

STAFF REPORT

Western Big Branch Area Plan Update

November 21, 2024 Town Council Meeting



In April 2023, the Town of Apex began work to develop the *Western Big Branch Area Plan: Encompassing Portions of the Friendship and New Hill Communities* (Plan). The Town Council will consider the Plan, hear comments from the public, and formulate a decision regarding Plan adoption. The Final Draft Plan is available on the project website at: <https://publicinput.com/i5237#tab-45671>. The Executive Summary is included as Attachment 1.

The purpose of the Plan is to update the 2045 Land Use Map and 2045 Transportation Plan in the study area to reflect community input, regional needs, and the latest available data. The study area, as shown in Figure 1, encompasses portions of the New Hill and Friendship communities and is located within the western Big Branch Basin watershed.

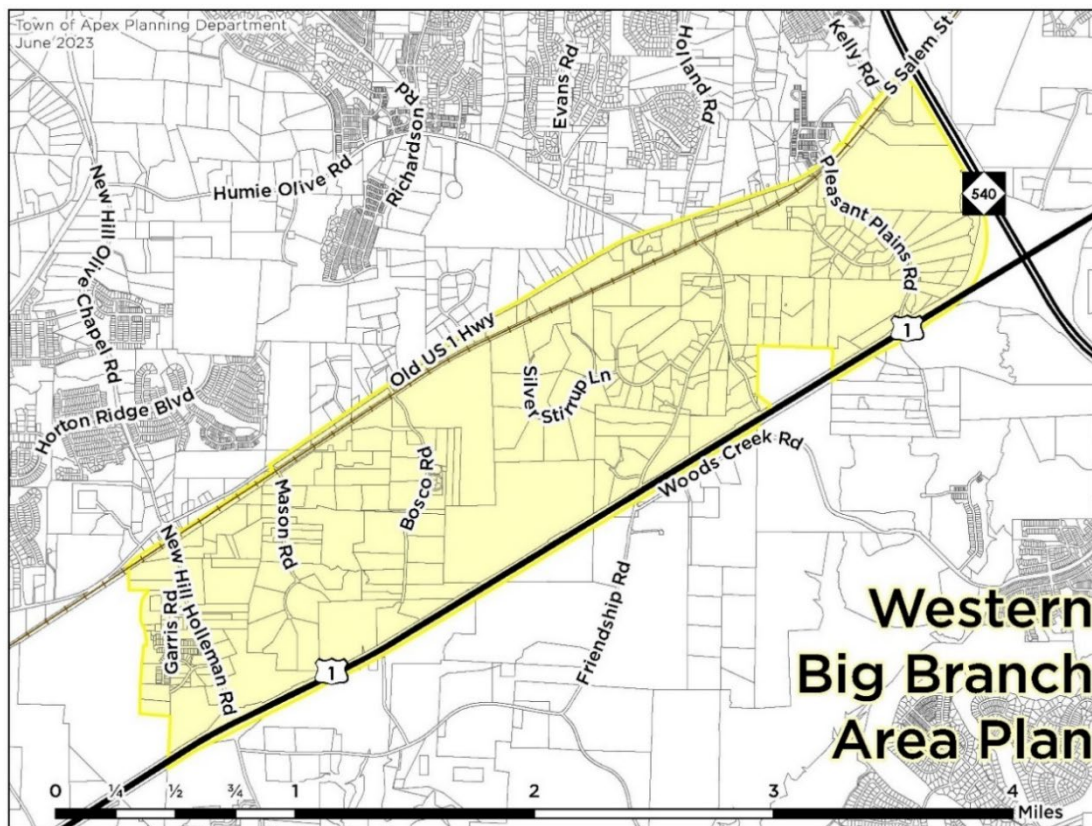


Figure 1. Study Area Map

Plan Development

Plan development was led by the Town of Apex Planning Department and informed by a cross-departmental Project Team of Town staff, including representatives from: Police; Water Resources; Transportation, Infrastructure, and Development; Fire; Diversity, Equity, and Inclusion; Parks, Recreation, and Cultural Resources; and Community Development and Neighborhood Connections. Regional partners were consulted throughout the planning process. The plan recommendations were informed by public input gathered through meetings and online surveys. Additionally, the plan recommendations were informed by an analysis of existing

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conditions, environmental features, development proposals, the Friendship Road Hot Spot Interchange Study, and the regional travel demand model.

Community Engagement Process

Two sets of public meetings were held in August 2023 and March 2024, and online surveys were released throughout the planning process to gather input on: (1) the draft study area vision and goals, (2) three plan amendment scenarios and Additional Plan Recommendations, (3) the Draft Plan, and (4) the Revised Draft Plan. There was extensive public participation at the in-person meetings and in the first two online surveys. There was less participation in the online surveys for the Draft Plan and Revised Draft Plan. In general, the public expressed a desire to limit the density of residential development in the study area. It is a priority for the public to maintain the rural and agricultural character in the study area and to encourage agricultural business and agritourism when non-residential development occurs. Concerns were shared regarding traffic congestion along Friendship Road and Old US 1, but preferences to limit new connectivity were also expressed.

Project updates were provided to Planning Board and Town Council in September 2023 and May 2024. The September 2023 update included an introduction to the plan and a summary of input received during the two public meetings held in August 2023. The May 2024 update included a summary of public input on three possible plan scenarios received during the three public meetings held in March 2024 and through an online survey. Planning Board and Town Council members were also invited to participate in community engagement events and were notified when the Draft Plan and Revised Draft Plan were posted for review.

