36	1	0	5	0
95th Queue (ft)	54	62	9	7	24	4
Link Distance (ft)	1855	792		1693		
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			200		225	625
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 7: Shackleton Road & Apex Peakway

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	92	89	85	64
Average Queue (ft)	7	6	37	17
95th Queue (ft)	43	46	71	49
Link Distance (ft)	1010	1012	1093	782
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: Perry Road & East-West Collector/Site Driveway 1

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	479	86	270	35
Average Queue (ft)	206	21	104	3
95th Queue (ft)	520	63	300	17
Link Distance (ft)	552	865	300	964
Upstream Blk Time (%)	8		13	
Queuing Penalty (veh)	8		14	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 10: Site Driveway 2 & East-West Collector

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	40	21	107
Average Queue (ft)	7	2	38
95th Queue (ft)	48	13	103
Link Distance (ft)	659	552	594
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 11: Site Driveway 3/Shackleton Road & East-West Collector

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	2	6	58	27
Average Queue (ft)	0	0	30	8
95th Queue (ft)	3	5	49	28
Link Distance (ft)	550	659	701	1093
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 12: Perry Road & Site Driveway 4

Movement	EB	NB
Directions Served	R	T
Maximum Queue (ft)	25	175
Average Queue (ft)	4	27
95th Queue (ft)	20	144
Link Distance (ft)	418	327
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 13: Perry Road & Site Driveway 5

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	65	5
Average Queue (ft)	33	0
95th Queue (ft)	53	6
Link Distance (ft)	533	808
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 328

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)	274	344	304	676	679	679	249	371	328
Average Queue (ft)	127	199	192	620	622	568	140	208	163
95th Queue (ft)	226	299	281	737	755	903	291	337	294
Link Distance (ft)	938	938		643	643	643		658	658
Upstream Blk Time (%)				33	41	49			
Queuing Penalty (veh)				0	0	0			
Storage Bay Dist (ft)			225				150		
Storage Blk Time (%)		7	7				2	22	
Queuing Penalty (veh)		22	20				8	69	

Intersection: 2: Apex Peakway & S Hughes Street

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	UL	T	TR	UL	T	TR
Maximum Queue (ft)	288	118	137	258	356	349	485	450
Average Queue (ft)	162	49	55	105	182	80	298	229
95th Queue (ft)	257	94	106	222	307	275	500	439
Link Distance (ft)	1693	637		864	864		938	938
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			125			250		
Storage Blk Time (%)			0	2		0	11	
Queuing Penalty (veh)			0	3		0	7	

Intersection: 3: Perry Road & Apex Peakway

Movement	EB	WB	B30	B29	B29	NB	SB
Directions Served	LTR	LTR	T	T		LTR	LTR
Maximum Queue (ft)	516	704	73	252	60	970	631
Average Queue (ft)	71	139	6	17	2	707	263
95th Queue (ft)	308	486	100	123	42	1210	666
Link Distance (ft)	1012	1151	671	864	864	964	1855
Upstream Blk Time (%)		1				29	
Queuing Penalty (veh)		8				49	
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	LT	R	LT	R
Maximum Queue (ft)	213	410	209	324	229	192	848	275
Average Queue (ft)	36	214	69	120	93	94	483	111
95th Queue (ft)	123	345	147	245	177	167	940	313
Link Distance (ft)		1428		1010	563		1446	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	175		200			150		175
Storage Blk Time (%)		15		2	3	1	69	
Queuing Penalty (veh)		6		3	6	2	27	

Intersection: 5: S Hughes Street & James Street

Movement	EB	WB	NB	NB	SB
Directions Served	LTR	LTR	LT	R	LTR
Maximum Queue (ft)	134	75	110	56	135
Average Queue (ft)	62	34	56	23	63
95th Queue (ft)	102	61	90	50	102
Link Distance (ft)	1395	1017	1431		825
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)				75	
Storage Blk Time (%)			2	0	
Queuing Penalty (veh)			1	0	

Intersection: 6: S Hughes Street & Perry Road

Movement	EB	WB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	TR	L	T	R
Maximum Queue (ft)	66	109	30	13	32	12	5
Average Queue (ft)	32	52	3	1	10	0	0
95th Queue (ft)	58	88	16	11	31	7	3
Link Distance (ft)	1855	792		1693		1431	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)			200		225		625
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 7: Shackleton Road & Apex Peakway

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	136	294	68	69
Average Queue (ft)	13	32	25	21
95th Queue (ft)	72	156	56	52
Link Distance (ft)	1010	1012	1093	782
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: Perry Road & East-West Collector/Site Driveway 1

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	307	120	151	12
Average Queue (ft)	118	38	43	0
95th Queue (ft)	356	129	182	6
Link Distance (ft)	552	865	300	964
Upstream Blk Time (%)	4		3	
Queuing Penalty (veh)	3		2	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 10: Site Driveway 2 & East-West Collector

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	12	28	96
Average Queue (ft)	2	1	41
95th Queue (ft)	20	11	143
Link Distance (ft)	659	552	594
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 11: Site Driveway 3/Shackleton Road & East-West Collector

Movement	WB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	12	53	27
Average Queue (ft)	1	23	13
95th Queue (ft)	8	47	34
Link Distance (ft)	659	701	1093
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 12: Perry Road & Site Driveway 4

Movement	EB	NB
Directions Served	R	T
Maximum Queue (ft)	27	30
Average Queue (ft)	3	3
95th Queue (ft)	18	35
Link Distance (ft)	418	327
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 13: Perry Road & Site Driveway 5

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	59	9
Average Queue (ft)	27	0
95th Queue (ft)	50	5
Link Distance (ft)	533	808
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 235

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)	207	241	233	618	588	528	249	326	247
Average Queue (ft)	83	129	134	405	362	188	163	214	136
95th Queue (ft)	163	213	212	634	615	546	261	292	222
Link Distance (ft)	938	938		643	643	643		658	658
Upstream Blk Time (%)				5	6	7			
Queuing Penalty (veh)				0	0	0			
Storage Bay Dist (ft)			225				150		
Storage Blk Time (%)		1	0				2	22	
Queuing Penalty (veh)		2	1				5	54	

Intersection: 2: Apex Peakway & S Hughes Street

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	UL	T	TR	UL	T	TR
Maximum Queue (ft)	241	114	130	213	285	298	533	508
Average Queue (ft)	118	44	49	50	120	46	188	142
95th Queue (ft)	205	93	107	147	234	162	419	360
Link Distance (ft)	1687	637		864	864		938	938
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			125			250		
Storage Blk Time (%)			1	0		0	6	
Queuing Penalty (veh)			2	1		0	4	

Intersection: 3: Perry Road & Apex Peakway

Movement	EB	EB	WB	WB	B29	B29	NB	NB	SB	SB
Directions Served	L	TR	L	TR	T		L	TR	L	TR
Maximum Queue (ft)	148	544	200	616	217	75	194	344	38	98
Average Queue (ft)	46	269	70	271	17	3	96	114	5	33
95th Queue (ft)	123	487	174	542	127	54	180	244	24	74
Link Distance (ft)		1006		1144	864	864		957		1850
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	50		100				100		100	
Storage Blk Time (%)	6	42	1	28			13	9		0
Queuing Penalty (veh)	42	20	9	19			21	11		0

Intersection: 4: Tingen Road & Apex Peakway

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	LT	R	LT	R
Maximum Queue (ft)	269	1059	288	600	564	250	293	89
Average Queue (ft)	117	489	139	212	270	155	127	21
95th Queue (ft)	276	1096	283	562	542	287	243	75
Link Distance (ft)		1428		1010	568		1446	
Upstream Blk Time (%)		2		1	8			
Queuing Penalty (veh)		0		5	0			
Storage Bay Dist (ft)	175		200			150		175
Storage Blk Time (%)	5	41	12	7	32	5	6	
Queuing Penalty (veh)	23	27	68	15	100	19	2	

Intersection: 5: S Hughes Street & James Street

Movement	EB	WB	NB	NB	SB
Directions Served	LTR	LTR	LT	R	LTR
Maximum Queue (ft)	115	63	101	40	98
Average Queue (ft)	60	28	48	16	51
95th Queue (ft)	93	52	79	41	81
Link Distance (ft)	1395	1017	1425		825
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)				75	
Storage Blk Time (%)			1		
Queuing Penalty (veh)			0		

Intersection: 6: S Hughes Street & Perry Road

Movement	EB	WB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	TR	L	T	R
Maximum Queue (ft)	90	78	21	2	34	7	7
Average Queue (ft)	35	37	1	0	6	0	0
95th Queue (ft)	68	63	10	2	26	5	4
Link Distance (ft)	1850	792		1687		1425	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)			200		225		625
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 7: Shackleton Road & Apex Peakway

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	102	207	84	55
Average Queue (ft)	5	19	37	17
95th Queue (ft)	47	181	77	47
Link Distance (ft)	1010	1006	1093	782
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: Perry Road & East-West Collector/Site Driveway 1

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	LT	LT	R
Maximum Queue (ft)	78	28	4	40	10
Average Queue (ft)	37	11	0	4	0
95th Queue (ft)	63	31	4	23	10
Link Distance (ft)	534	848	297	957	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					50
Storage Blk Time (%)				0	
Queuing Penalty (veh)				0	

Intersection: 10: Site Driveway 2 & East-West Collector

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	18	50
Average Queue (ft)	1	28
95th Queue (ft)	10	49
Link Distance (ft)	534	594
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: Site Driveway 3/Shackleton Road & East-West Collector

Movement	WB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	9	62	27
Average Queue (ft)	0	31	9
95th Queue (ft)	5	53	29
Link Distance (ft)	659	701	1093
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 12: Perry Road & Site Driveway 4

Movement	EB
Directions Served	R
Maximum Queue (ft)	27
Average Queue (ft)	4
95th Queue (ft)	19
Link Distance (ft)	398
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 13: Perry Road & Site Driveway 5

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	63	4
Average Queue (ft)	33	0
95th Queue (ft)	53	3
Link Distance (ft)	513	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		100
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 449

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)	255	334	313	519	481	367	250	447	418
Average Queue (ft)	118	186	188	341	300	106	189	271	231
95th Queue (ft)	205	288	282	466	432	272	300	396	370
Link Distance (ft)	938	938		643	643	643		658	658
Upstream Blk Time (%)					0				
Queuing Penalty (veh)					0				
Storage Bay Dist (ft)			225				150		
Storage Blk Time (%)		3	3				9	33	
Queuing Penalty (veh)		10	8				28	105	

Intersection: 2: Apex Peakway & S Hughes Street

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	UL	T	TR	UL	T	TR
Maximum Queue (ft)	331	137	128	257	327	196	332	294
Average Queue (ft)	160	51	57	102	181	42	166	131
95th Queue (ft)	275	104	100	215	293	115	317	275
Link Distance (ft)	1687	637		864	864		938	938
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			125			250		
Storage Blk Time (%)			0	2		0	4	
Queuing Penalty (veh)			1	2		0	3	

Intersection: 3: Perry Road & Apex Peakway

Movement	EB	EB	WB	WB	B29	NB	NB	SB	SB
Directions Served	L	TR	L	TR	T	L	TR	L	TR
Maximum Queue (ft)	149	915	189	532	63	165	191	63	120
Average Queue (ft)	32	431	67	198	3	66	64	19	50
95th Queue (ft)	107	846	152	430	35	132	136	50	97
Link Distance (ft)		1006		1144	864		957		1850
Upstream Blk Time (%)		0							
Queuing Penalty (veh)		0							
Storage Bay Dist (ft)	50		100			100		100	
Storage Blk Time (%)	2	40	2	20		7	4		1
Queuing Penalty (veh)	16	15	13	15		8	4		0

Intersection: 4: Tingen Road & Apex Peakway

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	LT	R	LT	R
Maximum Queue (ft)	273	434	235	319	246	218	920	275
Average Queue (ft)	41	236	76	135	108	99	521	117
95th Queue (ft)	152	391	151	259	201	176	975	320
Link Distance (ft)		1428		1010	563		1446	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	175		200			150		175
Storage Blk Time (%)		19		3	4	3	68	
Queuing Penalty (veh)		8		4	10	4	27	

Intersection: 5: S Hughes Street & James Street

Movement	EB	WB	NB	NB	SB
Directions Served	LTR	LTR	LT	R	LTR
Maximum Queue (ft)	115	78	135	61	138
Average Queue (ft)	63	35	57	23	65
95th Queue (ft)	98	62	100	49	108
Link Distance (ft)	1395	1017	1425		825
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)				75	
Storage Blk Time (%)			3	0	
Queuing Penalty (veh)			1	0	

Intersection: 6: S Hughes Street & Perry Road

Movement	EB	WB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	TR	L	T	R
Maximum Queue (ft)	80	108	24	22	49	2	7
Average Queue (ft)	35	50	2	1	10	0	0
95th Queue (ft)	65	88	14	19	35	3	3
Link Distance (ft)	1850	792		1687		1425	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)			200		225		625
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 7: Shackleton Road & Apex Peakway

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	193	262	74	60
Average Queue (ft)	16	37	27	21
95th Queue (ft)	103	150	61	52
Link Distance (ft)	1010	1006	1093	782
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: Perry Road & East-West Collector/Site Driveway 1

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	LT	LT	R
Maximum Queue (ft)	64	48	15	11	15
Average Queue (ft)	32	17	1	1	1
95th Queue (ft)	52	39	8	8	11
Link Distance (ft)	534	848	297	957	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					50
Storage Blk Time (%)				0	0
Queuing Penalty (veh)				0	0

Intersection: 10: Site Driveway 2 & East-West Collector

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	24	54
Average Queue (ft)	1	28
95th Queue (ft)	10	50
Link Distance (ft)	534	594
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: Site Driveway 3/Shackleton Road & East-West Collector

Movement	WB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	17	54	27
Average Queue (ft)	1	25	11
95th Queue (ft)	10	48	33
Link Distance (ft)	659	701	1093
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 12: Perry Road & Site Driveway 4

Movement	EB	SB
Directions Served	R	TR
Maximum Queue (ft)	27	3
Average Queue (ft)	3	0
95th Queue (ft)	16	3
Link Distance (ft)	398	297
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 13: Perry Road & Site Driveway 5

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	55	6
Average Queue (ft)	27	0
95th Queue (ft)	47	4
Link Distance (ft)	513	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		100
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 282

Approved Development Data

Traffic Impact Analysis for

Broadstone Hotel

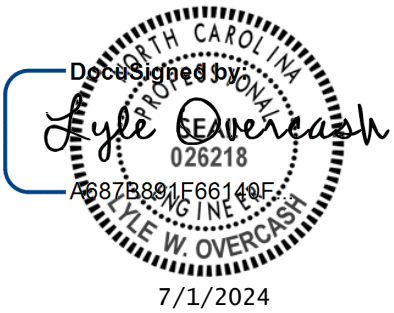
Apex, North Carolina

Prepared for:

Angel Management, Inc
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



DocuSigned by:
Lyle Overcash
A687B891F66140F...
7/1/2024

July 2024

016730000

ANGEL MANAGEMENT

Concept plan is included for the Traffic Impact Analysis (TIA) only and it not intended for review and approval nor as a condition of any zonings, site plans, or construction documents.

BROADSTONE HOTEL & RETAIL
APEX, NORTH CAROLINA
SITE PLAN • 02-05-2024

ELEVATE architecture studio

FIGURE 2.2

SITE PLAN

BROADSTONE HOTEL DEVELOPMENT
APEX, NC
TRAFFIC IMPACT ANALYSIS

Kimley»Horn

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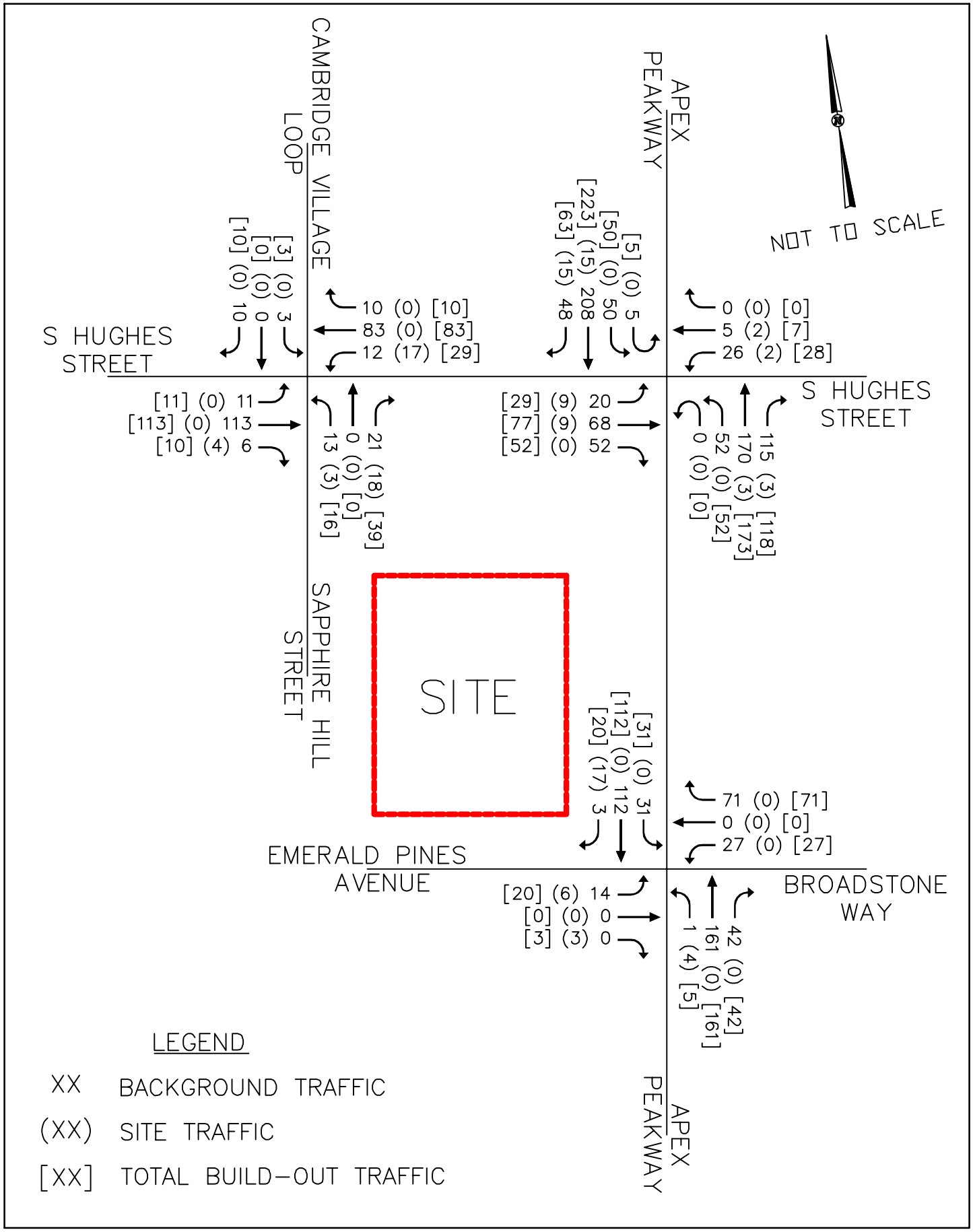
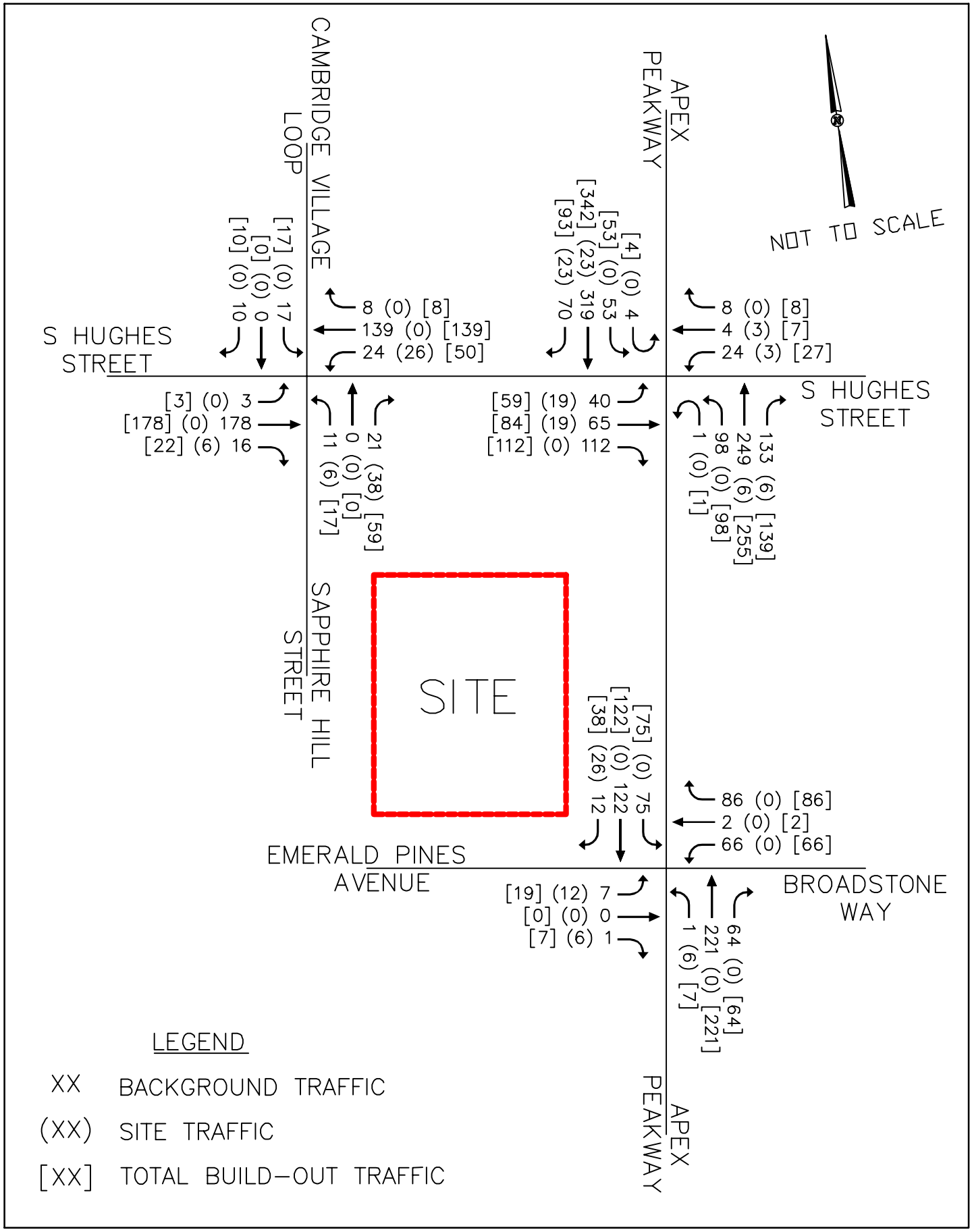


Kimley»Horn	BROADSTONE HOTEL DEVELOPMENT APEX, NC TRAFFIC IMPACT ANALYSIS	PROJECTED (2026) BUILD-OUT AM PEAK HOUR TRAFFIC VOLUMES	FIGURE 5.3

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	BROADSTONE HOTEL DEVELOPMENT APEX, NC TRAFFIC IMPACT ANALYSIS	PROJECTED (2026) BUILD-OUT PM PEAK HOUR TRAFFIC VOLUMES	FIGURE 5.4

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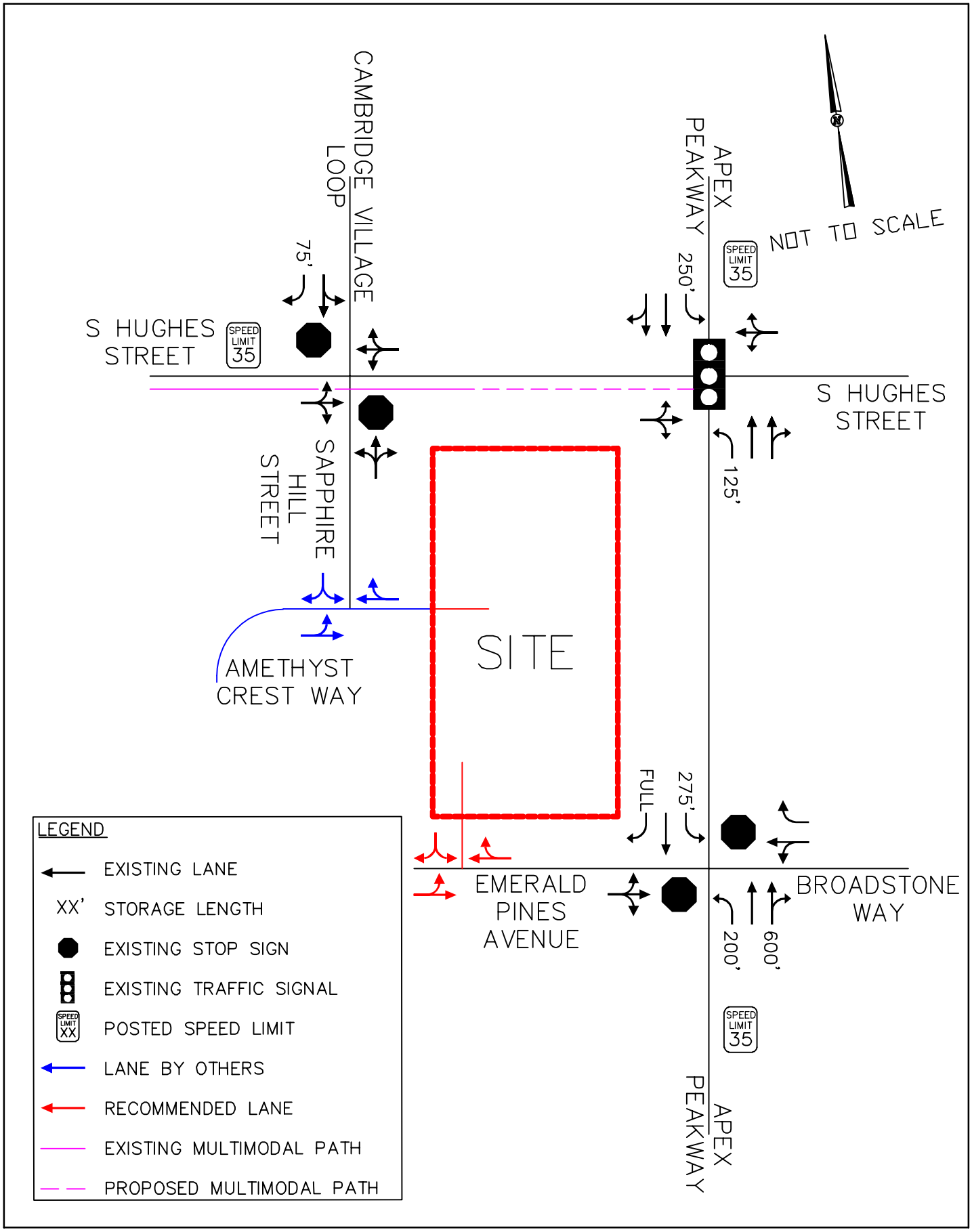

Kimley»Horn	BROADSTONE HOTEL DEVELOPMENT APEX, NC TRAFFIC IMPACT AN	RECOMMENDED ROAD LANEAGE	FIGURE ES–1

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TRAFFIC IMPACT ANALYSIS

Broadstone Retail

3111 Apex Peakway

Apex, North Carolina

Prepared For:

S & S Contracting of N. C., Inc.
393 S. Swing Road
High Point, NC 27409

Prepared by:

MDG
ENGINEERING EXCELLENCE

Mercer Design Group, PC
PO Box 1516 Weaverville, NC
p.828.674.0229 f.828.645.7714
NC Licensure No. C-2383

DRAFT

12 April 2024

Note: This is a DRAFT document. There may be minor adjustments to grammar and spelling, etc., that will be made prior to the final sealing of the document. These edits are not expected to substantially change the opinions and conclusions of the report.

CONFIDENTIALITY STATEMENT: The information contained in the document is confidential in nature and not intended for public release prior to approval by the Client, the Town of Apex, and North Carolina Department of Transportation. This document contains trade secrets and proprietary methods and techniques.

