

DRAFT MEETING MINUTES

**TOWN OF APEX
REGULAR TOWN COUNCIL MEETING
TUESDAY, FEBRUARY 11, 2025
6:00 PM**

The Apex Town Council met for a Regular Town Council Meeting on Tuesday, February 11th, 2024 at 6:00 PM in the Council Chambers at Apex Town Hall, located at 73 Hunter Street in Apex, North Carolina.

This meeting was open to the public. Members of the public were able to attend this meeting in-person or watch online via the livestream on the Town’s YouTube Channel. The recording of this meeting can be viewed here: <https://www.youtube.com/watch?v=eUkShr9BTvI>

[ATTENDANCE]

Elected Body

- Mayor Jacques K. Gilbert (presiding)
- Mayor Pro Tempore Ed Gray
- Councilmember Audra Killingsworth
- Councilmember Terry Mahaffey
- Councilmember Brett Gantt
- Councilmember Arno Zegerman

Town Staff

- Town Manager Randy Vosburg
 - Deputy Town Manager Shawn Purvis
 - Assistant Town Manager Marty Stone
 - Assistant Town Manager Demetria John
 - Town Attorney Laurie Hohe
 - Town Clerk Allen Coleman
- All other staff members will be identified appropriately below

[COMMENCEMENT]

Mayor Gilbert called the meeting to order at **6:00 p.m.** and welcomed all who were in attendance and watching.

Mayor Gilbert then took a moment of silence for the invocation and for a moment of peace. He then led those in attendance in the Pledge of Allegiance.

1 **[CONSENT AGENDA]**
2

3 A **motion** was made by **Mayor Pro Tempore Gray**, seconded by **Councilmember**
4 **Killingsworth**, to approved the Consent Agenda, with the removal on Consent Item 1.

5 **VOTE: UNANIMOUS (5-0)**
6

7 ~~**CN1—REMOVED Agreement - Lease Agreement - The Depot Downtown Apex - Apex**~~
8 ~~**Chamber of Commerce and Town of Apex - July 1, 2025 through June 30, 2030 (REF:**~~
9 ~~**CONT-2025-049)**~~

10 This item was removed per Council vote.

11 **CN2 Annexation No. 796 - 2132 Kelly Road - 3.189 acres (REF: RES-2025-006, RES-**
12 **2025-007, and OTHER-2025-015)**

13 Council voted to approve a Resolution Directing the Town Clerk to Investigate Petition
14 Received, to accept the Certificate of Sufficiency by the Town Clerk, and to adopt a Resolution
15 Setting the Date of a Public Hearing for February 25, 2025, on the Question of Annexation -
16 Apex Town Council's intent to annex 3.189 acres located at 2132 Kelly Road, Annexation No.
17 796, into the Town Corporate limits.

18 **CN3 Construction Contract Award - Triangle Grading and Paving Inc. - James Sewer**
19 **and Street Improvements Project - Budget Ordinance Amendment No. 8 and Capital**
20 **Project Ordinance Amendment No. 2025-8 (REF: CONT-2025-050, ORD-2025-008, and**
21 **ORD-2025-009)**

22 Council voted to award a construction contract to Triangle Grading and Paving, Inc. for the
23 James Sewer and Street Improvements Project, authorize Town Manager, or their designee, to
24 execute the contract and approve corresponding Budget Ordinance Amendment No. 8 and
25 Capital Project Ordinance Amendment No. 2025-8.

26 **CN4 Council Meeting Minutes - Various**

27 Council voted to approve Meeting Minutes from the following meetings:

28 January 14, 2025 - Regular Town Council Meeting Minutes

29 January 23, 2025 - Town Council Work Session Minutes - *CANCELLED*

30 **CN5 Fee Schedule Rate Adjustments - Mid-Year - Temporary Sign Fees, Columbarium,**
31 **EV Charging Rates, Flat Rate Sewer Charge, Water Meter and ERT Fees (REF: OTHER-**
32 **2025-016)**

33 Council voted to amend the Town's Fiscal Year 2024-2025 Fee Schedule to include changes
34 to temporary sign fees, columbarium niche fees, Electric Vehicle (EV) charging rates, flat rate
35 sewer charge, water meter fees, and ERT fees as recommended by the Town Council's
36 Finance Committee, effective February 11, 2025.

37

38

1 **CN6 Ordinance Amendment - Chapter 12 Municipal Utilities and Services, Article VI.**
2 **Cross Connection Control Update - Compliance w-Session Law 2024-49 (REF: ORD-**
3 **2025-010**

4 Council voted to approve various amendments to Chapter 12 Municipal Utilities and Services,
5 Article VI. Cross Connection Control Update of the Apex Town Code of Ordinance to comply
6 with Session Law 2024-49.

7 **CN7 Property Acquisition - 8300 Jenks Road - Purchase and Sale Agreement - Electric**
8 **Substation - Capital Project Ordinance Amendment No. 2025-11 (REF: CONT-2025-051**
9 **and ORD-2025-011)**

10 Council voted to approve the acquisition of property located at 8300 Jenks Road in Apex,
11 North Carolina, for a purchase price of \$3,500,000, ratify the Agreement for Purchase and
12 Sale of Real Property executed by the Town Manager, and authorize the Town Manager and
13 Finance Director, or their designees, to execute any other associated legal documents related
14 to this acquisition.

15 **CN8 Tax Report - December 2024 (REF: OTHER-2025-018)**

16 Council voted to approve the Apex Tax Report dated January 2, 2025.

17
18 **[UPDATES BY TOWN MANAGER]**

19
20 **Town Manager Vosburg** updated the Council on the Mason Street Municipal
21 building is closed through Friday due to a facility issue. He said that the shuttle lot has been
22 shut down due to staffing issues. He noted that Apex has been officially added as the 69th
23 community in Vision Zero, and the 3rd in North Carolina. He gave background information on
24 the Tunstall House item being recommended for removal in order to re-bid the project and
25 provide Council with more options. He gave the update on the Housing Plan Update focus
26 group meetings. He said that the meetings should begin soon and then they will begin the
27 process of the Housing Plan update that will be brought back to the Council. He said that the
28 last update is the Street Hockey event, which has been changes to March 29th. He said they
29 were able to get some of the Hurricanes players for the event.
30

31 **[REGULAR MEETING AGENDA]**

32 **Mayor Gilbert** set the Regular Agenda and asked if there were any recommendation
33 meeting changes at this time.

34 A **motion** was made by **Mayor Pro Tempore Gray**, seconded by **Councilmember**
35 **Zegerman** to approve the Regular Meeting Agenda with the removal New Business 2.

36 **VOTE: UNANIMOUS (5-0)**

1 **[PRESENTATIONS]**

2 **PR1 Apex Public School Foundation - Quarterly Peak S.T.A.R. Awards - 2nd Quarter**

3
4 **Councilmember Terry Mahaffey**, Sponsor spoke on the Peak S.T.A.R. Award, which
5 he said he was always excited to present each quarter, and seeks to recognize some of the
6 amazing teachers, staff, and administrators who contribute to public education in Apex. He
7 then invited **Barbara Conroy**, Co-Founder and President of Apex Public School Foundation to
8 speak about the foundation and to introduce the award recipient.

9
10 **Barbara Conroy** Co-Founder and President of Apex Public School
11 Foundation introduced herself. She shared information about the 2025 teacher grant
12 recipients. She said that \$25,000 was awarded for 9 Apex Schools. She said that this funded
13 14 grant projects such as Coding and Robotics enhancements at the elementary level, Micro
14 bits and Hummingbird kits program at Laurel Park, an Arduino Circuit Boards program at
15 Baucom Elementary, and programs for Multilingual Learners and others. She said that this is
16 non-profit and asked for support in getting the word out for the program. She said that this
17 program helps promote awareness in all the amazing things happening in Apex schools. She
18 introduced this quarter's Peak Star recipient as Quiwana Britton - Health Occupations
19 Teacher at Apex High School. She said that Ms. Britton had a great impact on the membership
20 of the school's Health Occupations Students of America Club, has encouraged students from
21 diverse backgrounds to enter the medical field, helped established a mental health fair, and
22 brought greater visibility to hands-on health occupation examples. She read comments from
23 Principal Elaine Hofmann congratulating Ms. Britton for all her contributions and hard work.
24 Ms. Conroy and Councilmember Mahaffey presented Ms. Britton with the award.