The Draft Plan was released on Tuesday, July 16th and an online comment form was open through Wednesday, August 7th. Comments received on the Draft Plan are summarized in Attachment 2. The Revised Draft Plan was released on Thursday, September 5th and an online comment form was open through Sunday, September 22nd. Comments received on the Revised Draft Plan are summarized in Attachment 2. The Final Draft Plan was posted for public review on October 3rd. Any comments on the Final Draft Plan will be shared by the public during the public hearing.

Recommendations

The recommended amendments to the 2045 Transportation Plan and 2045 Land Use Map for the study area are shown in Figure 2. The Map IDs in Table 1 correspond with the labels on Figure 2. Table 1 includes a description and reasoning for each of the recommended plan amendments.

Overall, the Plan recommends the following changes to the adopted plans:

- Include low-intensity residential land uses, consistent with current conditions.
 - Primarily Rural Density Residential (1 unit per 5 acres) & Rural Transition Residential (1 unit per acre).
 - Where residential is recommended, lower densities than Wake County portions of study area.
- Anticipate limited roadway improvements due to land uses.
- Maintain future Richardson Road corridor as a key regional connection and economic development opportunity.
- Align Richardson Road/US 1 interchange consistent with regional Friendship Road Hot Spot Interchange Study, led by the Capital Area Metropolitan Planning Organization (CAMPO).
- Include revisions to the Context Areas map, consistent with plan amendment revisions.

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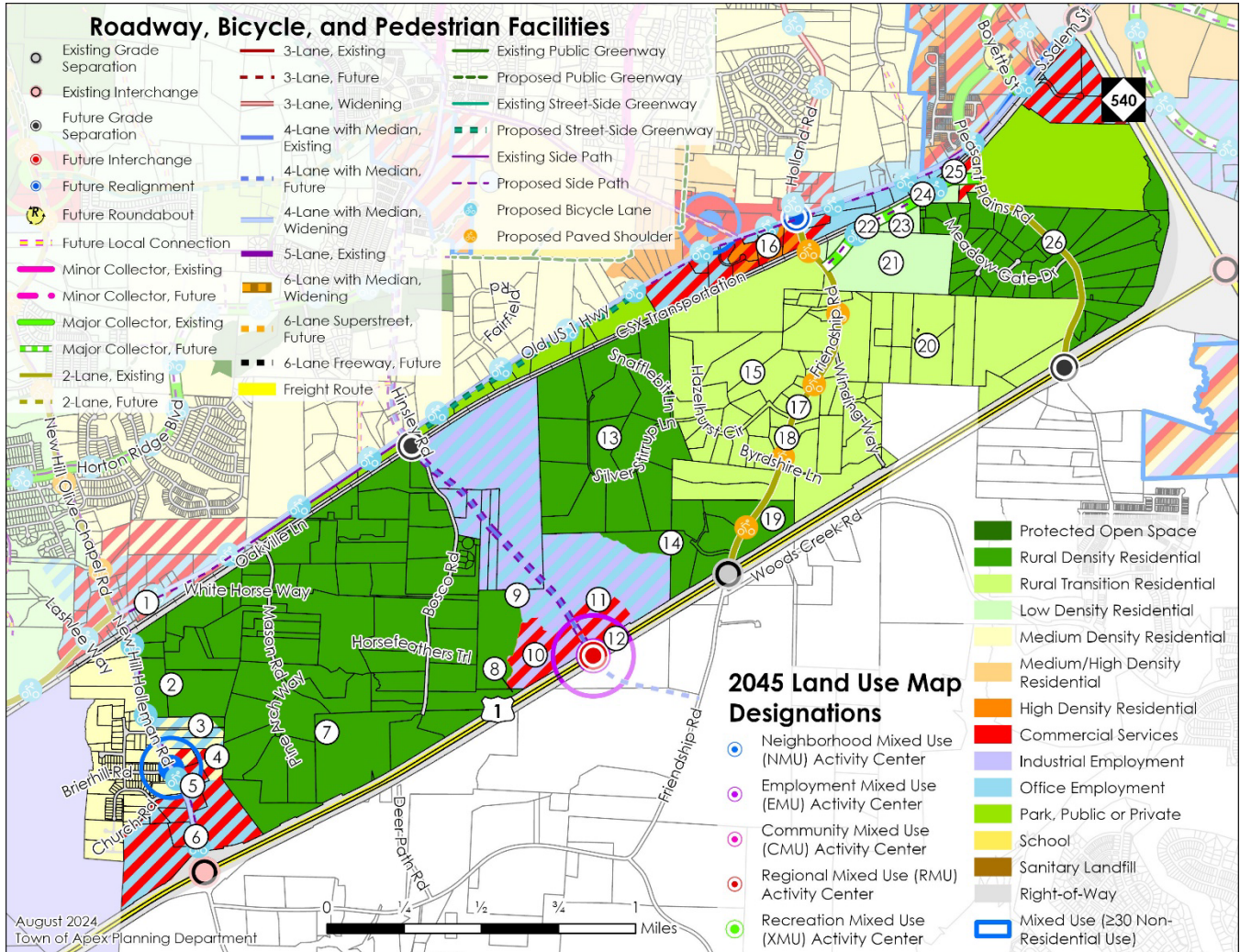


Figure 2. Recommended Plan Amendments

Table 1. Recommended Plan Amendments and Reasoning

Map ID	Plan Amendment	Reasoning
1	Add Proposed Side Path along the south side of Old US 1 from Richardson Road to New Hill Holleman Road (partially outside of the study area).	Proposed Street-Side Greenway currently ends along the south side of Old US 1 at the intersection with future Richardson Road. Public comments included requests for additional trails and greenway connections in the study area.
2	Change Low Density Residential and Office Employment designations to Rural Density Residential.	In response to property owner requests.

