

## MEETING SUMMARY

### Apex Comprehensive Plan Public Workshop #3 January 21, 2004 Apex Community Center

#### Question & Answer Session #1:

[Questions (shown in italics) are from audience members; answers are from the consultants with LandDesign and Town of Apex Planning Staff. Information shown in brackets [ ] has been added to clarify or correct what was said at the meeting.]

- 1.) *What are the assumptions about projected growth?*
  - Considered trends in population, housing, employment, and development up until now.
    - Household size has stayed steady in Apex (while in US it has been dropping).
  - Looked at what development has already been approved.
  - Considered constraints in terms of wastewater, water, transportation infrastructure, etc.
    - Limited wastewater capacity means Apex will continue to grow through 2011, but at slower rate than 1990's.
    - After the regional wastewater plant and I-540 open in 2011-2012, growth rate could double.
  - Took into account today's rate of growth and how it might continue or change.
    - 10% growth rate in recent years – cannot maintain that pace, it will slow down.
- 2.) *The Apex Peakway is important link. Is design around town the same all the way around? Is it a 2-lane or 4-lane section?*
  - Existing sections of the Peakway include 2-lane, 2-lane divided with bike lanes, and 3-lane cross sections.
  - The road does need to have one consistent cross section; the Comprehensive Plan will recommend that an Apex Peakway cross section study be implemented.
- 3.) *As City expands, does Apex Power take over and Carolina Power & Light give up control?*
  - The utility that will provide power depends on which utility was there first and which is closest to the proposed development.
- 4.) *What exactly are "superstreets" & "square loops"? Access to US 64 especially west of 540 is a major citizen concern.*
  - Superstreets and square loops are just two of the concepts that can be used to manage traffic without cutting off access to developments. [Both superstreets and square loops limit the left turning movement from a side road (like Laura Duncan Road) to the highway (like US 64). With the superstreet, instead of turning left onto US 64 (from Laura Duncan Road next to the high school) to head toward Pittsboro, a motorist would turn right onto US 64, get into the left lane of US 64, and make a U-turn at the next median break. With a square loop, instead of turning left directly onto the highway, the motorist would cross over US 64 on a bridge, turn left onto a ramp that would loop them back to US 64 and allow them to make a right turn only to head toward Pittsboro.]
  - There is no direct access to US 64 currently planned at Kelly Road when I-540 is built. A square loop at Kelly Road and US 64 is the Town's proposal for allowing access directly onto US 64. [The Secretary of Transportation Lyndo Tippet has written a letter that states that NCDOT will do an environmental assessment of the area to see if the square loop proposed by the Town of Apex at Kelly Road and US 64 is feasible. If it is feasible, the square loop would be installed as part of the I-540 project, thus providing access from Kelly Road to I-540.]
- 5.) *What opposition will Town really run into with Wake County while going through annexation/extra-territorial jurisdiction (ETJ) expansion? Cary does not seem to have trouble.*
  - ETJ recognizes that area just beyond the Town's limits as important. Apex would prefer its standards to be applied to these areas.
  - The county must release their jurisdiction before Apex can include the area in the ETJ. [The current county preference is for towns to annex property rather than extend ETJ. That way all public services (police, fire, water, sewer, etc.) are provided by the town rather than the county.]

## **Question & Answer Session #2:**

[Questions (shown in italics) are from audience members; answers are from the consultants with LandDesign and Town of Apex Planning Staff. Information shown in brackets [ ] has been added to clarify or correct what was said at the meeting.]

- 1.) *Is the portion of I-540 between US 1 south to NC 55 part of the "Highway Trust Fund"? Is it funded?*
  - It is not part of the "Highway Trust Fund" and is not funded at this time. [Due to recently approved legislation, this portion of I-540 is eligible for Highway Trust Fund money. However, it has not been allocated and there are many other projects that are also now eligible. This section of I-540 remains unfunded and will have to compete with other projects for funding.]
  - This section of I-540 needs to be a high priority for the Apex community. [The Town of Apex is looking into partnering with the Town of Holly Springs, Wake County, and the Capital Area Metropolitan Planning Organization in making this section of highway a top priority in the upcoming NCDOT Transportation Improvement Program (TIP) cycle.]
  
