

*Appendix F. Draft Plan Public Input Summary and Staff Responses*

## Western Big Branch Area Plan: Draft Plan Public Input Summary and Staff Responses

An online comment form to collect public input on the Draft Plan was open from July 17, 2024 – August 7, 2024. The following tables include comments provided on the Draft Plan with staff responses. The tables are separated by the sections in the Draft Plan. The final column in each table notes if the Plan has been revised based on the comment provided on the Draft Plan.

### Executive Summary

Comment	Frequency	Staff Response	Proposed change to Draft Plan?
Have the Hot Spot Study and the regional travel demand model been updated to reflect the lower densities? If no, does Apex plan to in the future?	*	The current <a href="#">regional travel demand model</a> may be revised to reflect the Western Big Branch Area Plan. The Capital Area Metropolitan Planning Organization is aware of the proposed changes and will be making revisions if possible, depending on timing of plan adoption. If the current model cannot be updated, the next iteration of the regional travel demand model will be informed by the latest land use designations on the Town of Apex Land Use Map. The Friendship Road Hot Spot Study will not be revised based on the Western Big Branch Area Plan.	No
Question of why Town water is mentioned. Request to correct statements about water.	2	All references to Town water have been removed from the Plan. There are no plans for the Town to extend water in this area, except along Old US 1 near Pleasant Park. The Big Branch Pump Station & Force Main project will only extend pressurized force mains in this area. The intent of the note about Town water in the Draft Plan was to share that if annexation and new development were to occur, water required to serve the site would be extended and more accessible for others in the area.	Yes, removed references to Town water service.

\*Comment submitted by a group of study area residents.

### Summary of Issues, Constraints, and Opportunities

Comment	Frequency	Staff Response	Proposed change to Draft Plan?
Page 14: Bullet #2 - "The Apex Land Cover Analysis & Tree Canopy Assessment prepared by Wake County highlights that existing tree canopy provides environmental benefits such as carbon sequestration, mitigation of stormwater runoff, and removal of air pollution." The study shows total	*	The study does not include a per acre benefit value. The study does include a per capita benefit value of \$1,321.31. Please see page 17 of the <a href="#">Apex Land Cover Analysis &amp; Tree Canopy Assessment</a> prepared by Wake County for more information about the per capita benefit value.	No

<b>Comment</b>	<b>Frequency</b>	<b>Staff Response</b>	<b>Proposed change to Draft Plan?</b>
benefits. We were going to do the per acre math but want to make sure it's the same numbers that Apex will use. Can Apex provide the per acre numbers or should we share our math with you for review?			
Page 16: Figure 5. Community Resources - We really like this map. Would it be possible to get this map with the VAD, EVAD, and neighborhoods with covenants (Wimberly Farms, ES Mason Properties, King Family HOA, Kilcastle, Creeks Bends Farms, Hazelhurst, Winding Way Estates, Kirkwood, Pleasant Plain Estates) on one map?	*	We are glad this is a useful map. Neighborhood covenants have not been added to the map as private property owners are not required to disclose the terms of a neighborhood covenant to the Town of Apex when the covenant is established. These agreements are between private property owners.	No
Include all crash data from the last five years, beyond the Apex Response Area	2	Figure 6 has been updated to include all crash data from the last five years.	Yes, Figure 6 has been updated to include all crash data from the last five years.

### Vision & Goals

<b>Comment</b>	<b>Frequency</b>	<b>Staff Response</b>	<b>Proposed change to Draft Plan?</b>
The goals do not reflect community preferences.	2	Noted.	No
Concerned that tree canopy has been depleted along Old US 1.	1	In the Plan, a substantial portion of the study area is recommended as either Rural Density (one residential unit per five acres) or Rural Transition Residential (one residential unit per acre).	No
Disagree with vision and goals because approved development projects affect water tables.	1	Wake County Onsite Water Protection staff shared that increasing the amount of impervious surface tends to reduce natural infiltration of water and so can reduce groundwater levels over time. The specific impact of any development is difficult to quantify or detect without detailed study	No

