RESOLUTION NO. 2013 – 767

A RESOLUTION TO AMEND THE 2030 COMPREHENSIVE PLAN

CP-2-13

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, the amendments to the Future Land Use categories and associated text are compatible with the Unified Development Ordinance

WHEREAS, certain amendments to transportation maps would be consistent with recently completed 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 2030 Comprehensive Plan be amended to include the edits identified as CP-2-13.

Adopted: June 4, 2013

Distribution: Planning – Silver, Bowers, Crane

Comprehensive Plan Recommendations

The proposed amendments are divided into sections: Plan text and Plan maps. Section 1 includes all proposed amendments to text. There are two staff-initiated requests to amend the text contained within the Plan. The text to be removed is shown as strikethrough and new text is shown as bold.

There are eleven proposed alterations to the Future Land Use Map within Section 2. All of these alterations are the result of recently approved Small Area/Corridor Studies performed by staff. Staff also suggests alterations to other supporting maps contained within the Plan. A map accompanies each map request in Section 2. The maps show the existing conditions, with an explanation detailing the request. Comparative maps will accompany the staff presentation.

Section 1—Plan Text

Item 1.1: Land Use – Environmental Protection
Staff recommends that the following policy be included in the plan. The proposed policy would apply to properties that are located within the 65 dnl noise contour, but are not within the City of Raleigh Airport Overlay District. The application of this policy would help reduce future impacts of increased noise associated with air traffic in close proximity to residential uses. The policy discourages any increases in density unless mitigation is provided as suggested by the Raleigh Durham Airport Authority.

Policy EP 8.10 - Airport Noise Protection for Residential Uses
Rezoning of properties within the defined 65 dnl level of Raleigh Durham Airport Authority composite noise contour line and outside the Airport Overlay District, that propose to increase residential density or create new residential zoning is strongly discouraged. Exceptions to such rezoning may occur through a conditional use rezoning that adopts Raleigh Durham Airport Authority recommended noise mitigation measures.

Item 1.2: Housing – Introduction
Staff recommends that the Defining Affordable Housing section with the Element E: Housing introduction be updated in accordance with new data received from staff.

Workforce housing is generally thought of as housing affordable to essential public- and service-sector employees such as teachers, fire fighters and nurses. It is defined here as housing affordable to households with incomes up to 120 percent of AMI. As of ~~December 2008~~ **February 2012**, the HUD-determined AMI for a family of four in Raleigh is ~~$74,900~~ **$79,900**.

Item 1.3: Implementation – Action Plan Matrix
Staff recommends that the Action Matrix be updated in accordance with feedback from staff.

Staff has prepared a preliminary status audit of short term and on-going Comprehensive Plan action items. At the time of adoption of the 2030 Comprehensive Plan, there were 450 short term and on-going action items. By January 2012, 163 items had been implemented. Of the

remaining 287 items in the current audit, 67 have been completed in 2012, 152 are on-going or in progress, and 68 have not been started. Many of the items that have not been started were identified in 2009 as possible changes to the development regulations, to be considered as part of the Unified Development Ordinance (UDO). Subsequently during the development of the UDO these items were not included.

