

## Summary of Questions, Comments, & Responses from the Town of Apex 2045 Future Land Use Map Proposed Amendments Public Workshop

**The Town of Apex introduced proposed amendments to the 2045 Future Land Use Map during a virtual workshop on January 19, 2021 at 6:00 PM. The purpose of these amendments is to support existing and upcoming transit services. A summary of questions asked and responses provided during the workshop follows. Additional comments may be received up to and through the public hearings for the proposed amendments. A summary of substantive comments received and any proposed changes made in response to comments will be presented during the public hearings.**

### Q&A Focused on Transit Plans & Services

#### Question/Comment:

Will the Bus stops be covered?

#### Response:

The bus stops will not be covered as part of the initial bus stop construction project. Many of the bus stops will be constructed to accommodate bus shelters in the future. There are currently four bus shelters in Apex.

#### Question/Comment:

Can you say again where the bus goes to in Holly Springs?

#### Response:

There are two bus stops along GoTriangle Route 305 in Holly Springs. These stops are at Ting Park and at the intersection of Main Street and Center Street.

#### Question/Comment:

Is there a fee for GoApex?

#### Response:

There will be no fee to ride GoApex Route 1.

#### Question/Comment:

Are there plans for a bus stop at 540 Flex? Why is there a need for a bus stop at Olive Chapel Professional Park?

#### Response:

There are plans for a bus stop at the 540 Flex development to serve the Western Wake Crisis Ministry. This bus stop is on Olive Chapel Road. The bus will not enter the 540 Flex development as there is not a place to safely turn around on that site. There are plans for a bus stop at the Olive Chapel Professional Park to serve the businesses in the Olive Chapel Professional Park and residents who choose to use the service. The bus cannot safely turn around in the 540 Flex parking lot. The bus is able to safely turn around in the Olive Chapel Professional Park development and maintain a 60-minute frequency.

#### Question/Comment:

Will the buses be electric?

Response:

GoTriangle buses along this route use diesel fuel. The Town of Apex is partnering with GoCary to operate GoApex Route 1. GoCary leases their vehicles from a private company. All of the vehicles in the GoCary fleet are powered by gas and diesel engines. GoApex Route 1 will be powered by a gas engine. There is interest in operating electric buses in Apex in the future.

Question/Comment:

How is the Apex bus service funded?

Response:

GoApex Route 1 operations will be funded through the Wake Transit Community Funding Area Program and through local funds. The Community Funding Area Program is a matching grant program to provide local transit service in the smaller Wake County communities. Funding sources for the Wake Transit Plan include sales taxes and vehicle registration fees.

Construction of bus stops along GoApex Route 1 will mostly be funded through the Locally Administered Projects Program, a federal/state grant program, and through the Wake Transit Community Funding Area Program. The Town of Apex has also received a grant through the regional Transportation Demand Management Program to fund a marketing campaign for GoApex Route 1 as well as part of a transit planner position.

Question/Comment:

Will buses have bike racks?

Response:

Yes, all of the buses with service in Apex will have bike racks.

Question/Comment:

Why did you not include Apex High and Apex Community Park along the free route (GoApex Route 1)? It seems that would increase ridership.

Response:

The alignment for GoTriangle Route 305 recently changed to serve Laura Duncan Road rather than Old Raleigh Road to provide stops at Apex High School and along Laura Duncan Road. The Youth GoPass allows individuals between the ages of 13 and 18 to ride the buses in the region for free (learn more at [gotriangle.org/youthgopass](http://gotriangle.org/youthgopass)).

GoApex Route 1 was designed to serve the major commercial corridor in Apex, NC 55, as well as downtown Apex. The route has to be completed in less than an hour to maintain a 60-minute frequency. GoApex Route 1 is the first local bus route in Apex, additional local routes or services may be provided in the future.

Question/Comment:

Will buses have overhead or under seat storage for back packs, luggage etc.?

Response:

The GoTriangle buses do not have overhead storage. There is some space on GoCary vehicles for belongings to be placed underneath the seats but this space is not specifically designated for storage.

Strollers, suitcases, and small utility carts are allowed on GoCary vehicles provided that they do not block the aisle or restrict passenger movement.

## Q&A Focused on the 2045 Future Land Use Map in General

### Question/Comment:

Is there a category for undeveloped? 0 units/acre?

### Response:

There is not a Future Land Use Map category for undeveloped. There is a category for “Park, Public or Private” and for “Protected Open Space”.

### Question/Comment:

Will any of the land use for residential areas address affordable housing?

### Response:

Affordable housing is not addressed specifically as a Future Land Use Classification on the 2045 Future Land Use Map. The idea of increasing residential densities around existing and planned transit routes is consistent with recommendations from the Draft Town of Apex Affordable Housing Plan. Learn more at [www.apexnc.org/affordablehousing](http://www.apexnc.org/affordablehousing).