Comment	Frequency	Staff Response	Proposed change to Draft Plan?
		<p>involving measuring baseline conditions, monitoring rainfall and water use, measuring changes in impervious surface, and understanding the specific stormwater management practices used in the development. Impacts to groundwater levels can be mitigated by selecting stormwater management practices that promote infiltration (such as impervious surface limits, infiltration basins or trenches, and permeable pavement). The Town of Apex Unified Development Ordinance includes built-upon area limits and stormwater control measure requirements for new development.</p> <p>While it will not diagnose the problems with dry wells in any specific neighborhood, residents may be interested in knowing about <a href="#">Wake County's groundwater level monitoring network</a>, part of Wake County's One Water Plan. Wake County in 2019 contracted with the US Geological Survey to install and monitor a network of wells across the county. Initial data from the first five years of monitoring is being used to create a computer model that can simulate the effects of development and climate change on groundwater at a broad scale. The county has contracted for continued monitoring of the network to watch for trends and provide ground-truthing of scenarios predicted by the model.</p>	
Support the rural vision.	1	Noted.	No
The force main line along the north side of US 1 is in conflict with the study area vision due to the tree and buffer impacts. Put more effort toward moving the force main to the south side of US 1.	1	Multiple route options were considered for the force main line. The Executive Summary of the Big Branch Pump Station Preliminary Engineering Report is available on the Town website at: <a href="https://www.apexnc.org/DocumentCenter/View/42154/PER-Executive-Summary?bidId=">https://www.apexnc.org/DocumentCenter/View/42154/PER-Executive-Summary?bidId=</a> . This summary describes the force main route options and considerations.	No
Goal #7: What is meant by economic development and how will it impact the community?	1	Economic development along the Richardson Road corridor in the study area is identified as Industrial Employment and Office Employment. Economic development at the future Richardson Road/US 1 interchange is identified as Commercial Services and Industrial Employment.	No
Do not support goal #7.	1	Noted.	No
Support the vision, goals #1-4 and #8.	1	Noted.	No
Please explain goal #9.	1	Goal #9 is addressed in the Additional Plan Recommendations, including:	No

Comment	Frequency	Staff Response	Proposed change to Draft Plan?
		<ul style="list-style-type: none"> <li>• 2A: Study and potentially invest in turn lanes and a traffic signal at the intersection of Friendship Road and Old US 1.</li> <li>• 2B: Conduct a feasibility study for a potential grade separation at either NC 540 or S Salem Street to improve vehicular, bicycle, and pedestrian access to Pleasant Park.</li> <li>• 2D: Coordinate with regional partners on transportation requirements for motorists, cyclists, and pedestrians associated with new development in the vicinity of the study area.</li> <li>• 2E: Further explore a potential transit connection between downtown Apex and Pleasant Park.</li> </ul>	
The vision does not align with the community's vision.	1	Noted.	No
Limit further development to decrease the need for additional roadway capacity.	1	Overall, land use intensities have decreased throughout the study area and roadway widenings are limited. This will not change the demand on roadways from development in surrounding areas.	No

### Land Use Map and Transportation Plan Amendment Recommendations

Comment	Frequency	Staff Response	Proposed change to Draft Plan?
Is Friendship Road being realigned? What are the plans for the intersections of Friendship Road at Old US 1 and Holland Road at Old US 1?	*	<p>The Draft Plan does not include a change in the planned alignment of Friendship Road. The adopted Town of Apex <a href="#">Thoroughfare and Collector Street Plan Map</a> includes a future realignment of Holland Road to align with existing Friendship Road at the intersection with Old US 1. Currently, there is not a funded project in the Town's 5-Year Capital Improvement Program (CIP) to realign Holland Road, and it is anticipated this realignment would only occur with future redevelopment. The proposed signalization project does not include the planned future realignment of Holland Road.</p> <p>A developer agreement to install turn lanes and a traffic signal at the intersection of Old US 1 and Friendship Road and a traffic signal at the intersection Old US 1 at Holland Road is under consideration. The fiscal year 2024-2025 annual budget includes funding toward construction of these turn lanes, assuming a fee-in-lieu contribution from Holly Springs. The funding</p>	No