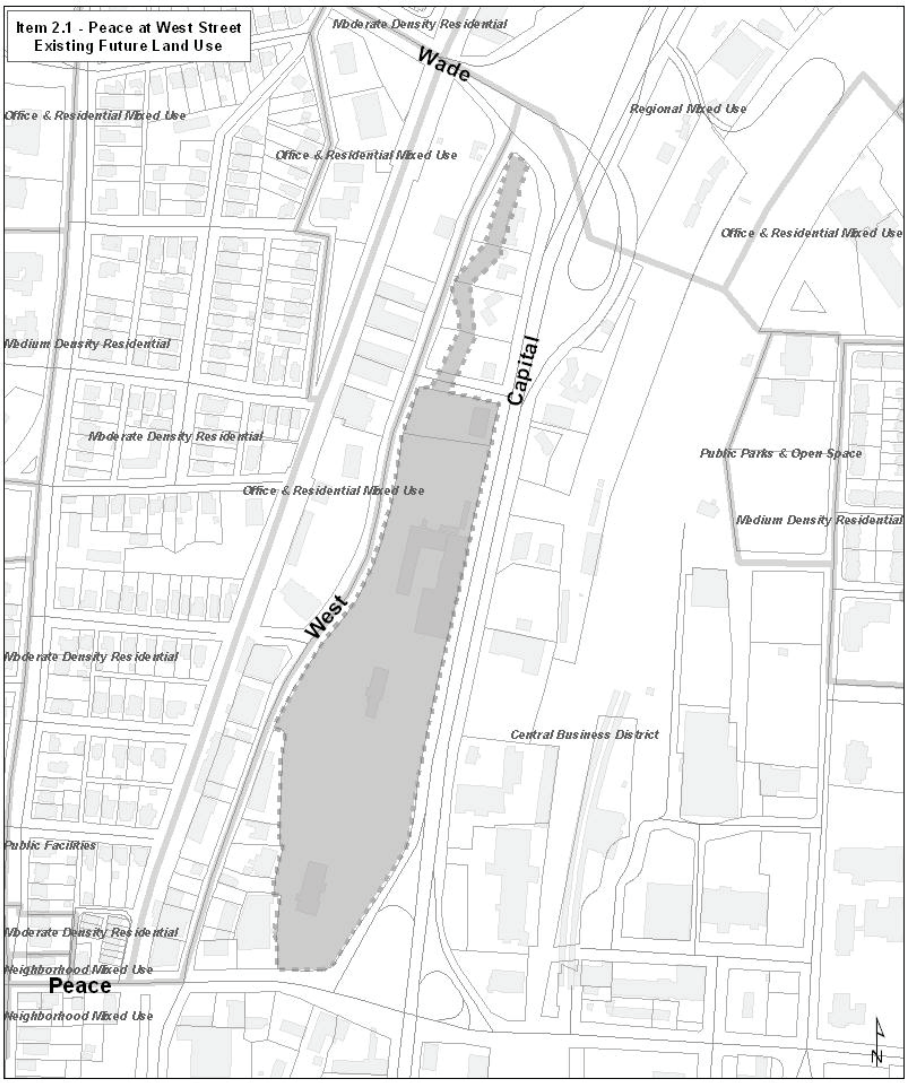
Section 2—Future Land Use Map

The following proposed edits would modify the future land use map contained within the Plan. Each request is analyzed below. A map of the existing conditions is shown under each request. All of the subject properties are shown in grey.

Items 2.1-2.3 coincide with the Capital Boulevard Corridor Study that was presented to City Council in 2011. Staff analyzed several areas within the corridor and determined that Future Land Use Map amendments were appropriate in three areas:

Item 2.1: Future Land Use Map – Peace Street at West Street
This amendment would designate properties north of Peace Street and on the east side of West Street to Public Parks and Open Space.

The subject properties are currently designated Central Business District on the Future Land Use Map and zoned as Industrial-2. City of Raleigh Solid Waste and Fleet Services were located on the property, but have since been relocated to a new facility. Much of this land is within the floodplain of the Pigeon House Branch. Bridge replacements and the inclusion of a median on Capital Boulevard will narrow this property even further. The lack of lot depth combined with several environmental constraints make this property an ideal candidate for open space. The new park land would also facilitate the construction of a greenway trail and stream restoration projects.



Item 2.2: Future Land Use Map – Capital Boulevard Corridor
This amendment would designate properties along Capital Boulevard from Wade Avenue to the Wake Forest Road interchange to Business and Commercial Services.