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Map ID	Plan Amendment	Reasoning
3	Change Low Density Residential and Office Employment designations to Medium Density Residential and Office Employment.	The west side of New Hill Holleman Road, south of Old US1, has been developed as Medium Density Residential.
4	Change Low Density Residential and Office Employment designations to Medium Density Residential and Commercial Services.	The New Hill Holleman/US 1 interchange is a major transportation corridor. Higher land use intensities are recommended as they can be supported by the surrounding land use designations and transportation access.
5	Re-center the Neighborhood Mixed Use Activity Center over the Brierhill Road intersection.	The intersection of New Hill Holleman Road and Brierhill Road is more suitable for a Neighborhood Mixed Use Activity Center given the transportation access as well as the surrounding Office Employment, Medium Density, and Commercial Services Land Use Map designations.
6	Change Proposed Paved Shoulder on New Hill Holleman Road to Proposed Bicycle Lanes.	New Hill Holleman Road is a popular route for cyclists as a connection between Old US 1, Friendship Road, and Shearon Harris Road.
7	Remove the Future Major Collector connecting New Hill Holleman Road to Bosco Road and Future Richardson Road.	The Rural Density Residential land use designation does not support construction of a Major Collector.
8	Change High Density Residential to Rural Density Residential.	The subject parcel is a Voluntary Agricultural District.
9	Change Rural Density Residential to Office Employment and Industrial Employment for the small portion of land that fronts Future Richardson Road.	This change established a consistent land use along the west side of Future Richardson Road.
10	Change High Density Residential to Commercial Services and Industrial Employment west of the Future Interchange.	In response to public comments against High Density Residential in the study area. Economic development opportunities are recommended along critical transportation corridors and near interchanges.
11	Change Commercial Services and Office Employment to Commercial Services and Industrial Employment east of the Future Interchange.	The likelihood and economic development benefits of Industrial Employment are greater than Office Employment at this location. Additionally, this change is in response to public comments from adjacent property owners in favor of Industrial Employment.
12	Update US 1/Richardson Road Future Interchange location, Future Richardson Road alignment, and Activity Center per Friendship Road Hot Spot Interchange Study.	The Friendship Road Hot Spot Interchange Study considered six alternative alignments of the US 1/Future Richardson Road interchange. The recommended alternative was selected as it avoids ramp conflicts with the Friendship Road bridge and accommodates the new access to the Amgen facility.

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Map ID	Plan Amendment	Reasoning
		Additionally, the recommended alternative includes the least right-of-way acquisition in comparison to the other alternatives.
13	Change Creeks Bend Farms properties from Low Density Residential to Rural Density Residential.	In response to public comments from property owners to change the land use designation to Rural Density Residential.
14	Change Kilcastle Farm properties from Medium Density Residential, and a portion north of the stream from Low Density Residential, to Rural Density Residential.	In response to public comments from property owners to change the land use designation to Rural Density Residential.
15	Change Medium Density Residential to Rural Transition Residential for parcels south of CSX Railroad and west of Friendship Road.	In response to public comments in support of Rural Transition Residential throughout the study area.
16	Change Commercial Services and Office Employment to High Density Residential and Commercial Services west of Friendship Road.	Public comments included interest in a small-scale downtown in the study area. This is the most suitable location for such development in the study area. High Density Residential is needed to support a small-scale downtown development style.
17	Lower classification of Friendship Road from a Future 4-Lane Median-Divided Thoroughfare to an Existing 2-Lane Thoroughfare.	Public comments included preservation of the rural character of the study area and a preference for Rural and Rural Transition Residential development. The recommended Rural Transition Residential (one unit per acre) along both sides of Friendship Road limits the opportunity for roadway improvements. In addition, the existing two-lane bridge over US 1 is a constraint to widening.
18	Change Proposed Bicycle Lanes on Friendship Road to Proposed Paved Shoulders.	In response to public comments in support of a bicycle facility along Friendship Road, 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.
19	Change Medium Density Residential to Rural Density Residential.	In response to public comment from the property owner to change the land use designation to Rural Density Residential.

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Map ID	Plan Amendment	Reasoning
20	Change Medium Density Residential to Rural Transition Residential for parcels not fronting CSX Railroad east of Friendship Road.	In response to public comments in support of Rural Transition Residential along Friendship Road.
21	Change Medium Density Residential to Low Density Residential for parcels fronting CSX Railroad.	Public comments were submitted in support of Rural Transition Residential in this area. The recommendation is to lower the Land Use classification to Low Density Residential to allow for construction of a critical east-west collector street to improve public access and emergency service access to Pleasant Park.
22	Remove Future Minor Collector and realign Future Major Collector (Friendship Collector) between Pleasant Plains Road and Friendship Road closer to CSX Railroad.	The Future Minor Collector was removed as the surrounding land uses do not support its construction. The Future Friendship Collector was realigned to follow the recommended Low Density Residential land use designation between Friendship Road and Pleasant Plains Road.
23	Add Proposed Bicycle Lanes along the Future Friendship Collector.	The Major Collector standard specification includes bicycle lanes. Additionally, Friendship Road is a popular route for road cyclists. This roadway will provide a direct connection to Pleasant Park.
24	Add Proposed Side Path along the Future Friendship Collector.	The Proposed Side Path provides a connection to Pleasant Park. The inclusion of side path along this collector will enhance bicycle and pedestrian access to the park.
25	Change Rural Density Residential to Low Density Residential and Commercial Services.	In response to property owner's request and to provide an opportunity for commercial use supported by visitors to Pleasant Park.
26	Remove Proposed Bicycle Lanes from Pleasant Plains Road.	Public comments included preservation of the rural character of the study area and a preference for Rural and Rural Transition Residential development. The recommended Rural Density Residential along both sides of Pleasant Plains Road limits the opportunity for roadway improvements, including widening for bicycle lanes.