### Question/Comment:

Is there a map of land use that can be reviewed?

### Response:

The current 2045 Future Land Use Map is available at [www.apexnc.org/DocumentCenter/View/478](http://www.apexnc.org/DocumentCenter/View/478). The proposed amendments are available at [www.apexnc.org/2045LUM](http://www.apexnc.org/2045LUM).

### Question:

Are you suggesting that Jordan Oil find a new location?

### Response:

The Town of Apex is not suggesting that Jordan Oil find a new location. The purpose of this proposed amendment to the 2045 Future Land Use Map is to guide future development in the case that the Jordan Oil site redevelops in the future. This is applicable not just to Jordan Oil, but to all properties on the 2045 Future Land Use Map where there is a different category of use than is there currently.

### Question/Comment:

In areas on the 2045 Future Land Use Map with double-striping, is there a requirement that 30% of the area be designated for non-residential uses?

### Response:

No, only the areas on the 2045 Future Land Use Map with the mixed use designation have a requirement that 30% of the area be designated for non-residential uses. The mixed use designation is represented by a blue outline around areas with 3 or more stripes.

Question/Comment:

What would mixed-use look like in the downtown area, would that mean apartments or condos over retail/restaurants? Condos might be nice as a future option rather than only rental apartments.

Response:

Mixed-use in the downtown area could be vertical mixed-use with office or commercial on the ground floor with a residential use, apartments above. There are some design standards within the Small Town Character Overlay district that would ensure new development would be compatible with what is currently there. Condos would be appropriate if the form is the same as an apartment.

Comments regarding increasing residential density on the 2045 Future Land Use Map:

Question/Comment:

Can someone speak to why high density is preferred by the town? Most people don't seem to want it but maybe if you could explain why it is preferred it would sway some minds.

Response:

The 2045 Future Land Use Map represents the long range vision for land use in the Town's planning area. It was developed through extensive community involvement. It does include areas for high density residential. These are mainly concentrated east of NC 540, where there is access to amenities and an established transportation network. The 2045 Future Land Use Map also includes areas of Medium Density Residential, Low Density Residential, and Rural Density Residential. The vision is that the densities generally decrease toward the west, closer to Jordan Lake.

Question/Comment:

It looks like most of these changes are to limit residential growth to apartments only. As long as the density is dense enough, isn't it a little short sighted to limit to apartments only? What if the affordable housing plan allows for more options which can still accommodate home ownership?

Response:

Typically, single-family detached and townhome developments do not provide enough density to support regular transit service. Apartments, on the other hand, provide a density that not only supports transit but also the non-residential uses that are generally in close proximity.

Question/Comment:

Preserve as much green space as possible. These recommendations appear to cause an increase in congestion. Very little green space in the downtown area and the chance for tons of apartments.

Response:

This comment is noted. The UDO does require varying amounts of Resource Conservation Area (RCA), essentially undisturbed open space, depending on the location within the Town. More RCA is required in areas west of NC 540.

Question/Comment:

Not in favor of more high density residential development.

Response:

This comment is noted.

Question/Comment:

Is there a way to prefer senior apartments?

Response:

The 2045 Future Land Use Map does not make a distinction between who is served by the housing types. If there were a rezoning to change the zoning to propose multi-family, then public comment could be provided to support senior housing.

Comments regarding specific Areas of Focus as presented in the Proposed Amendments:

Recommendations for each Area of Focus as provided during the workshop are listed below. These will be considered with other comments on each focus area received through the comment form:

*Area A. Laura Duncan Road and Candun Drive*

- Prefer High Density Residential / Commercial Services

*Area B. Downtown North*

- Prefer High Density Residential / Commercial Services. Consider traffic entering or exiting N Elm St. Traffic circles instead of stop signs/stop lights is recommended.

*Area C. Downtown South*

- Prefer Low Density Residential / Office Employment / Commercial Services

*Area D. Downtown West*

- Leave as in 2020 photos or at least leave all trees alone.

*Area E. Apex Peakway South*

- Leave as in 2020 photos or at least leave all trees alone. Unforested area could be medium density residential / commercial / office employment.

*Area F. Beaver Creek / Chapel Ridge / Vision Drive*

- Leave forested areas untouched. Currently paved areas can be used for high density residential / commercial.
- I would like to see Chapel Ridge remain medium density residential as opposed to the proposed medium/high density residential. I have no desire to see high density development with closely built townhomes, very little green space, and narrow streets. Many of the townhomes in Hempstead were purchased for speculation/rental property, not what I consider true home ownership.
- This area is currently surrounded by commercial, office, high-density and I-540. Updating the Future Land Use Map to high-density to accommodate public transit would address the present and future needs for more, less-expensive housing in the area and will reduce traffic congestion in the area.