Figure 2 – Site Plan

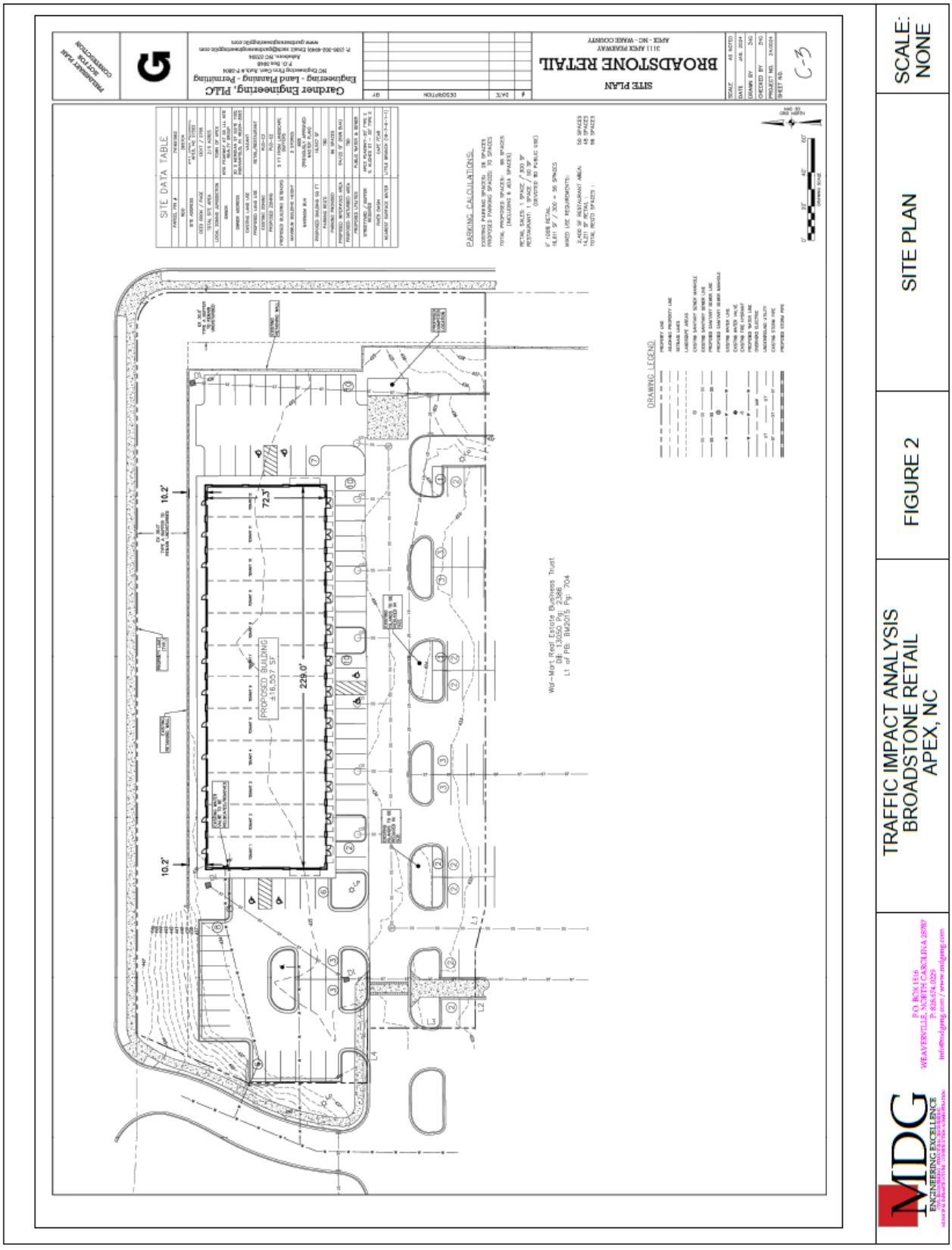
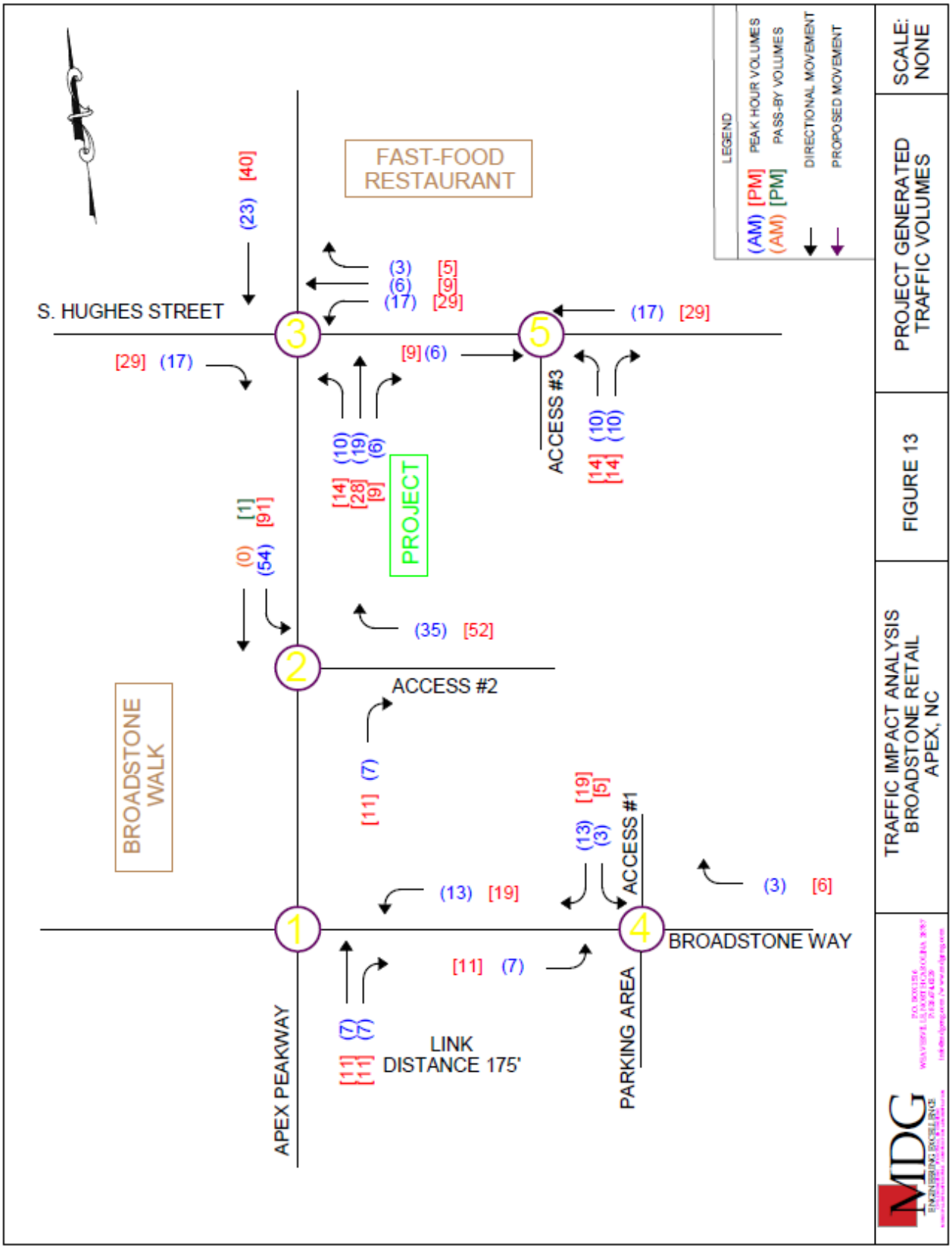
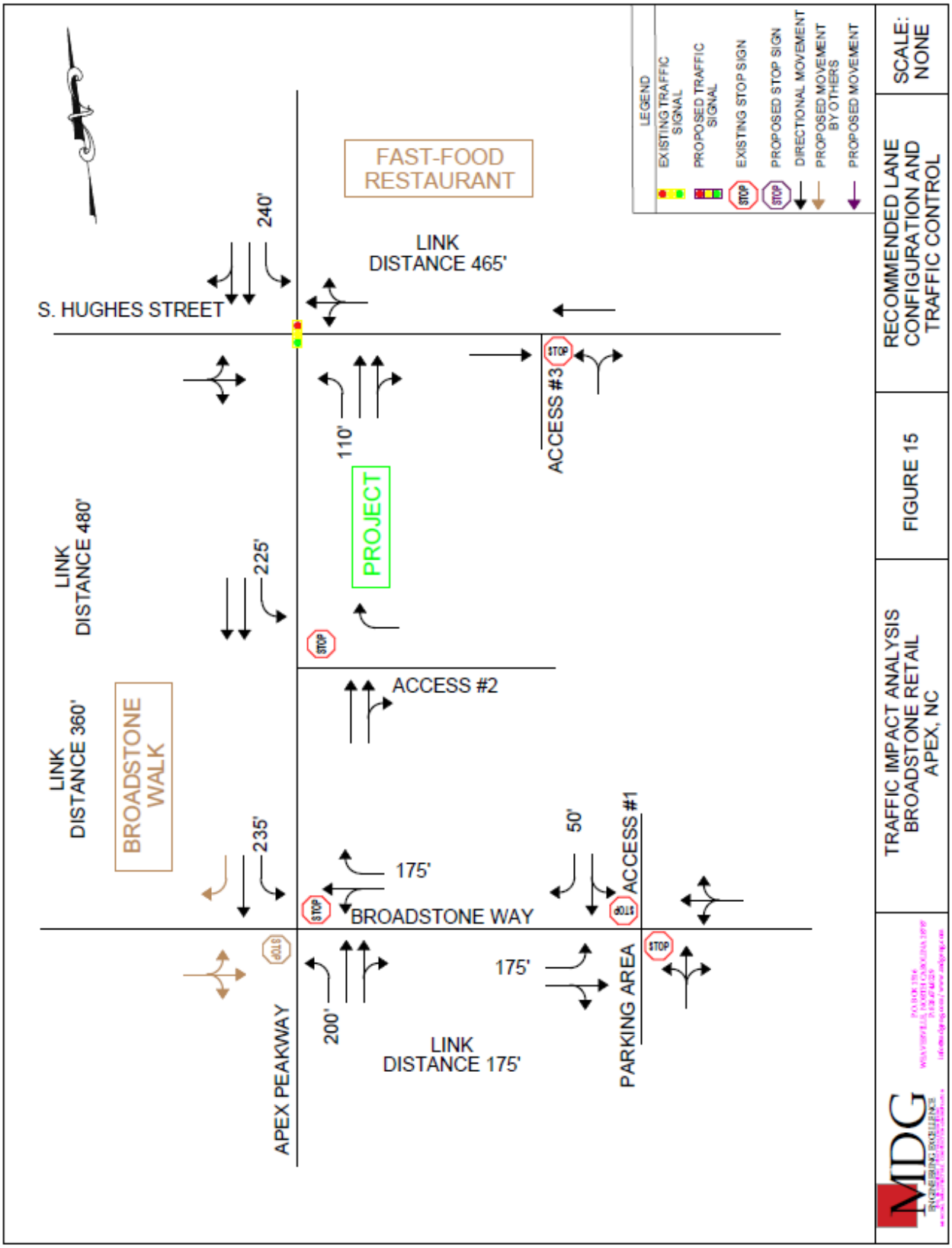


Figure 13 – Project Generated Traffic Volumes



MERCER DESIGN GROUP, PC
C-2383
PO Box 151[illegible], NC 28787
P[illegible]8

Figure 15 – Recommended Lane Configuration and Traffic Control



Mercer Design Group, PC
C-2383
PO Box 151[illegible], NC 28787
P[illegible]8

Fast-Food Restaurant TIA

Apex, North Carolina

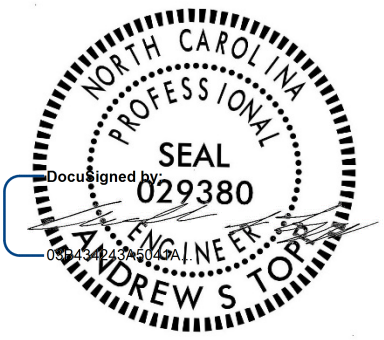
PREPARED FOR

Lillie Childers
Concord Properties, Inc.
1340 Harding Place
Charlotte, NC 28204
704.405.9400

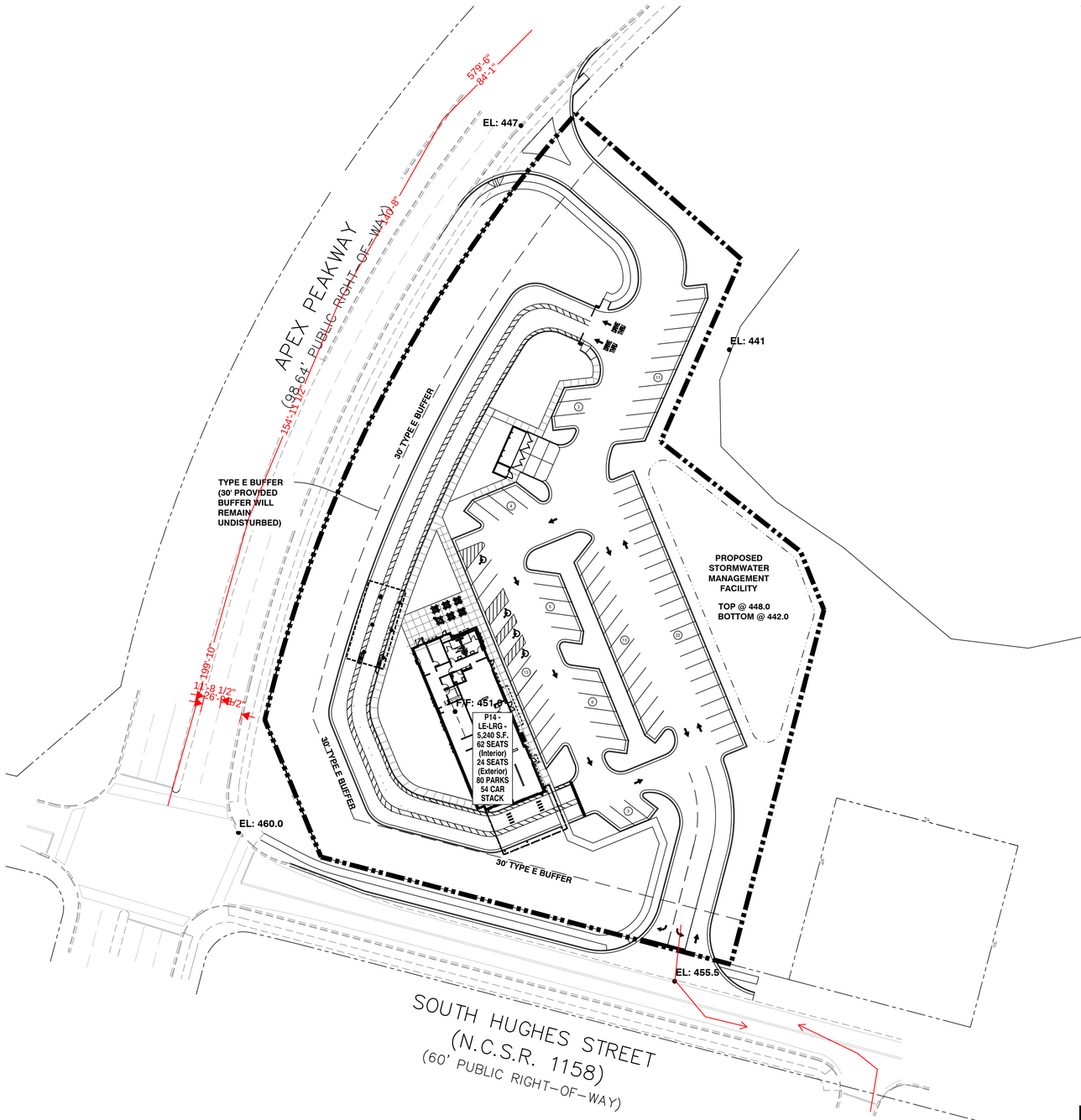
PREPARED BY

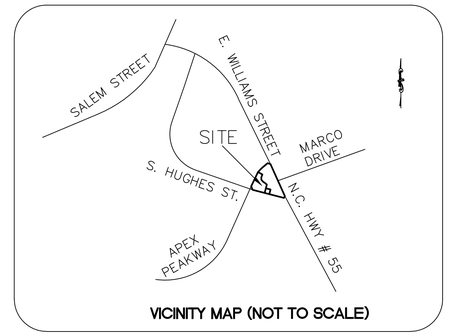
VHB Engineering NC, P.C. (C-3075)
940 Main Campus Drive, Suite 500
Raleigh, NC 27606
919.829.0328

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

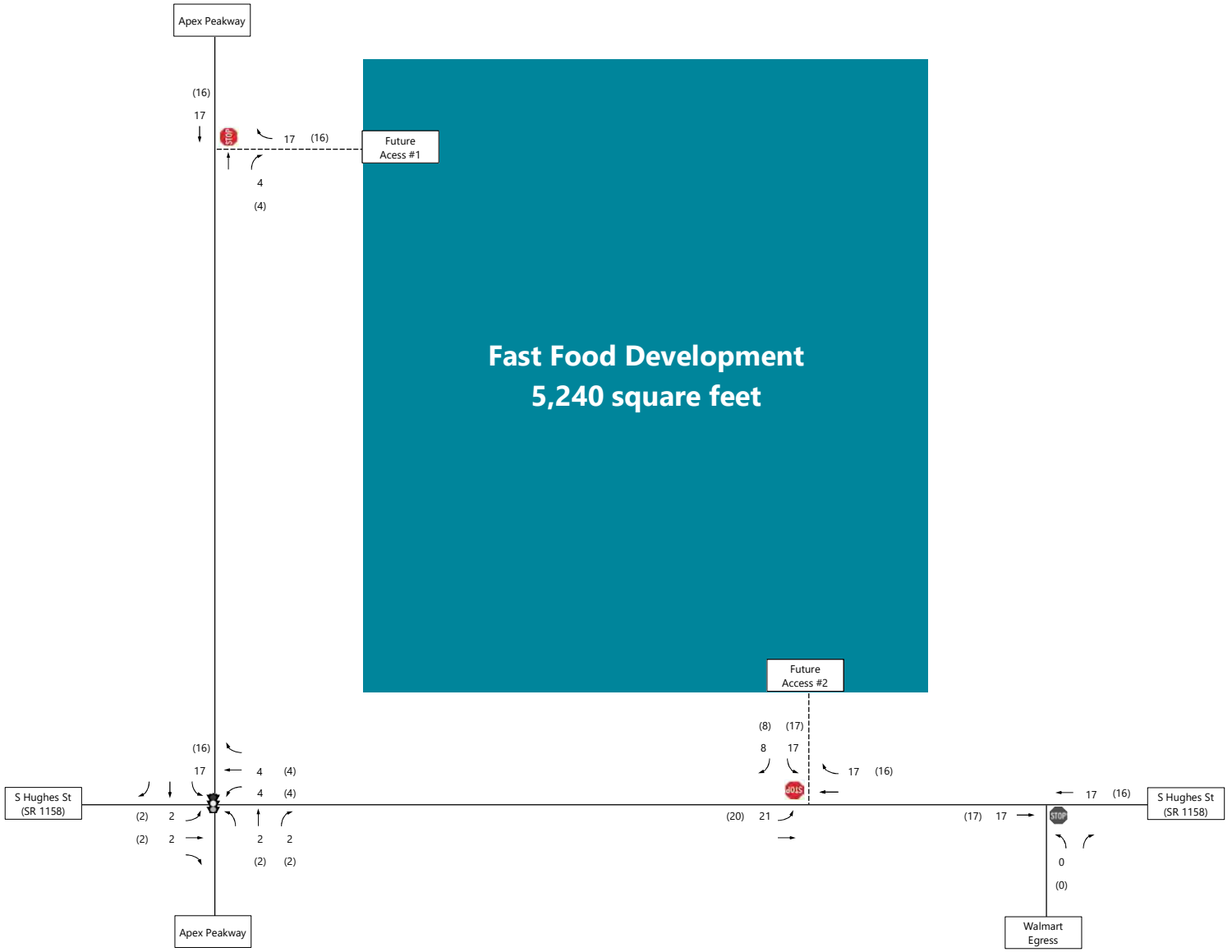


Figure 9
Non-Pass-By Peak H ated Trips

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

N

not to scale

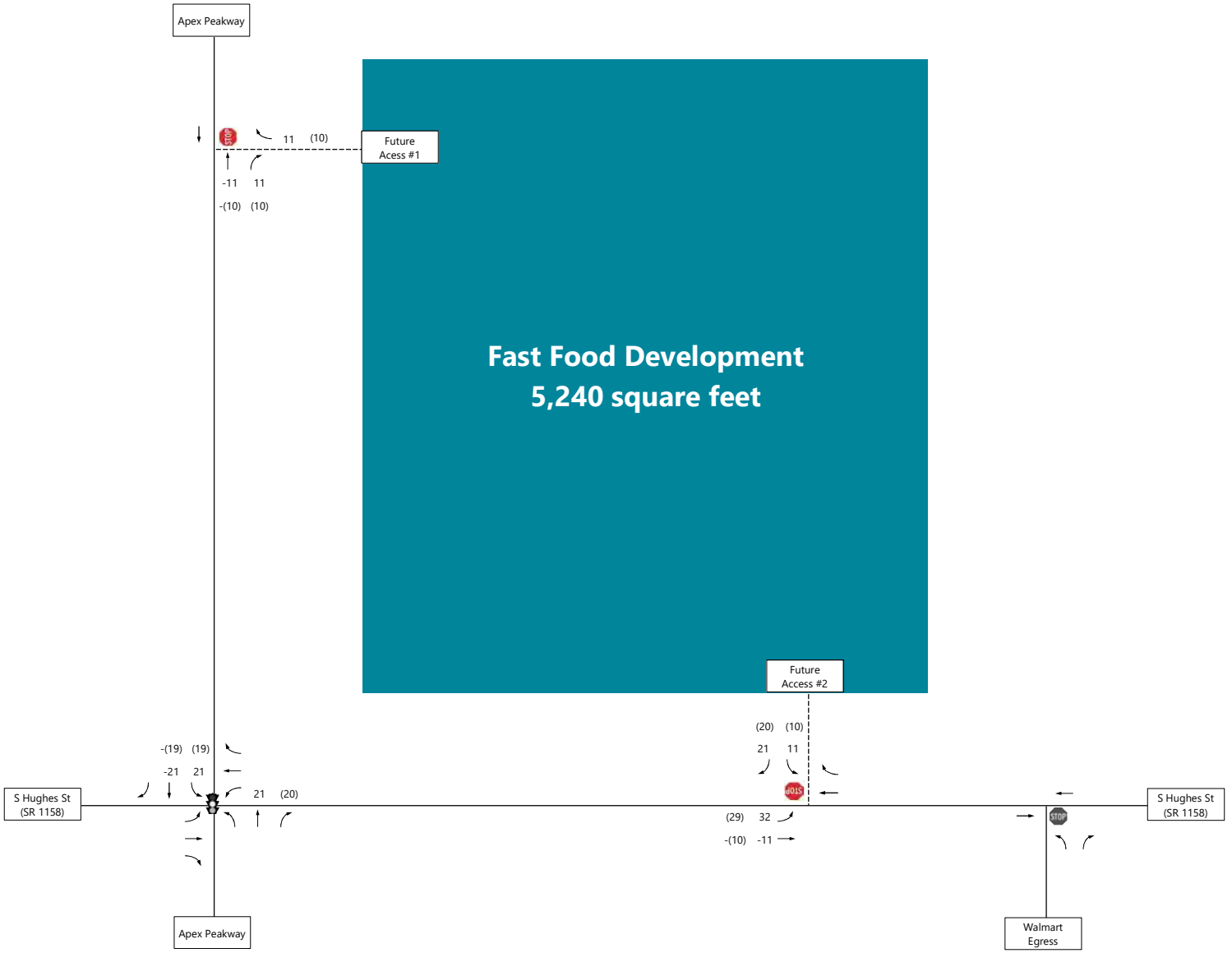


Figure 10
Pass-By Peak Hou d Trips

Fast-Food Restaurant TIA
Apex, NC

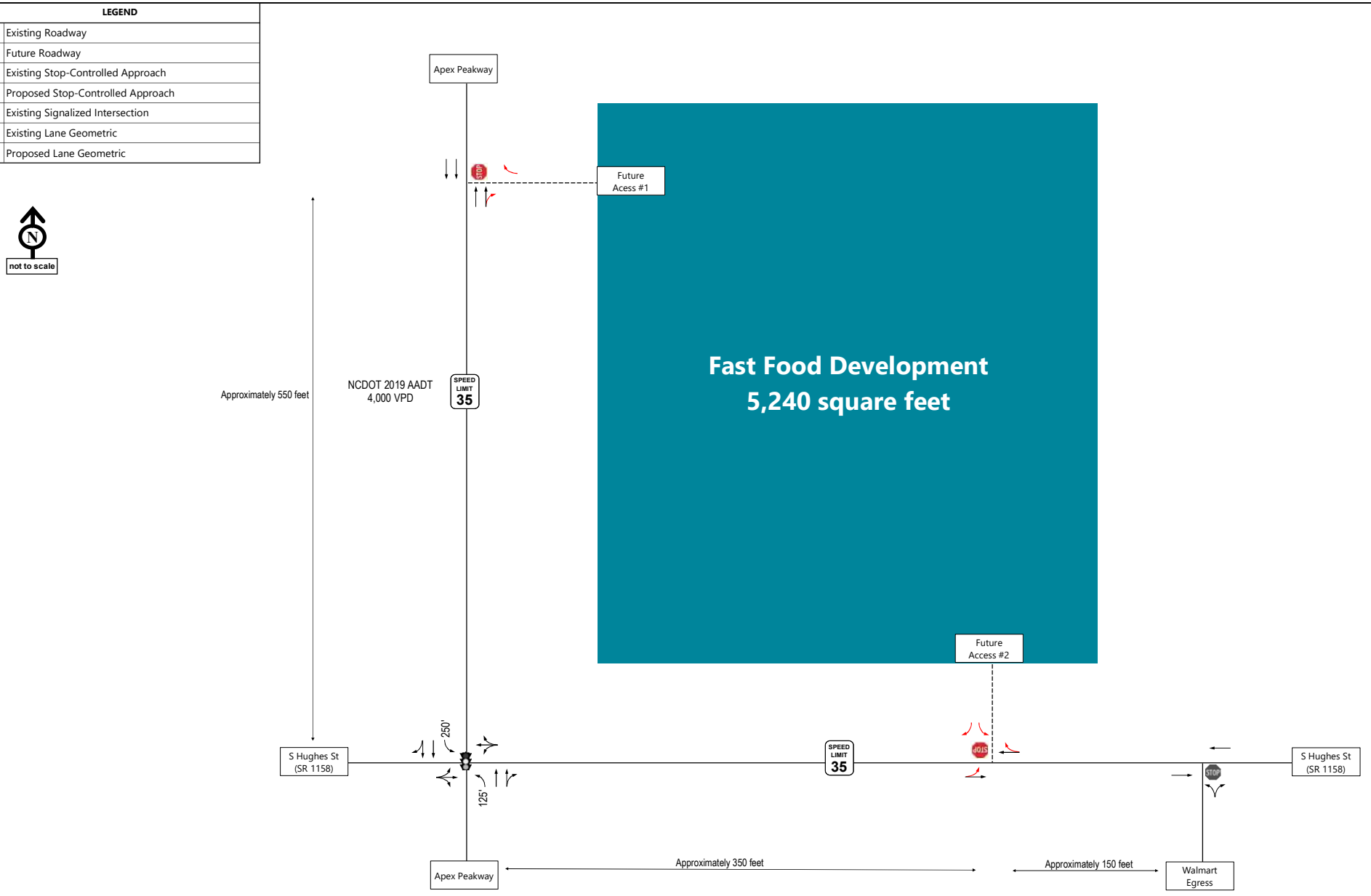


Figure 14
Build (2024) Lane Geo ffic Control

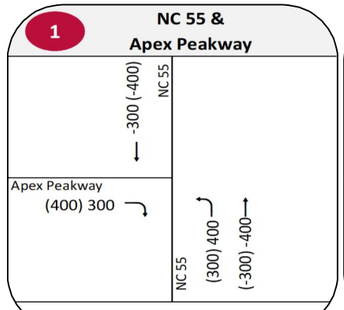
Fast-Food Restaurant TIA
Apex, NC

Figure 5.3 - Diverted Apex Peakway Connector Traffic

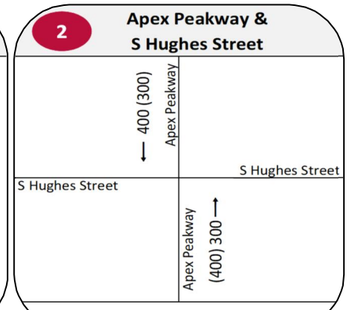
LEGEND

- # — Intersection ID
- Apex Peakway Connector
- AM (PM) Peak Hour Volumes

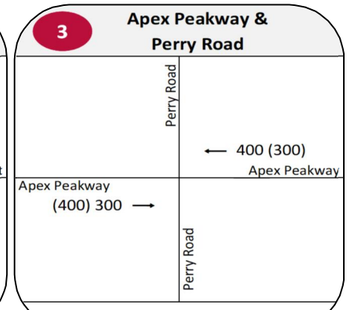
1 NC 55 & Apex Peakway



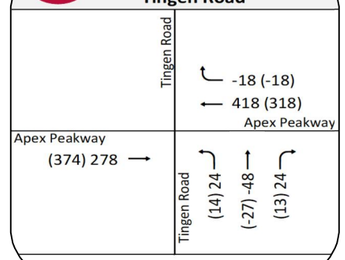
2 Apex Peakway & S Hughes Street



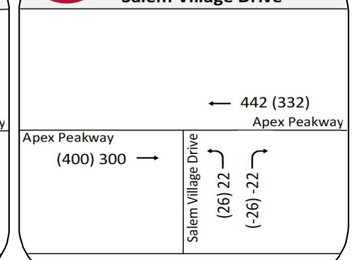
3 Apex Peakway & Perry Road



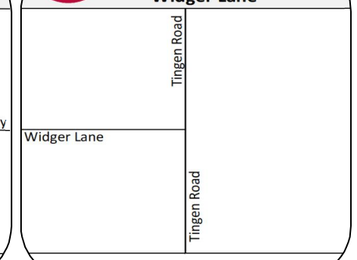
4 Apex Peakway & Tingen Road



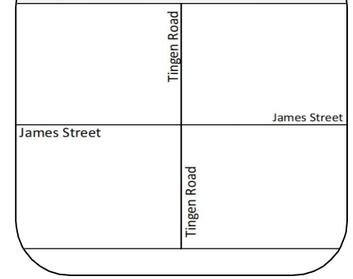
5 Apex Peakway & Salem Village Drive



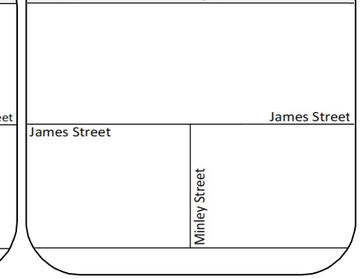
6 Tingen Road & Widger Lane



7 Tingen Road & James Street



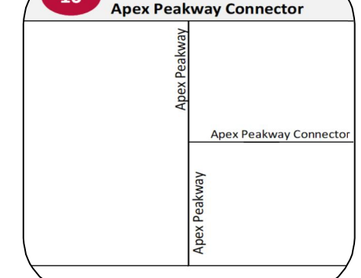
8 James Street & Minley Street



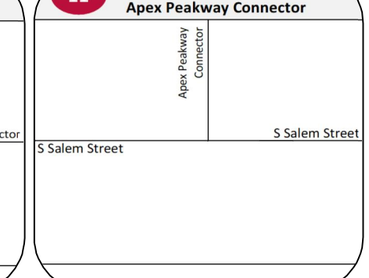
9 Apex Peakway & S Salem Street

This intersection is not analyzed under future traffic conditions since it will be removed due to the Apex Peakway Connector project.