Comment	Frequency	Staff Response	Proposed change to Draft Plan?										
		allocation does not currently include a traffic signal at Friendship Road. The developer is responsible for a traffic signal or fee-in-lieu at Holland Road.											
Map ID #1: When a side path is added, how many additional feet of ROW is needed and how much does the side path generally cost per foot? If the side path is on the south side of Old US 1, where will cross walks generally be provided? How will these cross walks impact traffic?	*	<ul style="list-style-type: none"> <li>The amount of right-of-way that is needed to construct a side path varies depending on the design and the amount of existing right-of-way available. Side paths are typically 10’ wide. The Town typically designs side paths to include a utility strip between the back of curb and the side path as well as an extra foot of right-of-way behind the side path for maintenance purposes. In some cases, the right-of-way is not widened to accommodate a side path, rather the utility strip is narrowed.</li> <li>The cost of sidewalk and side path widely varies depending on the typical section being constructed, existing field conditions, and utility relocations. Planning-level cost estimates of sidewalk construction by typical section are displayed in the table below. These cost estimates are updated annually based on recently bid projects. These cost estimates do not include the cost of design or right-of-way acquisition. <table border="1" data-bbox="1079 743 1759 948"> <thead> <tr> <th data-bbox="1079 743 1566 786">Sidepath Facility Type</th> <th data-bbox="1566 743 1759 786">Construction</th> </tr> </thead> <tbody> <tr> <td data-bbox="1079 786 1566 826">Sidewalk and add 3-lane widening</td> <td data-bbox="1566 786 1759 826">\$750</td> </tr> <tr> <td data-bbox="1079 826 1566 867">Sidewalk and add curb &amp; gutter</td> <td data-bbox="1566 826 1759 867">\$500</td> </tr> <tr> <td data-bbox="1079 867 1566 907">Sidewalk with shoulder &amp; ditch</td> <td data-bbox="1566 867 1759 907">\$250</td> </tr> <tr> <td data-bbox="1079 907 1566 948">Sidewalk with existing curb &amp; gutter</td> <td data-bbox="1566 907 1759 948">\$200</td> </tr> </tbody> </table> </li> <li>Construction of side path along Old US 1 in the vicinity of the study area would likely be constructed as part of a roadway widening project in the future. The typical section for a 4-lane median-divided thoroughfare, the designation for Old US 1 east of New Hill Holleman Road, is available online at: <a data-bbox="942 1133 1818 1162" href="https://www.apexnc.org/DocumentCenter/View/4029/300_01_4?bidId=">https://www.apexnc.org/DocumentCenter/View/4029/300_01_4?bidId=</a>. The inclusion of side path instead of sidewalk along one side of Old US 1 may require a narrower utility strip or a narrower median than what is depicted in the typical section. Currently, there is not a project in the CIP or in the STIP to widen Old US 1 or construct side path along Old US 1.</li> <li>Pedestrian crossing locations have not been determined for Old US 1 in the vicinity of the proposed side path. The <a href="#">Bicycle and Pedestrian System Plan</a> map does not identify at-grade pedestrian crossing locations. Pedestrian crossing locations are typically determined during project</li> </ul>	Sidepath Facility Type	Construction	Sidewalk and add 3-lane widening	\$750	Sidewalk and add curb & gutter	\$500	Sidewalk with shoulder & ditch	\$250	Sidewalk with existing curb & gutter	\$200	No
Sidepath Facility Type	Construction												
Sidewalk and add 3-lane widening	\$750												
Sidewalk and add curb & gutter	\$500												
Sidewalk with shoulder & ditch	\$250												
Sidewalk with existing curb & gutter	\$200												

Comment	Frequency	Staff Response	Proposed change to Draft Plan?
		design or after a pedestrian study has been conducted. Pedestrian crossings of major thoroughfares typically occur at signalized intersections.	
<p>Against the collector street between Friendship Road and Pleasant Plains Road.</p> <ul style="list-style-type: none"> <li>• Prefer a bridge over US 1 at Pleasant Plains Road or Kelly Road. (1)</li> <li>• This street will increase traffic volumes along Friendship Road once the nearby developments in Holly Springs are complete. (1)</li> <li>• Cuts through property owner’s farm and wooded land and breaks it into two parcels. Negatively impacts the rural nature of this land. (1)</li> </ul>	4	The proposed collector street addresses a need identified by the Town of Apex Fire and Police Departments to improve emergency access to Pleasant Park. Additionally, this collector street would improve overall access to Pleasant Park.	No
Remove New Hill Loop collector – it cuts through a new home	3	The New Hill Loop collector has been removed from the Revised Draft Plan, along with proposed changes to the land use to add Rural Density Residential.	Yes, New Hill Loop collector has been removed.
Consider community input and further consider moving the Richardson Road extension and CSX crossing to vacant land that does not affect current homeowners on Bosco Road or Hinsley Road.	3	<ul style="list-style-type: none"> <li>• The community will be provided opportunities for input if any public project to design or construct Richardson Road moves forward.</li> <li>• There is not currently a funded project to design or construct an extension of Richardson Road and the Richardson Road extension is not included in the Town of Apex 5-Year Capital Improvement Program nor the State’s 10-year Transportation Improvement Program.</li> <li>• Information about Town of Apex and NCDOT Transportation Projects is available online at: <a href="https://www.apexnc.org/371/TransportationProjects">https://www.apexnc.org/371/TransportationProjects</a></li> <li>• Information about development projects is available online at: <a href="https://experience.arcgis.com/experience/41bf89a7c97d43a2934b0e823c8bfa45">https://experience.arcgis.com/experience/41bf89a7c97d43a2934b0e823c8bfa45</a></li> </ul>	No
Wake County letter:	2	If these properties are voluntarily annexed into Apex, the Town’s vision is for these properties to develop as Industrial Employment and Office	No

