



Purpose of the Apex Transportation Plan

The Thoroughfare and Collector Street Plan Map, Transit Plan Map, and Bicycle and Pedestrian System Plan Map collectively represent a network of current and future facilities that provide guidance on what is likely to be suitable for long term growth, connectivity, recreation, and multimodal travel. The Transportation Plan does not provide a schedule for implementation, nor does it set aside funding for improvements. The purpose of the public hearing is to consider proposed amendments to the Thoroughfare and Collector Street Plan Map and Bicycle and Pedestrian System Plan Map, in order to make a decision.

A map of the proposed amendments to the Transportation Plan is displayed in Figure 1.

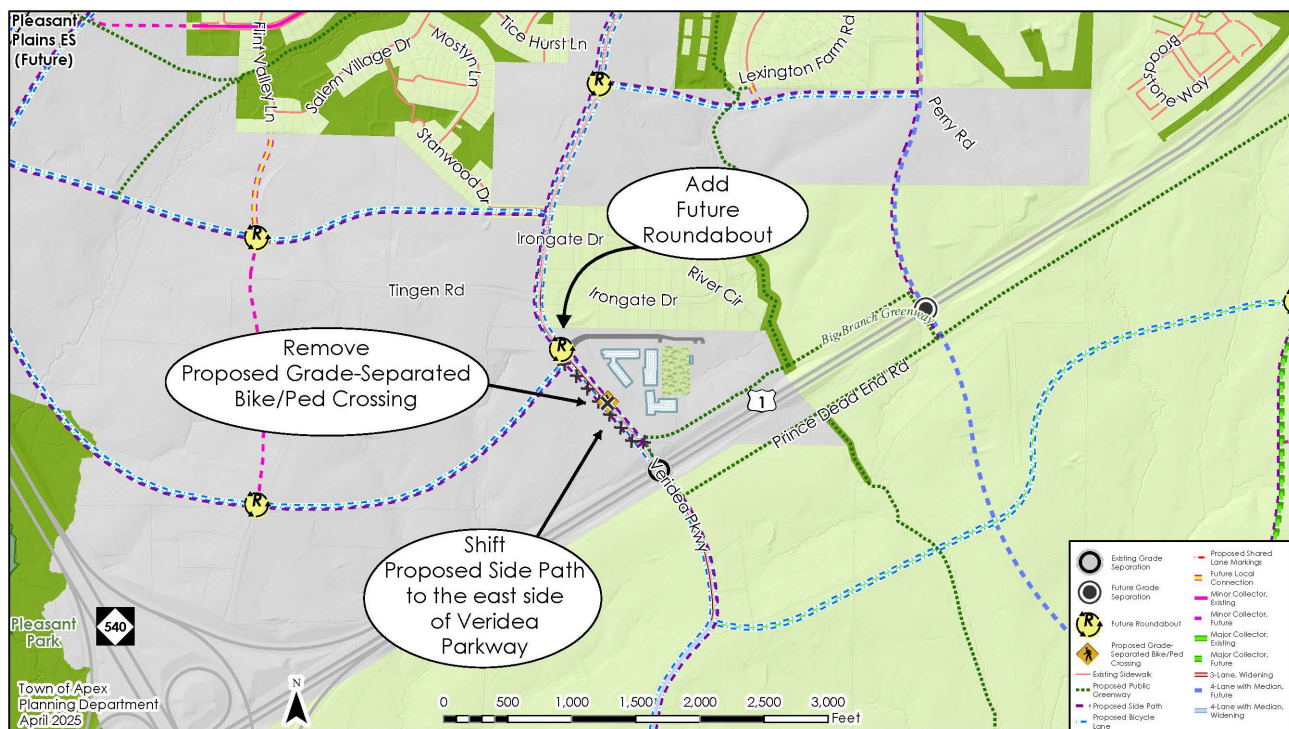


Figure 1. Proposed amendments to the Thoroughfare and Collector Street Plan Map and the Bicycle and Pedestrian System Plan Map

Explanation of Proposed Amendments

The proposed amendments to the Transportation Plan are associated with the proposed Grace Christian School, located on the east side of Veridea Parkway between Irongate Drive and US 1.

Add Future Roundabout

A roundabout is proposed on Veridea Parkway at the entrance to the proposed Grace Christian School, between Tingen Road and US 1. The purpose of the roundabout is to eliminate left turns and reduce congestion at the school driveway, control traffic speeds, and provide an opportunity for marked and signed pedestrian crossings of Veridea Parkway.

STAFF REPORT

Transportation Plan Amendments

May 27, 2025 Town Council Meeting



Remove Proposed Grade-Separated Bicycle and Pedestrian Crossing

The proposed grade-separated bicycle and pedestrian crossing of Veridea Parkway was previously added to the Transportation Plan as the initial concept for Grace Christian School included school parking on one side of Veridea Parkway and school buildings on the other side. According to Section 8.3.9 of the Unified Development Ordinance, “Off-site parking spaces may not be separated from the use served by a street right-of-way with a width of more than 80 feet, unless a grade-separated pedestrian walkway is provided, or other traffic control or remote parking shuttle bus service is provided.” This concept would have required a grade-separated pedestrian crossing per the Unified Development Ordinance since the parking for school buildings would have been on the opposite side of Veridea Parkway. The development plans now only include school buildings and associated parking on the east side of Veridea Parkway. Due to this change, there is no requirement or intent to provide a grade-separated crossing. At-grade pedestrian crossings of Veridea Parkway will occur at the future roundabout described above.

Shift Proposed Side Path to the East Side of Veridea Parkway

The Transportation Plan currently includes proposed side path along the west side of Veridea Parkway, north of US 1. Town staff recommend shifting the side path to the east side of Veridea Parkway, south of the future roundabout, as there will be an opportunity for bicycle and pedestrian crossings of Veridea Parkway at the future roundabout. Furthermore, greenway is proposed to run to parallel US 1, east of Veridea Parkway, and side path is proposed along the east side of Veridea Parkway, south of US 1.

Staff Recommendation:

Planning Department staff; Parks, Recreation, and Cultural Resources Department staff; and Transportation Infrastructure and Development staff recommend approval of the proposed amendment.

Planning Board Recommendation:

The Planning Board considered and unanimously recommended approval of the proposed amendments at their May 12, 2025 meeting.