RESOLUTION NO. 2011 – 453

A RESOLUTION TO AMEND THE 2030 COMPREHENSIVE PLAN

CP-2(A)-11

WHEREAS, the purpose of the 2030 Comprehensive Plan is to provide policy guidance to elected and appointed officials, City staff and the general public; and

WHEREAS, the future land use map is the guiding policy document to be used for rezoning actions; and

WHEREAS, through the public process, recent Planning Studies have identified updated land use map guidance; and

WHEREAS, certain land use map amendments would be consistent with the surrounding land uses and existing land uses on the subject parcels; and

WHEREAS, certain amendments to transportation maps would be consistent with recently completed transportation studies; and

WHEREAS, these enhancements were reviewed and discussed with public input; then

THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF RALEIGH, NORTH CAROLINA that the future land use map contained within the 2030 Comprehensive Plan be amended to include the edits identified as CP-2(A)-11 as attached in Attachment A.

Adopted: September 20, 2011

Distribution: Planning – Silver, Bowers, Crane, Lamb, Brandon
Public Works – Dawson
Parks and Recreation – Lebsock

Attachment A
Case CP-2(A)-11
Comprehensive Plan Amendment

Comprehensive Plan Amendments

Item 1.1: Amend Action Item EP 4.4 to read as follows:

Action EP 4.4—Floodplain Regulations

Update City development regulations ~~to prohibit fill and direct development away from the 100-year floodplain, and~~ to ensure that any development and redevelopment in floodplain and flood fringe does not ~~increase or decrease natural runoff and does not impede or direct natural water flow to adjacent properties~~ adversely affect the flood risks for other properties or communities as measured by increased flood stages, increased flood velocity, increased flows, or the increased potential for erosion and sedimentation, unless the impact is mitigated in an equal or greater amount. Such regulations should provide exceptions for existing single family lots and developments with minor impacts. Such update shall include a stakeholder process, including but not limited to representatives from the environmental community, civil engineering, residential and commercial property owners and real estate development community.

Item 2.5: Amend the future land use map to designate the properties along Arrow Drive as Office/Research and Development.

Items 3.1 – 3.7 Amend the Future Interchange Locations Map as specified below for items 3.1 – 3.4. Amend the Arterials, Thoroughfares and Collectors Map as specified for items 3.5 – 3.7.

A new grade separated interchange location would be shown at the Crabtree Valley extension and Arrow Drive. This would permit traffic access the Crabtree Valley Extension and enter the Crabtree Valley Mall directly from the I-440 beltline. A grade separation would be required at Arrow Drive, with another grade separated interchange location at Blue Ridge Road.

Ridge Road would be realigned from Varnell Avenue to Glenwood, providing a more direct route. This roadway would be classified as a Collector Street. The Crabtree Valley Avenue extension would be deleted between the I-440 Beltline and Glenwood Avenue. This extension is currently shown to the north of Varnell Avenue. Finally, Crabtree Valley Avenue would be realigned between Homewood Banks and Creedmoor Road.

Item 3.1 – Interchange Map: Crabtree Valley Avenue
This request would create a new grade separation location at Crabtree Valley Avenue Extension and Arrow Drive.

Item 3.2 – Interchange Map: Crabtree Valley Avenue
This request would update the Future Interchange Location map to add a proposed interchange at Crabtree Valley Avenue extension and I-440.

Item 3.3 –Interchange Map: Blue Ridge Rd.
This request would update the Future Interchange Location map to add a proposed grade separation at Crabtree Valley Avenue and Blue Ridge Road.

Item 3.4 – Glenwood Avenue
This request would delete the grade separation on Glenwood Avenue at Lead Mine Road and Creedmoor Road.

Item 3.5 – Crabtree Valley Avenue
This request would delete the proposed extension of Crabtree Valley Avenue between I-440 and Glenwood Avenue.

Item 3.6 – Ridge Road
This would realign Ridge Road as a proposed collector street connecting to Glenwood Avenue parallel to Varnell Avenue.

Item 3.7 – Crabtree Valley Avenue
This request would realign Crabtree Valley Avenue as a major thoroughfare between Homewood Banks Drive and Creedmoor Road.

N
BLUE RIDGE RD
CRABTREE VIEW PL
GLENWOOD AVE
I 440 EXIT 7 RAMP
GLENWOOD AVE
I 440
I 440
ARROW DR
I 440 EXIT 7 RAMP
SUMMIT PARK LN
Collector Street
GLENWOOD AVE TO I 440 RAMP
VARNELL AVE
DADE ST
RIDGE RD TO I 440 RAMP
RIDGE RD
SWANN ST
Crabtree Valley Transportation Study
Proposed Interchange
Proposed Grade Separation

N
CREEDMOOR RD
Crabtree Valley Transportation Study
SECONDARY_ARTERIALS
MAJOR_THOROUGHFARES
MAJOR_THOROUGHFARES_PROPOSED
0
500
1,000
Feet

Items 3.8 – 3.10 Amend the Arterials, Thoroughfares and Collectors Map as follows. Morgan Street would be extended westward to connect with Ashe Avenue. The Morgan Street extension south would be terminated north of the railroad tracks, and would connect to the realigned Morgan Street. The realignments would be classified as Minor Thoroughfares and the new extension as a Collector Street.

Item 3.8 – Morgan Street Extension
This request would delete the Morgan Street extension that is currently shown to Western Boulevard.

Item 3.9 – Morgan Street Classification
This request would reclassify Morgan Street from a major thoroughfare to a minor thoroughfare from St. Mary's Street to Hillsborough Street. A new extension of Morgan Street from Ashe Avenue to east of Wakefield Avenue would be classified as a collector street.

Item 3.10 – Morgan Street Extension
This request would extend Morgan Street as a proposed minor thoroughfare from Tryon Hill Drive to the proposed Morgan Street extension.

Items 3.11 – 3.14 Amend the Arterials, Thoroughfares and Collectors Map as follows. This project will demolish the existing Hillsborough Street Bridge over Western Boulevard and reconstruct an at-grade intersection at Hillsborough and Western Boulevard. The Hillsborough Street connection would be realigned to Western Boulevard, and be shown as a major thoroughfare. The grade separated intersection at Hillsborough Street and Western Boulevard would be deleted from the Future Interchange Map.

Item 3.11 – Hillsborough Street
Delete the existing Hillsborough Street connection between Etta Burke Court to Jones Franklin Road.

Item 3.12 – Hillsborough Street
Delete the existing Hillsborough Street connection between Etta Burke Court to Western Boulevard.

Item 3.13 – Hillsborough Grade Separation
Delete the grade separation at Hillsborough Street over Western Boulevard. **There is no action necessary for this item. The Proposed Interchange Map does not show a grade separation in this location.**

Item 3.14 – Hillsborough Street
Realign Hillsborough Street as a major thoroughfare from Etta Burke Court to Western Boulevard with an at-grade intersection at Western Boulevard.