Comment	Frequency	Staff Response	Proposed change to Draft Plan?
Reconsider the Industrial Employment/Office Employment designation along Richardson Road between Old US 1 and US 1.		Employment, land uses that would also support construction of the planned thoroughfare with regional importance. This corridor is adjacent to the certified economic development site in Holly Springs. There is a planned interchange at future Richardson Road and US 1. The Town is recommending amendments to the adopted land use map to remove the High Density Residential designation at this future interchange. The public has expressed a preference for the Industrial Employment over the High Density Residential along future Richardson Road in the study area.	
Provide bike lanes along Old US 1/Old US 1 is not safe for cyclists.	2	<p>The adopted Transportation Plan includes proposed bicycle lanes along Old US 1. The Town of Apex Fiscal Year (FY) 2025-2029 5-Year Capital Improvement Program (CIP) includes the South Salem Street Bicycle Connection. This project includes shared lane markings along S Salem Street from Apex Peakway to Hunter Street and bicycle lanes along S Salem Street from Pleasant Park to Apex Peakway. Funding for design is included in the FY 2024-2025 annual budget. Funding for right-of-way acquisition is anticipated in FY 2025-2026. Funding for construction is anticipated in FY 2026-2027. The Town anticipates an appropriation of federal funds to help with construction. The schedule is subject to change as the CIP and budget are updated annually.</p> <p>Currently, there is not a programmed project to construct bike lanes west of Pleasant Park.</p>	No
<p>Change the Womble Circle area (New Hill Holleman Road properties adjacent to railroad tracks) to Rural Density Residential.</p> <p>Specific properties listed in comment:</p> <ul style="list-style-type: none"> <li>• 0 Womble circle</li> <li>• 3521 Womble Circle</li> <li>• 3501 Womble circle</li> <li>• 3529 Womble circle</li> <li>• 2921 New Hill Holleman Road</li> </ul>	2	These properties have been changed to Rural Density Residential in the Revised Draft Plan.	Yes, the land use designation on properties has changed to Rural Density Residential.
Provide definitions of the land use designations.	2	A legend that explains each land use designation is provided in Appendix F on the project website.	No

Comment	Frequency	Staff Response	Proposed change to Draft Plan?
		<p>Additional information about which uses are allowable under each land use category can be found by taking the following steps:</p> <ul style="list-style-type: none"> <li>• Review the Allowable Zoning Districts table on the <a href="#">2045 Land Use Map</a></li> <li>• Cross Reference the allowable zoning districts listed to the Use Table in Section 4.2.2 in the <a href="#">Unified Development Ordinance (UDO)</a>.</li> </ul>	
Change Hazelhurst Circle to Rural Density Residential.	1	There has been additional input to provide Rural Transition Residential along Hazelhurst Circle and throughout the study area. The existing parcels along Hazelhurst Circle align more with the Rural Transition Residential rather than Rural Density Residential.	No
Support proposed bike lanes and side path.	1	In addition to the bicycle and pedestrian facilities included in the Draft Plan, Proposed Paved Shoulder along Friendship Road has been added to the Revised Plan.	Yes, Proposed Paved Shoulder has been added along Friendship Road.
Concerned about traffic congestion and increased development, particularly given the proximity to the nuclear power plant.	1	Rural and low-density residential uses are recommended for a substantial portion of the study area. Given the limited expectation of redevelopment, there are limited opportunities for roadways improvements in residential areas. However, major roadways including New Hill Holleman Road and Old US 1 continue to be designated as future four-lane median-divided thoroughfares.	No
Against High Density Residential in the New Hill Plaza	1	The Plan does not include High Density Residential in the proposed New Hill Mixed Use Plaza area along the west side of New Hill Holleman Road.	No
Landowners having the option to retain land as Rural Density Residential is beneficial. Some congestion may need to be tolerated if any type of rural setting is to be retained.	1	Under North Carolina state law, no property can be annexed without the written petition of the property owner requesting annexation. The most common reason a property owner petitions for annexation is to gain access to Town services, particularly Town water and/or sewer utilities. The proposed Plan represents the Town's vision if private property owners choose to redevelop. Overall, land use intensities have decreased throughout the study	No