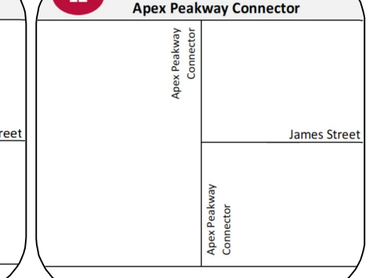
10 Apex Peakway & Apex Peakway Connector

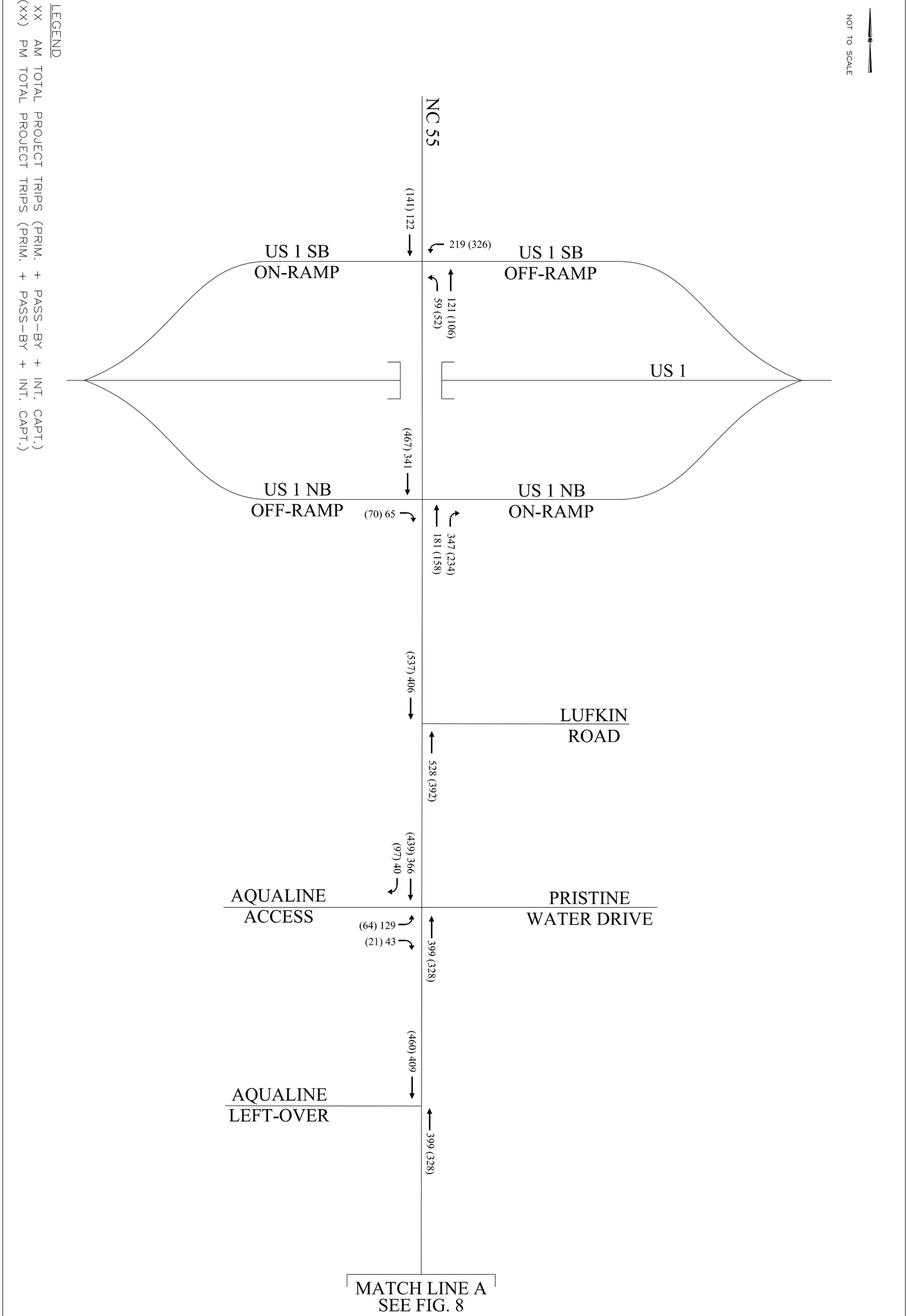


11 S Salem Street & Apex Peakway Connector



12 James Street & Apex Peakway Connector





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VERIDEA PHASE 1
APEX, NC
TRAFFIC IMPACT ANALYSIS

PROJECT TRIPS
(STUDY AREA NORTH)

FIGURE
7

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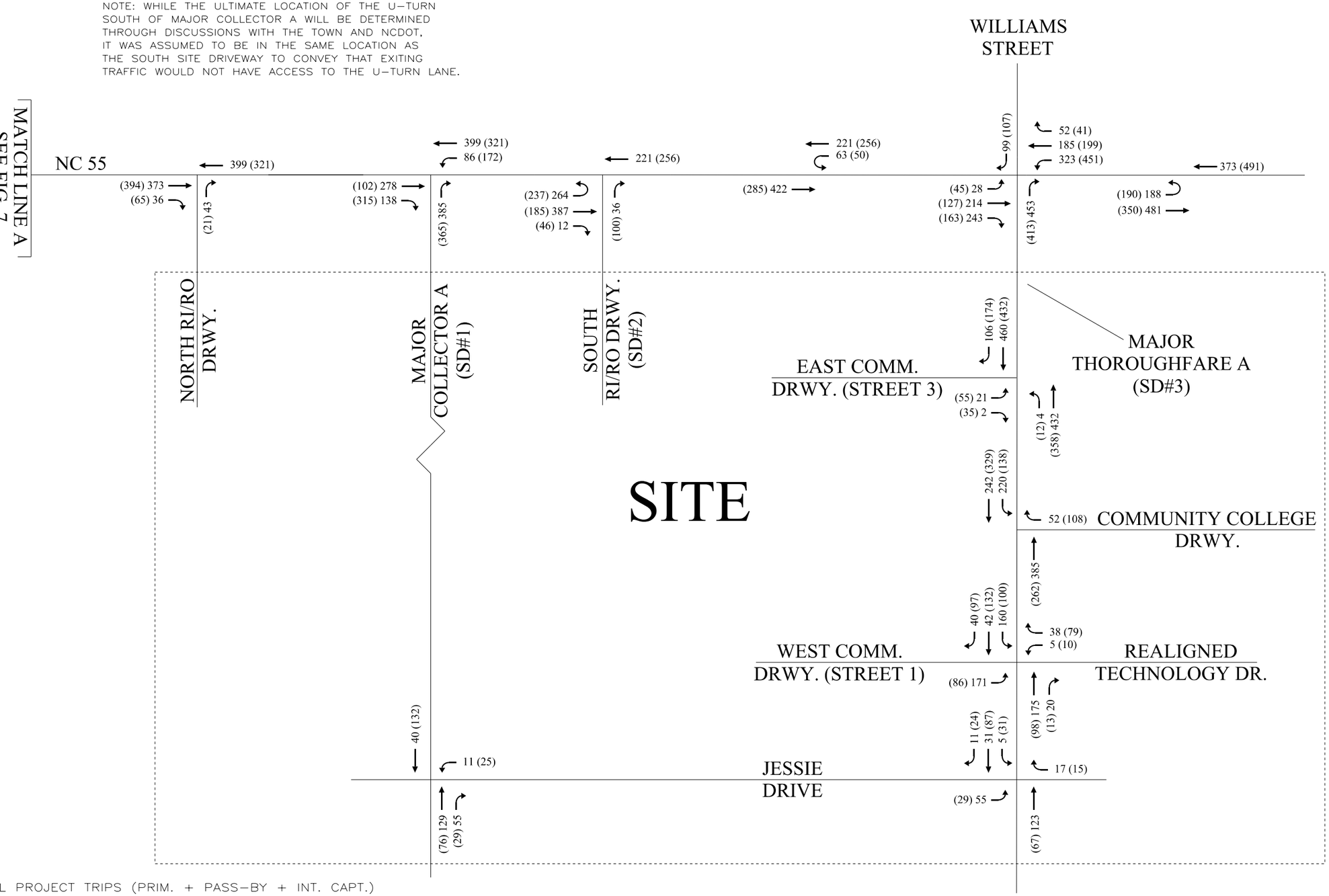
NOT TO SCALE

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

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

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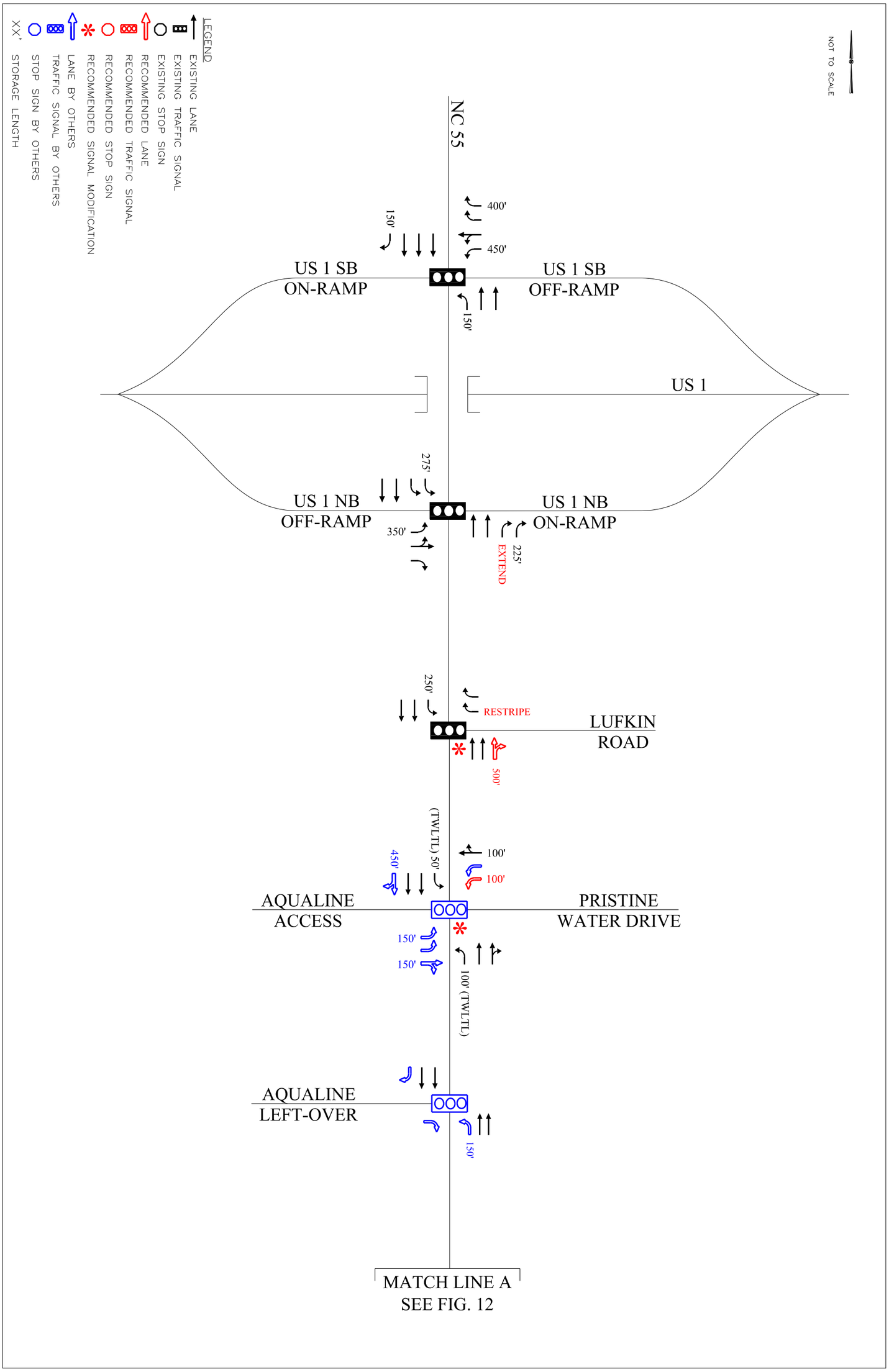

Kimley»Horn

VERIDEA PHASE 1
APEX, NC
TRAFFIC IMPACT ANALYSIS

COMMITTED AND RECOMMENDED ROADWAY LANEAGE (STUDY AREA NORTH)

FIGURE 11

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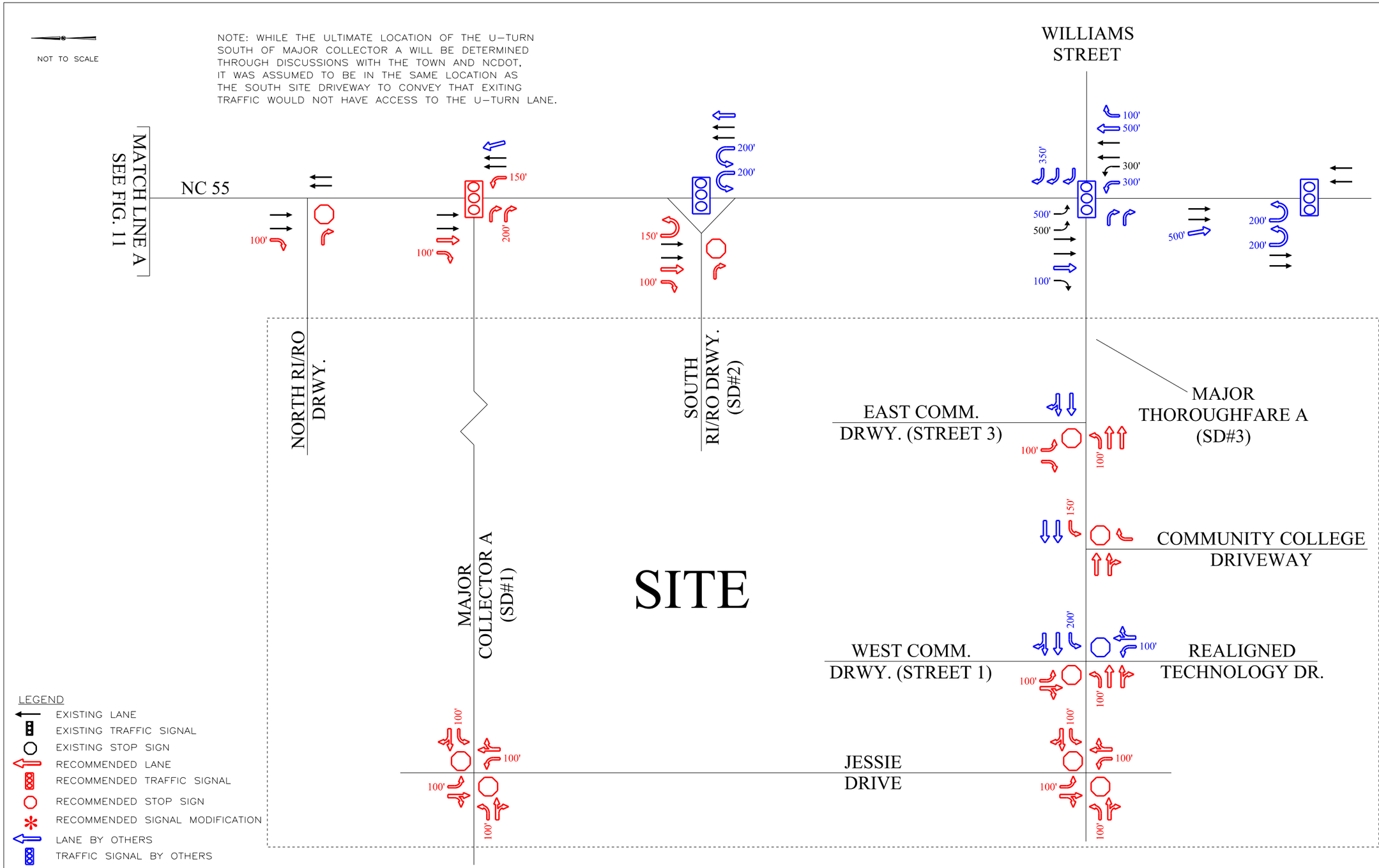
NOT TO SCALE

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

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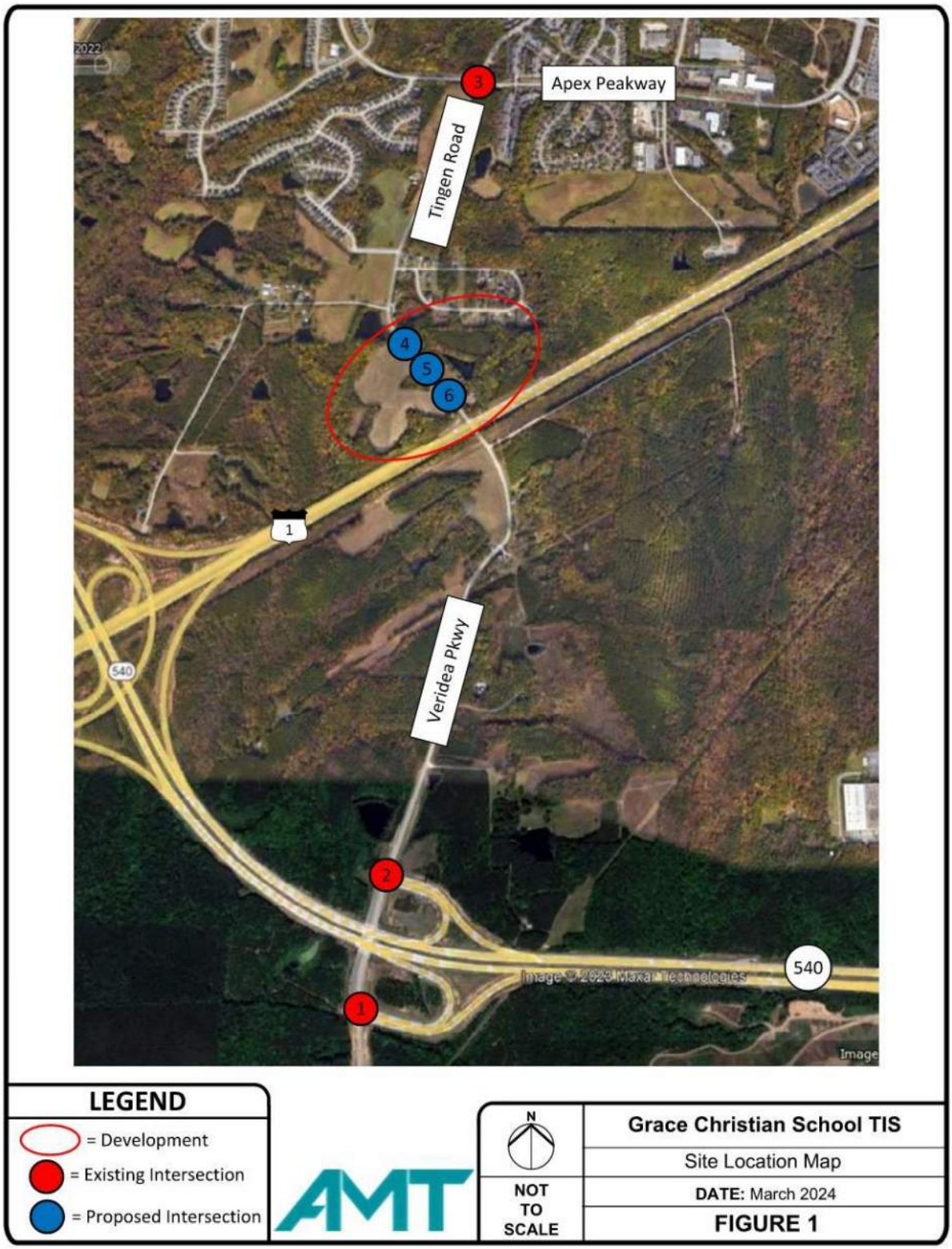
Grace Christian School Traffic Impact Analysis
Town of Apex, Wake County, NC

AMT Project File 23-0284.002 | February 7, 2025

PREPARED BY:
Caleb Glaser, PE, PTOE, RSP1
A. Morton Thomas and Associates, Inc.
900 Ridgefield Drive, Suite 325
Raleigh, NC 27609
(919) 855-9989

NC License No: 057216


Apex Peakway
Tingen Road
Veridea Pkwy
540
1
2
3
4
5
6
LEGEND
= Development
= Existing Intersection
= Proposed Intersection
N
NOT TO SCALE
Grace Christian School TIS
Site Location Map
DATE: March 2024
FIGURE 1

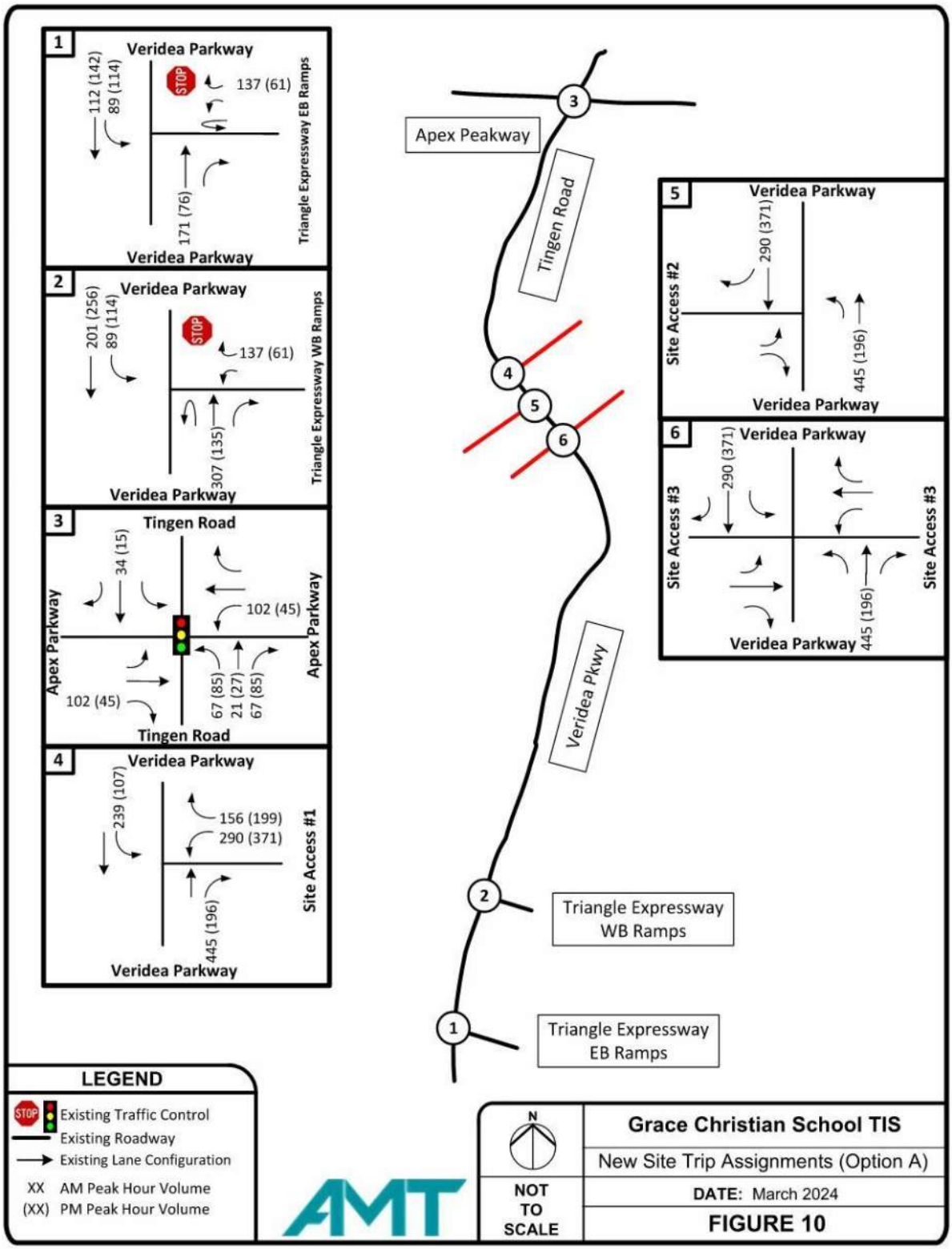
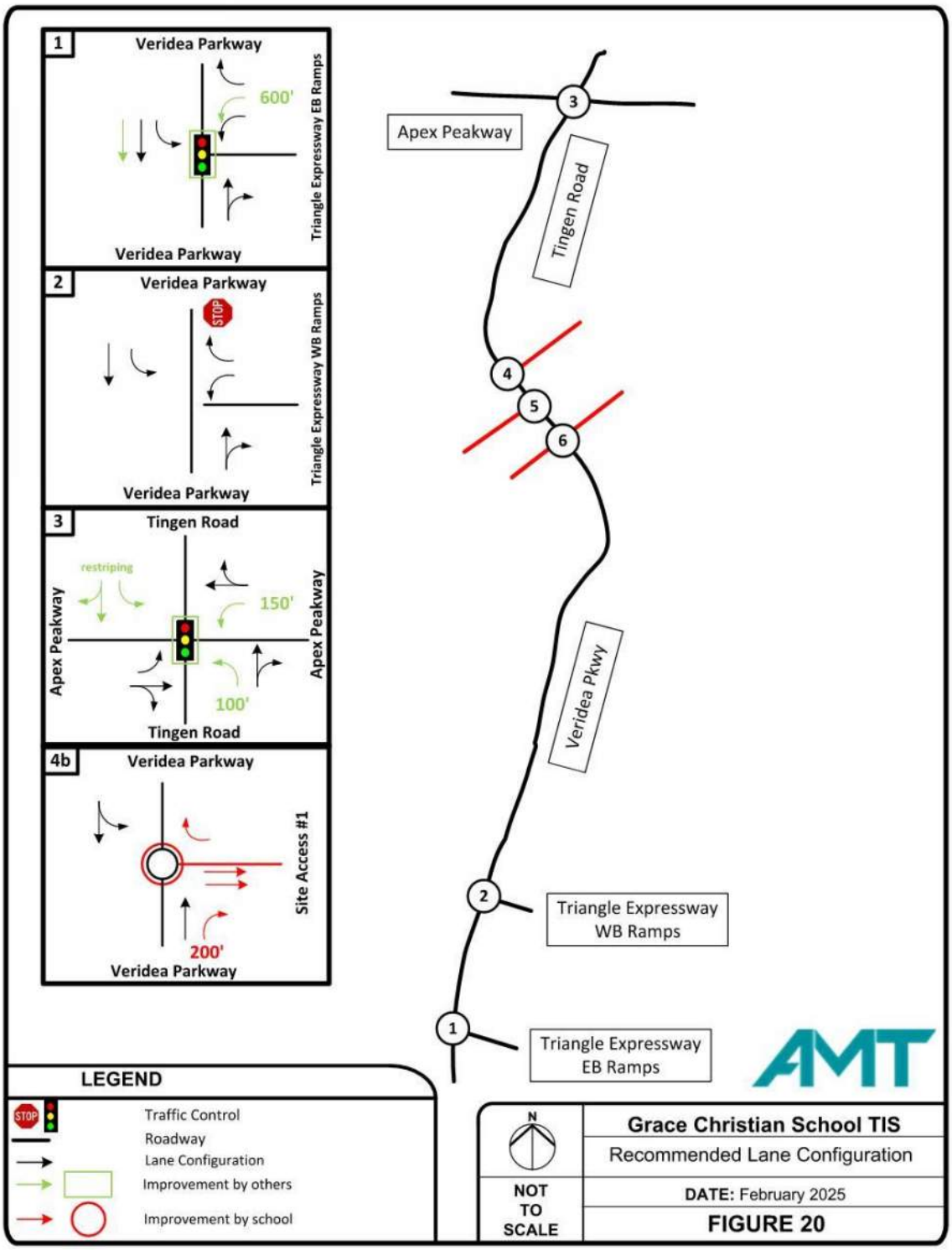

1
Veridea Parkway
112 (142)
89 (114)
137 (61)
171 (76)
Triangle Expressway EB Ramps
Veridea Parkway
2
Veridea Parkway
201 (256)
89 (114)
137 (61)
307 (135)
Triangle Expressway WB Ramps
Veridea Parkway
3
Tingen Road
34 (15)
102 (45)
Apex Parkway
Apex Parkway
102 (45)
67 (85)
21 (27)
67 (85)
Tingen Road
4
Veridea Parkway
239 (107)
156 (199)
290 (371)
445 (196)
Site Access #1
Veridea Parkway
Apex Peakway
Tingen Road
Veridea Pkwy
Triangle Expressway WB Ramps
Triangle Expressway EB Ramps
5
Veridea Parkway
290 (371)
Site Access #2
445 (196)
Veridea Parkway
6
Veridea Parkway
290 (371)
Site Access #3
Site Access #3
445 (196)
Veridea Parkway
LEGEND
Existing Traffic Control
Existing Roadway
Existing Lane Configuration
XX AM Peak Hour Volume
(XX) PM Peak Hour Volume
N
NOT TO SCALE
Grace Christian School TIS
New Site Trip Assignments (Option A)
DATE: March 2024
FIGURE 10

Figure 20 shows the recommended lane configurations for the study intersections.



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

JOSH STEIN
GOVERNOR

DANIEL H. JOHNSON
SECRETARY

October 6, 2025

Hopson Gateway

Traffic Impact Analysis Review Report

Congestion Management Section

TIA Project: SC-2024-217R1
Division: 5
County: Wake

Clarence B. Bunting, P.E. Regional Engineer
Trevor S. Darnell, Project Design Engineer

Mailing Address:
NC DEPARTMENT OF TRANSPORTATION
TRANSPORTATION MOBILITY & SAFETY DIVISION
TRAFFIC MANAGEMENT UNIT
1561 MAIL SERVICE CENTER
RALEIGH, NC 27699-1561

Telephone: (919) 814-5000
Fax: (919) 771-2745
Customer Service: 1-877-368-4968

Location:
750 N. GREENFIELD PARKWAY
GARNER, NC 27529

Hopson Gateway		
SC-2024-217R1	Apex	Wake County

Per your request, the Congestion Management Section (CMS) of the Transportation Mobility and Safety Division has completed a review of the subject site. The comments and recommendations contained in this review are based on data for background conditions presented in the Traffic Impact Analysis (TIA) and are subject to the approval of the local District Engineer's Office and appropriate local authorities.

Date Initially Received by CMS	08/08/25	Date of Site Plan	11/01/24
Date of Complete Information	08/08/25	Date of Sealed TIA	08/08/25

Proposed Development

The TIA assumes the development is completed by 2028 and consists of the following:

Land Use	Land Use Code	Size
Warehousing	150	120,000 sq.ft.
Yard Waste Transfer Station and Drop off Convenience Center (Proposed)	-	13.5 acres
Business Park	770	25,000 sq.ft.
Single-Family Detached Housing	210	50 d.u.
Single-Family Attached Housing	215	170 d.u.
Multifamily Housing (Mid-Rise)	221	200 d.u.

Trip Generation - Unadjusted Volumes During a Typical Weekday			
	IN	**OUT**	**TOTAL**
AM Peak Hour	142	253	395
PM Peak Hour	211	187	398
Daily Trips			5,162

General Reference

For reference to various documents applicable to this review please reference the following link: ***https://connect.ncdot.gov/resources/safety/Pages/Congestion-Management.aspx***

Once the driveway permit has been approved and issued, a copy of the final driveway permit requirements should be forwarded to this office. If we can provide further assistance, please contact the Congestion Management Section.

Site Plan

The TIA was submitted with a conceptual site plan. Further analysis and / or different recommendations may be needed pending review of a detailed site plan.

Improvements By Others

The analysis includes background improvements by others. If these improvements are not in place at the time of construction, the site developer should provide these improvements or analysis demonstrating mitigation is not necessary.

Signalization

We defer to the District Engineer, the Division Traffic Engineer, and the Regional Traffic Engineer for final decisions regarding signalization.