A set of Additional Plan Recommendations, separate from the long-range plan amendments, are identified to implement the study area vision and goals. These recommendations are divided into five planning themes: Future Land Use, Transportation, Quality of Life, Environment, and History. A few key Additional Plan Recommendations include:

- Encourage agricultural business and agritourism.
- Encourage development of small-scale downtown near Humie Olive Road/Old US 1.
- Prepare a staff-recommended list of zoning conditions for rural areas for developers to consider.
- Study and potentially invest in turn lanes and a traffic signal at Friendship Road/Old US 1.
- Conduct a feasibility study to improve access to Pleasant Park.
- Review best practices and develop a policy to encourage the preservation of forested areas.

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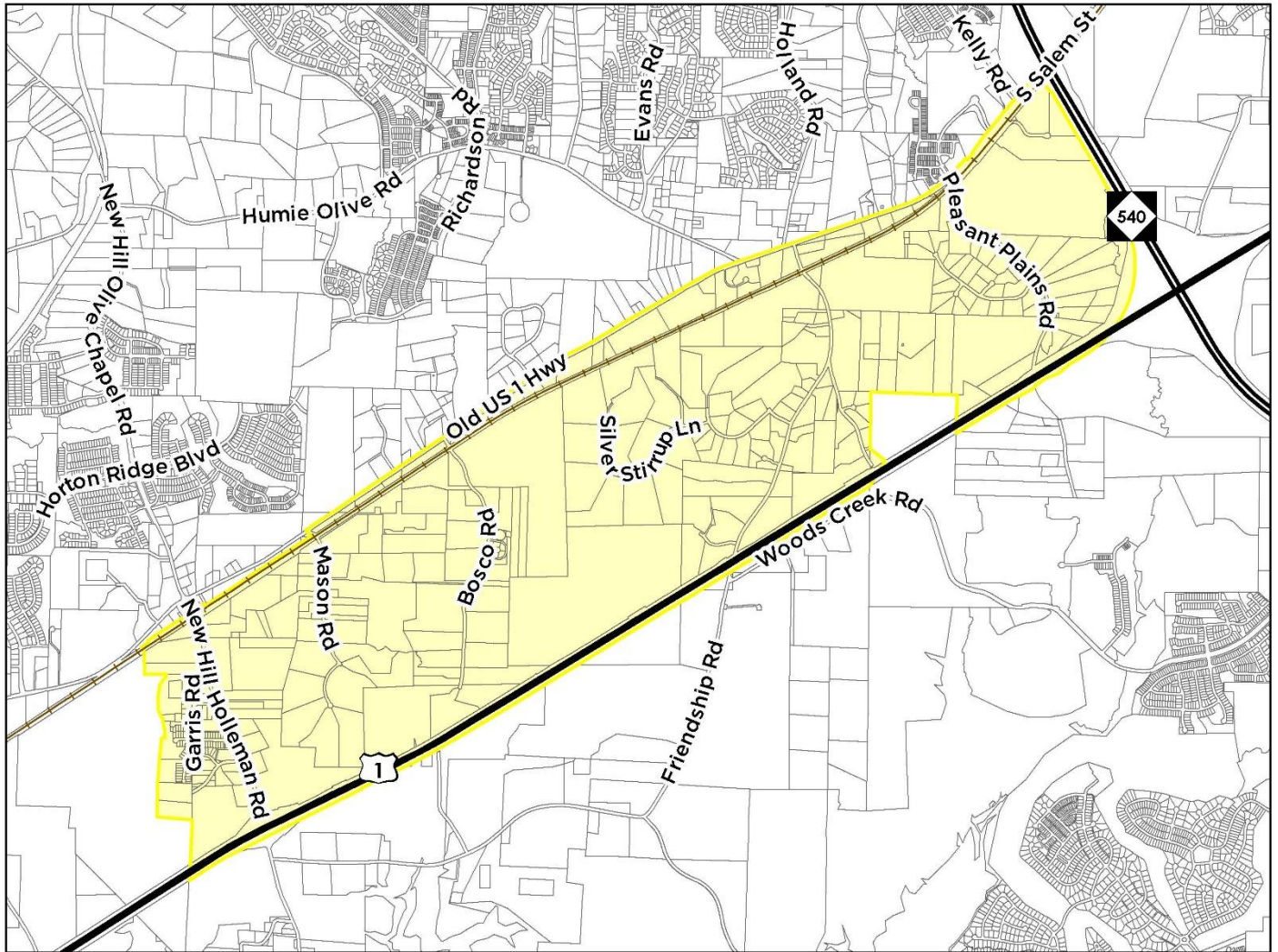


Planning staff recommendation:

Adopt of the Final Draft of the *Western Big Branch Area Plan: Encompassing Portions of the Friendship and New Hill Communities*.

Planning Board recommendation:

The Planning Board unanimously recommended adoption of the Final Draft of the *Western Big Branch Area Plan: Encompassing Portions of the Friendship and New Hill Communities* at their November 4, 2024 meeting.



Town of Apex

**Western Big Branch Area Plan:
Encompassing Portions of the Friendship and
New Hill Communities
Final Draft Recommendations**

October 2024

Prepared by
The Town of Apex Planning Department

Executive Summary

Purpose

The *Western Big Branch Area Plan: Encompassing Portions of the Friendship and New Hill Communities* (the Plan), documents recommended amendments to the Town of Apex 2045 Land Use Map and 2045 Transportation Plan for the area shown in Figure ES - 1.