25 **Ms. Britton** came up and accepted her award and took pictures. She thanked the
26 Apex Public School Foundation and the Town of Apex for recognizing the work in supporting
27 students. She thanked her Administrators at Apex High for this nomination. She said that at
28 Apex, there is a commitment to empowering all students to reach their peak potential by
29 helping them become prepared, engaged, ambitious, and kind. She said this award is not just
30 a reflection of her efforts but the incredible community she is privileged to be a part of. She
31 said these core values remind us that everyone needs community, opportunity, relationships,
32 and engagement, and these are the foundations that make Apex High such a special place,
33 and she was proud to contribute to this mission every day.

34
35 **PR2 Proclamation - National Engineering Week and Apex Engineering Day 2025 -**
36 **February 16 through February 22, 2025 and Saturday, February 22, 2025 (REF: PRO-**
37 **2025-004)**

38
39 **Mayor Gilbert**, along with the rest of Town Council, read the Proclamation National
40 Engineering Week and Apex Engineering Day 2025 - February 16 through February 22, 2025
41 and Saturday, February 22, 2025.

1 **Mayor Gilbert** invited up Linda Whipker and several student engineers from the
2 Forge Initiative to receive the Proclamation

3 **Ms. Whipker** spoke about the volunteer work that the Forge Initiative does in
4 Engineering education for students in the area. She invited Sejal, one of the Forge Initiative
5 students, to speak about Engineering Day.

6 **Sejal** said that Engineering Day is an annual event hosted by the Forge Initiative to
7 celebrate the National Engineers week. She said that the event showcases cutting edge
8 technology, robotics, and engineering innovations, and offers space for learning and
9 collaboration. She invited the community to join on February 22nd from 2-5 PM at the Apex
10 Community Center

11 **Mayor Gilbert** then invited Assistant Town Manager Marty Stone and Assistant Water
12 Resources Director Jonathan Jacobs to receive the proclamation on behalf of the Town of
13 Apex employee engineers.

14 **Assistant Town Manager Stone** aid that the Town of Apex is very lucky to have a
15 great engineering staff, and appreciated what they do.

16 **Mayor Gilbert** thanked Jeff Roach and the other Engineers in the community for all
17 that they do as well.

18
19 **PR3 Wake Transit Plan Update, including Phase II Public Engagement Efforts**

20
21 **Benjamin Howell**, AICP, Wake Transit Program Manager, Capital Area Metropolitan
22 Planning Organization (CAMPO), and **Katie Schwing**, Senior Long-Range Planner, Planning
23 Department gave the presentation for the Wake Transit Plan Update, including Phase II Public
24 Engagement Efforts.

25 **Mr. Howell** gave an update and presentation on the Wake Transit Plan.

26
27 **[SLIDE 1]**



28

1 [SLIDE 2]

Agenda

- 1 State of the Plan
- 2 Market Analysis
- 3 Plan Development Public Engagement – Phase 2
- 4 Next Steps

WAKE TRANSIT PLAN UPDATE

2

3 [SLIDE 3]

State of the Plan

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5 [SLIDE 4]

STATE OF THE PLAN

Wake Transit Plan

- **Wake Transit Plan is a revenue stream for public transportation investment**
 - Voters approved funding package in 2016
 - Wake Transit Plan started funding new transit service in August 2017
 - More service on weekends, in the evenings, and more frequent bus routes.
- **Wake Transit Plan is updated every four years**
 - Community and stakeholder preferences and priorities
 - Financial and technical data about performance and outcomes

WAKE TRANSIT PLAN

6

1 [SLIDE 5]

STATE OF THE PLAN

Wake Transit Plan Four Big Moves

Connect Regionally	Connect all Wake County Communities	Create Frequent, Reliable, Urban Mobility	Enhance Access to Transit
<ul style="list-style-type: none"> Commuter Rail Work with Existing and Planned Train Service More Regional Bus Service 	<ul style="list-style-type: none"> More Connections to Raleigh, Cary, and RTP More Town to Town Bus Service Funding to Towns 	<ul style="list-style-type: none"> Bus Only Lanes More Night and Weekend Service More Frequent Bus Service 	<ul style="list-style-type: none"> Improve Amenities at Bus Stops Make Sidewalks, Crosswalks, and Bike Lanes Expand On-Demand Transit Program

WAKE TRANSIT PLAN

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3 [SLIDE 6]

STATE OF THE PLAN

State of the Plan

- Wake Transit Plan revenues have been consistently strong
 - Raised nearly \$750 million to date (2017 – 2023)
- The Wake Transit Plan is expected to raise another \$700 million to \$1 billion over next ten years (2024 – 2035)
- What are your transit priorities for the next ten years?**

WAKE TRANSIT PLAN UPDATE
State of the Plan
April 2024
GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT
GO CAMPO
Triangle

4
5 [SLIDE 7]

STATE OF THE PLAN

Wake Transit Plan

\$200 million invested since 2017.

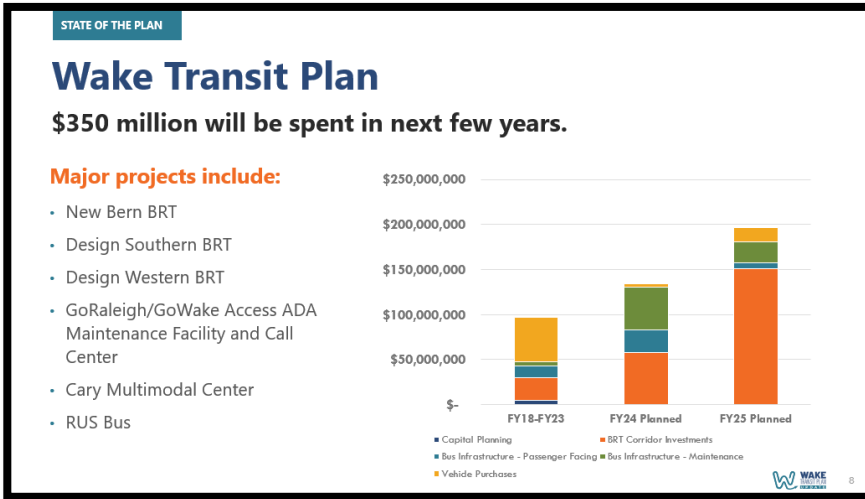
Wake Transit Plan
FY 2017-2023 Spent Funds
\$183.7 million

More Transit Service	\$67.7 M
Newer, Cleaner Fuel Buses	\$52.9 M
New Rapid Transit Corridors	\$34.7 M
Capacity Building and Administration	\$21.2 M
Bus Stops and Stations	\$14.3 M
Countywide Programs	\$3.1 M

WAKE TRANSIT PLAN

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1 **[SLIDE 8]**



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3 **[SLIDE 9]**



4
5 **[SLIDE 10]**

MARKET ANALYSIS

Key Findings: Community Profiles

Key findings from the Community Profile analysis include:

- Suburban Towns in Wake County are growing at an unprecedented rate**, with many communities experiencing population growth rates of 30% to 50% since the Wake Transit Plan was approved in 2016. In many cases, growth is on top of a small baseline population, but the pace of growth suggests communities are changing.
- Towns in Wake County are actively planning for growth** with most communities recently completing comprehensive transportation plans, strategic plans and/or transit plans. In almost all cases, these plans are calling for investments in multi-modal infrastructure, including sidewalks and shared use paths.
- All but two Wake County communities have participated in the Community Funding Area program.** Towns are using grants to plan, design and operate local transit services as well as investments like sidewalks and bus stop improvements.
- Data on recent and planned development shows that **most new projects are single use development largely on the outskirts of downtown centers and often near highways.** Most developments in Wake County towns do not follow best practices for creating walkable, compact communities. Suburban style master planned developments are difficult to serve with transit.
- Development patterns suggest on-demand microtransit style service is likely the most effective solution for local mobility.** On-demand microtransit services work in low density, suburban style development by picking up and dropping off riders at or close to their destination. The services can attract riders by providing a viable option, but the cost of microtransit on a per trip basis is high, with experience showing trips can cost between \$30 and \$50 per ride.