Figure 1

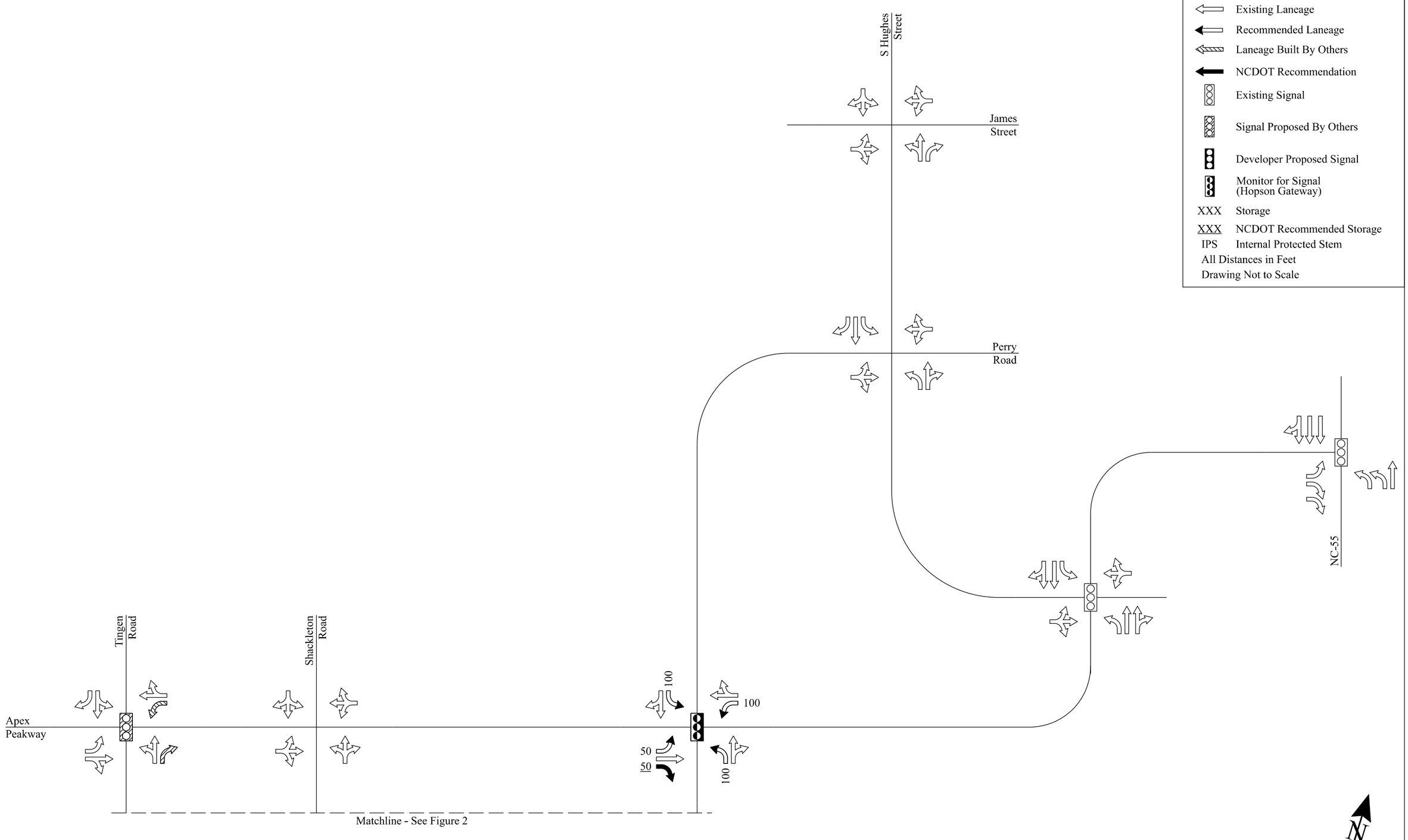
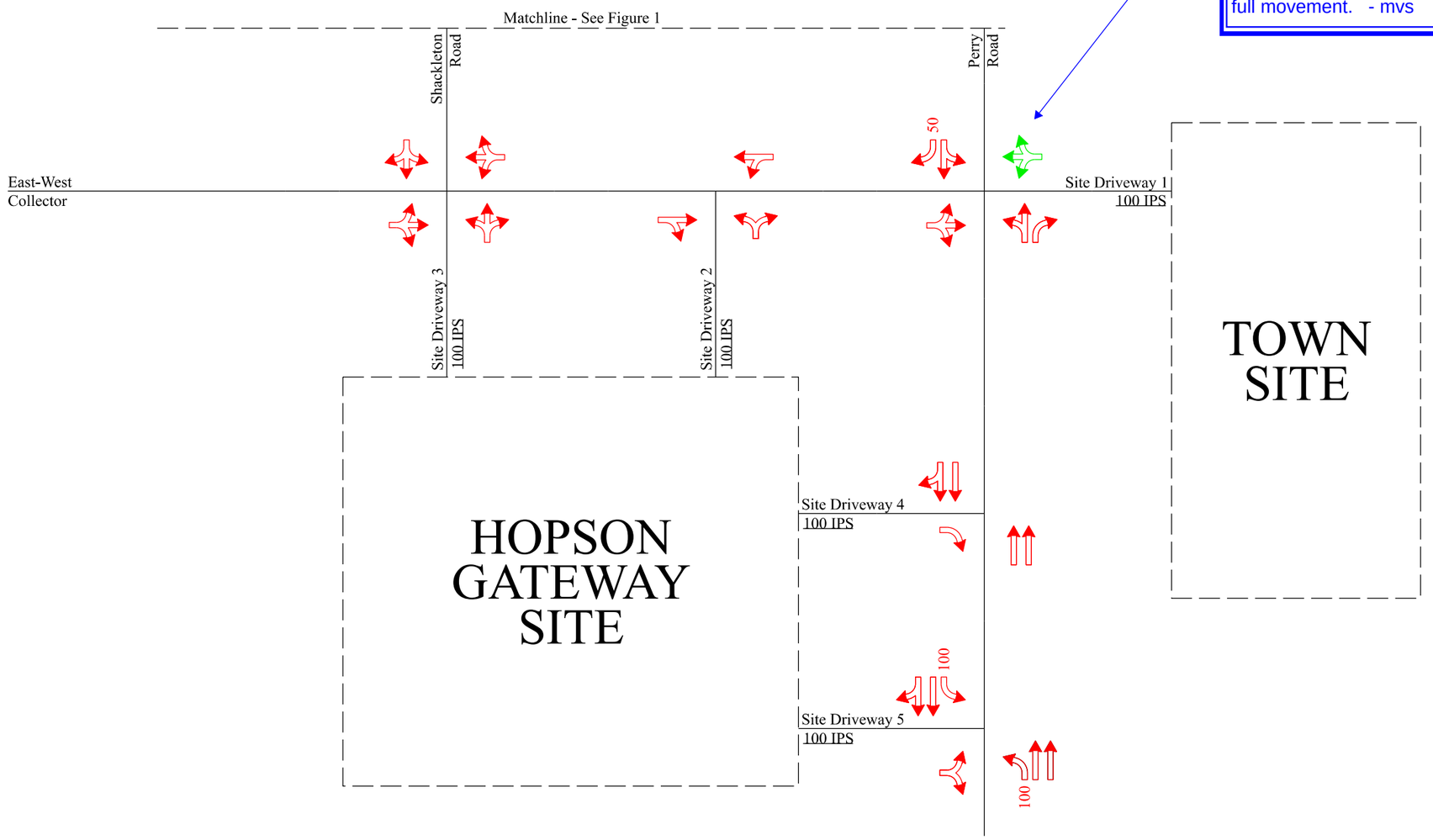

Hopson Gateway Development
SC-2024-217R1
Existing Laneage
Recommended Laneage
Laneage Built By Others
NCDOT Recommendation
Existing Signal
Signal Proposed By Others
Developer Proposed Signal
Monitor for Signal
(Hopson Gateway)
XXX Storage
XXX NCDOT Recommended Storage
IPS Internal Protected Stem
All Distances in Feet
Drawing Not to Scale
S Hughes Street
James Street
Perry Road
NC-55
Tingen Road
Shackleton Road
Apex Peakway
100
100
50
50
100
Matchline - See Figure 2

Figure 2



District Note:

The East-West Collector/Site Driveway 1 intersection must be located at least 600' from the nearest full movement driveway/intersection in order to be considered full movement. - mvs

Hopson Gateway Development
SC-2024-217R1

- Existing Laneage
- Recommended Laneage
- Recommended Laneage (Town)
- Laneage Built By Others
- NCDOT Recommendation
- NCDOT Recommendation (Town)
- Existing Signal
- Signal Proposed By Others
- Developer Proposed Signal
- XXX Storage
- XXX NCDOT Recommended Storage
- IPS Internal Protected Stem
- All Distances in Feet
- Drawing Not to Scale

TOWN OF APEX
POST OFFICE BOX 250
APEX, NORTH CAROLINA 27502
PHONE 919-249-3426

PUBLIC NOTIFICATION OF PUBLIC HEARINGS

CONDITIONAL ZONING #24CZ20
Hopson Gateway PUD & Town of Apex LI-CZ

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:

	Hopson Gateway Request	Town of Apex Request
Applicant	ACRE Manager, LLC	Town of Apex
Authorized Agent	Matthew Carpenter, Parker Poe	Matt Wetherell, Town of Apex
Property Addresses	0 Tingen Road (portion of) & 1341 Perry Road (portion of)	0 Tingen Road (portion of), 1341 Perry Road (portion of), & 0 Perry Road
Acreage	± 58.54 acres	± 39.62 acres
Property Identification Numbers (PINs)	0741331566 (portion of), 0741326706 (portion of)	0741331566 (portion of), 0741326706 (portion of), 0741427922
Current 2045 Land Use Map Designations	Office Employment & Office Employment & Industrial Employment	Office Employment & Industrial Employment
If rezoned as proposed, the 2045 Land Use Map Designation will change to	Medium/High Density Residential & Commercial Services	Office Employment & Industrial Employment
Existing Zoning of Properties	Residential Agricultural (RA) & Light Industrial-Conditional Zoning (LI-CZ #24CZ08)	Residential Agricultural (RA) & Light Industrial-Conditional Zoning (LI-CZ #24CZ08)
Proposed Zoning of Properties	Planned Unit Development-Conditional Zoning (PUD-CZ)	Light Industrial-Conditional Zoning (LI-CZ)

Public Hearing Location: Apex Town Hall
Council Chamber, 2nd Floor
73 Hunter Street, Apex, North Carolina

Separate comments must be provided for the two public hearings by the deadlines specified below.

Planning Board Public Hearing Date and Time: November 10, 2025 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 (322 N. Mason 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.

Town Council Public Hearing Date and Time: November 13, 2025 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 500 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/49033.

Dianne F. Khin, AICP
Planning Director

Published Dates: October 24 – November 13, 2025

TOWN OF APEX
PO BOX 250
APEX, NORTH CAROLINA 27502
TELÉFONO 919-249-3426

NOTIFICACIÓN PÚBLICA DE AUDIENCIAS PÚBLICAS

ORDENAMIENTO TERRITORIAL CONDICIONAL #24CZ20
Hopson Gateway PUD & Town of Apex LI-CZ
(Desarrollo de Unidad Planificada)

De conformidad con las disposiciones de los Estatutos Generales de Carolina del Norte §160D-602 y con la Sección 2.2.11 de la Ordenanza de Desarrollo Unificado (UDO) del Ayuntamiento de Apex, por la presente se notifican las audiencias públicas ante la Junta de Planificación y el Consejo Municipal del Ayuntamiento de Apex. El propósito de estas audiencias es considerar lo siguiente:

	Hopson Gateway Request	**Town of Apex Request**
Solicitante	ACRE Manager, LLC	Town of Apex
Agente autorizado	Matthew Carpenter, Parker Poe	Matt Wetherell, Town of Apex
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Designación actual en el Mapa de Uso Territorial para 2045	Office Employment & Office Employment & Industrial Employment	Office Employment & Industrial Employment
Si se aprueba el cambio de zonificación como se propone, el Mapa de Uso Territorial para el 2045 cambiará a	Medium/High Density Residential & Commercial Services	Office Employment & Industrial Employment
Ordenamiento territorial existente de las propiedades	Residential Agricultural (RA) & Light Industrial-Conditional Zoning (LI-CZ #24CZ08)	Residential Agricultural (RA) & Light Industrial Conditional-Zoning (LI-CZ #24CZ08)
Ordenamiento territorial propuesto para las propiedades	Planned Unit Development-Conditional Zoning (PUD-CZ)	Light Industrial-Conditional Zoning (LI-CZ)

Lugar de la audiencia pública: Ayuntamiento de Apex
Cámara del Consejo, 2º piso
73 Hunter Street, Apex, Carolina del Norte

Los comentarios para cada una de las dos audiencias públicas deben presentarse por separado en los plazos especificados a continuación.

Fecha y hora de la audiencia pública de la Junta de Planificación: 10 de noviembre de 2025 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 (322 N. Mason 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.

Fecha y hora de la audiencia pública del Consejo Municipal: 13 de noviembre de 2025 6:00 PM

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.

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Fechas de publicación: 24 de octubre - 13 de noviembre 2025

Mapa de las inmediaciones:

Los propietarios, inquilinos y asociaciones de vecinos en un radio de 500 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/49033.

Dianne F. Khin, AICP
Directora de Planificación

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TOWN OF APEX
POST OFFICE BOX 250
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Published Dates: October 24 – November 13, 2025

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Published Dates: October 24 – November 13, 2025

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TOWN OF APEX
PO BOX 250
APEX, NORTH CAROLINA 27502
TELÉFONO 919-249-3426

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Cámara del Consejo, 2º piso
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Fecha y hora de la audiencia pública del Consejo Municipal: 13 de noviembre de 2025 6:00 PM

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Fechas de publicación: 24 de octubre - 13 de noviembre 2025

Search 11:42 AM 10/24/2025

Mapa de las inmediaciones:

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Dianne F. Khin, AICP
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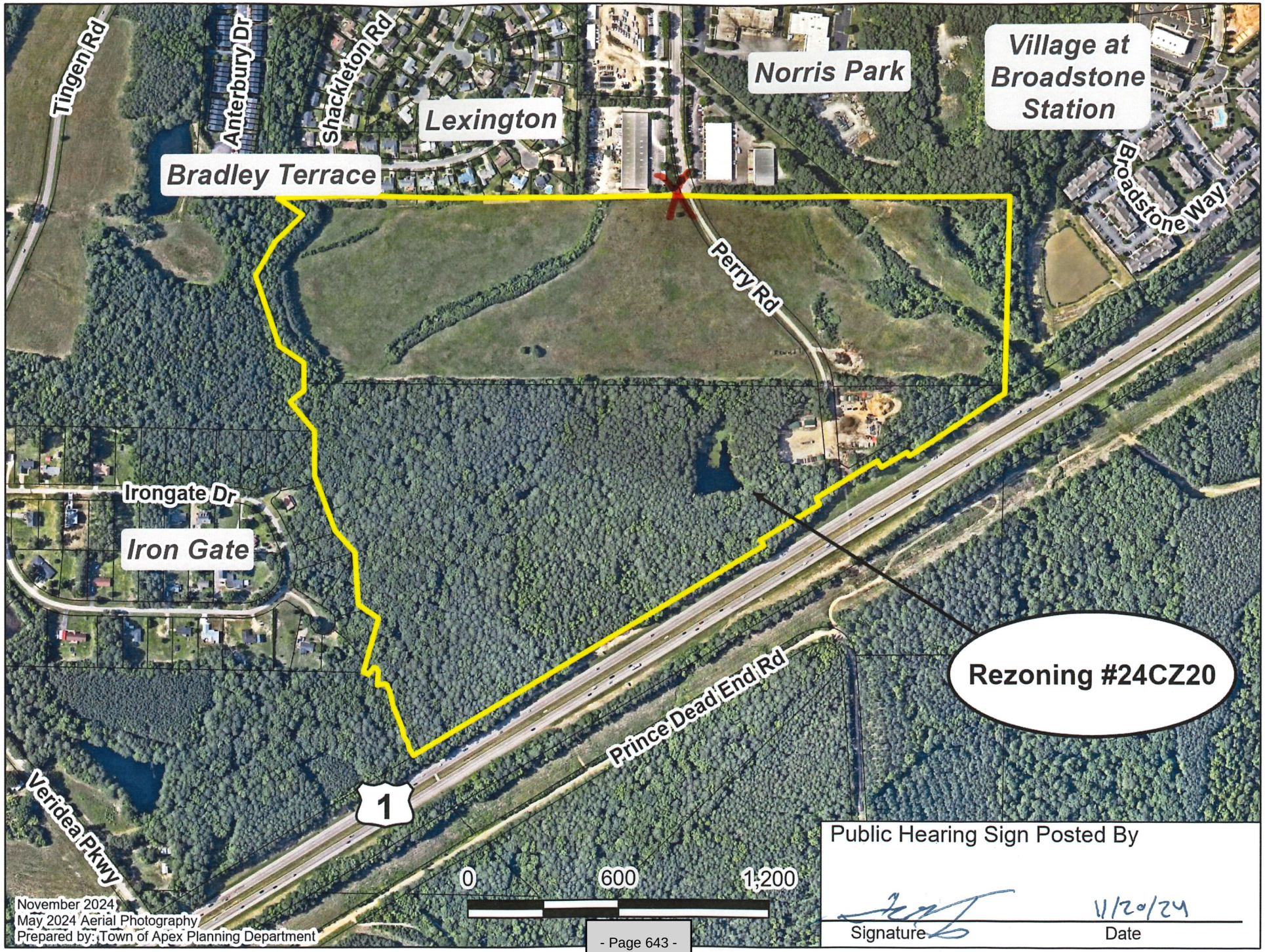


Public Hearing Sign Posted By

Signature

11/20/24
Date

TOWN OF APEX
POST OFFICE BOX 250
APEX, NORTH CAROLINA 27502
PHONE 919-249-3426

AFFIDAVIT CERTIFYING
Public Notification – Written (Mailed) Notice
Town of Apex Unified Development Ordinance Section 2.2.11

Project Name:	Conditional Zoning #24CZ20 Hopson Gateway PUD and Town of Apex LI-CZ
Project Location:	0 Tingen Road, 1341 Perry Road, and 0 Perry Road
Applicant or Authorized Agent:	Matthew Carpenter (Hopson Gateway) & Matt Wetherell (Town of Apex)
Firm:	Parker Poe (Hopson Gateway) & Town of Apex (Town of Apex)
Planning Board Public Hearing Date:	November 10, 2025
Town Council Public Hearing Date:	November 13, 2025
Project Planner:	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 October 24, 2025, 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 500' 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 500' of the land subject to notification.

10/27/2025
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 27 day of October, 2025.

JERI CHASTAIN PEDERSON
My Commission Expires
NOTARY PUBLIC
March 19, 2029
WAKE COUNTY, NC

Notary Public

My Commission Expires: 03/19/2029

WAKE COUNTY
PUBLIC SCHOOL SYSTEM

Office of Student Assignment
5625 Dillard Dr.
Cary, NC 27518
studentassignment@wcpss.net

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

December 16, 2024

Dianne Khin, AICP
Director, Planning Department
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: December 1, 2024
- Name of development: 24CZ20 Hopson Gateway PUD
- Address of rezoning: 0 Tingen Rd (frontage on Perry Rd) – portion of PINs 0741331566 & 0741326706
- Total number of proposed residential units: 220
- Type(s) of residential units proposed: Single-family detached, townhomes, apartments

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

| Agenda Item | cover sheet

for consideration by the Apex Town Council

Item Type: PUBLIC HEARING

Meeting Date: November 13, 2025

Item Details

Presenter(s): Amanda Bunce, Assistant Director

Department(s): Planning

Requested Motion

Public Hearing and possible motion to approve Rezoning Application #25CZ15 Veridea Expansion IV. The applicant, Todd Rechler, RXR Realty seeks to rezone approximately 130.74 acres from Rural Residential (RR), Light Industrial (LI), & Planned Unit Development-Conditional Zoning (PUD-CZ #07CZ01) to Sustainable Development-Conditional Zoning (SD-CZ) for Veridea. The proposed rezoning is located at 0, 0, 0, 3142, 3138, 3130, 0, & 3134 Veridea Pkwy; 0 Technology Dr (portion of); and 6300 King David Ct.

Approval Recommended?

The Planning Department recommends approval.

The Planning Board will hold a public hearing on November 10, 2025. The Planning Board recommendation will be presented at the November 13, 2025 Town Council meeting.

Item Details

The properties to be rezoned are identified as PINs 0740167653, 0740078021, 0740558687 (portion of), 0741117192, 0730977967, 0740081019, 0740082199, 0740082327, 0740070950, & 0740283126.

Attachments

- PH6-A1: Staff Report - Rezoning Case No. 25CZ15 - Veridea Expansion IV

All property owners, tenants, and neighborhood associations within 500 feet of this rezoning have been notified per UDO Sec. 2.2.11 *Public Notification*.

BACKGROUND INFORMATION:

Location: 0, 0, 0, 3142, 3138, 3130, 0, & 3134 Veridea Pkwy; 0 Technology Dr (portion of); and 6300 King David Ct

Applicant: Todd Rechler, RXR Realty

Owners: RXR LEN Apex Owner, LLC; RXR MTF Apex Vehicle, LLC; Greenway Waste Solutions of Apex, LLC; and Yifei Wang & Hua Mei

PROJECT DESCRIPTION:

Acreage: ±130.74

PINs: 0740167653, 0740078021, 0740558687 (portion of), 0741117192, 0730977967, 0740081019, 0740082199, 0740082327, 0740070950, & 0740283126

Current Zoning: Planned Unit Development-Conditional Zoning (PUD-CZ #07CZ01), Rural Residential (RR), & Light Industrial (LI)

Proposed Zoning: Sustainable Development-Conditional Zoning (SD-CZ) for Veridea

Current 2045 Land Use Map: Regional Mixed Use: Medium Density Residential/High Density Residential/ Office Employment/Commercial Services/Industrial Employment and Office Employment/Industrial Employment

If rezoned as proposed, the 2045 Land Use Map Designation will change to: Regional Mixed Use: Medium Density Residential/High Density Residential/Office Employment/Commercial Services/ Industrial Employment

Town Limits: Corporate Limits & ETJ

Adjacent Zoning & Land Uses:

	Zoning	Land Use
North:	Sustainable Development-Conditional Zoning (SD-CZ #09CZ07); Light Industrial (LI)	Vacant; Dell Technologies
South:	Sustainable Development-Conditional Zoning (SD-CZ #09CZ07 & #23CZ08); Rural Residential (RR); Light Industrial (LI)	Vacant; NC 540 Hwy; Greenway Waste landfill
East:	Sustainable Development-Conditional Zoning (SD-CZ #09CZ07); Light Industrial (LI)	Vacant
West:	Sustainable Development-Conditional Zoning (SD-CZ #09CZ07); Rural Residential (RR)	Vacant; Single-family residential (large lot)

Existing Conditions:

The 10 properties proposed to be rezoned total ±130.74 acres and are not contiguous. They are generally located west and east of Veridea Parkway and north of NC 540 Hwy. One small parcel is located north of US 1 Hwy. The properties are generally vacant and heavily wooded with two properties containing single-family homes and another containing a large pond.

Neighborhood Meetings:
The applicant conducted neighborhood meetings on August 21, 2025 and October 15, 2025. The neighborhood meeting reports are attached.

2045 Land Use Map:
The 2045 Land Use Map classifies the subject properties as Regional Mixed Use: Medium Density Residential/High Density Residential/Office Employment/Commercial Services/Industrial Employment and Office Employment/Industrial Employment. If this rezoning to SD-CZ is approved as requested, the portion of the area to be rezoned that is classified as Office Employment/Industrial Employment on the 2045 Land Use Map will be changed to Regional Mixed Use: Medium Density Residential/High Density Residential/Office Employment/Commercial Services/Industrial Employment per NCGS 160D-505(a). The proposed rezoning to Sustainable Development-Conditional Zoning (SD-CZ) is consistent with that land use classification.

WCPSS COORDINATION:
A Letter of Impact from Wake County Public School System (WCPSS) was not requested for this rezoning as no additional residential units are requested as part of this rezoning.

PROPOSED USES AND ZONING CONDITIONS:
Sec. 2.3.16.D of the Unified Development Ordinance (UDO) states in part:

> "…A parcel or parcels (the "Parcel") of any size may be added to an existing Sustainable Development Conditional Zoning District if (i) any portion of the Parcel is within 2,000 feet of such existing district, (ii) the Responsible Person of the existing district consents in writing and (iii) the Town Council approves a rezoning of the Parcel to Sustainable Development Conditional Zoning District SD-CZ in accordance with Secs. 2.3.3 and 2.3.16. In such event the SD Plan approved for the existing SD-CZ District shall be applicable to the Parcel(s) added to such existing district, and the development densities authorized in the existing SD Plan (including number of residential units and authorized square footage of other land uses) shall be increased on a pro-rata basis based on the size of the Parcel(s) added to the district, unless the Town Council provides otherwise with the consent of the Responsible Person."

If the proposed rezoning is approved, the Veridea SD Plan, Environmental Enhancement Plan, and Pattern Book will be applicable to the subject properties. This is why no additional zoning conditions have been offered for this rezoning.

The applicant has indicated that no increase in the number of residential units or retail and office/industrial development densities is desired with the addition of these properties. If approved, the development densities will remain as follows:

- Residential dwelling units: 8,000 (no change)
- Retail: 4,122,424.55 sq ft (no change)
- Office/Industrial: 14,131,483 sq ft (no change)

ENVIRONMENTAL ADVISORY BOARD:
The Apex Environmental Advisory Board (EAB) heard this rezoning at their October 16, 2025 meeting and did not make any suggestions for additional zoning conditions.

PLANNING STAFF RECOMMENDATION:
Planning staff recommends approval of Rezoning #25CZ15 with the conditions as offered by the applicant.

PLANNING BOARD RECOMMENDATION:
The Planning Board will hold a public hearing on November 10, 2025. Their recommendation will be shared at the November 13, 2025 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 2045 Land Use Map classifies the subject properties as Regional Mixed Use: Medium Density Residential/High Density Residential/Office Employment/Commercial Services/Industrial Employment and Office Employment/Industrial Employment. If this rezoning to SD-CZ is approved as requested, the portion of the area to be rezoned that is classified as Office Employment/Industrial Employment on the 2045 Land Use Map will be changed to Regional Mixed Use: Medium Density Residential/High Density Residential/Office Employment/Commercial Services/Industrial Employment per NCGS 160D-505(a).

The proposed rezoning is reasonable and in the public interest because it will encourage more efficient and compatible development of the properties, provide for the same development standards as applicable to the undeveloped adjacent properties, and allow for uses that will generate jobs and increase the tax base.

CONDITIONAL ZONING STANDARDS:
The Town Council shall find the SD-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 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.

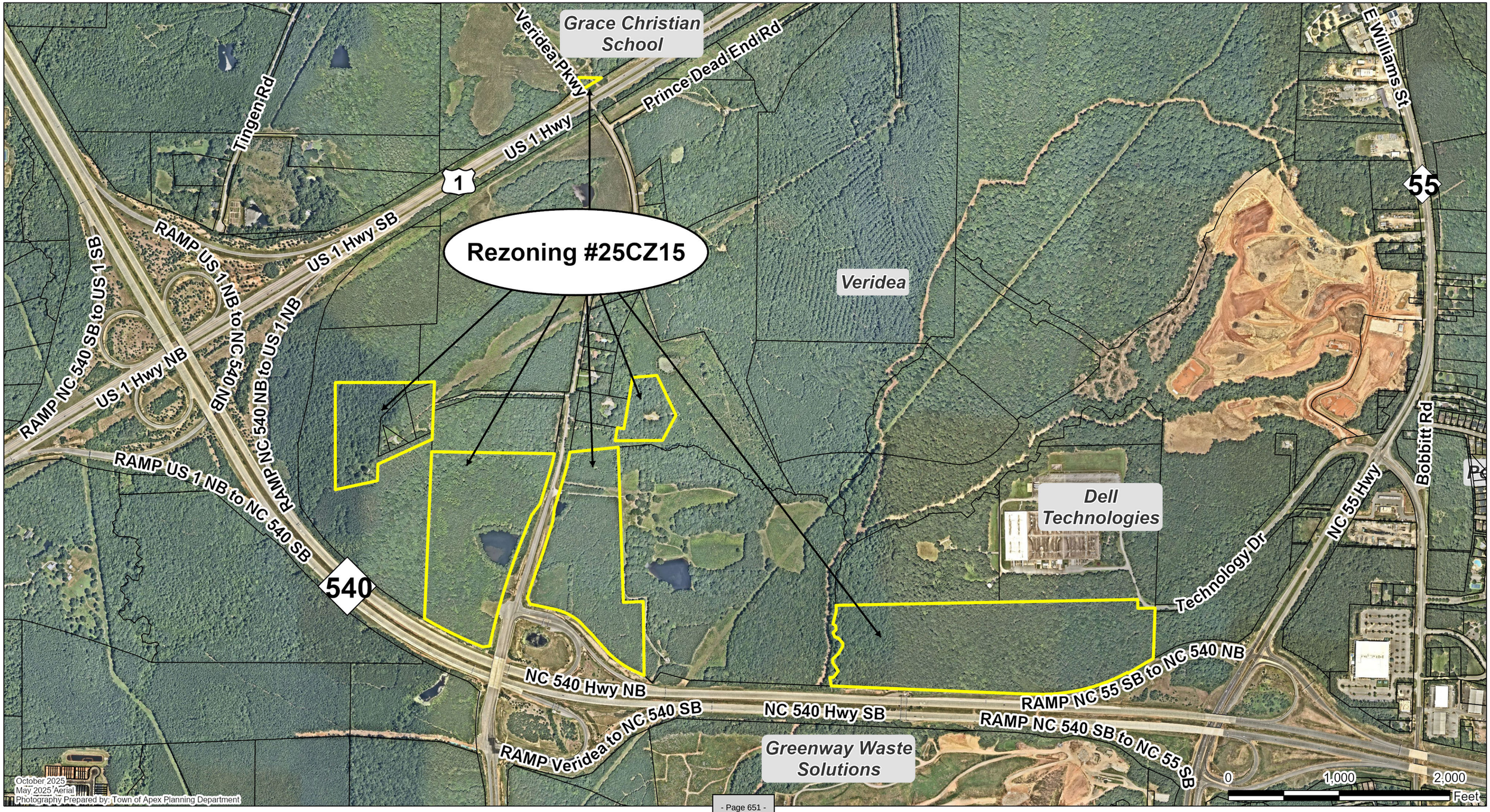
6) *Impact on public facilities.* The proposed Conditional Zoning District use's avoidance of having adverse impacts on public facilities and services, including roads, potable water and wastewater facilities, parks, schools, police, fire and EMS facilities.

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.


Grace Christian School
Veridea Pkwy
Prince Dead End Rd
E Williams St
Tingen Rd
US 1 Hwy
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55
Rezoning #25CZ15
Veridea
US 1 Hwy SB
RAMP US 1 NB to NC 540 NB
RAMP NC 540 SB to US 1 SB
US 1 Hwy NB
RAMP NC 540 NB to US 1 NB
RAMP US 1 NB to NC 540 SB
540
Dell Technologies
Technology Dr
NC 55 Hwy
Bobbitt Rd
NC 540 Hwy NB
RAMP NC 55 SB to NC 540 NB
RAMP Veridea to NC 540 SB
NC 540 Hwy SB
RAMP NC 540 SB to NC 55 SB
Greenway Waste Solutions
October 2025
May 2025 Aerial
Photography Prepared by: Town of Apex Planning Department
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1,000
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Feet

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 #: 25CZ15 Submittal Date: 9-9-2-25

Fee Paid:

Project Information

Project Name: Veridea Expansion IV - West Village Rezoning

Address(es): See Attachment A

PIN(s): See Attachment A

Acreage: 130.74

Current Zoning: See Attachment A Proposed Zoning: See Attachment A

Current 2045 LUM Classification(s): Regional Mixed Use

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: 130.74

Area proposed as non-residential development: Acreage: TBD

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

Applicant Information

Name: Todd Rechler, RXR Realty

Address: 625 RXR Plaza

City: Uniondale State: NY Zip: 11556

Phone: 516-506-6000 E-mail: trechler@rxr.com

Owner Information

Name: See Attachment A

Address:

City: State: Zip:

Phone: E-mail:

Agent Information

Name: Jason Barron, Morningstar Law Group

Address: 434 Fayetteville St., Suite 2200

City: Raleigh State: NC Zip: 27601

Phone: 919-590-0371 E-mail: jbarron@morningstarlawgroup.com

Other contacts: Leticia Shapiro, Morningstar Law Group

434 Fayetteville St., Suite 2200

Raleigh, NC 27601

919-590-0366 tshapiro@morningstarlawgroup.com

PETITION INFORMATION

Application #: 25CZ15 Submittal Date: 9-9-2-25

An application has been duly filed requesting that the property described in this application be rezoned from Attachment A to SD-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	The uses will be consistent with	21	
2	the existing Veridea SD Plan.	22	
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PETITION INFORMATION

Application #: 25CZ15 Submittal Date: 9-9-2-25

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.