- 2.) *How long has the US 64 corridor study been going on?*
  - It is currently in the very early stages. Apex Planning Staff will send information to those whose addresses are on file from the public workshops. [Information has been e-mailed to the current list. For more information on the US 64 corridor study, go to NCDOT's web site at [www.ncdot.org/projects/us64nc49corridor](http://www.ncdot.org/projects/us64nc49corridor).]
  
- 3.) *Will the Comprehensive Plan include "Senior Citizen Development" or housing? This kind of multi-family development (500-1000 square feet) does not involve too much money, is not burden on transportation facilities at peak hours, is walkable, and houses people who contribute greatly to the local society. Would provide housing choices in Apex that were higher density but not low wage.*
  - Senior housing may be a very good option for Apex. Plan will recommend this type of high-density, walkable residential development integrated with shopping and other commercial uses.

## **SMALL GROUP DISCUSSIONS:**

### **GROUP 1**

#### 5 most important concerns:

- 1.) Highway 64/55 interchange – takes away access.
- 2.) Apex Peakway – What will it be/function – 3 lanes/sidewalks?
- 3.) Highway 64 – Maintain access from 540 to US 1.
- 4.) Provide protection of special areas/equestrian/biking.
- 5.) Transit center at old US 1/540.

#### Discussion:

- 1.) Peakway: Why just 2 lanes? Does not go anywhere; has not been completed yet.
- 2.) Implement roundabouts.
- 3.) Make Apex Peakway 4 lanes.
- 4.) Needs to be sidewalks on both sides of all the collector streets.
- 5.) No access to 64 (55 & 64 is going to turn into a Crossroads.)
- 6.) If there is transit on 540, will that bring business to this area?
- 7.) Transit – what are you talking – buses, trains? (We do not use them now.)
- 8.) Transit in the south is all about commuting and only commuting.
- 9.) How do you protect/preserve those special areas? Equestrian, historic areas/homes.

### **GROUP 2**

#### 5 most important concerns:

- 1.) Insure quality of development inside of the Peakway.
- 2.) How to control "Activity Centers" so that it stays in control.
- 3.) Plans to get utilities to outlying areas.
- 4.) Any vision about "Quality of Life".
- 5.) Focus on next steps to implement plan.

#### Discussion:

- 1.) What is square loop?

- 2.) Concerned about inside the Peakway – what will ensure the quality of housing within Peakway over a long period of time. Property value.
- 3.) Development around Peakway that is “not” “small town character”.
- 4.) How do you create incentives to do “redevelopment” within Peakway, economically as well as physically?
- 5.) How do you control the “Activity Centers” so that they don’t get out of control?
- 6.) What are the plans to get utilities to the areas that are shown residential on vision map?
- 7.) Good recommendations, what is the next step? Where do you go from there?
- 8.) There is no vision about controlling growth/”Quality of Life”.
- 9.) Parks, recreational space.

### **GROUP 3**

#### 5 most important concerns:

- 1.) Parking in decks, under buildings and on street preferred.
- 2.) Bicycle lanes needed on major bike routes (Olive Chapel, North Salem).
- 3.) Connect existing sidewalks and provide pedestrian crossings throughout Town (especially US 64).
- 4.) Like idea of activity center, but North Salem Street Corridor Plan should be followed.
- 5.) Strongly support Transit Corridor – can be of benefit to retirees/seniors/others.

#### Plan Comments:

- 1.) Ground floor housing in high-density areas for seniors.
- 2.) Why is development allowed to leave water pits instead of draining? Allows mosquitoes to breed – unusable land.
- 3.) Post on web site what businesses are being placed in shopping areas for general information to citizens, not rumor based.
- 4.) “Quality of life” should be enhanced.
- 5.) Light pollution.
- 6.) How will greenways be surfaced? Currently they are gravel and muddy (unusable) and need to be paved.
- 7.) North Salem corridor plan says do not change character!
- 8.) Preserve existing development in North Salem Corridor!