- While microtransit is an effective strategy in the short term, if communities continue to add population by building low density residential development the cost to maintain microtransit service levels may become prohibitive. Providing on-demand service to a larger, more distributed population will require increasingly levels of investment or slower response times/reduced levels of service.
- Potential for sub-regional solutions.** Wake County is a geographically large region covering 857 square miles. Unique characteristics within Wake Region suggest potential for different solutions in different parts of the County:
 - Apex is a "sub-regional hubs"** in southwest Wake County. There are nearly 100,000 in Apex and Holly Springs, plus another 35,000 in Fuquay-Varina. Apex already functions as an economic activity center with regional transportation access. Creating a mini-transit hub in Apex that is connected to neighboring towns with fast, frequent services to regional destinations is a potential future model.
 - Northwest Wake County also has nearly 100,000 people** but is more rural, spread out over a larger area and further from Raleigh and regional employment centers. Emerging solutions in this part of Wake County include on-demand service models that connect to Wake Forest as the sub-regional hub.
 - Garner has more in common with the City of Raleigh** than other parts of Wake County and the planned BRT stations will change transit access. Local transit solutions may focus on first mile/last mile connections and more transit-oriented style development as compared with other parts of Wake County.

WAKE COUNTY logo

1 [SLIDE 11]

COMMUNITY PROFILES

Apex: Overview

The Town of Apex is one of the largest towns in Wake County with a population of nearly 100,000 and it is also one of the fast-growing communities, increasing its population by 49% between 2016 and 2022. This compares with employment, which grew by 18% over the same period. Apex's larger population contributes to a denser population as compared with Wake County overall. In terms of demographic characteristics, Apex is wealthier, less diverse and younger as compared with the Wake County population overall.

Apex has three regional bus routes although one route (Route 311) was suspended during COVID and has not yet been re-instated.

- Apex-Cary Express (ACX) that connects Apex and Cary with peak period service on weekdays.
- Route 305: Connects Apex with North Carolina State University and Raleigh with hourly service during peak periods on weekdays. A handful of morning and evening trips extend to Holly Springs.
- Route 311: Apex-RTC that provides peak-only connections between Apex and Research Triangle Park. This service was suspended in 2020 and is planned to start again in FY27.

A fourth route – GoApex Route 1 – provides local circulation within the Town of Apex. It operates hourly on weekdays and Saturdays from 6 AM to 10 AM and is fare free.

Apex is actively pursuing several planning efforts and has been one of the largest participants in the Community Funding Area program. Funded projects include a Transit Prioritization Study, bus stop improvements, GoApex Route 1 and sidewalk improvements.

2
3 [SLIDE 12]

COMMUNITY PROFILES

Apex: Key Statistics

Population Density (Persons/Acre): 2.65
Wake County: 2.06

Employment Density (Jobs/Acre): 0.71
Wake County: 1.19

Zero Vehicle Households: 1.9%
Wake County: 4.0%

Median Household Income: \$129,688
Wake County: \$96,806

Race and Ethnicity

- White Alone
- Hispanic or Latino
- Black Alone
- Asian Alone
- American Indian Alone
- Other Race Alone
- Two or More Races

Age Groups

- Under 18
- 18 to 24
- 25 to 34
- 35 to 54
- 55 to 64
- 65 to 74
- 75 to 84
- 85 years and over

Population Growth, 2016 to 2022: 49%
Wake County: 13%

Employment Growth, 2016 to 2021: 18%
Wake County: 8%

4
5 [SLIDE 13]

COMMUNITY PROFILES

Apex: Development

Data collected in 2024 shows Apex has a multitude of projects in various stages of development. Most projects are residential, although a handful of large institutional projects are under construction or recently completed. Most new projects are not located within walking distance of existing transit services, including GoApex Route 1. This suggests that future connections will be needed.

Apex's future rail station, combined with the Town's strategic location south and west of Raleigh mean it has potential to function as a regional transit hub for both Apex residents but also people traveling to/from Cary, Holly Springs and Fuquay Varina. Identifying a location and a facility for a future hub is a potential project.

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1 [SLIDE 14]



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3 [SLIDE 15]

ENGAGEMENT GOALS

Engagement Goals

- Share information on planned WTP rail investments between FY26 – FY35**
 - Lots of rail investment planned, but near term will not include commuter rail
 - Feasibility studies show commuter rail is too expensive and takes too long to implement
 - Instead, WTP will leverage investments in regional rail to strengthen local connections.
 - Region may revisit CRT in future.
- Discuss concept of using BRT to connect Raleigh and Durham**
- Ask what projects people want to see completed first**
 - Serve more people (invest in service frequency)
 - Serve more places (invest in regional connections and infrastructure)
- Share on-going Wake Transit Plan projects and investments**

• **Feedback will shape direction for Wake Transit Plan 10-year Investment Strategy**

WAKE TRANSIT PLAN

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5 [SLIDE 16]

STATUS UPDATE

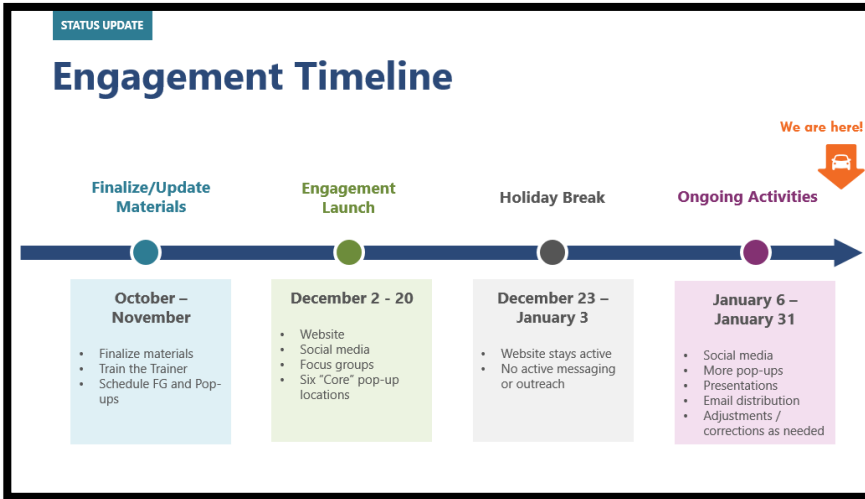
Engagement Strategy

	Online	In person	Focus Groups	Presentations
What				
Approach	<ul style="list-style-type: none"> Social media and email distribution lists Banners on trip planning apps Posters, flyers, etc. 	<ul style="list-style-type: none"> Over 20 "pop-ups" throughout Wake County 	<ul style="list-style-type: none"> Six Focus Groups with target audiences 	<ul style="list-style-type: none"> Work with partners to schedule and support
Materials	<ul style="list-style-type: none"> Short, simple questions/feedback form Click to learn more 	<ul style="list-style-type: none"> Quick, focused exercise Boards FAQs with more information (QR codes to learn more) 	<ul style="list-style-type: none"> Used Boards to frame conversation Dive into details and understand concerns 	<ul style="list-style-type: none"> Presentation materials Hand-outs/boards as relevant

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1 [SLIDE 17]



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3 [SLIDE 18]

You told us you would like rail service in Wake County.

Here's what's happening.

- Amtrak is and will continue to operate passenger rail service in Wake County. These trains provide regional connections with stops in Durham, Cary, and Raleigh.
- There are a lot of rail projects planned in Wake County, including plans to purchase and/or upgrade tracks between:
 - Raleigh and Wake Forest.
 - Raleigh, Cary and RTP.
 - Raleigh and Apex.
- The Wake Transit Plan could help improve the existing services or help new projects happen sooner by:
 - Providing funding for additional trains in Wake County.
 - Improving train infrastructure (tracks, stations, etc.).

What do you think? Is this a good way of building rail service in Wake County?

18

4
5 [SLIDE 19]

You told us you want fast, reliable connections between Raleigh and Durham.

Here's what we can do.

- The region could build Bus Rapid Transit (BRT) along I-40 to provide fast, frequent, reliable connections between Raleigh and Durham. This service could include:
 - Buses every 15 minutes all day, every day.
 - Widening and improving highway shoulders so buses can travel faster for the full way between Raleigh and Durham.
 - Making it easier and faster for buses to get on and off I-40.
 - Building new transfer points, including an Airport transit hub close to the on/off ramp.