Comment	Frequency	Staff Response	Proposed change to Draft Plan?
		area and there are limited roadway widenings. It is likely, as noted, that there will be some congestion, given the limited opportunities for roadway improvements.	
Disappointed to see the removal of bike lanes from Friendship Road.	1	The Plan includes Proposed Paved Shoulder along Friendship Road to plan for a future bicycle facility along this roadway. A paved shoulder is included in the 2-Lane Rural Thoroughfare typical section. An image of this typical section is available in Figure 13 of the Plan. Due to the low-density land uses along most of Friendship Road, there are limited opportunities to change the width of Friendship Road from the current conditions. It is not expected the paved shoulder would be constructed as a stand-alone project but could be planned for with development that does occur. Roadways are typically constructed and improved through private development. Due to the limited development opportunities along Friendship Road, proposed bicycle lanes have been removed from Friendship Road.	Yes, Proposed Paved Shoulder has been added along Friendship Road.
Remove 110' right-of-way along Friendship Road.	1	The typical roadway sections will be reviewed as part of the Town's upcoming Comprehensive Plan update.	No
Against the proposed Richardson Road alignment.	1	In response to prior public input, in comparison to the three scenarios shown during community engagement, the planned alignment for Richardson Road has been shifted east, away from Bosco Road, south of the railroad tracks. This is consistent with the alignment in the adopted <a href="#">Thoroughfare and Collector Street Plan Map</a> in the vicinity of Bosco Road.	No
Clarify the impact the Richardson Road extension will have on Bosco Road and private properties by the Richardson Road extension.	1	<ul style="list-style-type: none"> <li>• The community will be provided opportunities for input if any public project to design or construct Richardson Road moves forward.</li> <li>• There is not currently a funded project to design or construct an extension of Richardson Road and the Richardson Road extension is not included in the Town of Apex 5-Year Capital Improvement Program nor the State's 10-year Transportation Improvement Program.</li> <li>• Information about Town of Apex and NCDOT Transportation Projects is available online at: <a href="https://www.apexnc.org/371/TransportationProjects">https://www.apexnc.org/371/TransportationProjects</a></li> <li>• Information about development projects is available online at: <a href="https://experience.arcgis.com/experience/41bf89a7c97d43a2934b0e823c8bfa45">https://experience.arcgis.com/experience/41bf89a7c97d43a2934b0e823c8bfa45</a></li> </ul>	No
Define commercial opportunities. Where are commercial opportunities.	1	The following zoning districts are allowable in the Commercial Services land use map classifications:	Yes