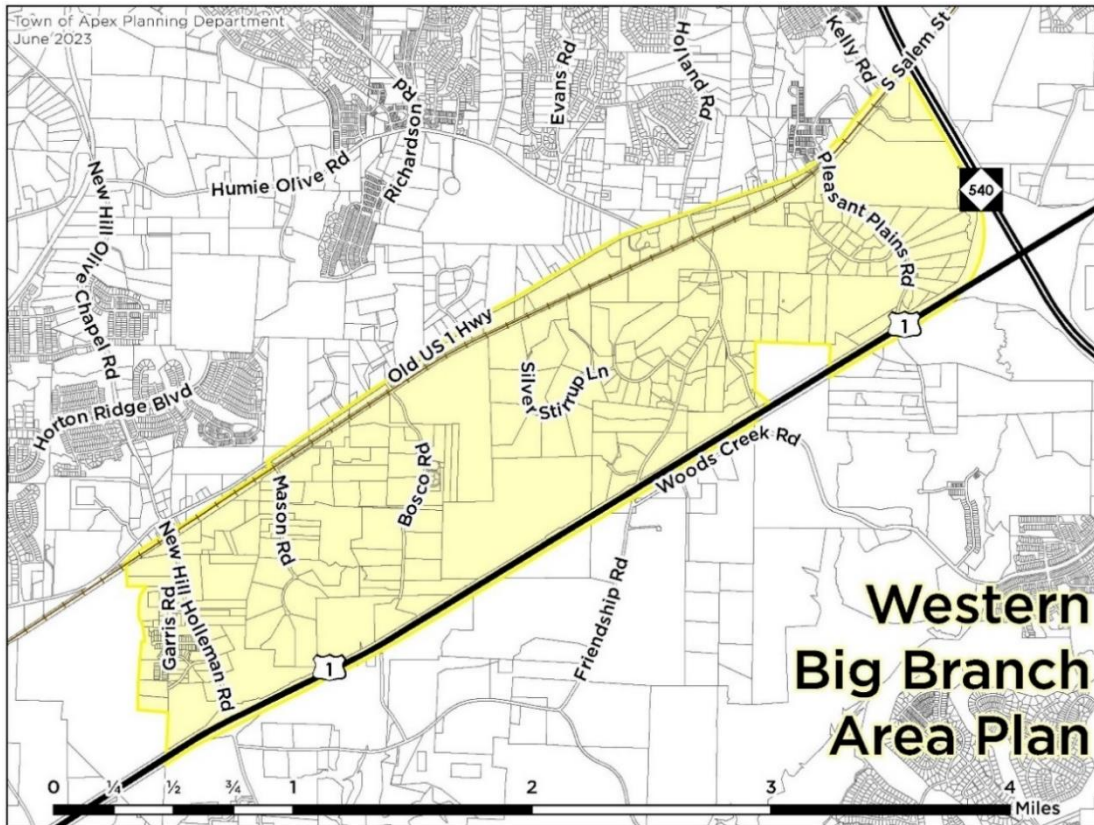


Figure ES - 1 Study Area

This plan was developed because:

- Substantial development has occurred around the study area, including in both Apex's and Holly Springs's current and future planning jurisdictions.
- Property owners and residents expressed concern about approved development and requested that they be included in the conversations regarding how future development might occur.
- The Big Branch Pump Station and Force Main project would make access to Town sewer services possible within the study area, increasing the potential for new development.

Planning Process

The planning process began in April 2023. It was led by the Town of Apex Planning Department and informed by a cross-departmental Project Team of Town staff, including representatives from: Police; Water Resources; Transportation, Infrastructure, and Development; Fire; Diversity, Equity, and Inclusion; Parks, Recreation, and Cultural Resources; and Community Development and Neighborhood

Connections. Regional partners were consulted throughout the planning process. The plan recommendations were informed by public input gathered through meetings and online surveys. Additionally, the plan recommendations were informed by an analysis of existing conditions, environmental features, development proposals, the Friendship Road Hot Spot Interchange Study, and the regional travel demand model.

Study Area Vision & Goals

The study area vision and goals were used to develop the proposed Land Use Map amendments, Transportation Plan amendments, and the Additional Plan Recommendations.

Study Area Vision

The *Western Big Branch Area Plan: Encompassing Portions of the Friendship and New Hill Communities* envisions a future where the rural residential and agricultural character of the study area is valued and actively protected, the unique history of the New Hill and Friendship communities is acknowledged and celebrated, new development is responsive to the needs of surrounding residents, and multimodal travel is safe and context sensitive.

Study Area Goals

1. Preserve rural residential land, agriculture, and open space
2. Maintain and enhance the tree canopy
3. Protect water resources
4. Honor the history of the Friendship and New Hill communities
5. Encourage development of a small-scale downtown near the intersection of Humie Olive Road and Old US 1
6. Encourage development of grocery/convenience offerings near the intersection of New Hill Holleman Road and US 1
7. Encourage economic development along the Richardson Road corridor south of Old US 1 and at the future Richardson Road/US 1 interchange
8. Improve the safety of area roadways for motorists, cyclists, and pedestrians
9. Mitigate the impact of surrounding development on existing roads
10. Provide trails, greenways, and trailheads

Recommendations

Recommended amendments to the 2045 Transportation Plan and 2045 Land Use Map for the study area are shown in Figure ES - 2. 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. Roadway improvements typically occur through private development and must have a rational nexus and rough proportionality to the development that occurs. Given the vision of low-intensity residential land uses and limited expectation of redevelopment, there are also limited opportunities for roadway improvements in residential areas. Study area residents should anticipate limited improvements to existing roads in residential areas and little connectivity. This may result in time periods of congestion on existing thoroughfares and at major intersections. Future construction of bicycle and pedestrian facilities will be limited to frontage

improvements for the extent of any new residential development. Standalone projects for bicycle and pedestrian facilities along existing roads would not be a high priority for limited local funds in Apex Corporate Limits and Wake County does not construct these facilities.