Time to Get Started	Estimated Travel Time (One-way peak period Raleigh to Durham)	Weekday Service	Weekend Service	
Express Bus Service	Expansion starts in 2026 and 2027	60-70 minutes	15 minutes peak 30 minutes evenings	Every 15 minutes
BRT on I-40	5-10 years	50-60 minutes	30 minutes daytime 60 minutes evening	Every 20 minutes

How often do you travel between Raleigh and Durham?


Every day | Once a week or so | Every month or so | Rarely or Never

Do you think BRT will be a good way to connect Raleigh and Durham?

19

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1 [SLIDE 20]

Here's what we can do. 


Different Ways of Building a Transit Network

What should we do first?

OPTION 1

Expand bus service in Cary and Raleigh, so buses come more often and are available for longer hours and more days.


This option would serve more people.



OPTION 2

Build mobility hubs in Wake County Towns and create new (or expand existing) connections to Cary, Raleigh, and other regional destinations.

This option would serve more places.



20

2
3 [SLIDE 21]

Here's what we are doing. 

Current and planned projects that are funded by the Wake Transit Plan



Connecting The Region

- Investment in existing and planned rail services
- Express bus service from Raleigh to RDU, RTP, Durham and Chapel Hill
- Bus Rapid Transit (BRT) connecting to Durham and Johnston Counties
 - Cary to RTP
 - Garner to Clayton



Connecting All Wake County Communities

- Town-to-Town direct connections
- Projects that support seniors and people with disabilities
- On-demand and door-to-door service in Wake County's small towns
- More transit service to/from Wake County towns
- Funding for local projects provided by Community Funding Area program



Create Frequent, Reliable, Urban Mobility

- More buses that come more often
- Longer hours each day and more weekend bus service
- Bus Rapid Transit (BRT) routes serving
 - Raleigh
 - Garner
 - Cary



Enhance Access to Transit

- Better technology and new apps that make it easier to plan and use transit.
- Safe and comfortable bus stops
- Sidewalks, crosswalks and bike lanes to bus stops
- Improving bus stops so they are accessible for everyone


21

4
5 [SLIDE 22]

WAKE TRANSIT PLAN FEATURED ELEMENTS


Bus Rapid Transit

- Frequent, reliable, convenient transit
- Key elements of service:
 - Dedicated lanes, stations, traffic signal priority, frequency, off-board fare collection, branding, etc.
- Provides regional and local connections
- Currently building 4 corridors: New Bern, Southern, Western, Northern




Source: City of Raleigh, NC

Wake Transit Plan Funded BRT Network



— Planned & Funded BRT Corridors
— Planned & Funded BRT Corridors
— Planned & Funded BRT Corridors
— Planned & Funded BRT Corridors


 22

1 **[SLIDE 26]**

WAKE TRANSIT PLAN FEATURED ELEMENTS

Improving infrastructure and access

- **Improved infrastructure and access impacts the decision to use transit**
- **Investing in Infrastructure**
 - Purchased and retrofitted 180 buses
 - Improved bus stops and transit centers
 - Purchased clean fuel vehicles
 - Leveraged \$30M in Wake Transit funds to get over \$133M in federal funds
- **Safe Access to Transit**
 - Crosswalks
 - ADA accessibility
 - Continuous connecting sidewalks



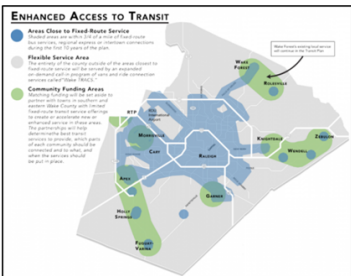
WAKE TRANSIT 26

2
3 **[SLIDE 27]**

WAKE TRANSIT PLAN FEATURED ELEMENTS

Investing in Communities

- **Community Funding Area (CFA) Program**
 - Fund eligible projects in 10 municipalities and Research Triangle Park
- **Eligible Project Types**
 - Planning/Technical Assistance
 - Operating Projects
 - o Fixed-Route
 - o Demand-Response
 - o Flex-Route/Microtransit
 - Capital Projects
- **Increased Funding for CFA**
 - Current Financial Model allocates approximately \$19.59 Million from FY26 – FY35
 - Wake Transit Plan Update proposing to allocate approximately \$40 Million for CFA Program from FY26-FY35



ENHANCED ACCESS TO TRANSIT

- **Access Close to Fixed-Route Service**
Closest access to transit is at a fixed route stop. This service, which includes or combines connections along the full length of the route.
- **Flexible Service Area**
Flexibility in the way transit is provided to meet the needs of the area closest to the fixed route, such as in the form of on-demand or microtransit services.
- **Community Funding Areas**
Areas that are eligible for funding from the Community Funding Area Program. These areas are identified based on their proximity to transit and their potential for transit use.

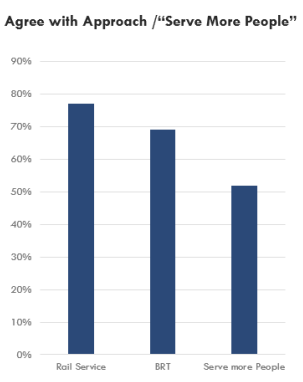
WAKE TRANSIT 27

4
5 **[SLIDE 28]**

ENGAGEMENT UPDATE

Findings from Public Engagement

- As of Thursday, January 30th
 - 4,435 views of website
 - Over 970 survey responses
- Profile of responses
 - 51% male
 - 53% rarely or never use transit
 - 13% represent minority race
 - 5% of respondents' households receives one or more of these benefits: Medicaid, TANF, SNAP, FNS, LIEAP, or similar

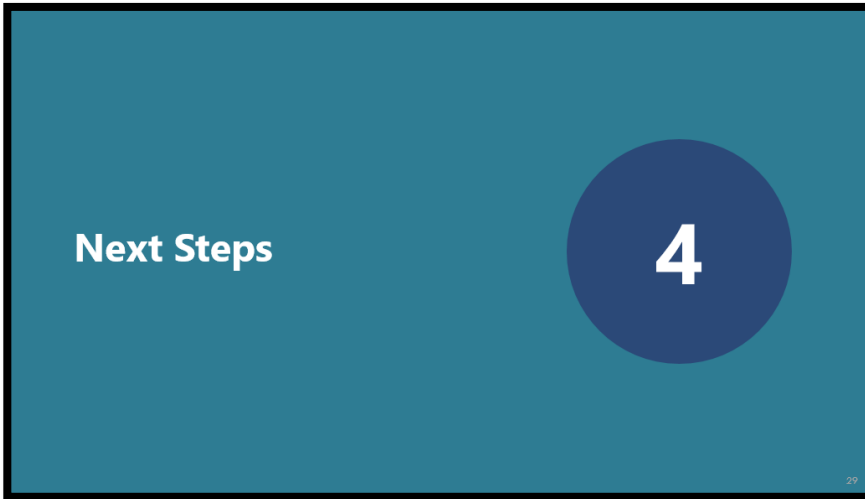


Agree with Approach / "Serve More People"

Category	Percentage
Rail Service	~78%
BRT	~70%
Serve more People	~52%

WAKE TRANSIT 28

1 **[SLIDE 29]**



2
3 **[SLIDE 30]**

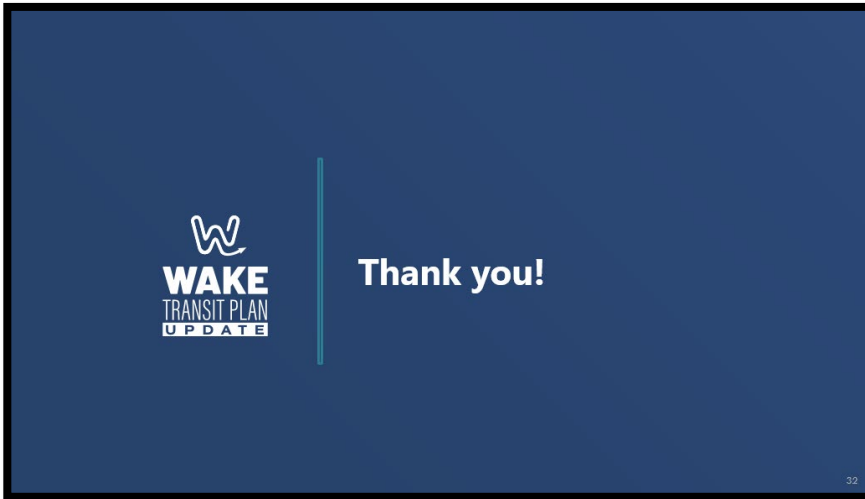


4
5 **[SLIDE 31]**

A slide titled "NEXT STEPS" with the sub-header "Early 2025". It lists several tasks: Community Engagement ended January 31st, Partner Staff Workshop (January 30-31) including Policy Discussion and Draft Investment Strategy, Partner Staff Meeting (February) including Engagement Findings and Discuss Recommendations, Stakeholder Advisory Committee (Early March) including Recommendations Workshop, and Draft Wake Transit Plan by mid-March 2025. A "Schedule Goals" box lists: 1. Engagement May 2025, 2. Finalize Wake Transit Plan by June 30, 2025. The Wake County logo is in the bottom right corner.