Consistent with UDO Section 2.3.16(D), these parcels are being added to an existing SD-CZ district known as Veridea. The existing SD-CZ Plan for the SD-CZ district shall be applicable to these parcels. The applicant is not requesting a pro-rata increase in the residential units, retail or office/industrial square feet as otherwise allowed under the Veridea SD Plan. All other provisions contained in the Veridea SD Plan will be applicable to these parcels.

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.**

These parcels are designated Regional Mixed Use (RMU) on the 2045 Land Use Map. SD zoning is allowable in all mixed use centered including RMU. As such, this rezoning is consistent with the land use map designation.

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 purpose of this proposed conditional zoning is to includes these parcels into the existing Veridea Sustainable Development ("Veridea SD"). The Veridea SD surrounds these parcels which will become part of the existing Veridea SD Plan as as such, consistent with 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.

These parcels shall become part of the Veridea SD Plan and all uses will be consistent with the standards provided in the Town of Apex UDO, including any applicable supplemental standards.

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 design of the proposed conditional zoning district will be compatible with surrounding uses as the purpose of this rezoning is to add these parcels to the Veridea SD which is adjacent to these parcels. The parcels will become part of the Veridea SD Plan and the overall scheme of the Veridea SD Plan.

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 guiding principles of the Veridea SD Plan put coexistence with nature and environmental sustainability first place, minimizing environmental impacts and emphasizing 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.

To the applicant's knowledge, there are sufficient public facilities and services to serve the development of these parcels consistent with the proposed rezoning and the Veridea SD Plan.

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 Veridea SD Plan provides a health sustainable mixed use community for Apex residents. A guiding principle is to create a community where humanity and nature co-exist in a healthy, supportive, diverse and sustainable condition.

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

These parcels will become part of the existing Veridea SD Plan and will not be 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.

The proposed rezoning will not create a nuisance or hazard due to traffic or noise. Development of the property shall be provided by the Veridea SD Plan and will be similar in size, scale, and quality of the surrounding uses in the area.

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 conditional zoning district will comply with all standards imposed on it by all other applicable provisions of the Apex UDO.

ATTACHMENT A

#	PIN/ADDRESS	BOOK/PAGE/ACRES	OWNER	CURRENT ZONING
1	0740167653 0 Veridea Pkwy Apex, NC 27539	27.29	RXR LEN APEX OWNER LLC GENERAL COUNSEL 625 RXR PLZ Uniondale, NY 11556-3815	RR – Rural Residential
2	0740078021 0 Veridea Pkwy Apex, NC 27539	32.28	RXR LEN APEX OWNER LLC GENERAL COUNSEL 625 RXR PLZ Uniondale, NY 11556-3815	RR – Rural Residential
3	0740558687 0 Technology Dr. Apex, NC 27539 (Portion of)	50.56	GREENWAY WASTE SOLUTIONS OF APEX LLC 19109 W CATAWHA AVE STE 110 CORNELIUS NC 28031-5613	LI – Light Industrial
4	0741117192 0 Veridea Pkwy Apex, NC 27539	0.25	RXR LEN APEX OWNER LLC 625 RXR PLZ UNIONDALE NY 11556-3815	RR – Rural Residential
5	0730977967 3142 Veridea Pkwy Apex, NC 27539	10.27	RXR LEN APEX OWNER LLC 625 RXR PLZ Uniondale, NY 11556-3815	PUD-CZ – Planned Unit Development Conditional Zoning
6	0740081019 3138 Veridea Pkwy, Apex, NC 27539	2.16	RXR LEN APEX OWNER LLC 625 RXR PLZ Uniondale, NY 11556-3815	PUD-CZ – Planned Unit Development Conditional Zoning
7	0740082199 3130 Veridea Pkwy, Apex, NC 27539	2.09	WANG, YIFEI MEI, HUA 111 BRIDGEGATE DR CARY NC 27519-7184	RR – Rural Residential
8	0740082327 0 Veridea Pkwy, Apex, NC 27539	0.30	WANG, YIFEI MEI, HUA 111 BRIDGEGATE DR CARY NC 27519-7184	PUD-CZ – Planned Unit Development Conditional Zoning
9	0740070950 3134 Veridea Pkwy, Apex, NC 27539	0.52	RXR LEN APEX OWNER LLC 625 RXR PLZ UNIONDALE NY 11556-3815	RR – Rural Residential
10	0740283126 6300 King David Ct. Apex, NC 27539	5.0	RXR LEN APEX OWNER LLC RXR MTF APEX VEHICLE LLC 625 RXR PLZ UNIONDALE NY 11556-3815	RR – Rural Residential

AGENT AUTHORIZATION FORM

Application #: 25CZ15 Submittal Date: _____

RXR LEN APEX OWNER 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: See attached "RXR Property List"

The agent for this project is: Jason Barron and Leticia Shapiro- Morningstar Law Group

☐ I am the owner of the property and will be acting as my own agent

Agent Name: Jason Barron and Leticia Shapiro - Morningstar Law Group

Address: 434 Fayetteville St; Suite 2200 Raleigh NC 27601

Telephone Number: 919-590-0371; 919-590-0366

E-Mail Address: jbarron@morningstarlawgroup.com; tshapiro@morningstarlawgroup.com

Signature(s) of Owner(s)*

Todd Rechler, Authorized Person — 9/30/2025

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 #: 25CZ15 Submittal Date: _____

The undersigned, Todd Rechler c/o RXR LEN APEX OWNER 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 See RXR Property List 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 See RXR Property List, and recorded in the Wake County Register of Deeds Office on See RXR Property List, in Book See RXR Property List Page See RXR Property List.

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 See RXR Property List, 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 See RXR Property List, 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 30th day of September, 2025.

_____ (seal)

Todd Rechler c/o RXR LEN APEX OWNER LLC

Type or print name

STATE OF NEW YORK
COUNTY OF NEW YORK

I, the undersigned, a Notary Public in and for the County of New York, hereby certify that Todd Rechler, Affiant, personally known to me or known to me by said Affiant's presentation of said Affiant's Authorized Person, personally appeared before me this day and acknowledged the due and voluntary execution of the foregoing Affidavit.

_____
Notary Public
State of New York
My Commission Expires: 10/03/2026

NOTARY SEAL

JOSEPH B. RABINOW
STATE OF NEW YORK
NOTARY PUBLIC
Qualified in Nassau County
01RA6441857
MY COMMISSION EXPIRES 10/03/2026

Joseph B. Rabinow

Last Updated: August 30, 2019

RXR PROPERTY LIST - Veridea Expansion IV (West Village) Rezoning

PIN	REID	ACRES	OWNER	OWNER ADDRESS	DEED BOOK	PAGE #	DEED DATE	SITE ADDRESS	ZONING
0730977967	66407	10.27	RXR LEN APEX OWNER LLC GENERAL COUNSEL	625 RXR PLZ UNIONDALE NY- 11556-3815	020025	01418	9/29/2025	3142 Veridea Parkway	PUD-CZ
0740081019	78236	2.16	RXR LEN APEX OWNER LLC GENERAL COUNSEL	625 RXR PLZ UNIONDALE NY- 11556-3815	020025	01418	9/29/2025	3138 Veridea Parkway	PUD-CZ
0740070950	59783	0.52	RXR LEN APEX OWNER LLC GENERAL COUNSEL	625 RXR PLZ UNIONDALE NY- 11556-3815	19968	1143	7/25/2025	3134 Veridea Parkway	RR
0740167653	407980	27.29	RXR LEN APEX OWNER LLC GENERAL COUNSEL	625 RXR PLZ UNIONDALE NY- 11556-3815	19263	2403	44974	0 Veridea Parkway	RR
0740078021	407983	32.28	RXR LEN APEX OWNER LLC GENERAL COUNSEL	625 RXR PLZ UNIONDALE NY- 11556-3815	19263	2403	44974	0 Veridea Parkway	RR
0741117192	360256	0.25	RXR LEN APEX OWNER LLC	625 RXR PLZ UNIONDALE NY- 11556-3815	19947	00487	45838	0 Veridea Parkway	RR
0740283126	243734	5	RXR LEN APEX OWNER LLC RXR MTF APEX VEHICLE LLC	625 RXR PLZ UNIONDALE NY- 11556-3815	19737	1859	10/16/2024	6300 King David Ct	RR

AFFIDAVIT OF OWNERSHIP: EXHIBIT A – LEGAL DESCRIPTION

Application #: 25CZ15 Submittal Date: _____

Insert legal description below.

PIN: 0740283126 (6300 King David Court)

Being all of the land now or formerly owned by RXR Len Apex Owner, LLC, as described in Deed Book 19737, page 1859 in the Wake County Register of Deeds; being more particularly described as:

Beginning at a point, being the northeast corner of lands now or formerly owned by Roger W. and Glenda K. Bushee, as described in Deed Book 4691, page 197, being also a corner of lands now or formerly owned by RXR Len Apex Owner, LLC, as described in Deed Book 19263, page 2335, the point of beginning; thence from the beginning, and with the common line of RXR Len Apex Owner, LLC, North 09°39'36" East a distance of 200.09 feet to a point; thence North 85°22'14" East a distance of 220.54 feet to a point; thence South 25°29'27" East a distance of 398.53 feet to a point; thence South 28°17'19" West a distance of 258.03 feet to an existing iron pipe; thence South 89°42'24" West a distance of 427.65 feet to an existing iron pipe; thence North 09°53'16" East a distance of 120.00 feet to an existing iron pipe, being a southern corner of lands now or formerly owned by Roger W. and Glenda K. Bushee, as described in Deed Book 4691, page 197; thence with said common line, South 80°06'44" East a distance of 60.00 feet to a point; thence North 09°39'36" East a distance of 270.00 feet to the point and place of beginning, containing an area of 217,807 square feet or 5.00 acres.

Application #: 25CZ15 Submittal Date:

Insert legal description below.

PIN: 0741117192

Being all of the land now or formerly owned by RXR Len Apex Owner, LLC, as described as "PIN: 0741-11-7192 (Tract 1)" in Deed Book 19947, page 487 in the Wake County Register of Deeds; being more particularly described as:

Beginning at an existing concrete monument on the eastern right of way line of Veridea Parkway, a 60 foot public right of way as shown on Book of Maps 2003, page 1756, being also a corner on the northern right of way line of U.S. Highway 1, a variable width controlled access right of way as shown on Book of Maps 2010, page 282, the point of beginning; thence from the beginning and with the eastern right of way line of Veridea Parkway, North 35°53'59" West a distance of 81.82 feet to an existing iron pipe, being a southern corner of lands now or formerly owned by Greater Raleigh Area Christian Education, Inc., as shown on Book of Maps 2015, page 14; thence leaving the eastern right of way line of Veridea Parkway and with said common line, North 00°44'04" East a distance of 32.54 feet to an existing iron pipe; thence South 89°07'32" East a distance of 204.62 feet to an existing iron pipe on the northern right of way line of U.S. Highway 1; thence with the northern right of way line of U.S. Highway 1, South 58°38'37" West a distance of 183.90 feet to the point and place of beginning, containing an area of 10,829 square feet or 0.25 acres.

AFFIDAVIT OF OWNERSHIP: EXHIBIT A – LEGAL DESCRIPTION

Application #: 25CZ15 Submittal Date:

Insert legal description below.

Tract PIN: 0740-16-7653 (REID: 0407980)
Being a portion of the land now or formerly owned by RXR Len Apex Owner, LLC, as described in Deed Book 19263, page 2403 in the Wake County Register of Deeds; being more particularly described as:
Beginning at an existing rebar with cap at the southeast corner of the subject parcel, being on the northern right of way line of the N.C. Highway 540 Ramp, a variable width controlled access right of way, as described in Deed Book 15539, page 1855, the point of beginning; thence from the beginning and with the northern right of way line of the N.C. Highway 540 Ramp, North 65°24'12" West a distance of 112.48 feet to an existing concrete monument; thence with a curve to the right a radius of 865.00 feet, an arc length of 261.30 feet, a chord bearing of North 54°43'51" West, a chord length of 260.31 feet to an existing concrete monument; thence North 42°11'22" West a distance of 182.87 feet to an existing concrete monument; thence North 40° 19'02" West a distance of 35.61 feet to a point; thence North 44°05'45" West a distance of 184.73 feet to an existing concrete monument; thence with a curve to the left a radius of 534.00 feet, an arc length of 249.50 feet, a chord bearing of North 64°32'31" West, a chord length of 247.24 feet to an existing concrete monument; thence North 77°55'37" West a distance of 220.93 feet to an existing concrete monument; thence North 25° 05'55" West a distance of 60.93 feet to an existing concrete monument on the eastern right of way line of Veridea Parkway, a variable width controlled access and public right of way, as described in Deed Book 15539, page 1885; thence with the eastern right of way line of Veridea Parkway, with a curve to the right a radius of 5930.50 feet, an arc length of 363.87 feet, a chord bearing of North 18°48'19" East, a chord length of 363.81 feet to a point; thence North 20°49'17" East a distance of 59.37 feet to a point; thence North 17°36'52" East a distance of 299.95 feet to a point; thence North 07°20'42" East a distance of 127.17 feet to a point; thence North 16°56'54" East a distance of 296.14 feet to a point; thence with a curve to the left a radius of 2067.50 feet, an arc length of 227.29 feet, a chord bearing of North 13°47'56" East, a chord length of 227.18 feet to a point, being a southwest corner of lands now or formerly owned by RXR Len Apex Owner, LLC, as described in Deed Book 19263, page 2335; thence leaving the eastern right of way line of Veridea Parkway and with said common line, North 84°14'41" East a distance of 440.42 feet to a point, being the northwest corner of lands now or formerly owned by RXR Len Apex Owner, LLC, as described in Deed Book 19263, page 2335; thence with said common line, South 01°55'47" East a distance of 1400.56 feet to a point; thence North 87°37'02" East a distance of 180.32 feet to a point; thence South 00°14'49" East a distance of 667.80 feet to the point and place of beginning, containing an area of 1,187,508 square feet or 27.26 acres.

AFFIDAVIT OF OWNERSHIP: EXHIBIT A – LEGAL DESCRIPTION

Application #: 25CZ15 Submittal Date:

Insert legal description below.

Tract PIN: 0740-07-8021 (REID: 0407983)
Being a portion of the land now or formerly owned by RXR Len Apex Owner, LLC, as described in Deed Book 19263, page 2403 in the Wake County Register of Deeds; being more particularly described as:

Beginning at an existing concrete monument at the northeast corner of the subject parcel, being on the western right of way line of Veridea Parkway, a variable width controlled access and public right of way as described in Deed Book 15539, page 1885, the point of beginning; thence from the beginning and with the western right of way line of Veridea Parkway, with a curve to the right a radius of 1933.03 feet, an arc length of 173.41 feet, a chord bearing of South 14°22'33" West, a chord length of 173.35 feet to a point; thence South 16°56'46" West a distance of 296.14 feet to a point; thence South 36°46'38" West a distance of 128.94 feet to a point; thence South 21°28'31" West a distance of 304.38 feet to a point; thence South 20°42'10" West a distance of 61.19 feet to a point; thence with a curve to the left a radius of 6150.50 feet, an arc length of 428.45 feet, a chord bearing of South 18°25'23" West, a chord length of 428.36 feet to an existing concrete monument; thence with a curve to the left a radius of 6150.50 feet, an arc length of 203.98 feet, a chord bearing of South 15°28'40" West, a chord length of 203.97 feet to an existing concrete monument; thence with a curve to the left a radius of 6150.50 feet, an arc length of 244.84 feet, a chord bearing of South 13°23'14" West, a chord length of 244.82 feet to an existing concrete monument on the northern right of way line of N.C. Highway 540, a variable width controlled access right of way, as described in Deed Book 15539, page 1837; thence with the northern right of way line of N.C. Highway 540, South 82°34'50" West a distance of 63.94 feet to an existing concrete monument; thence with a curve to the right a radius of 4035.00 feet, an arc length of 584.49 feet, a chord bearing of North 63°59'55" West, a chord length of 583.98 feet to a point, being the southeast corner of lands now or formerly owned by RXR Len Apex Owner, LLC, as described in Deed Book 19263, page 2403; thence leaving the northern right of way line of N.C. Highway 540 and with said common line, North 02°26'42" East a distance of 1505.96 feet to an existing iron pipe, being the southwest corner of lands now or formerly owned by RXR Len Apex Owner, LLC, as described in Deed Book 19263, page 2403; thence with said common line, South 89°09'45" East a distance of 1110.26 feet to the point and place of beginning, containing an area of 1,405,383 square feet or 32.26 acres.

PIN: 0730977967; 0740081019 (3142/3138 Veridea Parkway)

Being all of the lands now or formerly owned by RXR Len Apex Owner, LLC, as described in Deed Book 20025, page 1418 in the Wake County Register of Deeds; being more particularly described as:

Beginning at an existing rebar at the northeast corner of the subject parcel, being the northwest corner of lands now or formerly owned by Yifei Wang and wife, Hua Mei, as described in Deed Book 18896, page 1725, the point of beginning; thence from the beginning and with said common line, South 12°31'48" East a distance of 97.81 feet to a set iron pipe; thence continuing with the common line of Yifei Wang and wife, Hua Mei, South 12°33'12" East a distance of 427.74 feet to an existing iron pipe; thence North 65°17'57" East a distance of 161.57 feet to an existing iron pipe, being a western corner of lands now or formerly owned by RXR Len Apex Owner, LLC, as described in Deed Book 19263, page 2403; thence with said common line, South 02°17'48" West a distance of 67.39 feet to an existing iron pipe, being a northeast corner of lands now or formerly owned by RXR Len Apex Owner, LLC, as described in Deed Book 19263, page 2403; thence South 65°19'45" West a distance of 538.99 feet to a set iron pipe; thence South 01°27'55" West a distance of 148.65 feet to a set iron pipe; thence South 77°54'05" West a distance of 389.22 feet to an existing iron pipe; thence North 00°01'19" West a distance of 967.73 feet to a set iron pipe; thence North 89°58'41" East a distance of 616.26 feet to the point and place of beginning; containing an area of 563,969 square feet or 12.95 acres.

Less and except all of the lands now or formerly owned by RXR Len Apex Owner, LLC, as described in Deed Book 19968, page 1143; being more particularly described as:

Beginning at an existing iron pipe, being a southern corner of lands now or formerly owned by RXR Len Apex Owner, LLC, as described in Deed Book 20025, page 1418 and further shown as the “Bobby and Elizabeth Poe” parcel on Book of Maps 2014, page 1223, the point of beginning; thence from the beginning and with said common line, North 15°48'08" West a distance of 246.92 feet to a set iron pipe; thence South 55°46'59" East a distance of 284.93 feet to a set iron pipe on a northern line of lands now or formerly owned by RXR Len Apex Owner, LLC, as described in Deed Book 20025, page 1418 and further shown as the “Bobby and Elizabeth Poe Tract 2” parcel on Book of Maps 2014, page 1223; thence with said common line, South 65°19'22" West a distance of 185.29 feet to the point and place of beginning, containing an area of 22,602 square feet or 0.52 acres.

AFFIDAVIT OF OWNERSHIP: EXHIBIT A – LEGAL DESCRIPTION

Application #: 25CZ15 Submittal Date:

Insert legal description below.

PIN: 0740070950

Being all of the land now or formerly owned by RXR Len Apex Owner, LLC, as described in Deed Book 19968, page 1143, in the Wake County Register of Deeds; being more particularly described as:

Beginning at an existing iron pipe, being a southern corner of lands now or formerly owned by RXR Len Apex Owner, LLC, as described in Deed Book 20025, page 1418 and further shown as the “Bobby and Elizabeth Poe” parcel on Book of Maps 2014, page 1223, the point of beginning; thence from the beginning and with said common line, North 15°48'08" West a distance of 246.92 feet to a set iron pipe; thence South 55°46'59" East a distance of 284.93 feet to a set iron pipe on a northern line of lands now or formerly owned by RXR Len Apex Owner, LLC, as described in Deed Book 20025, page 1418 and further shown as the “Bobby and Elizabeth Poe Tract 2” parcel on Book of Maps 2014, page 1223; thence with said common line, South 65°19'22" West a distance of 185.29 feet to the point and place of beginning, containing an area of 22,602 square feet or 0.52 acres.

AGENT AUTHORIZATION FORM

Application #: 25CZ15 Submittal Date: _____

YIFEI WANG and HUA MEI 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 and 3130 Veridea Pkwy Apex, NC 27539

The agent for this project is: Jason Barron and Leticia Shapiro, Morningstar Law Group

☐ I am the owner of the property and will be acting as my own agent

Agent Name: Jason Barron and Leticia Shapiro, Morningstar Law Group

Address: 434 Fayetteville Street, Ste. 2200, Raleigh NC 27601

Telephone Number: 919-590-0371; 919-590-0366

E-Mail Address: jbarron@morningstarlawgroup.com; tshapiro@morningstarlawgroup.com

Signature(s) of Owner(s)*

Yifei Wang — Yi Fei Wang (Type or print name) — 6/24/2025 (Date)

Hua Mei — _____ (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 #: 25CZ15 Submittal Date: _____

The undersigned, YIFEI WANG and HUA MEI (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 3130 Veridea Pkwy Apex, NC 27539 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 January 27, 2022, and recorded in the Wake County Register of Deeds Office on January 27, 2022, in Book 018896 Page 01725.

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 January 27, 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 January 27, 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 24th day of June, 2025.

_____ (seal)
Yifei Wang
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 YIFEI WANG, 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: 2/15/2029

RUSSELL STEWART NOTARY PUBLIC WAKE COUNTY, NC [NOTARY SEAL] My Comm. Exp. 2-15-2029

AGENT AUTHORIZATION FORM

Application #: 25CZ15 Submittal Date: _____

YIFEI WANG and HUA MEI 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 and 3130 Veridea Pkwy Apex, NC 27539

The agent for this project is: Jason Barron and Leticia Shapiro, Morningstar Law Group

☐ I am the owner of the property and will be acting as my own agent

Agent Name: Jason Barron and Leticia Shapiro, Morningstar Law Group

Address: 434 Fayetteville Street, Ste. 2200, Raleigh NC 27601

Telephone Number: 919-590-0371; 919-590-0366

E-Mail Address: jbarron@morningstarlawgroup.com; tshapiro@morningstarlawgroup.com

Signature(s) of Owner(s)*

Yifei Wang — Yi Fei Wang (Type or print name) — 6/24/2025 (Date)

Hua Mei — _____ (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 #: 25CZ15 Submittal Date: _____

The undersigned, YIFEI WANG and HUA MEI (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 3130 Veridea Pkwy Apex, NC 27539 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 January 27, 2022, and recorded in the Wake County Register of Deeds Office on January 27, 2022, in Book 018896 Page 01725.

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 January 27, 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 January 27, 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 24th day of June, 2025.

_____ (seal)
Yifei Wang
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 YIFEI WANG, 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: 2/15/2029

RUSSELL STEWART NOTARY PUBLIC WAKE COUNTY, NC [NOTARY SEAL] My Comm. Exp. 2-15-2029

Docusign Envelope ID: A430436C-4552-4E0C-965D-F4E150DBE083

AGENT AUTHORIZATION FORM

Application #: 25CZ15 Submittal Date: _____

YIFEI WANG and HUA MEI 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 and 3130 Veridea Pkwy Apex, NC 27539

The agent for this project is: Jason Barron and Leticia Shapiro, Morningstar Law Group

☐ I am the owner of the property and will be acting as my own agent

Agent Name: Jason Barron and Leticia Shapiro, Morningstar Law Group

Address: 434 Fayetteville Street, Ste. 2200, Raleigh NC 27601

Telephone Number: 919-590-0371; 919-590-0366

E-Mail Address: jbarron@morningstarlawgroup.com; tshapiro@morningstarlawgroup.com

Signature(s) of Owner(s)*

Yifei Wang — Yifei Wang — 6/24/2025
Type or print name — Date

签署人：
Hua Mei
48D19F5011F44DA...

Hua Mei — Hua Mei — 2025-Jun-26 | 06:01 PDT
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: EXHIBIT A – LEGAL DESCRIPTION

Application #: ~~25CZ15~~ Submittal Date: _____

Insert legal description below.

PIN: 0740082199; 0740082327 (0/3130 Veridea Parkway)

Being all of the lands now or formerly owned by Yifei Wang and wife, Hua Mei, as described in Deed Book 18896, page 1725 in the Wake County Register of Deeds; being more particularly described as:

Beginning at an existing iron pipe, being the southeast corner of the subject parcel, being also a northeast corner of lands now or formerly owned by RXR Len Apex Owner, LLC, as described in Deed Book 20025, page 1418, the point of beginning; thence from the beginning and with said common line, South 65°17'57" West a distance of 161.57 feet to an existing iron pipe, being the southeast corner of lands now or formerly owned by RXR Len Apex Owner, LLC, as described in Deed Book 20025, page 1418; thence with said common line, North 12°33'12" West a distance of 427.74 feet to a set iron pipe, being a northeast corner of lands now or formerly owned by RXR Len Apex Owner, LLC, as described in Deed Book 20025, page 1418; thence with said common line, North 12°31'48" West a distance of 97.81 feet to an existing rebar on the southern line of lands now or formerly owned by RXR Len Apex Owner, LLC, as described in Deed Book 19263, page 2403; thence with said common line, North 89°58'41" East a distance of 133.87 feet to an existing iron pipe, being the southwest corner of lands now or formerly owned by RXR Len Apex Owner, LLC, as described in Deed Book 19297, page 1692; thence with said common line, North 87°19'22" East a distance of 145.34 feet to an existing iron pipe, being a western corner of lands now or formerly owned by RXR Len Apex Owner, LLC, as described in Deed Book 19297, page 1692; thence with said common line, South 02°19'40" West a distance of 199.14 feet to a set iron pipe, being a northwest corner of lands now or formerly owned by RXR Len Apex Owner, LLC, as described in Deed Book 19263, page 2403; thence with said common line, South 02°19'40" West a distance of 64.13 feet to an existing iron pipe, being a northwest corner of lands now or formerly owned by RXR Len Apex Owner, LLC, as described in Deed Book 19263, page 2403; thence with said common line, South 02°13'53" West a distance of 189.40 feet to the point and place of beginning; containing an area of 104,069 square feet or 2.39 acres.

AGENT AUTHORIZATION FORM

Application #: 25CZ15 Submittal Date: _____

GREENWAY WASTE SOLUTIONS OF APEX 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 Technology Dr.

The agent for this project is: Jason Barron and Leticia Shapiro, Morningstar Law Group

☐ I am the owner of the property and will be acting as my own agent

Agent Name: Jason Barron and Leticia Shapiro, Morningstar Law Group

Address: 434 Fayetteville Street, Ste. 2200, Raleigh NC 27601

Telephone Number: 919-590-0371; 919-590-0366

E-Mail Address: jbarron@morningstarlawgroup.com; tshapiro@morningstarlawgroup.com

Signature(s) of Owner(s)*

Mike Griffin

c/o GREENWAY WASTE SOLUTIONS OF APEX LLC Type or print name

9/25/25 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.

AGENT AUTHORIZATION FORM

Application #: 25CZ15 Submittal Date: _____

GREENWAY WASTE SOLUTIONS OF APEX 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 Technology Dr.

The agent for this project is: Todd Rechler, Authorized Person c/o RXR LEN Apex Owner LLC General Counsel

☐ I am the owner of the property and will be acting as my own agent

Agent Name: Todd Rechler, Authorized Person c/o RXR LEN Apex Owner LLC General Counsel

Address: 625 RXR PLZ, Uniondale, NY 11556-3815

Telephone Number: 516-506-6000

E-Mail Address: trechler@rxr.com

Signature(s) of Owner(s)*

Mike Griffin
c o Greenway Waste Solutions of Apex LLC — Type or print name

9/25/25 — 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 #: 25CZ15 Submittal Date: _____

The undersigned, GREENWAY WASTE SOLUTIONS OF APEX 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 Technology Dr. (0740558687) 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 10-01-2001, and recorded in the Wake County Register of Deeds Office on 10-01-2001, in Book 9099 Page 1045.

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 10-01-2001, 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 10-01-2001, 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 25th day of September, 2025.

_____ (seal)

Mike Griffin c/o Greenway Waste Solutions of Apex LLC

Type or print name

STATE OF NORTH CAROLINA
COUNTY OF Iredell

I, the undersigned, a Notary Public in and for the County of Iredell, hereby certify that Mike Griffin, Affiant, personally known to me or known to me by said Affiant's presentation of said Affiant's DTM, personally appeared before me this day and acknowledged the due and voluntary execution of the foregoing Affidavit.

Bruni Trinidad Melius

Bruni Trinidad Melius
Notary Public
State of North Carolina
My Commission Expires: 11/22/2026

Bruni Trinidad Melius
Notary Public
Iredell County, NC
My Commission Expires 11/22/2026
[NOTARY SEAL]

AFFIDAVIT OF OWNERSHIP: EXHIBIT A – LEGAL DESCRIPTION

Application #: 25CZ15 Submittal Date: 10/1/2025

Insert legal description below.

PIN: 0740558687 “0” Technology Drive

Beginning at an existing Rebar having an NC Grid NAD 83 Coordinate of N: 706447.20 E: 2046758.62. Thence South 01°08'38" East a distance of 80.10 feet to a point; thence North 88°51'22" East a distance of 155.80 feet to a point; thence South 02°16'41" West a distance of 461.59 feet to a point along the Northern Right of Way of NC Highway 540; thence along Right of way South 61°27'09" West a distance of 26.84 feet to a point; thence South 59°58'25" West a distance of 237.08 feet to a point; thence North 28°22'04" West a distance of 10.00 feet to a point; thence with a curve turning to the right with an arc length of 786.41 feet, with a radius of 1650.00 feet, with a chord bearing of South 75°17'10" West, with a chord length of 778.99 feet to a point; thence North 88°45'04" West a distance of 203.97 feet to a point; thence North 87°37'46" West a distance of 718.10 feet to a point; thence North 87°36'50" West a distance of 643.60 feet to a point; thence North 87°37'20" West a distance of 356.63 feet to a point; thence leaving said Right of way North 19°26'04" East a distance of 147.77 feet to a point; thence North 11°48'54" West a distance of 104.71 feet to a point; thence North 30°01'31" East a distance of 156.29 feet to a point; thence North 23°38'07" West a distance of 210.79 feet to a point; thence North 03°52'45" East a distance of 158.77 feet to a point; thence North 88°51'48" East a distance of 28.47 feet to an Iron Pipe; thence North 88°51'48" East a distance of 1457.31 feet to a point; thence North 88°51'48" East a distance of 1251.38 feet to the Point of Beginning,
Having an area of 2202540 square feet, 50.56 acres

WAKE COUNTY PUBLIC SCHOOL SYSTEM

Wake County Residential Development Notification

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

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

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

Developer Company *Information*	
Company *Name*	
Company Phone *Number*	
Developer Representative *Name*	
Developer Representative *Phone Number*	
Developer Representative *Email*	

New Residential Subdivision *Information*	
Date of Application for Subdivision	
City, Town or Wake County Jurisdiction	
Name of Subdivision	
Address of Subdivision (if unknown enter nearest cross streets)	
REID(s)	
PIN(s)	

Projected Dates *Information*	
Subdivision *Completion Date*	
Subdivision *Projected First Occupancy Date*	

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																	
Condos																	
Apartments																	
Other																	

Revised 08/10/2018

Instruction Packet and Affidavit for
Neighborhood Meetings

Town of Apex
Planning Dept
PO Box 250
Apex, NC 27502

T: 919-249-3426
F: 919-267-4987

This packet consists of instructions and templates for conducting a required Neighborhood Meeting. Planning staff are available to advise you in the preparation of these materials. Call the Planning Department at (919) 249-3426 for more information.