Non-residential and higher-intensity residential land uses are envisioned in limited areas along roadway corridors that are critical for regional mobility, including New Hill Holleman Road, the future Richardson Road extension, and Friendship Road north of the railroad tracks. These uses would support construction or improvement of these roadways and would provide an opportunity to address goals to provide some commercial opportunities and multi-modal travel opportunities in the study area. Additionally, collector streets are only shown only where connectivity is critical, and the land use designations would provide an opportunity for their construction.

A set of Additional Plan Recommendations, separate from the long-range plan amendments, are identified to implement the study area vision and goals. These recommendations are listed in Table ES - 1. These recommendations are divided into five planning themes: Future Land Use, Transportation, Quality of Life, Environment, and History.

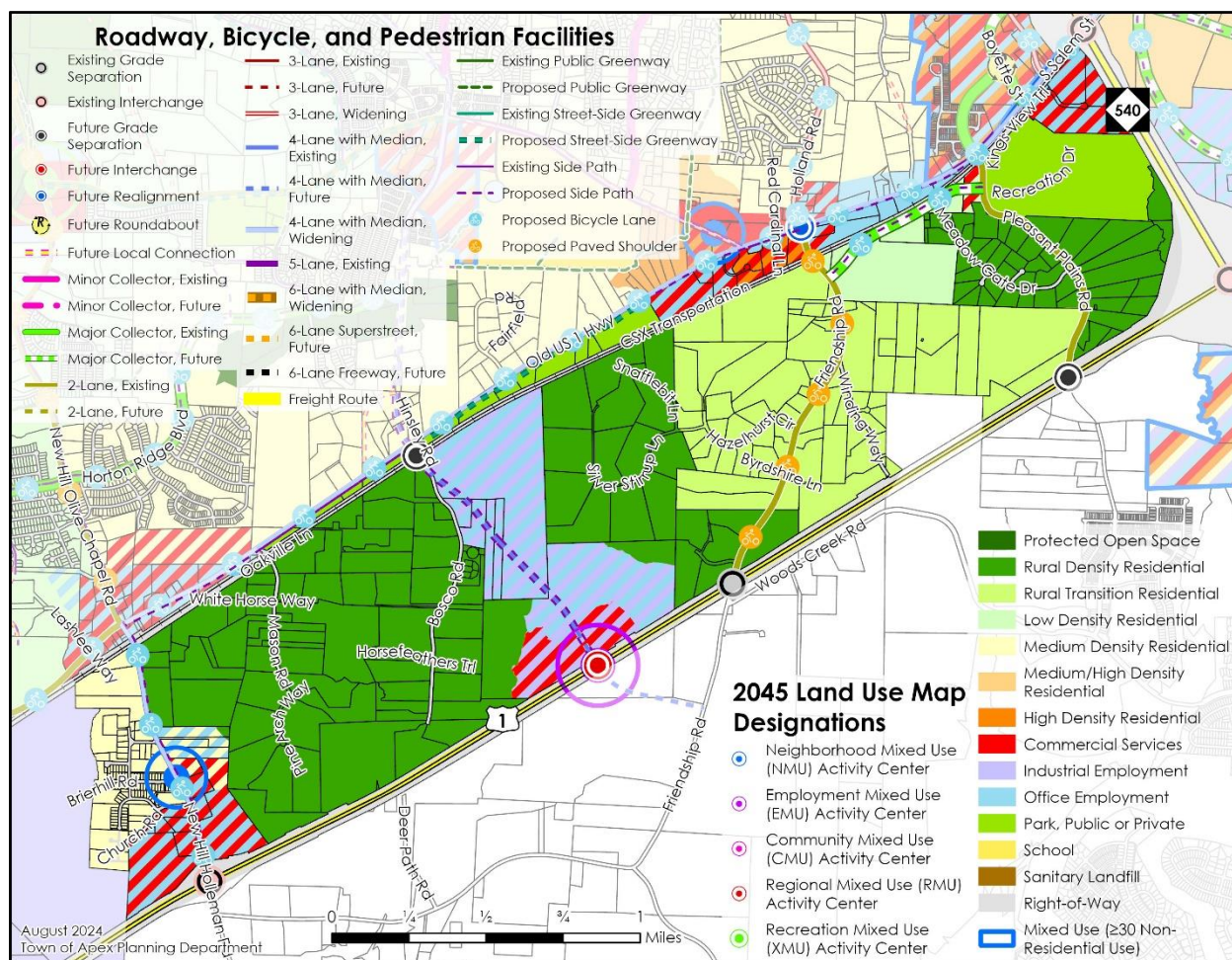


Figure ES - 2. Recommended Plan Amendments

Table ES - 1. Additional Plan Recommendations

Reference Number	Recommendation	Study Area Goal	Role Assignment	Code/ Policy	Program/ Study	Capital Project	Term
1 Future Land Use							
1A	Encourage development of a small-scale downtown near the intersection of Humie Olive Road and Old US 1.	5	Planning & Economic Development	X			Long
1B	Encourage development of grocery/convenience offerings near the intersection of New Hill Holleman Road and US 1.	6	Planning & Economic Development	X			Near
1C	Propose an amendment to the Unified Development Ordinance to allow the “Zoological garden” use and the “Greenhouse or nursery, wholesale” use by-right under the Planned Unit Development zoning district.	1	Planning	X			Near
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.	1, 2 & 4	Planning	X			Near

