

STAFF REPORT

Amendments to the Unified Development Ordinance

November 13, 2025 Town Council Meeting



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

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- 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*.

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8.2.6 Landscaping, Buffering, and Screening, Buffering

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- C) *General Buffering Requirements*

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- 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.

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13.4 Transportation, Definitions

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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.

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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.