6

1 **[SLIDE 32]**



2
3 **Mayor Gilbert** thanked Mr. Howell for the update and asked if there were any
4 questions.

5 **Councilmember Zegerman** asked about serving more people vs. serving more
6 places and what some best practices and lessons they have learned from other communities
7 are.

8 **Mr. Howell** said that it is some of both and in other communities they see more
9 people riding, and it is important to invest in the County services. He said that there are
10 multiple employment centers in Wake County, so it is hard to build up a Transit network
11 without a centralized location. He said that they are looking to focus on town-to-town
12 connections. He said that they would like to see the outline communities invest in the Wake
13 County transit system. He said that the Transit Plan will create a fund to assist communities in
14 their bus operations and expansions.

15 **Councilmember Gantt** asked about the community funding areas. He said that more
16 investment would help other communities join in on the plan. He said he hoped that this
17 money can be expanded, as it would be an excellent investment.

18 **Mr. Howell** said that he agreed with how important this is. He said that they are still
19 working through the final aspects, and they are looking at lowering the match to incentivize
20 more communities to use the program. He said they will continue to look at expanding the
21 funding if communities begin utilizing the programs more.

22 **Councilmember Gantt** said that the perception may be community funding areas are
23 putting in more than they are getting out of this program. He said that other communities
24 may look at this differently once the program gets going.

25 **Mayor Gilbert** asked Councilmember Gantt if he thought it was about the money and
26 not the priority set by the community.

27 **Councilmember Gantt** said that he felt a higher match would create more programs
28 by different municipalities, which would lead to more area covered by mass transit.

29 **Mayor Gilbert** thanked Councilmember Gantt for that perspective.
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[PUBLIC FORUM]

Mayor Gilbert opened up the Public Forum and invited the first speaker up.
First to speak was **Elizabeth Stitt** of 3113 Friendship Road:

“Mayor Town Council, good evening. So, I'm going to steal something that our Star Award teacher from Apex High shared, she said CORE stood for Community, Opportunity, Relationships, and Engagement. My kids went to Apex High, and I think we should take a lesson from Apex High. I think we need more opportunity for the community to actually engage. I don't agree, as I shared last time, with getting rid of boards. I think before anything like that happens, the community should be asked what do they want. If you're not getting what you want out of the boards, well, did you give the boards direction as to what you want? I don't think that happened. So, while we're talking about transportation tonight, I forwarded to the town manager and the mayor that the City of Raleigh has been hosting a series of transportation Open Houses and I'm on all the different listservs, and they've had a really interesting Open House and survey. You should really go out and look at it, the survey, the questions they ask people about transportation so, I would like to see Apex have more open houses where there can be discussions, not these Work Sessions where we can only listen in, like tomorrow, I'm going to listen in. I don't know if you guys have ever watched any of those. I think there was a joke at a meeting Work Session a couple of times ago about Marty Stone's head being in front of the camera, and the audio is not great. I really would like to see more Open Houses where there can actually be engagement, not just where we're trying to listen and figure out who's saying what, so if you could add that to the list, I would appreciate it. Thank you.

Mayor Gilbert thanked Ms. Stitt and called the next speaker.

Next speaker was **Phil Welch** of 1471 Big Leaf Loop:

“During the last Council meeting that I unfortunately missed, I was encouraged to hear Mayor Pro Tem Gray and Councilmembers Mahaffey and Zegerman question applicants about the minimal number of affordable homes offered in two rezoning applications. I especially appreciated Councilmember Mahaffey's suggestion that developers need to build different types of homes that would be offered at different price points. He said this might be possible by having different architectural conditions such as smaller setbacks and smaller square footage, literally different types to make them more affordable. As Terry said, this might make the inclusion of up to 15 to 20% of affordable homes feasible. To take this a step further, I believe Apex's Mayor, Councilmembers, and staff need to focus on providing more housing choices for our low to moderate-income residents and workers. The Council zoning powers must be used to bring about balanced growth that favors new developments reflecting an array of housing types and price points that meet the needs of people of all

1 incomes, ages, and abilities, that last phrase came directly from Apex's original affordable
2 housing plan. To realize this vision, Apex's decision-makers must consider what specific
3 populations may not be adequately served by our current inventory or our new
4 developments. For example, seniors on limited incomes, essential workers including town
5 employees, healthcare support workers, construction workers, schoolteachers and staff, retail
6 workers, and many others. Also, single mothers and fathers, veterans, households with
7 special needs individuals, college graduates still living with their parents, and so forth. Then
8 we would need a menu of different housing types to address the needs of each of these
9 populations with pricing to match. We also need an analysis of Apex's housing inventory to
10 identify which housing types need increasing or preserving. I imagine that most of you have
11 probably heard the term "missing middle housing" this refers to housing types that fall
12 somewhere in between detached single-family homes and mid-rise apartment buildings.
13 These include townhomes, duplexes, triplexes, courtyard clusters, and accessory dwelling
14 units (ADUs). Missing middle housing can help municipalities increase the availability of less
15 expensive housing types and support vibrant, walkable neighborhoods while gently
16 increasing density. These housing types are an important component of a diverse housing
17 stock, contributing to more inclusive neighborhoods. Please continue to encourage more
18 housing choices for our low to moderate-income households. Thank you.

19 **Mayor Gilbert** thanked Mr. Welch and called the next speaker.

20 Next speaker was **Dawn Cozzolino** of 3632 Bosco Road:

21 "So good evening Town Council, Mayor. Can you guess what I'm gonna talk about
22 tonight? It's my favorite topic, but it's an important topic, Traffic Safety. This is my old poster
23 board, it's an oldie but a goodie. This is five years of the crash data, so I'm just going to show
24 it to the audience. This is something I've worked on, and now I have an update, so if you look
25 at the first handout, we have five months of new data, now new data is from July to November
26 and basically, I hate to come up here and say bad news, but there are just more and more
27 crashes. We don't have a way to mitigate that, so you're going to see on that data, in 5
28 months, we've had 12 accidents, 20 vehicles involved, estimated damage of about \$120,000
29 just about, and four injuries to humans. So not a good story at all. Okay, so that's roughly now
30 an accident a month, almost two vehicles involved a month. I want to point out that in the
31 data, because I find this very seriously flawed that there was one accident on Humie Olive. It
32 was two cars, 55 miles per hour each, rear-end, and it was cited as only \$1300. So, there's
33 something in the data. Just take note that, that is on the low end of the numbers, so that is not
34 a good story. If you go to the second handout, this is some pictures. I'm a very photo-
35 oriented person. This is the Holland Assembly PUD, and what it's showing is a lot of tree
36 clearing and of course, those are mature trees and tree canopy, and we hate to see that in
37 our neighborhood and our community but I want to focus on traffic safety here because there
38 are more concerns with this traffic safety because now we have construction vehicles coming
39 in, so what do we have going on? We have dump trucks, which are class seven vehicles,

1 heavy-duty class seven vehicles, coming in, putting the dirt down for a temporary drive.
2 Boom, the flatbed comes in with the backhoe. We have another class seven, maybe a class
3 nine, and then they take away the trees, load them up, and haul them out. These are very
4 large vehicles, and people are scurrying to get out of the way on an 11-foot-wide road, so the
5 good story, I'm going to skip to slide three or four, is our Apex PD. They did a wonderful job
6 a couple of days ago catching and arresting those criminals, I applaud them. Can they help
7 us out? Can they help us mitigate this? Because you know what, this is really going to keep
8 going on. We're going to have people getting hurt and injured, and I think we can do
9 something about it. Thank you."