WHAT IS THE PURPOSE OF A NEIGHBORHOOD MEETING?

A neighborhood meeting is a required form of community outreach to receive initial feedback regarding certain project types and any long range plan amendments directly associated with such projects prior to submittal to the Planning Department per the standards found in UDO Sec. 2.2.7.B. The intent of the meeting is to initiate neighbor communication and identify issues and concerns early on and provide the applicant an opportunity to address neighbor concerns about the potential impacts of the project prior to submitting an application. A pre-application neighborhood meeting is valid for six (6) months prior to the submission of an application; a delay in submission requires a new neighborhood meeting.

WHEN IS A NEIGHBORHOOD MEETING REQUIRED?

- Rezonings (including Planned Unit Developments);
- Major Site Plans;
- Minor Site Plans for the uses "Day care facility", "Government service", "School, public or private", "Restaurant, drive-through", and "Convenience store with gas sales";
- Residential Master Subdivision Plans (excluding exempt subdivisions); or
- Special Use Permits

INSTRUCTIONS

Prior to submitting an application for a Rezoning; Major Site Plan; Minor Site Plans for the uses "Day care facility", "Government service", "School, public or private", "Restaurant, drive-through", or "Convenience store with gas sales"; residential Master Subdivision Plan (excluding exempt subdivisions); or Special Use Permit, the applicant must conduct at least one (1) Neighborhood Meeting. **The notices for this Neighborhood Meeting shall not be mailed until after the pre-application meeting with the Technical Review Committee has been held.** This meeting may be held in-person or virtually. Virtual meetings shall provide a dial-in option in addition to a link to participate by internet. The applicant shall submit all forms included in this packet with the initial application submittal.

A second Neighborhood Meeting is required for all Rezonings (including Planned Unit Developments). This meeting shall be held in the month preceding the anticipated public hearing date.

The Neighborhood Meeting must be held in accordance with the following rules:

These groups and individuals must be invited to the meeting:

- The applicant is required to notify the Planning Department, all property owners 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, not including the day of mailing. **The applicant shall send an email to addressing.team@apexnc.org to request the notification list as early as possible in order to receive the list in time for the mailing. The list will be provided within 5-10 business days of the initial request.** The applicant shall use their own return address on the envelopes as the meeting is a private meeting between the applicant and the neighbors. An updated list shall be provided by Planning staff prior to the required 2nd meeting for Rezoning applications.

- The applicant shall include with the meeting notice a vicinity map in addition to the materials listed under "Mailing and handout requirements" below.

The meeting must be held within specific timeframes and meet certain requirements:

- For all applications except Rezonings, the meeting must be held for a minimum of two (2) hours, Monday through Thursday, during the 5:00 p.m. - 9:00 p.m. time period.
- For Rezonings, two (2) meetings are required. The first meeting must be held prior to submittal of the application and the second meeting must be held in the month preceding the anticipated public hearing date. The meetings must be held for a minimum of one (1) hour each, Monday through Thursday, during the 5:00 p.m. - 9:00 p.m. time period.
- Meetings cannot be held on Town recognized holidays (http://www.apexnc.org/calendar.aspx).
- In-person meetings:
  - Meeting shall be held at a place that is generally accessible to neighbors that reside in close proximity to the land subject to the application.
  - A sign-in sheet must be used in order to verify attendance. Ensure each attendee signs in. Please note if any person(s) refuses to sign in. Note if no one attended.
- Virtual meetings:
  - Meeting shall be held via an interactive online video conferencing software such as Microsoft Teams, Zoom, WebEx, or any similar platform of the applicant's choice. A dial-in option shall be provided.
  - An attendance sheet must be used to log known attendees at the virtual meeting. Note if no one attended.
- Mailing and handout requirements to help facilitate discussion:
  - For rezonings (excluding rezonings to PUD-CZ, TND-CZ and MEC-CZ):
    - A vicinity map and existing zoning map of the area; and
    - An exhibit(s) showing any proposed long range plan amendment(s), if applicable.
  - For rezonings to PUD-CZ, TND-CZ and MEC-CZ; Major Site Plans; Minor Site Plans for the uses "Day care facility", "Government service", "School, public or private", "Restaurant, drive-through", and "Convenience store with gas sales"; residential Master Subdivision Plans; and Special Use Permits:
    - A vicinity map and preliminary plans of the proposed development. Neighbors may request emailed/mailed copies of the maps or plans from the applicant by checking the "send plans" box on the sign-in sheet; applicant shall provide reduced copies upon request. For virtual meetings, the applicant must ask meeting participants if they would like any materials emailed/mailed to them; and
    - An exhibit showing any proposed long range plan amendment(s), if applicable.
  - Printed copies (handouts) must equal the number of notices required to be sent.
  - Contact information for the applicant's representative and Town Staff must be provided on the attached "Project Contact Information" form.
  - "Common Construction Issues & Who to Call" sheet (attached) must be included as part of the mailing/handout.
  - A copy of the handout must be included as part of the Neighborhood Meeting report.

- The agenda of the meeting shall include:
    - Explanation of all processes the meeting is being held for (rezoning, subdivision, etc.).
    - Explanation of future meetings (additional neighborhood meetings, Planning Board, Town Council, etc.).
    - Explanation of development proposal – uses and conditions for rezonings, layout for subdivision and site plans, and builder/end user if known/public knowledge.
- Questions or concerns by attendees, and responses by the applicant, if any, must be noted. For in-person meetings, provide blank comment sheets or notecards for neighbors to submit written comments. For virtual meetings, copy all questions and answers entered into the meeting's chat feature before closing the meeting and save them into a document. The applicant shall also include any questions and concerns received via written correspondence (such as email) or phone call along with responses provided by the applicant.
- The applicant shall be responsible for notifying any neighbors who check the "Send Plans & Updates" box on the sign-in sheet or who otherwise request to be updated of any additional neighborhood meetings and the actual submittal date to the Town with a link to the Town of Apex's Interactive Development Map.

For accountability purposes, please submit the following with your application:

- A copy of the letter mailed to the Planning Department, neighbors, and neighborhood organizations (use attached invitation template);
- A list of those persons and neighborhood organizations invited to the meeting;
- A copy of the sign-in sheet (use attached sign-in sheet template);
- A summary of the meeting and a list of any changes made to the project as a result of the neighborhood comments (use attached meeting summary template);
- The affidavit, signed, dated, and notarized (use attached affidavit template); and
- One (1) reduced copy of the maps and/or plans included in the invitation and presented to the neighbors at the Neighborhood Meeting.

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.

August 7, 2025
Date

Dear Neighbor:
You are invited to a neighborhood meeting to review and discuss the development proposal at

See Attachment A — Address(es)
See Attachment 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 seeks to rezone the property to Sustainable Development Conditional Zoning (SD-CZ) in order to add these parcels to the Veridea Sustainable Development.

Estimated submittal date: September 2, 2025

MEETING INFORMATION:

Property Owner(s) name(s):	See Attachment A
Applicant(s):	RXR LEN APEX OWNER LLC c/o Leticia Shapiro, Morningstar Law Group
Contact information (email/phone):	tshapiro@morningstarlawgroup.com/919-590-0366
Meeting Address:	https://morningstarlaw.group/08212025.mtg
Date/Time of meeting**:	August 21, 2025, 5:30pm - 6:30pm

Welcome: 5:30pm-5:35pm Project Presentation: 5:35pm-5:45pm Question & Answer: 5:45pm-6:30pm

**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: Veridea West Village Rezoning Zoning: See Attachment A

Location: See Attachment A

Property PIN(s): See Attachment A Acreage/Square Feet: See Attachment A

Property Owner: See Attachment A

Address: See Attachment A

City: See Attachment A State: Zip:

Phone: Email:

Developer: N/A

Address:

City: State: Zip:

Phone: Fax: Email:

Engineer: N/A

Address:

City: State: Zip:

Phone: Fax: Email:

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
Transportation & Infrastructure Development Russell Dalton, Traffic Engineering Manager	(919) 249-3358
Water Resources Department Jessica Bolin, Environmental Engineering Manager (Stormwater, Sedimentation & Erosion Control) Matt Reker, Utility Engineer/FOG Program Manager (Water & Sewer)	(919) 249-3537 (919) 946-4394
Electric Utilities Division Jared Harris, Electric Technical Services Manager	(919) 372-7466

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 am to 8:30 pm 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-Friday from 8:00 am to 5:00 pm. Report violations of construction hours and other noise complaints to the Non-Emergency Police phone number at 919-362-8661.

Construction Traffic:	**Infrastructure Inspections**	**919-249-3386**

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:	**Infrastructure Inspections**	**919-249-3386**

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 Transportation & Infrastructure Development – Infrastructure Inspections at 919-249-1109. 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:	**Water Resources**	**919-362-8166**

Sediment (dirt) and mud gets into the existing roads due to rain events and/or vehicle traffic. These incidents should be reported by visiting the Report a Concern page at https://www.apexnc.org/1173/ or by calling the number listed. Staff will coordinate the cleaning of the roadways with the developer.

Dirt on Properties or in Streams:	**Water Resources**	**919-362-8166**

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 by visiting the Report a Concern page at https://www.apexnc.org/1173/ or by calling the number listed so that staff can coordinate the appropriate repairs with the developer.

Dust:	**Water Resources**	**919-362-8166**

During dry weather dust often becomes a problem blowing into existing neighborhoods or roadways. These incidents should be reported by visiting the Report a Concern page at https://www.apexnc.org/1173/ or by calling the number listed so that staff can coordinate the use of water trucks onsite with the grading contractor to help control the dust.

Trash:	**Water Resources**	**919-362-8166**

Excessive garbage and construction debris can blow around on a site or even off of the site. These incidents should be reported by visiting the Report a Concern page at https://www.apexnc.org/1173/ or by calling the number listed. Staff will coordinate the cleanup and trash collection with the developer/home builder.

Temporary Sediment Basins:	**Water Resources**	**919-362-8166**

Temporary sediment basins during construction (prior to the conversion to the final stormwater pond) are often quite unattractive. Concerns should be reported by visiting the Report a Concern page at https://www.apexnc.org/1173/ or by calling the number listed so that he can coordinate the cleaning and/or mowing of the slopes and bottom of the pond with the developer.

Stormwater Control Measures:	**Water Resources**	**919-362-8166**

Post-construction concerns related to Stormwater Control Measures (typically a stormwater pond) such as conversion and long-term maintenance should be reported by visiting the Report a Concern page at https://www.apexnc.org/1173/ or by calling the number listed.

Electric Utility Installation:	**Electric Utilities**	**919-249-3531**

Concerns with electric utility installation can be addressed by the Apex Electric Utilities Department.

How to Participate in the August 21, 2025 Neighborhood Meeting

To participate by PC, Mac, iPad, iPhone or Android device, go to https://morningstarlaw.group/08212025.mtg to register for the meeting. (Registration is necessary as we are required by the Town of Apex to have a record of attendance.)

- Upon registration, you will receive a confirmation email with instructions on how to access the meeting.
- To participate by phone,
- Dial one of the following numbers:

Dial one of the following numbers:

- +1 301 715 8592
- +1 305 224 1968
- +1 309 205 3325
- +1 312 626 6799
- +1 646 931 3860
- +1 929 436 2866
- +1 253 205 0468
- +1 253 215 8782
- +1 346 248 7799
- +1 360 209 5623
- +1 386 347 5053
- +1 507 473 4847
- +1 564 217 2000
- +1 669 444 9171
- +1 669 900 6833
- +1 689 278 1000

REGISTRATION QR

Webinar ID: 827 8964 9820
Passcode: 655266

- For attendance purposes as required by the Town of Apex, individuals participating via telephone will be unmuted and asked to identify themselves including their name and address.

If you have difficulty registering, you may call Leticia Shapiro at **(919) 590-0353** or email **bfoster@morningstarlawgroup.com** prior to the meeting for assistance. If you have difficulty connecting during the meeting, please email **bfoster@morningstarlawgroup.com** and the meeting link will be sent to help assist.

During the meeting, participants will be muted by default. Also, participants' video will be off by default, i.e. only the presenters will be visible.

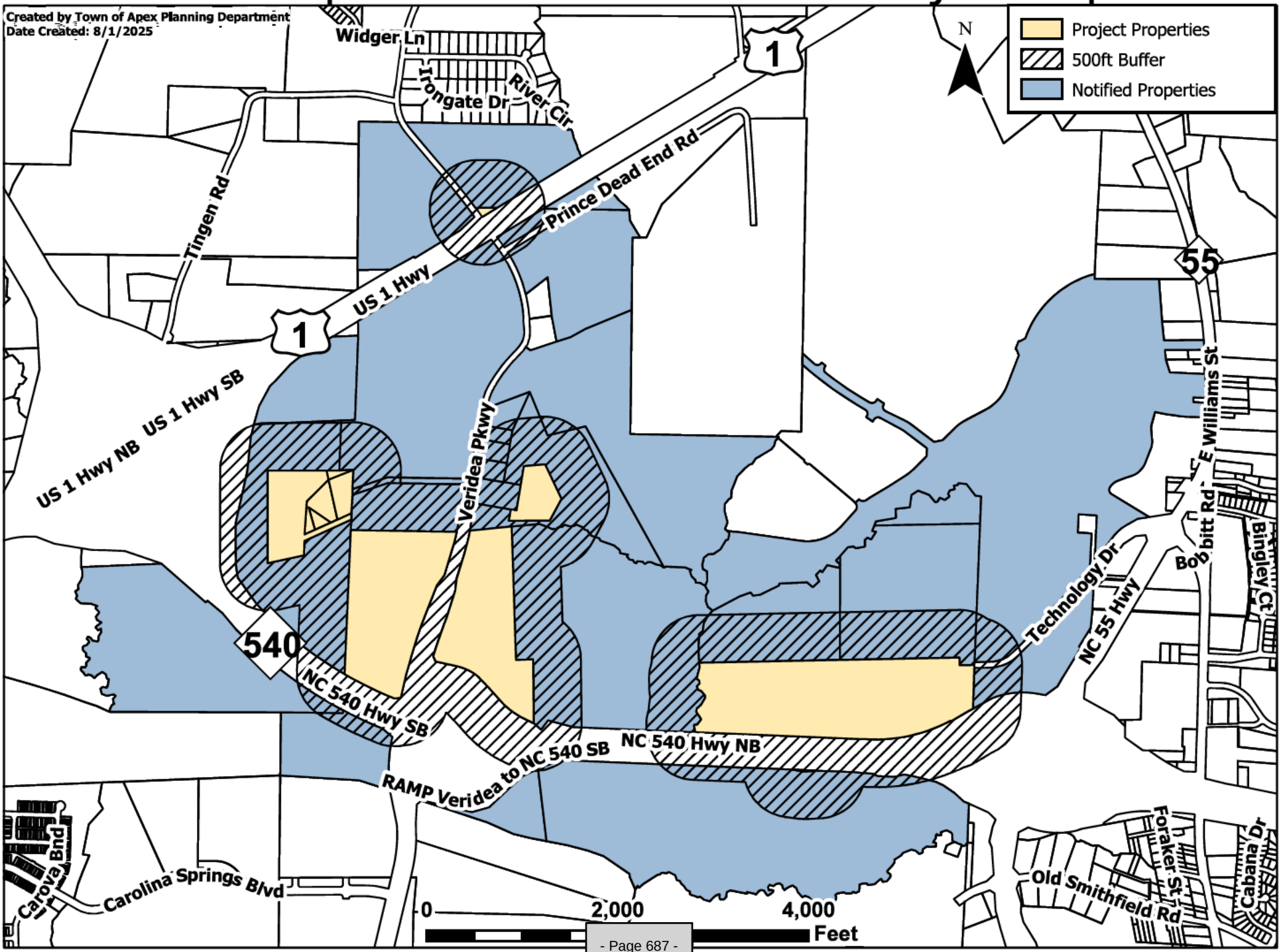
If you are participating via your computer, iPhone or Android device, you can submit questions/comments by using the Raise Hand and/or the Q&A features. We will not use the Chat feature. If you use Raise Hand, a panelist will either unmute you to allow you to speak to solicit your questions/comments.

If you are participating via telephone, you can submit questions/comments prior to and during the meeting via email at **bfoster@morningstarlawgroup.com**.

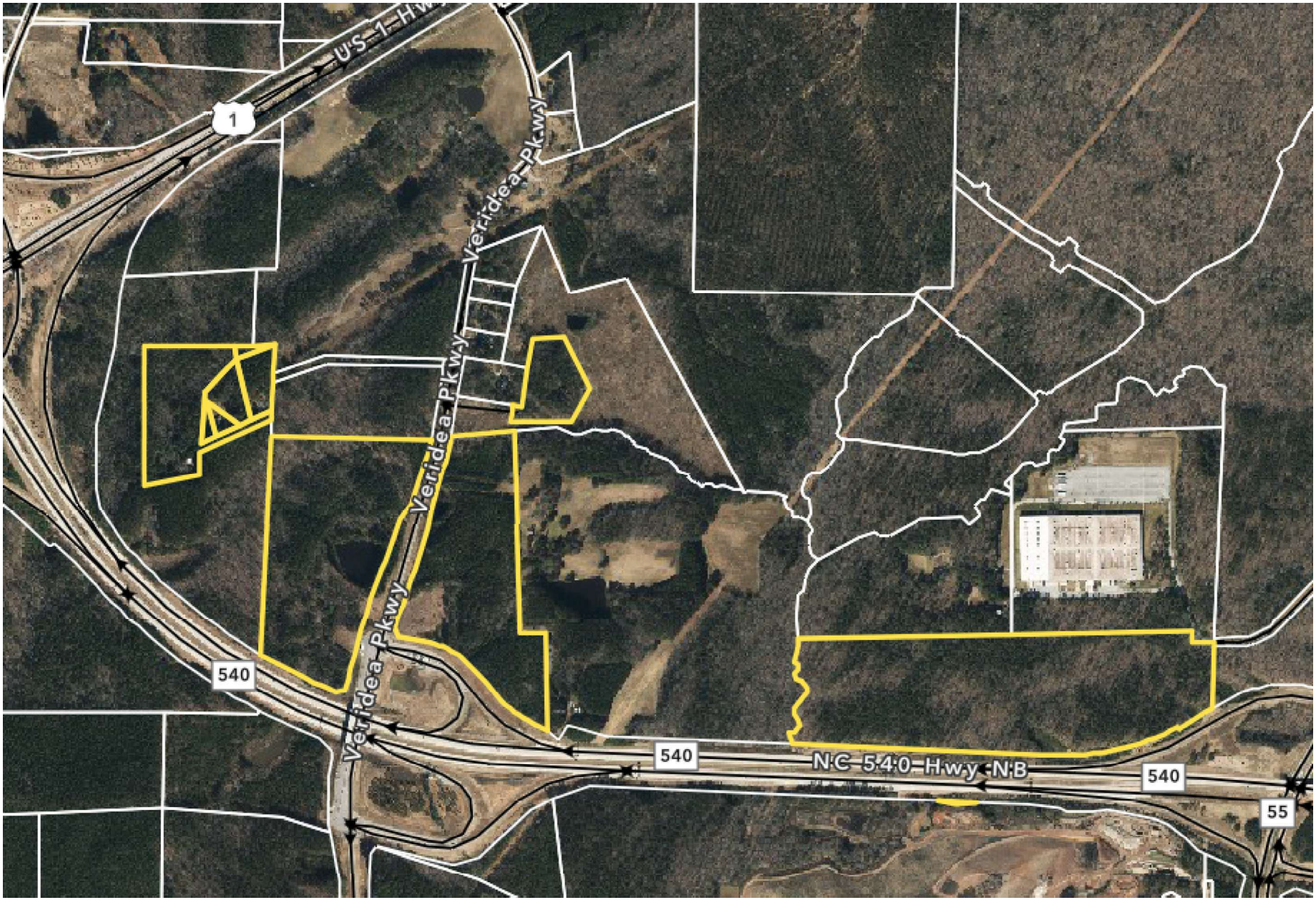
Attachment A

	Owner Name/Address	Property Address	PIN	Acreage	Current Zoning
1	RXR LEN APEX OWNER LLC GENERAL COUNSEL 625 RXR PLZ Uniondale, NY 11556-3815	0 Veridea Pkwy Apex, NC 27539	0740167653	27.29	RR – Rural Residential
2	RXR LEN APEX OWNER LLC GENERAL COUNSEL 625 RXR PLZ Uniondale, NY 11556-3815	0 Veridea Pkwy Apex, NC 27539	0740078021	32.28	RR – Rural Residential
3	GREENWAY WASTE SOLUTIONS OF APEX LLC 19109 W CATAWHA AVE STE 110 CORNELIUS NC 28031-5613	0 Technology Dr. Apex, NC 27539	0740558687	50.58	LI – Light Industrial
4	RXR LEN APEX OWNER LLC 625 RXR PLZ UNIONDALE NY 11556-3815	0 Veridea Pkwy Apex, NC 27539	0741117192	0.25	SD- Sustainable Development
5	APA VERIDEA INVESTMENTS LLC 2000 BEAR CAT WAY STE 102 MORRISVILLE NC 27560-6620	3142 Veridea Pkwy Apex, NC 27539	0730977967	10.27	PUD-CZ – Planned Unit Development Conditional Zoning
6	APA VERIDEA INVESTMENTS LLC 2000 BEAR CAT WAY STE 102 MORRISVILLE NC 27560-6620	3138 Veridea Pkwy Apex, NC 27539	0740081019	2.16	PUD-CZ – Planned Unit Development Conditional Zoning
7	WANG, YIFEI MEI, HUA 111 BRIDGEGATE DR CARY NC 27519-7184	3130 Veridea Pkwy Apex, NC 27539	0740082199	2.09	RR – Rural Residential
8	WANG, YIFEI MEI, HUA 111 BRIDGEGATE DR CARY NC 27519-7184	0 Veridea Pkwy Apex, NC 27539	0740082327	0.30	PUD-CZ – Planned Unit Development Conditional Zoning
9	HUDSON, KARL GRIER IV 824 BRYAN ST RALEIGH NC 27605-1104	3134 Veridea Pkwy Apex, NC 27539	0740070950	0.52	RR – Rural Residential
10	RXR LEN APEX OWNER LLC RXR MTF APEX VEHICLE LLC 625 RXR PLZ UNIONDALE NY 11556-3815	6300 King David Ct. Apex, NC 27539	0740283126	5.0	RR – Rural Residential
				Total: 130.74	

Notified Properties within 500ft of the Project Properties



Aerial View


U.S. 1 Hwy
1
Veridea Pkwy
Veridea Pkwy
Veridea Pkwy
540
540
N.C. 540 Hwy N.B
540
55

NEIGHBORHOOD MEETING SIGN-IN SHEET

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

Meeting Address: Zoom Platform

Date of meeting: August 21, 2025 Time of meeting: 5:30pm to 6:30pm

Property Owner(s) name(s): See Attachment A above

Applicant(s): RXR Realty

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.	Glenda Bushee			[redacted]	
2.	Cade Bushee				
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): See Attachment A

Applicant(s): RXR Realty

Contact information (email/phone): Leticia Shapiro Morningstar Law Group tshapiro@morningstarlawgroup.com 919-590-0366

Meeting Address: Zoom Platform

Date of meeting: _____ Time of meeting: _____

Please summarize the questions/comments and your responses from the Neighborhood Meeting or emails/phone calls received in the spaces below (attach additional sheets, if necessary). Please state if/how the project has been modified in response to any concerns. The response should not be "Noted" or "No Response". There has to be documentation of what consideration the neighbor's concern was given and justification for why no change was deemed warranted.

Question/Concern #1:

See attached Neighborhood Meeting Summary

Applicant's Response:

Question/Concern #2:

Applicant's Response:

Question/Concern #3:

Applicant's Response:

Question/Concern #4:

Applicant's Response:

Neighborhood Meeting Summary | West Village Center

Date: August 21, 2025

The applicant provided a brief presentation outlining the topics below:

Rezoning Purpose and Status

- RXR is proposing to rezone several remaining parcels to bring them into the Sustainable Development (SD) Plan.
- The goal is to eliminate fragmented zoning and establish consistency across the plan area.
- This rezoning is for entitlement purposes only; site-specific development plans will follow this rezoning.

Transportation & Infrastructure Planning

- The Town's Comprehensive Transportation Plan (CTP) guides future road alignments and capacity, which are further refined during site plan and construction drawing reviews.
- According to the CTP, future east-west collector roads are planned to connect Veridea Parkway to NC-55, with construction phased alongside development.
- Road improvements, realignments, and widenings will be implemented incrementally by developers as part of site-specific project approvals.

Land Use, Environment & Growth

- The rezoning will support a mix of land uses, in accordance with the SD Plan.
- Some parcels are still in the process of being acquired by RXR; ownership gaps ("donut holes") may remain until willing sellers are identified.
- Long-term planning aligns with the Town of Apex's goals for sustainable growth, economic development, and infrastructure readiness.

Specific Questions and Responses

1. **What is the purpose of the rezoning?**
   To incorporate additional parcels into the Veridea Sustainable Development (SD) plan, aligning zoning and closing existing gaps.
2. **When will the rezoning application be submitted?**
   It is expected to be submitted by September 2.

3. **Will there be another neighborhood meeting?**
   Yes, a second neighborhood meeting will occur prior to the Planning Board hearing, likely in October.
4. **What is the projected development timeline?**
   Approximately 2 years.
5. **What is the plan for Veridea Parkway?**
   Pursuant to the Town's CTP, Veridea Parkway is planned as a four-lane, median-divided road.
6. **Will any additional road connections be constructed?**
   Yes, east-west collectors connecting Veridea Parkway to NC-55 are planned.
7. **Who is responsible for road widening and improvements?**
   Developers are required to complete road improvements along their frontage as part of their site development.
8. **Is there a finalized location for future intersections or interchanges?**
   No, these are currently shown as placeholders on the transportation plan and refined during site plan reviews.
9. **How flexible is the Town of Apex with its transportation plans?**
   The Town is firm on its transportation policies but will consider adjustments for topographical or environmental constraints.
10. **How are environmental protections handled in the SD plan?**
    The SD plan includes higher-than-standard tree save and open space requirements, outlined in the ordinance.
11. **Who handles long-range transportation planning?**
    Shannon Cox, the Town's Long-Range Planning Manager, leads transportation plan updates and amendments.
12. **Will there be transit (rail/bus) in this area?**
    The Town has adopted a mobility hub plan for the S-Line rail corridor. No specific transit discussions have occurred with RXR.
13. **Are future land uses finalized?**
    No, uses will be determined based on SD requirements and future development plans post-rezoning.
14. **Are all parcels within Veridea currently owned by RXR?**
    No, some parcels remain privately owned.
15. **How does the review process proceed after rezoning?**
    Once rezoned, projects move through development plan approval, then construction drawings, and finally site build-out.
16. **Will neighborhood meetings be required for future plans?**
    Yes, each development plan will trigger another required neighborhood meeting.
17. **Who can be contacted for follow-up questions?**
    Contact information for the RXR legal and planning team was provided and made available after the meeting.

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, Leticia L. Shapiro, 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 Zoom Platform (location/address) on August 21, 2025 (date) from 5:30pm (start time) to 6:30pm (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.

August 27, 2025
Date

By: [signature]

STATE OF NORTH CAROLINA
COUNTY OF WAKE

Sworn and subscribed before me, Branden C Foster, a Notary Public for the above State and County, on this the 27 day of August, 2025.

SEAL

BRANDEN C FOSTER NOTARY PUBLIC HARNETT COUNTY, N.C.

[signature]
Notary Public

Branden C Foster
Print Name

My Commission Expires: December 12, 2028

APEX ENVIRONMENTAL ADVISORY BOARD
Suggested Zoning Conditions

Project Name: Veridea Expansion IV - West Village Rezoning Date: 9/2/2025

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 _____% 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 _____-foot buffer along the _____perimeter of the property. The applicant shall add _____-foot buffer in that location, which would be an increase of _____-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 _____% 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:
The guiding principles of the Veridea SD Plan put coexistence with nature and environmental sustainability first place, imimizing environmental impacts and emphasizing protection from significant deterioration of water and air resources, wildlife habitat, scenic resources and other natural resources.
Additional Board Recommendations:

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 1, 2025

Date

Dear Neighbor:

You are invited to a neighborhood meeting to review and discuss the development proposal at

See Attachment A — Address(es)

See Attachment 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 including any proposed long range plan amendments (also see attached map(s) and/or plan sheet(s)):

The applicant seeks to rezone the property to Sustainable Development Conditional Zoning (SD-CZ) in order to add these parcels to the Veridea Sustainable Development.

Estimated submittal date: Submitted September 2, 2025

MEETING INFORMATION:

Property Owner(s) name(s):	See Attachment A
Applicant(s):	RXR LEN APEX OWNER LLC c/o Leticia Shapiro, Morningstar Law Group
Contact information (email/phone):	Leticia Shapiro; tshapiro@morningstarlawgroup.com/919-590-0366
Meeting Address:	https://morningstarlaw.group/10152025.mtg
Date/Time of meeting**:	October 15, 2023, 5:30pm - 6:30pm

Welcome: 5:30pm-5:35pm Project Presentation: 5:35pm-5:45pm Question & Answer: 5:45pm-6:30pm

**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: Veridea Expansion IV (West Village) Rezoning Zoning: See Attachment A

Location: See Attachment A

Property PIN(s): See Attachment A Acreage/Square Feet: See Attachment A

Property Owner: See Attachment A

Address: See Attachment A

City: See Attachment A State: Zip:

Phone: Email:

Developer: N/A

Address:

City: State: Zip:

Phone: Fax: Email:

Engineer: N/A

Address:

City: State: Zip:

Phone: Fax: Email:

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 Manager	(919) 372-7468
Transportation & Infrastructure Development Russell Dalton, Traffic Engineering Manager	(919) 249-3358
Water Resources Department Jessica Bolin, Environmental Engineering Manager (Stormwater, Sedimentation & Erosion Control) Matt Reker, Utility Engineer/FOG Program Manager (Water & Sewer)	(919) 249-3537 (919) 946-4394
Electric Utilities Division Jared Harris, Electric Technical Services Manager	(919) 372-7466

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 am to 8:30 pm 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-Friday from 8:00 am to 5:00 pm. Report violations of construction hours and other noise complaints to the Non-Emergency Police phone number at 919-362-8661.

Construction Traffic:	**Infrastructure Inspections**	**919-249-3386**

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:	**Infrastructure Inspections**	**919-249-3386**

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 Transportation & Infrastructure Development – Infrastructure Inspections at 919-249-1109. 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:	**Water Resources**	**919-362-8166**

Sediment (dirt) and mud gets into the existing roads due to rain events and/or vehicle traffic. These incidents should be reported by visiting the Report a Concern page at https://www.apexnc.org/1173/ or by calling the number listed. Staff will coordinate the cleaning of the roadways with the developer.