Reference Number	Recommendation	Study Area Goal	Role Assignment	Code/ Policy	Program/ Study	Capital Project	Term
2 Transportation							
2A	Study and potentially invest in turn lanes and a traffic signal at the intersection of Friendship Road and Old US 1.	8	Transportation and Infrastructure Development		X	X	Ongoing
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.	8	Planning, Transportation and Infrastructure Development, & Parks, Recreation, and Cultural Resources		X		Mid
2C	Coordinate with NCDOT on its annual resurfacing contract for opportunities to stripe bicycle lanes and/or provide bicycle signage within the study area.	8	Transportation and Infrastructure Development & Planning		X		Ongoing
2D	Coordinate with regional partners on transportation requirements for motorists, cyclists, and pedestrians associated with new development in the vicinity of the study area.	9	Transportation and Infrastructure Development & Planning		X		Ongoing
2E	Further explore a potential transit connection between downtown Apex and Pleasant Park.	8 & 9	Planning & Parks, Recreation, and Cultural Resources		X	X	Mid
3 Quality of Life							
3A	Encourage economic development along the Richardson Road corridor at the future	7	Economic Development	X			Long

Reference Number	Recommendation	Study Area Goal	Role Assignment	Code/ Policy	Program/ Study	Capital Project	Term
	Friendship Road/US 1 interchange.						
3B	Utilize the Town of Apex Affordable Housing Incentive Zoning Policy to encourage mixed housing options in the study area.	7	Community Development & Neighborhood Connections	X			Long
3C	Consider requests from area residents for involvement in Citizen Advisory Committees and Boards and determine strategies to engage area stakeholders.	1, 4 & 9	Town Clerk's Office	X			Mid
4 Environment							
4A	Review best practices and develop a policy to encourage the preservation of forested areas.	1 & 2	Planning	X			Near
4B	Coordinate with Wake County to allow Voluntary Agricultural Districts (VADs) and Enhanced Voluntary Agricultural Districts (EVADs) within the Apex corporate limits and ETJ.	1 & 3	Administration	X			Near
5 History							
5A	Encourage residents of the Friendship and New Hill communities to participate in the Town of Apex Historical Marker Program.	4	Planning		X		Near

Attachment 2: Draft Plan & Revised Draft Plan Public Input Summary

Draft Plan Public Comments

The Draft Plan was released on Tuesday, July 16th and an online comment form was open through Wednesday, August 7th. The following lists summarize the public input provided on the Additional Plan Recommendations, Transportation Plan amendments, and Land Use Plan amendments, included in the Draft Plan. The number in parenthesis at the end of each bullet point represents the number of times that comment was submitted. A full public input summary with staff responses is available on the project website at: <https://www.apexnc.org/DocumentCenter/View/48629/Appendix-F-Draft-Plan-Public-Input-Summary-and-Staff-Responses>.

Comments on Additional Plan Recommendations

- Support the community-proposed overlay district
- A policy to encourage the preservation of forested areas does not address other environmental issues (climate change, impervious surface, light pollution, etc.)
- Allow VADs and EVADs in Apex
- Provide a 50-foot buffer between VADs/EVADs and new development
- Concerned about traffic and safety at the intersection of Friendship Road and Old US 1
- Economic development along the future Richardson Road corridor and at the future interchange benefits the developer rather than the community

Location-Specific Transportation Comments

- Against the New Hill Loop Collector (3)
- Shift Richardson Rd further from Bosco Road and Hinsley Road (3) / Against Richardson Road alignment (1)
- Against the Future Friendship Collector (4)
- Provide bike lanes on Old US 1 (2)
- Provide bike lanes on Friendship Road (1)
- Remove 110' ROW along Friendship Road (1)

General Transportation Comments

- Support bike lanes and side path (1)
- Concerned about traffic congestion with new development given proximity to nuclear power plant (1)

Location-Specific Land Use Comments

- Change the Womble Circle area (New Hill Holleman Road properties adjacent to railroad tracks) to Rural Density Residential (2)
- Reconsider the Industrial Employment/Office Employment along Richardson Road (2)
- Against High Density Residential in the New Hill Plaza (1)
- Change Hazelhurst Circle to Rural Density Residential (1)
- Add Commercial Services to 3413 Pleasant Plains Road (1)

Revisions Made to the Draft Plan

The following revisions were made to the Draft Plan based on the public comments provided.

Land Use Map and Transportation Plan Amendment Recommendations

- Change properties listed below to Rural Density Residential.
 - 0 Womble Circle
 - 3521 Womble Circle
 - 3501 Womble Circle
 - 3529 Womble Circle
 - 2921 New Hill Holleman Road
 - 2917 New Hill Holleman Road
- Remove the New Hill Loop collector.
- Add Proposed Paved Shoulder to Friendship Road.
- Change 3413 Pleasant Plains Road to Low Density Residential and Commercial Services.

Context Areas Map

- Change the context area designation from suburban to rural for the following properties, except along the New Hill Holleman Road frontage:
 - 0 Womble Circle
 - 3521 Womble Circle
 - 3501 Womble Circle
 - 3529 Womble Circle
 - 2921 New Hill Holleman Road
 - 2917 New Hill Holleman Road

Additional Plan Recommendations

- Add the following recommendation:
 - Coordinate with Wake County to allow Voluntary Agricultural Districts (VADs) and Enhanced Voluntary Agricultural Districts (EVADs) within the Apex corporate limits and ETJ.

Draft Plan Text

- Remove all references to Town water.
- Update Figure 6 to include all crash data in the study area from July 2019 – June 2024. Update summary of crash data based on this data.
 - NOTES:
 - Crashes along US 1 are not included in Figure 6 or in the data summary.
 - The Draft Plan only included crashes within the Apex Police Response Area.