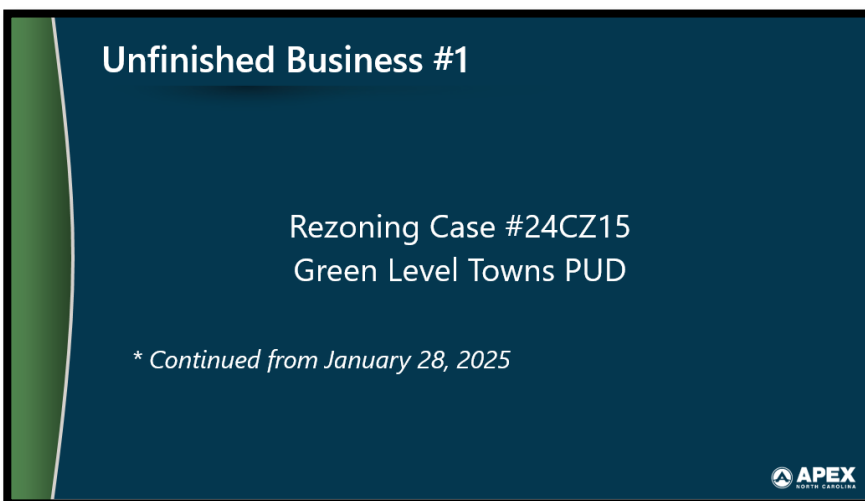
10 **Mayor Gilbert** thanked everyone that came out to speak and moved to Unfinished
11 Business.

12
13 **[UNFINISHED BUSINESS]**

14
15 **UB1 Rezoning Case No. 24CZ15 Green Level Towns PUD - Continued from January**
16 **28, 2025**

17
18 **Lauren Staudenmaier**, Planner II, Planning Department gave an update on the
19 Housing staff's recommendation for the rezoning for the adopted 2021 Apex Affordable
20 Housing Plan and the 2023 Affordable Housing incentive zoning policy with a
21 recommendation of a minimum of 5% of the residential units or lots be designated as
22 affordable or Workforce housing. She gave an update with the following presentation:

23
24
25 **[SLIDE 1]**



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1 **[SLIDE 2]**


Proposed Affordable Housing Condition

Housing Staff Recommendation:

Based on the adopted 2021 Apex Affordable Housing Plan and the 2023 Affordable Housing Incentive Zoning Policy, the Housing Program recommends at least five percent (5%) of the residential units or lots to be designated as affordable or workforce housing. The Policy recommendation applies to residential and mixed use rezoning applications that propose 20 or more residential units.

The rezoning proposes:

A minimum of five percent (5%) of the total residential units on the property shall be affordable housing units. The applicant provided a condition for affordable units for sale and for rent.




2
3 **[SLIDE 3]**

Proposed Affordable Housing Condition

For sale affordable units (the "For Sale Units") shall be subject to the following terms and conditions:

- The For Sale Units shall be constructed on-site and sold (includes unit price and lot price) at a mutually agreeable maximum affordable median income ownership initial sales price (the "Initial Sales Price").
- The For Sale Units shall be occupied by households earning no more than one-hundred thirty five (135%) of the Raleigh NC Metropolitan Statistical Area (MSA), Area Median Income (AMI) as most recently published by HUD (the "Income Limit"). For purposes of calculating the Initial Sales Price for the For Sale Units, affordable shall mean a reasonable down payment and monthly housing costs expected during the first calendar year of occupancy, including utilities or utility allowances, mortgage loan principal and interest, mortgage insurance, property taxes, homeowner's insurance, homeowner's association dues, if any, and all other property assessments, dues and fees assessed as a condition of property ownership (the "Housing Costs"). For purposes of the calculation, monthly Housing Costs shall not exceed thirty percent (30%) of the Income Limit divided by twelve (12).




4
5 **[SLIDE 4]**

Proposed Affordable Housing Condition

For sale affordable units (the "For Sale Units") shall be subject to the following terms and conditions (continued):

- A restrictive covenant (i.e. resale deed restriction) with a minimum affordability period of twenty (20) years (the "Affordability Period") shall be recorded in the Wake County Registry against the For Sale Units concurrently at the close of escrow upon the sale of each For Sale Unit.
- Developer will work with the Town to identify qualifying buyers for the first sale of the For Sale Units (the "First Sale"). Following the First Sale of the For Sale Units, Developer shall not be responsible for managing the For Sale Units or performing marketing, applicant screening, and selection related to future sales of the For Sale Units. Town staff will assist with the administrative duties of the For Sale Units during the Affordability Period.




6

1 **[SLIDE 5]**

Proposed Affordable Housing Condition

For rent affordable units (the "Rental Units") shall be subject to the following terms and conditions:

- The Rental Units shall be occupied by low-income households earning no more than eighty percent (80%) of the Raleigh, NC Metropolitan Statistical Area (MSA) Area Median Income, as most recently published by the U.S. Department of Housing and Urban Development (HUD) for a period of twenty (20) years starting from the date of issuance of the first residential Certificate of Occupancy (the "Affordability Period").
- Prior to issuance of the first Certificate of Occupancy for the Rental Units, a restrictive covenant between the Town and property owner shall be executed and recorded in the Wake County Registry to memorialize the affordable housing terms and conditions.




2
3 **[SLIDE 6]**

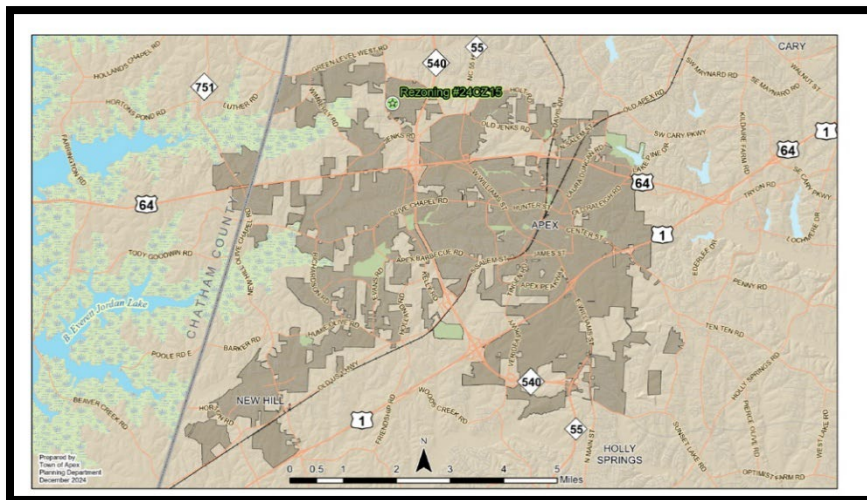
Proposed Affordable Housing Condition

For rent affordable units (the "Rental Units") shall be subject to the following terms and conditions (continued):

- During the Affordability Period, the property owner shall submit annual compliance reports to the Town to verify compliance with the affordable housing terms and conditions.
- Following expiration of the Affordability Period, this affordable housing condition shall expire, and the property owner shall be relieved of all obligations set forth in this affordable housing condition, and the Rental Units may be freely marketed and leased at market rate rents.