Comment	Frequency	Staff Response	Proposed change to Draft Plan?
		<ul style="list-style-type: none"> <li>• Mixed Office-Residential-Retail District (MORR)</li> <li>• Neighborhood Business District (B1)</li> <li>• Planned Commercial (PC)</li> <li>• Planned Unit Development (PUD)</li> </ul> <p>A table that lists the individual uses that are allowable under each zoning district is available in Section 4.2 Use Table of the Unified Development Ordinance. This table is available online at: <a href="https://www.apexnc.org/DocumentCenter/View/549/Use-Table-PDF?bidId=">https://www.apexnc.org/DocumentCenter/View/549/Use-Table-PDF?bidId=</a></p> <p>The list of permitted uses is typically restricted during a rezoning.</p> <p>The Plan includes the Commercial Services land use designation in the vicinity of NC 540 at Old US 1, Old US 1 at Friendship Road, the future Richardson Road/US 1 interchange, and the New Hill Holleman Road/US 1 interchange. In addition, the Revised Plan adds a small area of Commercial Services across from the existing entrance to Pleasant Park. The Commercial Services land uses are displayed in red in Appendix E on the project website.</p>	
Why is Pleasant Park labeled as 'Park, Public or Private' when it is a public park?	1	The land use designation for the Pleasant Park designation is 'Park, Public or Private'. This does not mean that Pleasant Park is a private park. This means that the vision for this area is to be a park space. One designation is used for existing and anticipated future park areas across the Town's planning area.	No
Property owner is interested in commercial opportunities at 3413 Pleasant Plains Road.	1	The Plan includes Low Density Residential and Commercial Services land use designations at 3413 Pleasant Plains Road.	Yes, land use designation at 3413 Pleasant Plains Road has changed to Low Density Residential and

Comment	Frequency	Staff Response	Proposed change to Draft Plan?
			Commercial Services.
Where can I find information about context, square footage, parking spots, building heights, and heavy-duty tractor trailers as it related to Industrial Employment, Office Employment, and Commercial Services.	1	Please contact <a href="mailto:planninginfo@apexnc.org">planninginfo@apexnc.org</a> for specific questions. Many development standards are dependent on the specific use and any zoning conditions that may be approved.	No

\*Comment submitted by a group of study area residents.

### Context Areas Map Amendment Recommendations

Comment	Frequency	Staff Response	
Page 27: "Including Friendship Road and Pleasant Plains Road in the rural context allows the two-lane rural thoroughfare roadway design to be used if changes are made to these roadways." The current ROW (right of way) is 60 feet wide on Friendship. Expanding to 110 ft would mean each side of the road would increase by 25 feet placing sidewalks in the middle of people's front yards. Are there options to keep the existing 60-foot ROW or is everyone bound to the 110-foot design?	*	<ul style="list-style-type: none"> <li>Sidewalk is only anticipated to be constructed along Friendship Road if existing conditions change, therefore you would not have sidewalk in the middle of front yards. The two-lane rural thoroughfare typical roadway section, with 110' of right-of-way, along Friendship Road would be constructed if property were to redevelop along this roadway and there was also a rational nexus and rough proportionality between the development that occurs and the planned roadway improvements. Typically, frontage improvements associated with redevelopment are transitioned to meet existing conditions where there are no changes.</li> <li>Construction of a standalone sidewalk project along Friendship Road is a low priority for the Town of Apex as this roadway is located within the rural context. More information about sidewalk prioritization in Apex is available online at: <a href="https://www.apexnc.org/1949/Sidewalk-Prioritization-Safe-Routes-to-S">https://www.apexnc.org/1949/Sidewalk-Prioritization-Safe-Routes-to-S</a></li> </ul>	No
Map ID #10 - May other VAD and EVAD ask for their properties to be Rural Density Residential?	*	Any input on the Draft Plan can be provided for consideration. Some Voluntary Agricultural District (VAD) properties in the vicinity of Friendship Road are shown as Rural Transition Density in the Draft Plan. This recommendation is in response to the public comments provided in support of a residential density of one unit per acre in the study area (Rural Transition Density). One VAD property along the east side of Friendship Road is classified as Low Density Residential in the Draft Plan as this density supports development of an east-west collector street that has been identified as a need to improve emergency access to Pleasant Park.	No

\*Comment submitted by a group of study area residents.