Dirt on Properties or in Streams:	**Water Resources**	**919-362-8166**

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 by visiting the Report a Concern page at https://www.apexnc.org/1173/ or by calling the number listed so that staff can coordinate the appropriate repairs with the developer.

Dust:	**Water Resources**	**919-362-8166**

During dry weather dust often becomes a problem blowing into existing neighborhoods or roadways. These incidents should be reported by visiting the Report a Concern page at https://www.apexnc.org/1173/ or by calling the number listed so that staff can coordinate the use of water trucks onsite with the grading contractor to help control the dust.

Trash:	**Water Resources**	**919-362-8166**

Excessive garbage and construction debris can blow around on a site or even off of the site. These incidents should be reported by visiting the Report a Concern page at https://www.apexnc.org/1173/ or by calling the number listed. Staff will coordinate the cleanup and trash collection with the developer/home builder.

Temporary Sediment Basins:	**Water Resources**	**919-362-8166**

Temporary sediment basins during construction (prior to the conversion to the final stormwater pond) are often quite unattractive. Concerns should be reported by visiting the Report a Concern page at https://www.apexnc.org/1173/ or by calling the number listed so that he can coordinate the cleaning and/or mowing of the slopes and bottom of the pond with the developer.

Stormwater Control Measures:	**Water Resources**	**919-362-8166**

Post-construction concerns related to Stormwater Control Measures (typically a stormwater pond) such as conversion and long-term maintenance should be reported by visiting the Report a Concern page at https://www.apexnc.org/1173/ or by calling the number listed.

Electric Utility Installation:	**Electric Utilities**	**919-249-3531**

Concerns with electric utility installation can be addressed by the Apex Electric Utilities Department.

How to Participate in the October 15, 2025 Neighborhood Meeting

To participate by PC, Mac, iPad, iPhone or Android device, go to https://morningstarlaw.group/10152025.mtg to register for the meeting. (Registration is necessary as we are required by the Town of Apex to have a record of attendance.)

- Upon registration, you will receive a confirmation email with instructions on how to access the meeting.
- To participate by phone,
- Dial one of the following numbers:

Dial one of the following numbers:

- +1 301 715 8592
- +1 305 224 1968
- +1 309 205 3325
- +1 312 626 6799
- +1 646 931 3860
- +1 929 436 2866
- +1 253 205 0468
- +1 253 215 8782
- +1 346 248 7799
- +1 360 209 5623
- +1 386 347 5053
- +1 507 473 4847
- +1 564 217 2000
- +1 669 444 9171
- +1 669 900 6833
- +1 689 278 1000

REGISTRATION QR

Webinar ID: 889 3855 0896
Passcode: 080901

- For attendance purposes as required by the Town of Apex, individuals participating via telephone will be unmuted and asked to identify themselves including their name and address.

If you have difficulty registering, you may call Leticia Shapiro at **(919) 590-0353** or email **bfoster@morningstarlawgroup.com** prior to the meeting for assistance. If you have difficulty connecting during the meeting, please email **bfoster@morningstarlawgroup.com** and the meeting link will be sent to help assist.

During the meeting, participants will be muted by default. Also, participants' video will be off by default, i.e. only the presenters will be visible.

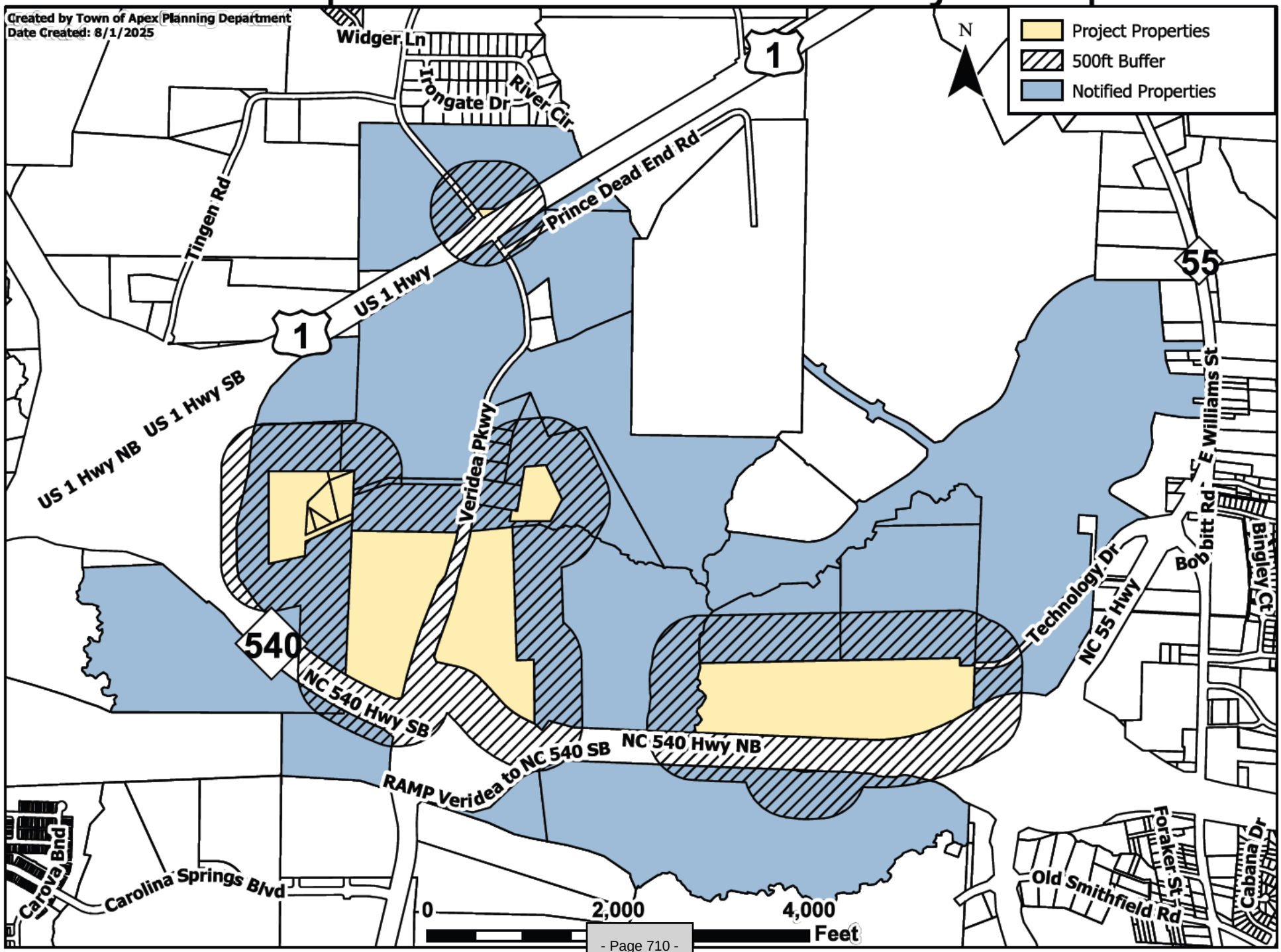
If you are participating via your computer, iPhone or Android device, you can submit questions/comments by using the Raise Hand and/or the Q&A features. We will not use the Chat feature. If you use Raise Hand, a panelist will either unmute you to allow you to speak to solicit your questions/comments.

If you are participating via telephone, you can submit questions/comments prior to and during the meeting via email at **bfoster@morningstarlawgroup.com**.

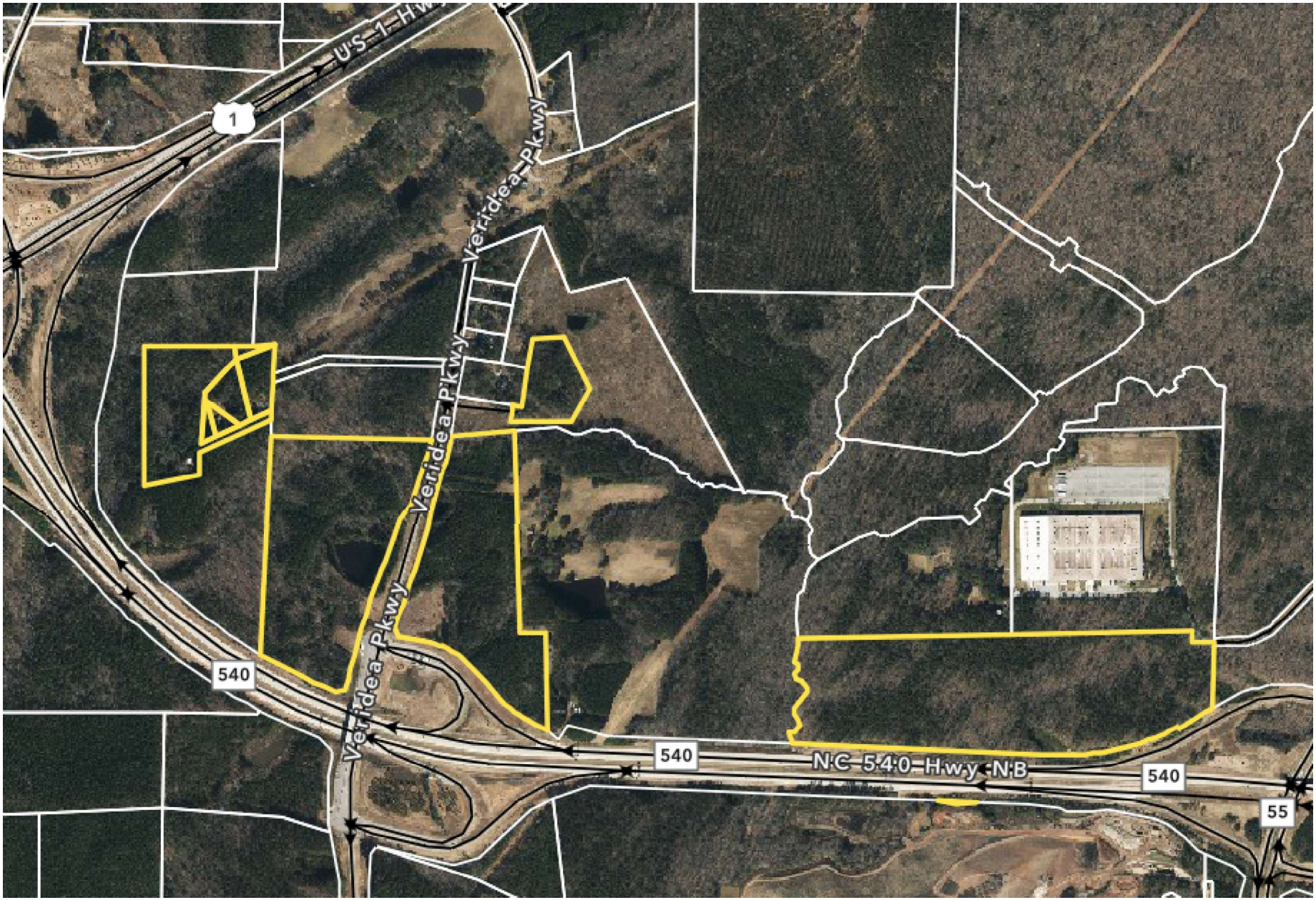
Attachment A

	Owner Name/Address	Property Address	PIN	Acreage	Current Zoning
1	RXR LEN APEX OWNER LLC GENERAL COUNSEL 625 RXR PLZ Uniondale, NY 11556-3815	0 Veridea Pkwy Apex, NC 27539	0740167653	27.29	RR – Rural Residential
2	RXR LEN APEX OWNER LLC GENERAL COUNSEL 625 RXR PLZ Uniondale, NY 11556-3815	0 Veridea Pkwy Apex, NC 27539	0740078021	32.28	RR – Rural Residential
3	GREENWAY WASTE SOLUTIONS OF APEX LLC 19109 W CATAWHA AVE STE 110 CORNELIUS NC 28031-5613	0 Technology Dr. Apex, NC 27539	0740558687	50.58	LI – Light Industrial
4	RXR LEN APEX OWNER LLC 625 RXR PLZ UNIONDALE NY 11556-3815	0 Veridea Pkwy Apex, NC 27539	0741117192	0.25	SD- Sustainable Development
5	RXR LEN APEX OWNER LLC GENERAL COUNSEL 625 RXR PLZ Uniondale, NY 11556-3815	3142 Veridea Pkwy Apex, NC 27539	0730977967	10.27	PUD-CZ – Planned Unit Development Conditional Zoning
6	RXR LEN APEX OWNER LLC GENERAL COUNSEL 625 RXR PLZ Uniondale, NY 11556-3815	3138 Veridea Pkwy Apex, NC 27539	0740081019	2.16	PUD-CZ – Planned Unit Development Conditional Zoning
7	WANG, YIFEI MEI, HUA 111 BRIDGEGATE DR CARY NC 27519-7184	3130 Veridea Pkwy Apex, NC 27539	0740082199	2.09	RR – Rural Residential
8	WANG, YIFEI MEI, HUA 111 BRIDGEGATE DR CARY NC 27519-7184	0 Veridea Pkwy Apex, NC 27539	0740082327	0.30	PUD-CZ – Planned Unit Development Conditional Zoning
9	RXR LEN APEX OWNER LLC GENERAL COUNSEL 625 RXR PLZ Uniondale, NY 11556-3815	3134 Veridea Pkwy Apex, NC 27539	0740070950	0.52	RR – Rural Residential
10	RXR LEN APEX OWNER LLC RXR MTF APEX VEHICLE LLC 625 RXR PLZ UNIONDALE NY 11556-3815	6300 King David Ct. Apex, NC 27539	0740283126	5.0	RR – Rural Residential
				Total: 130.74	

Notified Properties within 500ft of the Project Properties



Aerial View


U.S. 1 Hwy
1
Veridea Pkwy
Veridea Pkwy
Veridea Pkwy
540
540
N.C. 540 Hwy. N.B.
540
55

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 Platform

Date of meeting: October 15, 2025 Time of meeting: 5:30pm - 6:30pm

Property Owner(s) name(s): See Attachment A

Applicant(s): See Attachment A

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.	No attendees				☐
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): See Attachment A

Applicant(s): See Attachment A

Contact information (email/phone): _____

Meeting Address: Virtual Zoom Platform

Date of meeting: October 15, 2025 Time of meeting: 5:30pm - 6:30pm

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:

No attendees

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, Leticia L. Shapiro, 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 500 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 Platform (location/address) on October 15, 2025 (date) from 5:30pm (start time) to 6:30pm (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.

October 21, 2025
Date

By: _____

STATE OF NORTH CAROLINA
COUNTY OF WAKE

Sworn and subscribed before me, Leticia L. Shapiro, a Notary Public for the above State and County, on this the 21st day of October, 2025.

SEAL

PAULA H. ZORIO
NOTARY PUBLIC
WAKE COUNTY, N.C.

_____
Notary Public

Paula H. Zorio
Print Name

My Commission Expires: 3/26/29

TOWN OF APEX
POST OFFICE BOX 250
APEX, NORTH CAROLINA 27502
PHONE 919-249-3426

PUBLIC NOTIFICATION OF PUBLIC HEARINGS

CONDITIONAL ZONING #25CZ15
Veridea Expansion IV

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: Todd Rechler, RXR Realty
Authorized Agent: Jason Barron & Leticia Shapiro, Morningstar Law Group
Property Addresses: 0, 0, 0, 3142, 3138, 3130, 0, & 3134 Veridea Pkwy; 0 Technology Dr (portion of); 6300 King David Ct
Acreage: ±130.74 acres
Property Identification Numbers (PINs): 0740167653, 0740078021, 0740558687 (portion of), 0741117192, 0730977967, 0740081019, 0740082199, 0740082327, 0740070950, & 0740283126
2045 Land Use Map Designation: Regional Mixed Use: Medium Density Residential/High Density Residential/Office Employment/Commercial Services/Industrial Employment and Office Employment/Industrial Employment
If rezoned as proposed, the 2045 Land Use Map Designation will change to: Regional Mixed Use: Medium Density Residential/High Density Residential/Office Employment/Commercial Services/Industrial Employment
Existing Zoning of Properties: Rural Residential (RR), Light Industrial (LI), & Planned Unit Development-Conditional Zoning (PUD-CZ #07CZ01)
Proposed Zoning of Properties: Sustainable Development-Conditional Zoning (SD-CZ)

Public Hearing Location: Apex Town Hall
Council Chamber, 2nd Floor
73 Hunter Street, Apex, North Carolina

Separate comments must be provided for the two public hearings by the deadlines specified below.

Planning Board Public Hearing Date and Time: November 10, 2025 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.

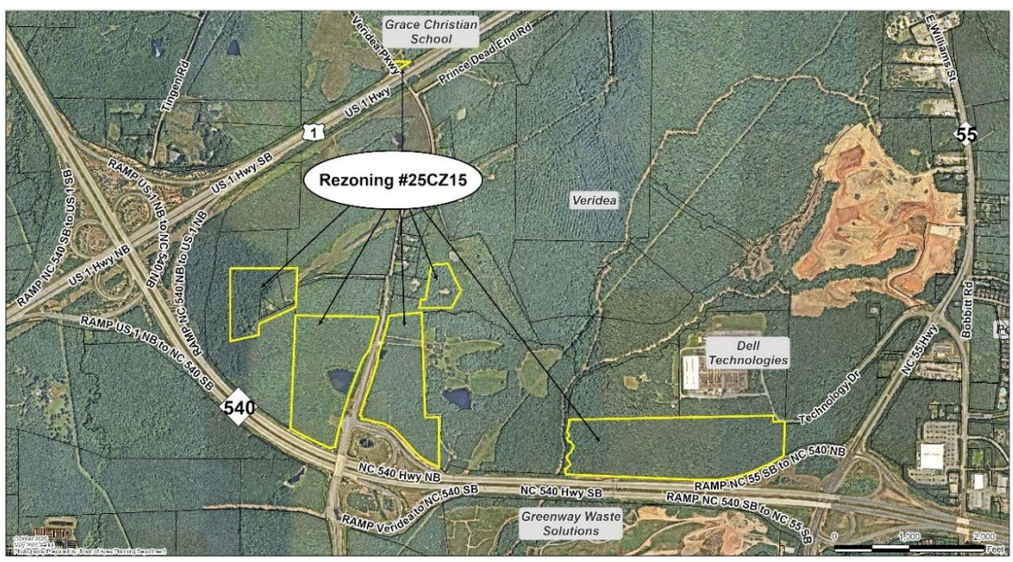
If you are unable to attend, you may provide a written statement by email to public.hearing@apexnc.org, or submit it to the clerk of the Planning Board, Jeri Pederson (322 N. Mason Street or USPS mail - P.O. Box 250, Apex, NC 27502), at least two business days prior to the Planning Board vote. You must 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.

Town Council Public Hearing Date and Time: November 13, 2025 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 500 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: apexnc.org/DocumentCenter/View/51821.

Dianne F. Khin, AICP
Planning Director

Published Dates: October 24-November 13, 2025

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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 #25CZ15
Veridea Expansion IV

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: Todd Rechler, RXR Realty
Authorized Agent: Jason Barron & Leticia Shapiro, Morningstar Law Group
Property Addresses: 0, 0, 0, 3142, 3138, 3130, 0, & 3134 Veridea Pkwy; 0 Technology Dr (portion of); 6300 King David Ct
Acreage: ±130.74 acres
Property Identification Numbers (PINs): 0740167653, 0740078021, 0740558687 (portion of), 0741117192, 0730977967, 0740081019, 0740082199, 0740082327, 0740070950, & 0740283126
2045 Land Use Map Designation: Regional Mixed Use: Medium Density Residential/High Density Residential/Office Employment/Commercial Services/Industrial Employment and Office Employment/Industrial Employment
If rezoned as proposed, the 2045 Land Use Map Designation will change to: Regional Mixed Use: Medium Density Residential/High Density Residential/Office Employment/Commercial Services/Industrial Employment
Existing Zoning of Properties: Rural Residential (RR), Light Industrial (LI), & Planned Unit Development-Conditional Zoning (PUD-CZ #07CZ01)
Proposed Zoning of Properties: Sustainable Development-Conditional Zoning (SD-CZ)

Public Hearing Location: Apex Town Hall
Council Chamber, 2nd Floor
73 Hunter Street, Apex, North Carolina

Separate comments must be provided for the two public hearings by the deadlines specified below.

Planning Board Public Hearing Date and Time: November 10, 2025 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 (322 N. Mason 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.

Town Council Public Hearing Date and Time: November 13, 2025 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 500 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 in the petition and related documents on-line: apexnc.org/DocumentCenter/View/51821.

Dianne F. Khin, AICP
Planning Director

Published Dates: October 24-November 13, 2025

TOWN OF APEX
PO BOX 250
APEX, NORTH CAROLINA 27502
TELÉFONO 919-249-3426

NOTIFICACIÓN PÚBLICA DE AUDIENCIAS PÚBLICAS

ORDENAMIENTO TERRITORIAL CONDICIONAL #25ZC15
Veridea Expansion IV

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: Todd Rechler, RXR Realty
Agente autorizado: Jason Barron & Leticia Shapiro, Morningstar Law Group
Dirección de las propiedades: 0, 0, 0, 3142, 3138, 3130, 0, & 3134 Veridea Pkwy; 0 Technology Dr (portion of); 6300 King David Ct
Superficie: ±130.74 acres
Números de identificación de las propiedades: 0740167653, 0740078021, 0740558687 (portion of), 0741117192, 0730977967, 0740081019, 0740082199, 0740082327, 0740070950, & 0740283126
Designación actual en el Mapa de Uso Territorial para 2045: Regional Mixed Use: Medium Density Residential/High Density Residential/Office Employment/Commercial Services/Industrial Employment and Office Employment/Industrial Employment
Si se aprueba el cambio de zonificación como se propone, el Mapa de Uso Territorial para el 2045 cambiará a: Regional Mixed Use: Medium Density Residential/High Density Residential/Office Employment/Commercial Services/Industrial Employment
Ordenamiento territorial existente de las propiedades: Rural Residential (RR), Light Industrial (LI), & Planned Unit Development-Conditional Zoning (PUD-CZ #07CZ01)
Ordenamiento territorial propuesto para las propiedades: Sustainable Development-Conditional Zoning (SD-CZ) for Veridea

Lugar de la audiencia pública: Ayuntamiento de Apex
Cámara del Consejo, 2º piso
73 Hunter Street, Apex, Carolina del Norte

Los comentarios para cada una de las dos audiencias públicas deben presentarse por separado en los plazos especificados a continuación.

Fecha y hora de la audiencia pública de la Junta de Planificación: 10 de noviembre de 2025 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.

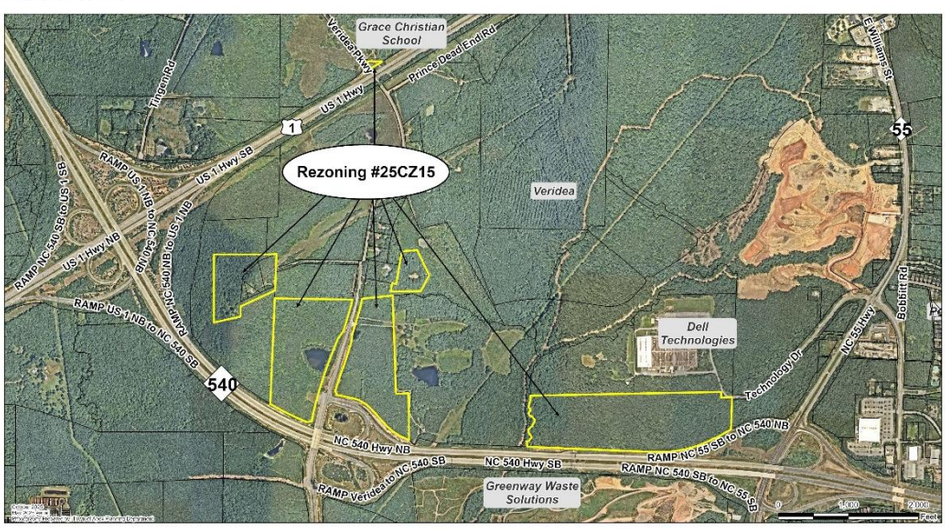
Si no puede asistir, puede enviar una declaración escrita por correo electrónico a public.hearing@apexnc.org, o presentarla a la secretaría de la Junta de Planificación, Jeri Pederson (322 N. Mason Street o por correo USPS a P.O. Box 250, Apex, NC 27502), al menos dos días hábiles antes de la votación 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.

Fecha y hora de la audiencia pública del Consejo Municipal: 13 de noviembre de 2025 6:00 PM

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: apexnc.org/DocumentCenter/View/51821.

Dianne F. Khin, AICP
Directora de Planificación

Fechas de publicación: 24 de octubre- 13 de noviembre de 2025

Town | PL Te | Verid | PL Te | Maps | Peak | Lega
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Edits | Municode | Infor | PlanView | iMAPS | GeoCivix
2 of 2

TOWN OF APEX
PO BOX 250
APEX, NORTH CAROLINA 27502
TELÉFONO 919-249-3426

NOTIFICACIÓN PÚBLICA DE AUDIENCIAS PÚBLICAS

ORDENAMIENTO TERRITORIAL CONDICIONAL #25ZC15

Veridea Expansion IV

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: Todd Rechler, RXR Realty
Agente autorizado: Jason Barron & Leticia Shapiro, Morningstar Law Group
Dirección de las propiedades: 0, 0, 0, 3142, 3138, 3130, 0, & 3134 Veridea Pkwy; 0 Technology Dr (portion of); 6300 King David Ct
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Números de identificación de las propiedades: 0740167653, 0740078021, 0740558687 (portion of), 0741117192, 0730977967, 0740081019, 0740082199, 0740082327, 0740070950, & 0740283126
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Ordenamiento territorial propuesto para las propiedades: Sustainable Development-Conditional Zoning (SD-CZ) for Veridea

Lugar de la audiencia pública: Ayuntamiento de Apex
Cámara del Consejo, 2º piso
73 Hunter Street, Apex, Carolina del Norte

Los comentarios para cada una de las dos audiencias públicas deben presentarse por separado en los plazos especificados a continuación.

Fecha y hora de la audiencia pública de la Junta de Planificación: 10 de noviembre de 2025 4:30 P.M.

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Fecha y hora de la audiencia pública del Consejo Municipal: 13 de noviembre de 2025 6:00 PM

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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. [illegible]citud y otros documentos relacionados aquí: apexnc.org/DocumentCenter/View/51821.

Dianne F. Khin, AICP
Directora de Planificación

Fechas de publicación: 24 de octubre- 13 de noviembre de 2025

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 #25CZ15 Veridea Expansion IV
Project Location:	0, 0, 0, 3142, 3138, 3130, 0, & 3134 Veridea Pkwy; 0 Technology Dr (portion of); 6300 King David Ct
Applicant or Authorized Agent:	Todd Rechler
Firm:	RXR Realty
Planning Board Public Hearing Date:	November 10, 2025
Town Council Public Hearing Date:	November 13, 2025
Project Planner:	Amanda Bunce

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 October 24, 2025, 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 500' 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 500' of the land subject to notification.

10/27/2025
Date

Planning Director

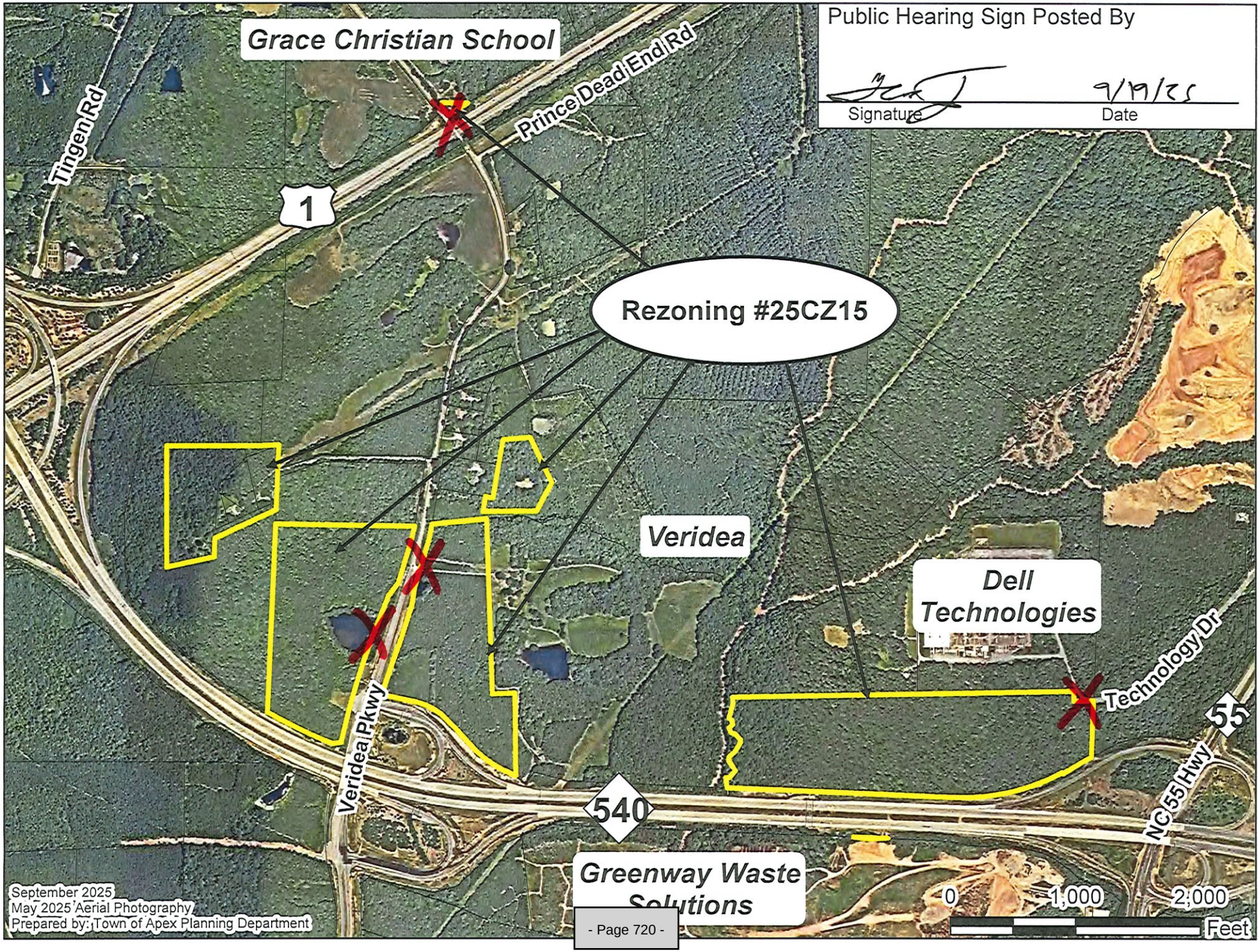
STATE OF NORTH CAROLINA
COUNTY OF WAKE

Sworn and subscribed before me, Jeri Chastain Pederson, a Notary Public for the above State and County, this the 27 day of October, 2025.