4
5 **[SLIDE 7]**

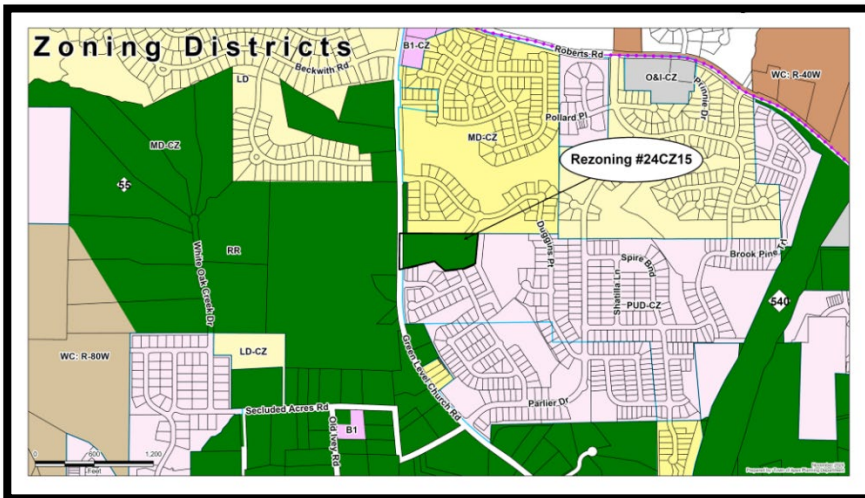


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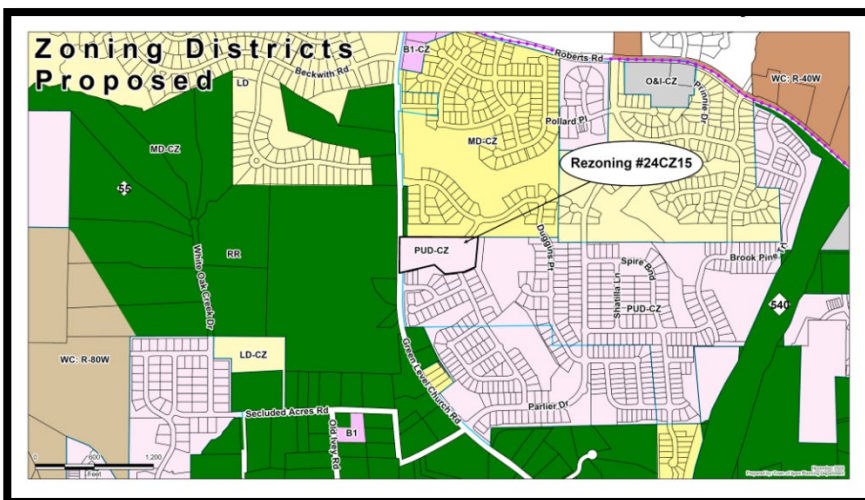
1 [SLIDE 8]



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3 [SLIDE 9]

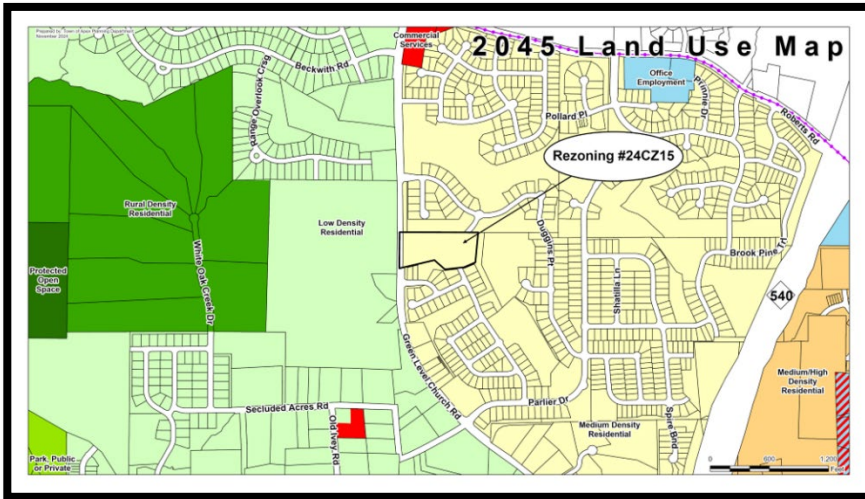


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5 [SLIDE 10]

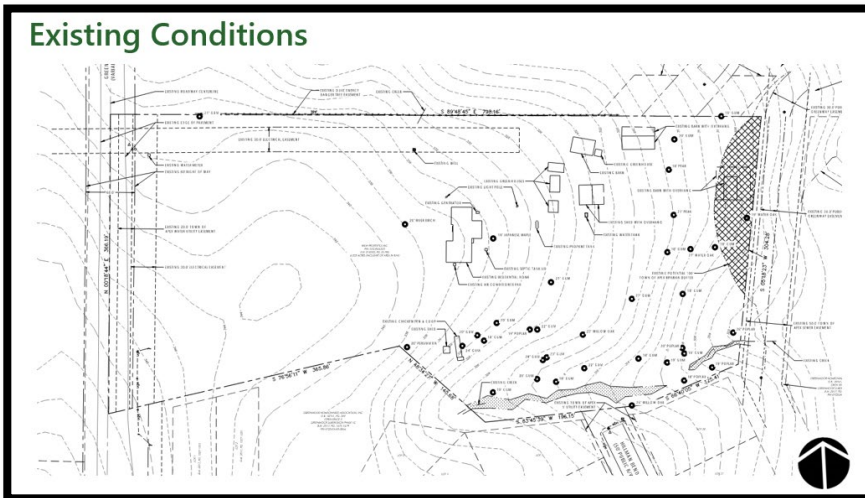


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1 [SLIDE 11]



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3 [SLIDE 12]



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5 [SLIDE 13]

Proposed Design Controls

Maximum Number of units: 32 units

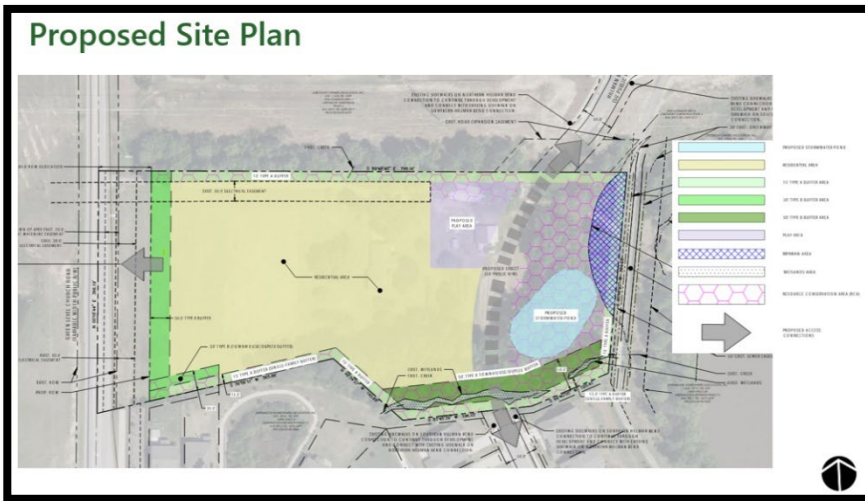
	Townhouses	Single Family	Duplex	Recreation facility, private
Minimum Lot Size	None	5,000 square feet	None	None
Minimum Lot Width	18 ft.	50 ft.	None	None
Maximum Height	3 stories, 36 ft. ***	3 stories, 36 ft.	3 stories, 36 ft.	3 stories, 36 ft.

* No Townhouse building shall include more than four (4) units.
 ** No townhouse buildings shall front Hillman Bend.
 *** No townhouse building along Hillman Bend shall exceed 2 stories.

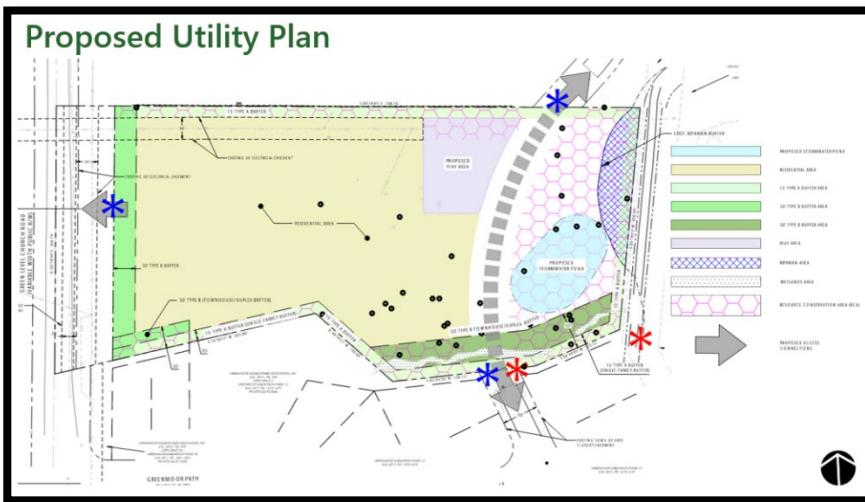
APEX
NORTH CAROLINA

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1 [SLIDE 14]



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3 [SLIDE 15]



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5 [SLIDE 16]



6

1 mile for the extension and require stream crossing and it was not something that was practical
2 for this project.