### Additional Plan Recommendations

Comment	Frequency	Staff Response	Proposed change to Draft Plan?
Page 28: "A Town of Apex Overlay District only applies to properties within the Apex corporate limits and ETJ, and it would not be applicable to most of the properties whose owners supported the request." If the County portion is within Apex's Future Planning Area as stated on page 11 and nearly every development application would be submitted to Apex for rezoning and approval, why would zoning conditions apply but not an overlay district?	*	Apex only has the authority to apply zoning or a zoning overlay district in areas already within the Corporate Limits or ETJ. We do not have the authority to identify areas outside of the corporate limits or ETJ as part of an overlay district until the property is annexed. If a property in the Future Planning Area voluntarily petitioned for annexation into Apex, the most expedient way to apply additional requirements is through the zoning conditions that are proffered and approved at the time of annexation. In those cases, the referenced proposed list of standard conditions for areas designated as Rural Density Residential, Rural Transition Residential, and Low Density Residential on the 2045 Land Use Map would be used to inform possible zoning conditions as applicable.	No
Item 1D "Prepare a staff recommended list of possible zoning conditions for properties designated as Rural Density Residential, Rural Transition Residential, and Low Density Residential on the 2045 Land Use Map that would be provided to developers to consider proffering". When will these be available to the community for review?	*	The Town Council Work Session to consider the list of possible zoning conditions is scheduled for Tuesday September 17th. Staff's goal is to have the draft zoning conditions ready for public review no later than August 27th.	No
Item 2B "Conduct a feasibility study for a potential grade separation at either NC 540 or S Salem Street to improve vehicular, bicycle, and pedestrian access to Pleasant Park". Listed as "Mid Term". What time periods are considered near, mid and long term?	*	There are no set time periods associated with each term. The terms are intended to provide a general projection that balances the level of priority with the level of effort, funding needed, or external factors that impact the timeline to implement the recommendation. Currently, there is not a funded project in the Town's annual budget to conduct a feasibility study for a potential grade separation at either NC 540 or S Salem Street to improve vehicular, bicycle, and pedestrian access to Pleasant Park.	No
Support the community-proposed overlay district.	2	A table that lists considerations associated with an overlay district as well as staff-recommended development restriction mechanisms available in Appendix H.	No
1A: What is meant by small-scale?	1	Similar to downtown Apex in height, square footage, and scale. The land area designated as High Density Residential and Commercial Services at the	No

Comment	Frequency	Staff Response	Proposed change to Draft Plan?
		intersection of Old US 1 and Humie Olive Road will be the limiting factor for building square footage.	
2A: Concerned about traffic and safety at the intersection of Friendship Road and Old US 1.	1	A developer agreement to install turn lanes and a traffic signal at the intersection of Old US 1 and Friendship Road and a traffic signal at the intersection Old US 1 at Holland Road is under consideration.	No
Item 3A benefits the developer rather than the community.	1	Additional Plan Recommendation 3A is intended to provide economic benefits to all stakeholders and the Town at-large.	No
Item 4A does not address climate change, urban heat islands, tree canopy, impervious surface coverage, light pollution, noise pollution, air quality, and well water protection.	1	The Unified Development Ordinance includes standards regarding impervious surface, stormwater control measures, light levels, Resource Conservation Area, riparian buffers, landscape buffers, landscaping within parking lots, and electric vehicle charging spaces. Additional environmental conditions may be proposed as part of the zoning conditions referenced in Additional Plan Amendment 1D.	No
Recommendations are too vague	1	Long-range plans are vision documents. Clarifications can be provided if there are specific questions. Please contact <a href="mailto:planninginfo@apexnc.org">planninginfo@apexnc.org</a> .	No
Wake County Soil & Water Conservation:  Request to enter into a memorandum of understanding with Wake County to allow Voluntary Agricultural Districts (VADs) and Enhanced Voluntary Agricultural Districts (EVADs) within the Apex corporate limits and ETJ.	1	This has been added as Additional Plan Recommendation 4B.	Yes, Additional Plan Recommendation 4B has been added, consistent with the comment.
Wake County Soil & Water Conservation:  Request to provide a 50-foot buffer between VADs/EVADs and new development.	1	See Additional Plan Recommendation 1D. This buffer request will be included in the draft list of zoning conditions that staff are preparing for properties designated as Rural Density Residential, Rural Transition Residential, and Low Density Residential on the 2045 Land Use Map that would be provided to developers to consider proffering.	No, this will be addressed separately from the Plan.

\*Comment submitted by a group of study area residents.