#### Discussion:

- 1.) North Salem Street corridor – supposed to be preserved.
- 2.) Attract retirees – seniors; do not drive during peak hours. Change website to draw seniors in.
- 3.) Strongly support transit corridor.
- 4.) Parking should be in decks in transit centers (free parking).
- 5.) Parking underneath buildings.
- 6.) On street parking.
- 7.) Bicycle lane/ wide outside lane/shoulder on Olive Chapel, North Salem. All bicycle routes.
- 8.) Activity center south of US 1 → Apex Town Square → need police/fire stations.
- 9.) Like ideas of activity centers.
- 10.) Convert bus/HOV lane to rail in 25 years.
- 11.) Like curb on roads for bike lanes.
- 12.) Connecting existing sidewalks – Old Raleigh & Lake Pine crossing 64; Laura Duncan – access to park.
- 13.) Pedestrian crossings everywhere.
- 14.) Square loops on Kelly – supported.

### **GROUP 4**

#### 5 most important concerns:

- 1.) Provide adequate public facilities.
  - Roads
  - Infrastructure
  - Police/Fire/EMS
  - Parks
- 2.) Use high quality design & materials.
  - Good – Olive Chapel Village
  - Bad – Laura Village (Laura Duncan & 64)
  - No clutter
  - Utility design

- 3.) Policy & implementation
- 4.) Funding recommendations
- 5.) Coordinate with neighbors (town, county) – i.e. greenways, facilities and services.

Plan Comments:

- 1.) Shopping center / theater complex already approved for the area labeled 'planned office'.

Discussion:

- 1.) High quality growth – retail – design & materials
  - Olive Chapel Village
  - Aesthetically pleasing
- 2.) No clutter – avoid outparcelization.
- 3.) Inadequate transportation infrastructure for commercial development – Beaver Creek.
- 4.) Adequate public facilities ordinance.
- 5.) Above ground power lines.

**GROUP 5**

5 most important concerns:

- 1.) Kelly Road/Hwy 64 access is a big concern.
- 2.) Concerned with high density housing. ROI is not justified.
- 3.) Rate of growth – impact on planning/tax rates.
- 4.) Feel plan created around growth rate without an effort to slow growth – why 63%?
- 5.) Like idea of alternate buffers between commercial and residential (i.e. parks, mixed use vs. row of bushes).
- 6.) Would like to have NC 55 improved before I-540 (if at all).

Discussion:

- 1.) Why grow?
  - You cannot stop it – must try to control it.
  - We do not buy it! We want to choke off the growth, to, say, 40% instead of 63%
- 2.) There is a difference between expanding jurisdiction and actual growth. We want no growth!
- 3.) We want a meeting with the planning commission to voice our concerns.
- 4.) 540 = stop it! We cannot stop it, must plan around it.
  - It can add property value.
  - Also, need access to 64. Should not lose out locally because of I-540 coming.
- 5.) Transit line – Do not like density. Why must we have it?
  - We feel that it leads to crime, problems.
  - Don't think you'll get tax revenue out of it because of nature of development: renters, small acreage.
- 6.) Just not convinced we need the additional employment.
  - Brings low-wage workers that we do not necessarily want in our town.
  - People do not mind driving elsewhere for work.

**GROUP 6**

5 most important concerns:

- 1.) Funding mechanisms to control development.
  - "In lieu funding"
  - "Developing in Apex is a privilege not a right."
- 2.) Downtown areas – walkable, greenspace, connect greenway to American Tobacco Trail, bike lanes & trails.
- 3.) Traffic – Higher density development within walking distance to amenities and work areas.
- 4.) Manage Rt. 55 traffic through Apex now.
  - Do not wait for 540 completion to address traffic on Apex Peakway.
  - Push completion/funding of 540 to US Rt. 1.
- 5.) Preserve downtown Apex as 'Historical'. Take Apex's future into our own hands. Do not leave it up to Wake County.
  - Streetscapes

Discussion:

- 1.) Funding mechanisms are in place to control development in lieu of funding.