3 **Councilmember Zegerman** asked how many units would be dedicated to affordable
4 housing.

5 **Mr. Carpenter** said 5% would be allocated for affordable housing. He said depending
6 on the final total of units it should be 1 to 2 units, depending on how many units end up
7 being built. He said the policy recommends 5%.

8 **Mayor Gilbert** brought the item back for discussion and possible motion.

9 **Mayor Pro Tempore Gray** said that he appreciated the applicant came back to
10 Council with affordable housing options and he was in support of the rezoning. He said they
11 need to discuss as a Council if 5% was sufficient to have for their housing goals as a whole.

12 **Councilmember Killingsworth** said that she agreed and supported the rezoning.

13 **Councilmember Zegerman** said that he appreciated the applicant coming back as
14 well but he wanted to look at the guidelines for future development requests and policies to
15 make sure that the needs are met for affordable housing. He said he does not believe a unit
16 priced at 135% AMI helps achieve that goal. He said that he will support this project but has
17 concern about the affordable housing policy they currently have.

18
19 A **motion** by **Mayor Pro Tempore Gray**, seconded by **Councilmember Killingsworth**
20 was approved for Rezoning Case No. 24CZ15 - Green Level Towns PUD, to Rezone
21 approximately 6.035 acres from Rural Residential (RR) to Planned Unit Development-
22 Conditional Zoning (PUD-CZ) at 7924 Green Level Church Road.

23 **VOTE: UNANIMOUS (4-1), with Councilmember Gantt dissenting.**

24 **Mayor Gilbert** moved to New Business.

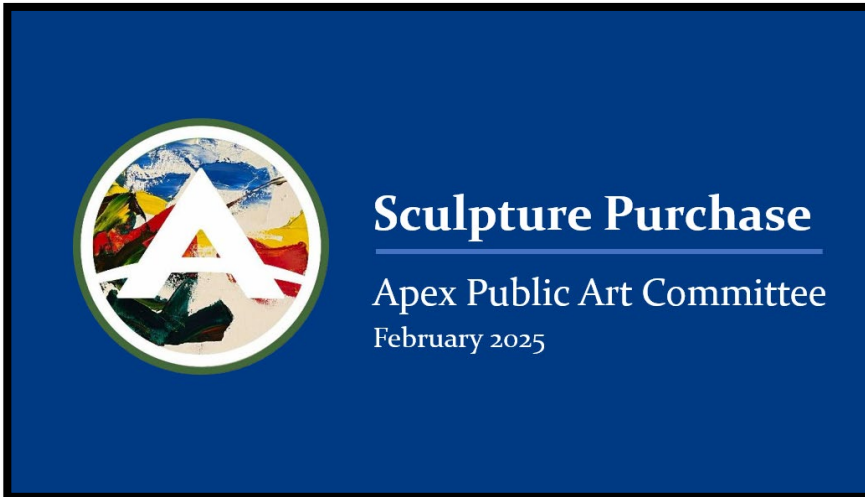
25
26 **[NEW BUSINESS]**

27
28 **NB1 Public Art - "Keyhole Portal" & "Doves of Peace" Sculpture Purchases and**
29 **Relocation**

30
31 **Taylor Wray**, Cultural Arts Center Manager, Parks, Recreation, and Cultural Res.
32 Dept. representing the Apex Public Art Committee gave the following presentation about the
33 recommendations for the purchase of Keyhole Portal and Doves of Peace.

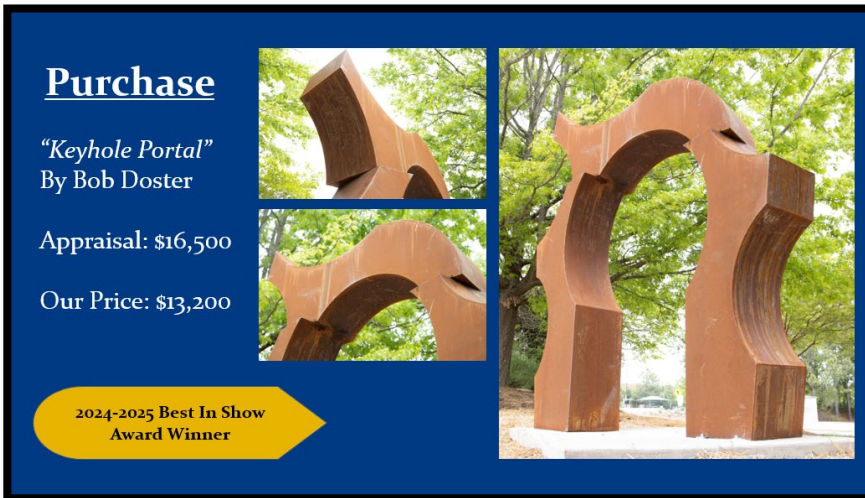
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1 [SLIDE 1]



Slide 1 features a dark blue background. On the left is a circular logo with a white triangle and colorful abstract shapes. To the right, the text reads: **Sculpture Purchase**, Apex Public Art Committee, February 2025.

2
3 [SLIDE 2]



Slide 2 has a dark blue background. On the left, the text reads: **Purchase**, *"Keyhole Portal"* By Bob Doster, Appraisal: \$16,500, Our Price: \$13,200. A yellow arrow points to the text: 2024-2025 Best In Show Award Winner. On the right are three photographs of the sculpture: two close-ups and one full view.

4
5 [SLIDE 3]



Slide 3 has a dark blue background. On the left, the text reads: **"Keyhole Portal"** Relocation to The Depot. On the right is an aerial photograph of a street intersection with a yellow circle marking a location. A small inset photo shows the sculpture in its current location.

6

1 **[SLIDE 4]**

Purchase

"Doves of Peace"
By Timothy Werrell

Appraisal: \$10,000

Our Price: \$6,600

2024-2025 People's Choice Award Winner

The slide features a blue background with white text. On the right side, there are three photographs of the 'Doves of Peace' sculpture: a close-up of the silver, curved metal pieces, a full view of the sculpture on a dark grey pedestal, and another close-up of the sculpture's base.

2
3 **[SLIDE 5]**

"Doves of Peace"
Relocation to
The Police
Station

The slide has a blue background with white text. On the left, there is a photograph of the 'Doves of Peace' sculpture on its pedestal in front of a building. On the right, there is an aerial photograph of a town area with a yellow circle highlighting a specific location near a building, presumably the Police Station.

4
5 **Councilmember Gantt** asked how the locations for these pieces were chosen. He
6 asked if the entire Town was looked at for placement.

7 **Ms. Wray** said that the entire Town was looked at for placement, as well as the public
8 art map when the locations were chosen. She said these two places were chosen because of
9 what the art represented.

10 **Councilmember Gantt** said that was great, but that he wanted to make sure that the
11 entire Town was considered.

12
13 A **motion** was made by **Councilmember Zegerman**, seconded by **Councilmember**
14 **Gantt** to approve the Purchase and Relocation of "Keyhole Portal" & "Doves of Peace".

15 **VOTE: UNANIMOUS (5-0)**

16

1 ~~**NB2—REMOVED Construction Contract Award - CT Wilson Construction Co. - Historical**~~
2 ~~**Tunstall House Renovation Project - Capital Project Ordinance Amendment No. 2025-10**~~
3 ~~**(REF: CONT-2025-052 and ORD-2025-012)**~~

4 This item was removed per Council vote. Reference setting of the Regular Meeting Agenda
5 vote on page 3 of these minutes.

6

7 **[ADJOURNMENT]**

8

9 **Mayor Gilbert** adjourned the meeting at **7:13 p.m.**

10

11

Jacques K. Gilbert

12

Mayor

13

Allen Coleman, CMC, NCCCC

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Town Clerk to the Apex Town Council

15

16

Submitted for approval by Town Clerk Allen Coleman and approved

17

on_____.

18

19