## General Comments

Comment	Frequency	Staff Response	Proposed change to Draft Plan?
The awards the Town has received have had negative impacts on the community. Farms are being lost to development. Tree canopy is being lost.	1	Please see page 4 of the Draft Plan which notes: Overall, the plan reflects a vision of low-intensity residential land uses, with a substantial portion of the study area designated as either Rural Density (one residential unit per five acres) or Rural Transition Residential (one residential unit per acre). This is a lower density than currently allowed in areas outside of the Town's extraterritorial jurisdiction with Wake County zoning designated as Residential-30 (maximum density of 1.45 dwelling units per acre) and will likely result in very limited redevelopment and annexation of these areas.	No
Appreciate the Town involving the community in planning for the future.	1	We appreciate your involvement.	No
No more high density residential in Apex. There are hazards for pedestrians and cyclists in Bella Casa and Villages of Apex – cars blocking views of sidewalks and blind corners.	1	The Plan includes limited opportunities for High Density Residential development. This type of development is limited to the intersection of Friendship Road/Old US 1/Humie Olive Road.	No
More bike lanes are needed throughout Apex.	1	<a href="https://www.apexnc.org/371/Transportation-Projects">Bike Apex</a> , Town's Comprehensive Bicycle Plan includes plans for bicycle facilities throughout Apex. Information on transportation projects that are underway is available on the Town's website at: <a href="https://www.apexnc.org/371/Transportation-Projects">https://www.apexnc.org/371/Transportation-Projects</a> .	No
Plan document is too long to review and it is hard to find a place to make a comment.	1	Noted.	No
Against growth. Keep the area rural.	1	The Plan includes a substantial portion of the study area as Rural Density Residential (1 unit per 5 acres) and Rural Transition Residential (1 unit per acre).	No
Support the idea to encourage agricultural business and agritourism.	1	Noted.	No
Property owners should have control over what can be done with their land.	1	Under North Carolina state law, no property can be annexed without the written petition of the property owner requesting annexation. The most common reason a property owner petitions for annexation is to gain access to Town services, particularly Town water and/or sewer utilities.	No
Request for center line reflective markers along Old US 1 to improve visibility at night	1	Old US 1 is a state-maintained roadway. NCDOT standards include retroreflective thermoplastic paint. Reflectors are typically reserved for US Highways and Interstate routes. Requests for maintenance on state-	No

Comment	Frequency	Staff Response	Proposed change to Draft Plan?
		maintained roadways or additional safety measures can be directed to the request portal <a href="#">NCDOT: Contact Us</a> .	
What is a “rational nexus”?	1	The terms “rational nexus” and “rough proportionality” are used to describe the determination of legal exactions. The University of North Carolina (UNC) School of Government defines exactions as the mandated dedication of land, construction of facilities, or payment of funds needed to address adverse public effects of development that are imposed as a condition of development approval. The UNC School of Government notes, in Nollan vs. California Coastal Commission, the Supreme Court held that the exactions required are limited to those rationally related to impacts or needs generated by the proposed development. In Dolan v. City of Tigard, the Supreme Court held that a mandatory exaction must not be any greater than that which is “roughly proportional” to address the impacts of the permitted development. <sup>1</sup>	No

### Comments Outside of Study Area

Comment	Frequency	Staff Response	
Richardson Road needs to be widened between Olive Chapel Road and Humie Olive Road. Cars routinely go 55 mph.	1	Currently, there is not a funded project to widen Richardson Road and it is not included in the Town’s 5-Year Capital Improvement Plan. Based on the latest Traffic Analysis completed at the intersection of Richardson Road and Humie Olive Road, approximately 1200 daily vehicles are travelling along Richardson Road. These traffic volumes do not indicate widening is needed at this time. A speed study has not been completed along Richardson Road between Olive Chapel Road and Humie Olive Road. More information and a contact for traffic services is available online at: <a href="https://www.apexnc.org/198/Traffic-Services">https://www.apexnc.org/198/Traffic-Services</a> .	No
A bicycle and pedestrian connection is needed from Beaver Creek to American Tobacco Trail and Sweetwater.	1	Sweetwater is a part of the Reedy Branch Greenway corridor and will have a connection to the American Tobacco Trail (ATT) when a small gap is finished in Smith Farm subdivision, east of Richardson Road. With the recent completion of a gap of side path along the south side of Olive Chapel Road, there is now an off-street connection to the ATT. The western portion of Beaver Creek Greenway within the Arcadia Ridge/West subdivisions now includes off-street connectivity to the ATT. There is an incomplete segment from the Nature Park	No

<sup>1</sup> David W. Owens, “Regulatory Takings”, The University of North Carolina at Chapel Hill School of Government, January 2022, <https://www.sog.unc.edu/resources/legal-summaries/regulatory-takings>.

Comment	Frequency	Staff Response	
		west to Arcadia. This portion is not funded in the Town's 5-Year Capital Improvement Plan.	