- Getting developers to pay more so that development is a privilege not a “right”; but do this without raising the cost of developing.
- 2.) The rising cost of homes and payment goes to the consumer.
- 3.) Enforcement of the plan in terms of the developers.
- 4.) Downtown areas being smaller and walkable.
- 5.) Including open space, greenways, sidewalks, pedestrian transportation in the developer’s plans.
- 6.) Need for implementation of greenway and open space and knowledge of when it will occur.

## **GROUP 7**

### 5 most important concerns:

- 1.) Explore locational requirements for downtown infill development, as well as architectural guidelines. Need good transitions.
- 2.) Maintain focus on alternative transportation. (Bike, walk, etc.)
- 3.) Increase focus on sidewalk connectivity, especially inside the Peakway.
- 4.) Continue focus on green space – need more of it in Mixed Use Developments.
- 5.) Improve lighting ordinance to reduce glare and light pollution.

### Discussion:

- 1.) Like what’s been done – walking down right path.
- 2.) Like to see pedestrian-friendly areas.
- 3.) Infill development? What does it mean? Comp. designate areas for infill – want buffer between single family & townhomes/duplexes.
- 4.) Explore/define location for multifamily. (e.g. 5 duplexes behind buffer)
- 5.) Concerned with duplex at roadway that does not fit in with downtown.
- 6.) Maintain focus on alternative modes of transportation – bike, sidewalks.
- 7.) Concerned with bike lanes on Peakway.
- 8.) Sidewalks in original 1 mile corporate limit.
- 9.) Reduce use of cul-de-sacs.
- 10.) Promote grid development.
- 11.) Develop focus on cut off streetlights.
- 12.) Like square loops along 64.
- 13.) No green space between 55 and Zeno Road.
- 14.) Transitional use between residential and commercial.
- 15.) Infrastructure improvement notifications – more public involvement.
- 16.) Strongly support transit because senior citizens are more likely to use it as well as the multifamily developments.

## **GROUP 8 & 9**

### 5 most important concerns:

- 1.) Fire & police facilities.
- 2.) Is 44% retail too high per income level?
  - Promote higher paying jobs.
- 3.) Fees in lieu of RCA. – Bad/short sighted
- 4.) Electricity Infrastructure/grid system
- 5.) Greenways need to be all connected.
- 6.) Border/planning boundary with Holly Springs is important.

### Discussion:

- 1.) Municipal facility locations? Not addressed.
- 2.) 44% new jobs – retail – per capita
  - Household income will fall.
  - Worried at this projection – what can Apex do to get 44% lower? Office parks?
  - Want a good mix of job types.
  - Encourage office
- 3.) Resource conservation areas – user fees bad (grants, impact fees better)
- 4.) Missing – electric infrastructure – routine power outages
  - North of 64 E of 55
  - Apex Power
  - High power rates
  - Electric-Cities contract will run out in 12-15 years.
- 5.) Greenways flow – connectivity
- 6.) A good suggestion is to pursue agreement with Holly Springs.

Plan Comments:

- 1.) Greenway should connect 55/64 interchange area (Beaver Creek Commons).

**GROUP 10**

5 most important concerns:

- 1.) Develop area: Historic District up to Hunter & North Salem. Mixed use.
- 2.) More neighborhood stores that are walkable/bicycle.
- 3.) Growth → transportation concerns.
- 4.) Concerned about proposed greenways.
- 5.) Parks and how land will be acquired.

Discussion:

- 1.) Open space – Recommendation of buying open space/greenway.
- 2.) Transportation concerns.
- 3.) Wastewater Treatment Plant.
- 4.) More neighborhood stores and downtown stores – walk, bicycle.
- 5.) Develop area: Historic Area up to Hunter and North Salem.
- 6.) Historic District Commission mixed use.
- 7.) Vision for downtown.