Appendices

- Add Appendix E. Spring 2024 Plan Amendment Scenarios Public Input Summary and Staff Responses.
- Add Appendix F. Draft Plan Public Input Summary and Staff Responses.

Revised Draft Plan

The Revised Draft Plan was released on Thursday, September 5th and an online comment form was open through Sunday, September 22nd. The Revised Draft Plan reflected the changes listed above, under the Draft Plan Revisions section. Staff reviewed all additional public comments on the Revised Draft Plan and did not recommend any further changes based on the feedback received. A summary of the public input provided on the Revised Draft Plan is provided below. Staff responses to these comments are available on the project website at: <https://www.apexnc.org/DocumentCenter/View/48630/Appendix-G-Revised-Draft-Plan-Public-Input-Summary-and-Staff-Responses>.

- Against the Commercial Services land use designation at 3413 Pleasant Plains Road
- Concerned about the collector street from Pleasant Plains Road to Friendship Road.
- Has there been any consideration for a bridge to Tingen Road?
- The Richardson Road extension, while adjusted, is still affecting a number of properties. Consider other options.



TOWN OF APEX

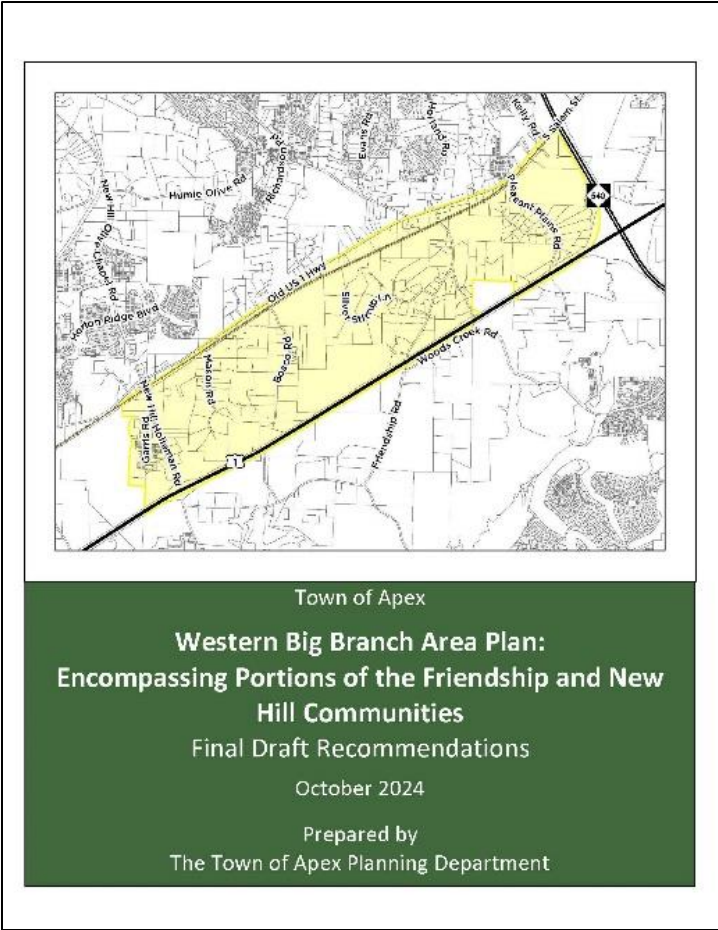
POST OFFICE BOX 250
APEX, NORTH CAROLINA 27502
PHONE 919-249-3426

**PUBLIC NOTIFICATION
OF PUBLIC HEARINGS**

**WESTERN BIG BRANCH AREA PLAN:
ENCOMPASSING PORTIONS OF THE
FRIENDSHIP AND NEW HILL COMMUNITIES**

Pursuant to the provisions of North Carolina General Statutes §160A-601 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:

Solicit comments relative to potential adoption of the *Town of Apex Western Big Branch Area Plan: Encompassing Portions of the Friendship and New Hill Communities (Plan)*, and the subsequent amendments reflecting Plan recommendations to the 2045 Transportation Plan and 2045 Land Use Map. Any remaining public comments should be made during the public hearings using the information below. The Final Draft Plan will not be further revised prior to the public hearings.



Public Hearing Location: Apex Town Hall
Council Chambers, 2nd Floor
73 Hunter Street, Apex, North Carolina

Separate comments must be provided for the two public hearings in the time frames specified below.

Planning Board Public Hearing Date and Time: November 4, 2024 4:30 PM

You may attend the meeting in person or view the meeting through the Town’s YouTube livestream at: <https://www.youtube.com/c/townofapexgov>. If you are unable to attend, you may provide a written statement by email to public.hearing@apexnc.org, or submit it to the clerk of the Planning Board, Jeri Pederson (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 21, 2024 6:00 PM

You may attend the meeting in person or view the meeting through the Town’s YouTube livestream at: <https://www.youtube.com/c/townofapexgov>. If you are unable to attend, you may provide a written statement by email to public.hearing@apexnc.org, or submit it to the Office of the Town Clerk (73 Hunter Street or USPS mail - P.O. Box 250, Apex, NC 27502), at least two business days prior to the Town Council vote. You must provide your name and address for the record. The written statements will be delivered to the Town Council members prior to their vote. Please include the Public Hearing name in the subject line.

All interested parties may be heard with respect to the Final Draft Plan. Call 919-249-3426, Planning Department, with questions or for further information. A copy of the *Town of Apex Final Draft Western Big Branch Area Plan: Encompassing Portions of the Friendship and New Hill Communities* is available at: www.apexnc.org/wbbap.

Dianne F. Khin, AICP
Director of Planning and Community Development