JERI CHASTAIN PEDERSON
NOTARY PUBLIC
My Commission Expires
March 19, 2029
WAKE COUNTY, NC

Jeri Chastain Pederson
Notary Public

My Commission Expires: 03/19/2029


Public Hearing Sign Posted By
Signature
9/19/25
Date
Grace Christian School
Prince Dead End Rd
Tingen Rd
1
Rezoning #25CZ15
Veridea
Dell Technologies
Technology Dr
55
NC 55 Hwy
Veridea Pkwy
540
Greenway Waste Solutions
September 2025
May 2025 Aerial Photography
Prepared by: Town of Apex Planning Department
0
1,000
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Feet

| Agenda Item | cover sheet

for consideration by the Apex Town Council

Item Type: PUBLIC HEARING

Meeting Date: November 13, 2025

Item Details

Presenter(s): Bruce Venable, Planner II

Department(s): Planning

Requested Motion

Public Hearing and possible motion regarding various amendments to the Unified Development Ordinance (UDO).

Approval Recommended?

The Planning Department recommends approval.

The Planning Board will hold a public hearing on November 10, 2025. Their recommendation will be shared at the November 13, 2025 Town Council meeting.

Item Details

Requested by Planning and Transportation & Infrastructure Development Staff:

1. Amendments to Secs. 7.2.1.I *Design Standards, Streets;* 7.2.4 *Design Standards;* 8.2.6.C *Landscaping, Buffering, and Screening, General Buffering Requirements*; and 13.4 *Transportation, Definitions* in order to permit the use of temporary turnarounds in connection with stub streets.

Attachments

- PH7-A1: Staff Report - Unified Development Ordinance (UDO) Amendments-Staff - November 2025
- PH7-A2: Public Notice - Unified Development Ordinance (UDO) Amendments-Staff - November 2025
- PH7-A3: Ordinance - Unified Development Ordinance (UDO) Amendments-Staff – November 2025

Requested by Planning and Transportation & Infrastructure Development Staff:

1) Amendments to Secs. 7.2.1.I *Design Standards, Streets;* 7.2.4 *Design Standards;* 8.2.6.C *Landscaping, Buffering, and Screening, General Buffering Requirements*; and 13.4 *Transportation, Definitions* in order to permit the use of temporary turnarounds in connection with stub streets.

Background: Staff proposes the following amendments to clarify that temporary turnarounds, in the form of cul-de-sacs and/or T-turnarounds (hammerheads), may be permitted in connection with stub streets. The intent of this amendment is to 1) ensure that emergency and other Town-related vehicles can safely and efficiently maneuver throughout a subdivision and 2) provide guidance for their eventual removal as the stub streets are connected to future development on adjacent properties and the temporary turnaround is no longer required.

7.2.1 Design Standards, Streets

I) ***Temporary Turnaround***
A temporary turnaround (either a cul-de-sac or hammerhead) shall be provided at the terminus of any residential stub street exceeding 150 feet in length. Temporary turnarounds shall be constructed in a temporary public access easement or within the public right-of-way and shall comply with all applicable standards, including the Town of Apex *Standard Specifications and Standard details.*

1) *Easement and Design.* The temporary turnaround shall be placed in a temporary public access easement meeting the standards of Sec. 7.2.4.C *Temporary Public Access Easement* or within dedicated public right-of-way until such time as the roadway is extended.

2) *Fee-In-Lieu (FIL).* A fee-in-lieu pursuant to Sec. 7.5.4.F *Stub Street Fee-In-Lieu* shall be required for the future conversion and removal of the temporary turnaround prior to Master Subdivision Final Plat approval.

3) *Removal and Restoration.* The developer of the adjacent property making a street connection to the existing stub street shall be responsible for the removal of the temporary turnaround, restoration of the affected area, landscaping to meet the buffer type that would have been required had the temporary turnaround not been located there, and construction of any additional improvements required by the Town at the time the road connection is made.

4) *Use Limitations*. Temporary turnarounds shall not be used for parking and/or driveways.

5) *Signage*. When a temporary turnaround is provided, a clearly visible street sign per the Town of Apex's *Standard Specifications and Standard Details* shall

be erected at the end of the stub street stating that the street is planned to be connected to a future street.

6) ***Size and Dimensions*. The temporary turnaround shall comply with the size and dimensional requirements set forth in the Town of Apex's *Standard Specifications and Standard Details* for cul-de-sacs or T-turnarounds.**

7) ***Platting*. Any plat containing a stub street shall include the following note: "The street system shown on this plat includes one or more stub streets that are intended to connect to adjacent property when such property is developed. These connections are required to promote the efficient flow and distribution of traffic and to provide additional points of access for emergency vehicles."**

8) ***Materials.* The temporary turnaround shall be built to the Town of Apex's standards per Town of Apex *Standard Specifications and Standard Details.***

7.2.4 Design Standards

…

C) ***Temporary Public Access Easement.***
Where a street is terminated temporarily at the edge of a development and creates a stub street, a temporary public access easement shall be provided. The temporary public access easement shall be of sufficient size to allow for necessary construction and future conversion of the roadway to a through street. Any slope easements, construction easements and/or right-of-way dedication needed to construct the future roadway connection shall be dedicated. The temporary public access easement shall follow one of the following methods:

(1) **If the adjacent land is owned by the subdivider, a temporary turnaround can be provided with a temporary public access easement on such adjacent land. Temporary turnarounds shall meet the standards found in Sec. 7.2.1.I *Temporary Turnaround*; or**

(2) **The subdivider may provide the required turnaround on one of the last lots nearest to the adjacent land and fronting on the temporary stub street through use of a temporary public access easement dedicated to the Town. Temporary turnarounds shall meet the standards found in Sec. 7.2.1.I *Temporary Turnaround*.**

…

8.2.6 Landscaping, Buffering, and Screening, Buffering

…

C) *General Buffering Requirements*

…

4) *No Development Within the Required Buffer*
The required buffer shall not contain any development, built-upon area, or site features that do not function to meet the standards of this Section or that require removal of existing vegetation, except for signs within platted sign easements, utilities within public utility easements, **public access easements,** and public art on private property within a platted

public art on private property easement (see Secs. 8.1.2.C.9 and 8.2.2.C.2.a). When a public utility **and/or a public access** easement is located within a Fully-and Limited-Controlled Access Highway Buffer, Streetfront Buffer, or a Thoroughfare Buffer that is 20 feet or greater in width, a minimum 20-foot-wide planting area shall be provided as measured from the edge of the easement. For all other required buffers, a minimum 10-foot-wide planting area shall be provided as measured from the edge of the easement. The planting area shall be as wide as necessary in order to accommodate all required buffer plantings. Tree species with compact root systems shall be used adjacent to the easement.

…

13.4 Transportation, Definitions

…

Temporary Turnaround

A turnaround area, constructed as either a bulb-style cul-de-sac or a T-turnaround, located within a temporary public access easement or public right-of-way at the terminus of a street that is planned for future extension.

…

PLANNING STAFF RECOMMENDATION:

Planning staff recommend approval of the proposed amendments.

PLANNING BOARD RECOMMENDATION:

The Planning Board will hold a public hearing on November 10, 2025. Their recommendation will be shared at the November 13, 2025, Town Council meeting.

TOWN OF APEX
POST OFFICE BOX 250
APEX, NORTH CAROLINA 27502
TEL. 919-249-3426

PUBLIC NOTIFICATION OF PUBLIC HEARING

AMENDMENTS TO THE UNIFIED DEVELOPMENT ORDINANCE (UDO)

Pursuant to the provisions of North Carolina General Statutes §160D-601 and to the Town of Apex Unified Development Ordinance (UDO) Sec. 2.2.11, notice is hereby given of a public hearing before the Town Council of the Town of Apex for the purpose of soliciting comments relative to the following amendment(s) to the Unified Development Ordinance that are applicable Town-wide:

Requested by Planning and Transportation & Infrastructure Development Staff:

1. Amendments to Secs. 7.2.1.I *Design Standards*, *Streets*; 7.2.4 *Design Standards*; 8.2.6.C *Landscaping, Buffering, and Screening, General Buffering Requirements*; and 13.4 *Transportation, Definitions* in order to permit the use of temporary turnarounds in connection with stub streets.

Public Hearing Location: Apex Town Hall
Council Chamber, 2nd floor
73 Hunter Street, Apex, North Carolina

Town Council Public Hearing Date and Time: November 13, 2025, 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 members prior to their vote. Please include the Public Hearing name in the subject line.

The UDO can be accessed online at: http://www.apexnc.org/233.

Dianne F. Khin, AICP
Planning Director

Published Dates: October 24, 2025 – November 13, 2025

TOWN OF APEX
POST OFFICE BOX 250
APEX, NORTH CAROLINA 27502
TEL. 919-249-3426

NOTIFICACIÓN PÚBLICA DE AUDIENCIAS PÚBLICAS

Modificación de la Ordenanza de Desarrollo Unificado (UDO)

De conformidad con las disposiciones de los Estatutos Generales de Carolina del Norte §160D-601 y con la sección 2.2.11 de la Ordenanza de Desarrollo Unificado (UDO) del pueblo de Apex, por la presente se notifican las audiencias públicas ante el Consejo Municipal del pueblo de Apex a fin de solicitar comentarios relativos a la siguiente modificación de la Ordenanza de Desarrollo Unificado que se aplican a todo el pueblo:

Solicitado por el Departamento de Desarrollo de Transporte e Infraestructura:

1. Modificaciones a las secciones 7.2.1.I *Estándares de diseño*, *Calles*; 7.2.4 *Estándares de diseño*; 8.2.6.C *Paisajismo, zona de amortiguamiento y protección, Requisitos generales de amortiguación*; y 13.4 *Transporte, Definiciones* con el fin de permitir el uso de vueltas temporales en relación con calles sin salida.

Lugar de la audiencia pública: Ayuntamiento de Apex
Cámara del Consejo, 2.º piso
73 Hunter Street, Apex, North Carolina

Fecha y hora de la audiencia pública del Consejo Municipal: 13 de noviembre 2025, 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 proporcionar una declaración escrita por correo electrónico a public.hearing@apexnc.org, o presentarla a la Oficina de la Secretaria Municipal (73 Hunter Street o por correo postal 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.

Se puede acceder a la UDO en línea en http://www.apexnc.org/233.

Dianne F. Khin, AICP
Directora de Planificación

Fechas de publicación: del 24 de octubre de 2025 al 13 de noviembre de 2025

https://www.apexnc.org/DocumentCenter/View/52400/UDO_Legal_Ad_Nov-2025-Combined?bidId=

Team Apex Landing... | Town of Apex, Nort... | Planning Departme... | 2045LUM_04092024... | Development in Apex | iMAPS | Home | Books! Online Recor... | PL Team - Internal -... | Lighting Info | Form-Based-Code.p... | Design and Develop... | Other favorites

Draw | 1 of 2

TOWN OF APEX
POST OFFICE BOX 250
APEX, NORTH CAROLINA 27502
TEL. 919-249-3426

PUBLIC NOTIFICATION OF PUBLIC HEARING

AMENDMENTS TO THE UNIFIED DEVELOPMENT ORDINANCE (UDO)

Pursuant to the provisions of North Carolina General Statutes §160D-601 and to the Town of Apex Unified Development Ordinance (UDO) Sec. 2.2.11, notice is hereby given of a public hearing before the Town Council of the Town of Apex for the purpose of soliciting comments relative to the following amendment(s) to the Unified Development Ordinance that are applicable Town-wide:

Requested by Planning and Transportation & Infrastructure Development Staff:

1. Amendments to Secs. 7.2.1.I *Design Standards, Streets*; 7.2.4 *Design Standards*; 8.2.6.C *Landscaping, Buffering, and Screening, General Buffering Requirements*; and 13.4 *Transportation, Definitions* in order to permit the use of temporary turnarounds in connection with stub streets.

Public Hearing Location: Apex Town Hall
Council Chamber, 2nd floor
73 Hunter Street, Apex, North Carolina

Town Council Public Hearing Date and Time: November 13, 2025, 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 members prior to their vote. Please include the Public Hearing name in the subject line.

The UDO can be accessed online at: http://www.apexnc.org/233.

Dianne F. Khin, AICP
Planning Director

Published Dates: October 24, 2025 – November 13, 2025

48°F Sunny | Search | 8:31 AM 10/24/2025

https://www.apexnc.org/DocumentCenter/View/52400/UDO_Legal_Ad_Nov-2025-Combined?bidId=

Team Apex Landing... Town of Apex, Nort... Planning Departme... 2045LUM_04092024... Development in Apex iMAPS Home Books! Online Recor... PL Team - Internal -... Lighting Info Form-Based-Code.p... Design and Develop... Other favorites

Draw 2 of 2

TOWN OF APEX
POST OFFICE BOX 250
APEX, NORTH CAROLINA 27502
TEL. 919-249-3426

NOTIFICACIÓN PÚBLICA DE AUDIENCIAS PÚBLICAS
Modificación de la Ordenanza
de Desarrollo Unificado (UDO)

De conformidad con las disposiciones de los Estatutos Generales de Carolina del Norte §160D-601 y con la sección 2.2.11 de la Ordenanza de Desarrollo Unificado (UDO) del pueblo de Apex, por la presente se notifican las audiencias públicas ante el Consejo Municipal del pueblo de Apex a fin de solicitar comentarios relativos a la siguiente modificación de la Ordenanza de Desarrollo Unificado que se aplican a todo el pueblo:

Solicitado por el Departamento de Desarrollo de Transporte e Infraestructura:

1. Modificaciones a las secciones 7.2.1.I *Estándares de diseño, Calles*; 7.2.4 *Estándares de diseño*; 8.2.6.C *Paisajismo, zona de amortiguamiento y protección, Requisitos generales de amortiguación*; y 13.4 *Transporte, Definiciones* con el fin de permitir el uso de vueltas temporales en relación con calles sin salida.

Lugar de la audiencia pública: Ayuntamiento de Apex
Cámara del Consejo, 2.º piso
73 Hunter Street, Apex, North Carolina

Fecha y hora de la audiencia pública del Consejo Municipal: 13 de noviembre 2025, 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 proporcionar una declaración escrita por correo electrónico a public.hearing@apexnc.org, o presentarla a la Oficina de la Secretaria Municipal (73 Hunter Street o por correo postal 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.

Se puede acceder a la UDO en línea en http://www.apexnc.org/233.

Dianne F. Khin, AICP
Directora de Planificación

Fechas de publicación: del 24 de octubre de 2025 al 13 de noviembre de 2025

48°F Sunny Search 8:31 AM 10/24/2025

AN ORDINANCE TO AMEND CERTAIN SECTIONS OF THE UNIFIED DEVELOPMENT ORDINANCE

BE IT ORDAINED by the Town Council of the Town of Apex as follows:

Section 1. **Sections 7.2.1, 7.2.4, 8.2.6, and 13.4 of the Unified Development Ordinance are now amended to read as follows with additions shown as bold underlined text and deletions shown as struck-through text:**

7.2.1 Design Standards, Streets

I) ***Temporary Turnaround***
A temporary turnaround (either a cul-de-sac or hammerhead) shall be provided at the terminus of any residential stub street exceeding 150 feet in length. Temporary turnarounds shall be constructed in a temporary public access easement or within the public right-of-way and shall comply with all applicable standards, including the Town of Apex *Standard Specifications and Standard details.*

1) ***Easement and Design.*** **The temporary turnaround shall be placed in a temporary public access easement meeting the standards of Sec. 7.2.4.C *Temporary Public Access Easement* or within dedicated public right-of-way until such time as the roadway is extended.**

2) ***Fee-In-Lieu (FIL).*** **A fee-in-lieu pursuant to Sec. 7.5.4.F *Stub Street Fee-In-Lieu* shall be required for the future conversion and removal of the temporary turnaround prior to Master Subdivision Final Plat approval.**

3) ***Removal and Restoration.*** **The developer of the adjacent property making a street connection to the existing stub street shall be responsible for the removal of the temporary turnaround, restoration of the affected area, landscaping to meet the buffer type that would have been required had the temporary turnaround not been located there, and construction of any additional improvements required by the Town at the time the road connection is made.**

4) ***Use Limitations*****. Temporary turnarounds shall not be used for parking and/or driveways.**

5) ***Signage*****. When a temporary turnaround is provided, a clearly visible street sign per the Town of Apex's *Standard Specifications and Standard Details* shall be erected at the end of the stub street stating that the street is planned to be connected to a future street.**

6) ***Size and Dimensions*****. The temporary turnaround shall comply with the size and dimensional requirements set forth in the Town of Apex's *Standard Specifications and Standard Details* for cul-de-sacs or T-turnarounds.**

7) ***Platting*****. Any plat containing a stub street shall include the following note: "The street system shown on this plat includes one or more stub streets that are intended to connect to adjacent property when such property is**

developed. These connections are required to promote the efficient flow and distribution of traffic and to provide additional points of access for emergency vehicles."

8) ***Materials.*** **The temporary turnaround shall be built to the Town of Apex's standards per Town of Apex** ***Standard Specifications and Standard Details.***

7.2.4 Design Standards

…

C) ***Temporary Public Access Easement.***
Where a street is terminated temporarily at the edge of a development and creates a stub street, a temporary public access easement shall be provided. The temporary public access easement shall be of sufficient size to allow for necessary construction and future conversion of the roadway to a through street. Any slope easements, construction easements and/or right-of-way dedication needed to construct the future roadway connection shall be dedicated. The temporary public access easement shall follow one of the following methods:

(1) **If the adjacent land is owned by the subdivider, a temporary turnaround can be provided with a temporary public access easement on such adjacent land. Temporary turnarounds shall meet the standards found in Sec. 7.2.1.I** ***Temporary Turnaround*****; or**

(2) **The subdivider may provide the required turnaround on one of the last lots nearest to the adjacent land and fronting on the temporary stub street through use of a temporary public access easement dedicated to the Town. Temporary turnarounds shall meet the standards found in Sec. 7.2.1.I** ***Temporary Turnaround*****.**

…

8.2.6 Landscaping, Buffering, and Screening, Buffering

…

C) *General Buffering Requirements*

…

4) *No Development Within the Required Buffer*
The required buffer shall not contain any development, built-upon area, or site features that do not function to meet the standards of this Section or that require removal of existing vegetation, except for signs within platted sign easements, utilities within public utility easements, **public access easements,** and public art on private property within a platted public art on private property easement (see Secs. 8.1.2.C.9 and 8.2.2.C.2.a). When a public utility **and/or a public access** easement is located within a Fully-and Limited-Controlled Access Highway Buffer, Streetfront Buffer, or a Thoroughfare Buffer that is 20 feet or greater in width, a minimum 20-foot-wide planting area shall be provided as measured from the edge of the easement. For all other required buffers, a minimum 10-foot-wide planting area shall be provided as measured from the edge of the easement. The planting area shall be as wide as

necessary in order to accommodate all required buffer plantings. Tree species with compact root systems shall be used adjacent to the easement.

…

13.4 Transportation, Definitions

…

Temporary Turnaround

A turnaround area, constructed as either a bulb-style cul-de-sac or a T-turnaround, located within a temporary public access easement or public right-of-way at the terminus of a street that is planned for future extension.

…

Section 2. The Planning Director and/or Town Manager are hereby authorized to renumber, revise formatting, correct typographic errors, to verify and correct cross references, indexes and diagrams as necessary to codify, publish, and/or accomplish the provisions of this ordinance or future amendments as long as doing so does not alter the terms of this ordinance.

Section 3. All ordinances or parts of ordinances in conflict with this ordinance are hereby repealed. If any section, paragraph, subdivision, clause or provision of this ordinance shall be adjudged invalid, such adjudication shall apply only to such section, paragraph, subdivision, clause or provision so adjudged and the remainder of the ordinance shall be deemed valid and effective.

Section 4. The ordinances shall be effective upon enactment on the ____ day of _____2025.

Introduced by Council Member _____

Seconded by Council Member _____

Attest:

_____
Allen Coleman, CMC, NCCCC
Town Clerk

TOWN OF APEX

_____
Jacques K. Gilbert
Mayor

Approved as to Form:

_____
Laurie L. Hohe
Town Attorney

| Agenda Item | cover sheet

for consideration by the Apex Town Council

Item Type: CONSENT AGENDA

Meeting Date: November 13, 2025

Item Details

Presenter(s): Ryan Johansen, Chief of Police

Department(s): Apex Police Department

Requested Motion

Possible motion to adopt an amendment to Chapter 18 – Streets and Sidewalks, Section 11 – Obstructions – Structures; vehicles of the Town of Apex Code of Ordinances to allow individuals to place chairs or other temporary seating in temporarily designated areas of the right-of-way (ROW), as determined by the Chief of Police, or their designee, no more than 24 hours prior to approved special events.

Approval Recommended?

Yes

Item Details

This proposed amendment will allow the Chief of Police, or their designee, to designate areas in the ROW where individuals may place private property, such as chairs and other temporary seating, for no more than 48 hours total. In addition, this ordinance prohibits the placing of personal property more than 24 hours prior to the special event.

The purpose of this amendment is to allow special event attendees, such as at the holiday parade, to place their seating prior to the beginning of the event while ensuring such placement does not interfere with government functions and roadway safety. Prior to the approved special event, the Chief of Police, or their designee, will designate areas with signage where chairs and other temporary seating will be allowed temporarily. The proposed amendment also provides for removal and disposal of private property left in the ROW for longer than authorized.

Attachments

- NB1-A1: Ordinance Amendment - Chapter 18, Section 11 – Temporary Seating for Approved Special Events

ORDINANCE NO. 2025-_____

AN ORDINANCE AMENDING SECTION 18-11 OF THE APEX TOWN CODE FOR THE USE OF TOWN RIGHTS-OF-WAY FOR PLACEMENT OF AUTHORIZED PERSONAL PROPERTY

NOW THEREFORE, BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF APEX AS FOLLOWS:

Section 1. Sec. 18-11 of the Town of Apex Code of Ordinances is hereby amended to read as follows with additions shown as bold underlined text:

Sec. 18-11. – Obstructions-Structures; vehicles.

(a) It shall be unlawful to build, erect, construct or place any porch, steps, fence, wall, storage pod, dumpster, construction materials, construction equipment, similar items, or other obstruction whatsoever in or over any of the streets or sidewalks. It shall be unlawful to obstruct any sidewalk or street with any buggy, wheelbarrow, wagon, automobile, truck or other vehicle, railroad car, chair, bench, open gate, chicken coop, box or other article; provided, that a margin not exceeding two and one-half feet in width on the inside of the sidewalk in the business blocks shall be allowed for the exhibition of merchandise by abutting merchants; provided further, that this section shall not apply to baby carriages and invalid chairs rolled on the sidewalks in such manner as not to obstruct the same. A violation of this section is punishable as a misdemeanor as provided by G.S. 14-4.

(b) Notwithstanding the provisions of Town Code subsection 18-11(a) and section 18-12, downtown sidewalk food service tables may be placed and used on the sidewalks in the Central Business District of the Town of Apex as provided in this subsection 18-11(b) except when the street is temporarily closed to regular traffic for special events. A "downtown sidewalk food service table" is a table used for food service by a food service provider and located on a public sidewalk directly in front of the food service provider's place of business in the Central Business District. Downtown sidewalk food service tables are subject to the following requirements:

(1) No downtown sidewalk food service table nor any chairs or other items used in connection with one shall reduce the clear accessible travel path of the sidewalk to a width of less than 36 inches. The width of the clear accessible travel path shall be measured from the street-side edge of the concrete sidewalk perpendicularly toward the building-side edge of the concrete sidewalk.

(2) Downtown sidewalk food service tables and all chairs and other items used in connection with them shall be situated, outfitted and used in a manner that does not constitute a hazard to persons using the sidewalks.

(3) No person shall place, use or operate a downtown sidewalk food service table except as authorized by a site specific development plan approved by the Apex Planning Department.

(c) Notwithstanding the provisions of Town Code subsection 18-11(a) and section 18-12, outdoor displays and signs that comply with all other applicable provisions of the Apex Town Code, the Unified Development Ordinance and the other standards and specifications of the town shall be permissible on a public sidewalk in the Central Business District directly in front of the place of business to which the display or sign relates, except when the street is temporarily closed to regular traffic for special events. Outdoor displays and signs on sidewalks in the Central Business District are subject to the following requirements:

(1) No outdoor display or sign located on a sidewalk shall reduce the clear accessible travel path of the sidewalk to a width of less than 36 inches. The width of the clear accessible travel path shall be measured from the street-side edge of the concrete sidewalk perpendicularly toward the building-side edge of the concrete sidewalk.

(2) Outdoor displays and signs located on a sidewalk shall be situated, outfitted and used in a manner that does not constitute a hazard to persons using the sidewalks.

(d) Designation of Temporary Areas for Authorized Personal Property Placement.

(1) Notwithstanding subsection 18-11(a), the Police Chief, or a duly authorized representative of the Police Chief, is hereby authorized to designate certain areas within the town's public rights-of-way where private parties may place authorized personal property for a period not exceeding forty-eight (48) hours, under the conditions and limitations so designated by the Police Chief.

(2) Authorized personal property may only be placed in designated areas and for a period not exceeding forty-eight (48) consecutive hours, and shall be placed no sooner than twenty-four (24) hours prior to the beginning of the special event and removed no later than twenty-four (24) hours after the conclusion of the special event. At no time may any authorized private property remain in the designated area beyond this period unless authorized by law or the Police Chief. The placement of authorized personal property must not obstruct pedestrian or vehicular traffic, nor interfere with use of the right-of-way, including but not limited to utilities, town services, or public safety operations.

(3) *No Other Rights or Privileges Impacted or Established.* Nothing in this section 18-11 shall create, confer, amend, modify, or abridge any existing rights of

other parties in the town's rights-of-way, nor does it create, confer, or establish any permanent or ongoing rights to private parties for the use of the town's rights-of-way. The use of designated areas for the placement of authorized personal property is limited to the terms specified in this section and is revocable at any time by the Police Chief or other duly authorized town officials.

(4) ***No Bailment Created.*** **Nothing in this section 18-11 shall be construed to create a bailment or any legal obligation between the town or its Police Department and any private party placing authorized personal property in the designated areas. The town does not assume any responsibility for the placement, condition, security, or maintenance of authorized personal property placed within these designated areas, and private parties do so at their own risk.**

(5) ***Enforcement and Penalties.***

(a) Any authorized personal property placed or remaining in the designated areas in violation of this section may be removed and disposed of by the Police Chief or their designee. Costs incurred from removal or disposal of authorized personal property may be charged to the owner or party who places authorized personal property in the right of way or allows such authorized personal property to remain after the permitted time period.

(b) The owner or party placing the authorized personal property in the designated area shall be solely responsible for any damage to the designated area, right-of-way, town property, adjoining property, or injury to persons resulting from such placement.

Section 2. Severability, Conflict of Laws.

If any section, sentence, clause, or phrase of this ordinance or application thereof to any person or circumstances is held invalid or unconstitutional by any court of competent jurisdiction, such holding shall not affect other provisions or applications of the ordinance which can be given separate effect and to the end the provisions of this ordinance are declared to be severable. All ordinances or parts of ordinances in conflict with this ordinance are hereby repealed.

Section 3. Codification.

It is the intention of the governing body, and it is hereby ordained that the provisions of this ordinance shall become and be made a part of the Code of Ordinances and the sections of this ordinance may be renumbered to accomplish such intention.

Section 4. Technical Corrections.

The Town Clerk and/or Town Manager are hereby authorized to renumber, revise formatting, correct typographic errors, to verify and correct cross references, indexes and diagrams as necessary to codify, publish, and/or accomplish the provisions of this Ordinance or future amendments as long as doing so does not alter the terms of this Ordinance.

Section 5. Effective Date.

This ordinance shall become effective upon adoption.

Introduced by Council Member: _____
Seconded by Council Member: _____
This the ___ day of _____, 2025.

_____
Jacques K. Gilbert
Mayor

ATTEST:

_____
Allen L. Coleman, CMC, NCCCC
Town Clerk

APPROVED AS TO FORM:

_____
Laurie L. Hohe
Town Attorney

| Agenda Item | cover sheet

for consideration by the Apex Town Council

Item Type: NEW BUSINESS

Meeting Date: November 13, 2025

Item Details

Presenter(s): Councilmember Brett Gantt, Sponsor

Department(s): Governing Body

Requested Motion

Discussion regarding student parking at 8008 Humie Olive Road and possible direction to staff as appropriate.

Approval Recommended?

TBD

Item Details

On August 12 and August 26, 2025, the Apex Town Council discussed an issue related to student parking near Apex Friendship High School (AFHS). More specifically, the Town Council unanimously voted to decline an amendment to the Town's Unified Development Ordinance (UDO) to allow student parking in resident areas. The property located at 8008 Humie Olive Road continues to be out of compliance based on the current zoning for this property.

Discussion and possible actions involve direction to staff on:

A. Enforcement of Zoning Compliance
B. Extraterritorial Jurisdiction (ETJ) Relinquishment
C. Or other action deemed appropriate by the Town Council

Attachments

- None

| Agenda Item | cover sheet

for consideration by the Apex Town Council

Item Type: CLOSED SESSION

Meeting Date: November 13, 2025

Item Details

Presenter(s): Laurie Hohe, Town Attorney

Department(s): Legal

Requested Motion

Possible motion to go into closed session pursuant to NCGS 143-318.11(a)(3) to consult with the Town Attorney.

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

| Agenda Item | cover sheet

for consideration by the Apex Town Council

Item Type: CLOSED SESSION

Meeting Date: November 13, 2025

Item Details

Presenter(s): Mayor Pro-Tempore Edward Gray

Department(s): Governing Body

Requested Motion

Possible motion to enter into closed session pursuant to NCGS § 143-318.11(a)(6) to consider a personnel matter.

Approval Recommended?

N/A

Item Details

NCGS § 143-318.11(a)(6)

"To consider the qualifications, competence, performance, character, fitness, conditions of appointment, or conditions of initial employment of an individual public officer or employee or prospective public officer or employee; or to hear or investigate a complaint, charge, or grievance by or against an individual public officer or employee"

Attachments

- N/A

| Agenda Item | cover sheet

for consideration by the Apex Town Council

Item Type: CLOSED SESSION

Meeting Date: November 13, 2025

Item Details

Presenter(s): Mayor Pro-Tempore Edward Gray

Department(s): Governing Body

Requested Motion

Possible motion to enter into closed session pursuant to NCGS § 143-318.11(a)(6) to consider a personnel matter.

Approval Recommended?

N/A

Item Details

NCGS § 143-318.11(a)(6)

"To consider the qualifications, competence, performance, character, fitness, conditions of appointment, or conditions of initial employment of an individual public officer or employee or prospective public officer or employee; or to hear or investigate a complaint, charge, or grievance by or against an individual public officer or employee"

Attachments

- N/A

| Agenda Item | cover sheet

for consideration by the Apex Town Council

Item Type: CLOSED SESSION

Meeting Date: November 13, 2025

Item Details

Presenter(s): Mayor Pro-Tempore Edward Gray

Department(s): Governing Body

Requested Motion

Possible motion to enter into closed session pursuant to NCGS § 143-318.11(a)(6) to consider a personnel matter.

Approval Recommended?

N/A

Item Details

NCGS § 143-318.11(a)(6)

"To consider the qualifications, competence, performance, character, fitness, conditions of appointment, or conditions of initial employment of an individual public officer or employee or prospective public officer or employee; or to hear or investigate a complaint, charge, or grievance by or against an individual public officer or employee"

Attachments

- N/A