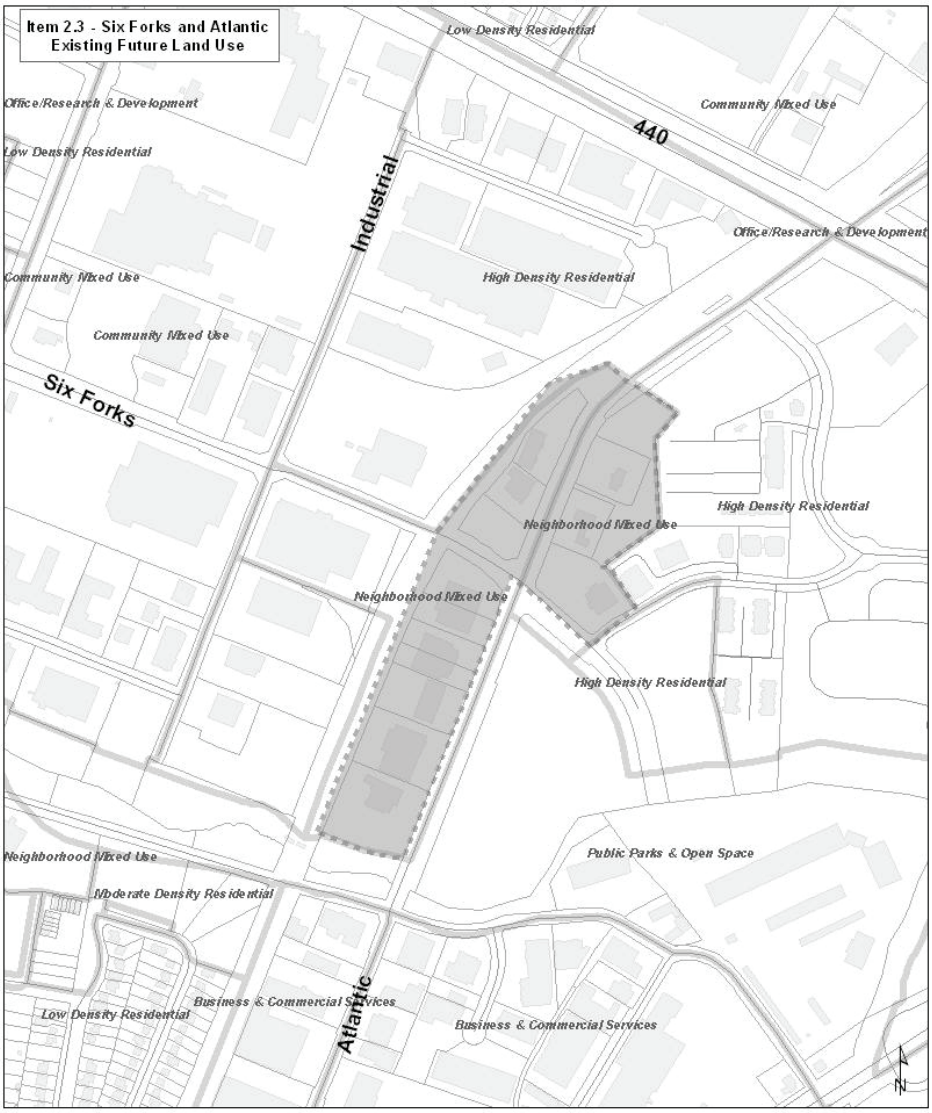
The subject properties are currently designated Regional Mixed Use on the Future Land Use map. Zoned as Industrial-2, the subject area is currently developed as auto-oriented retail, industrial and warehouse uses. The Business and Commercial Services designation was deemed a more appropriate classification due to the current zoning on the subject properties as well as its correlation with the future UDO zoning category of Industrial Mixed. This better suits the mix of uses on the ground, and uses envisioned for the future.

The Business and Commercial Services category is for higher-impact or “heavy” commercial activities, located primarily on heavily traveled thoroughfares or interstates with a variety of uses. These uses would include auto-oriented retail, auto sales and repair, warehousing, distribution and other uses that are quasi-industrial or highway-oriented in character.

Item 2.3: Future Land Use Map – Six Forks and Atlantic
This amendment would designate properties at the intersection of Wake Forest Road and Atlantic Avenue to Community Mixed Use.

The subject properties are currently designated as Neighborhood Mixed Use, and it was determined that Community Mixed Use would be a more appropriate designation in this location. Current zoning on the subject properties is Industrial-1 with a variety of land uses including retail and flex space. Remapping this area to Community Mixed Use would be more compatible with recently proposed transit plans that located a station in this location.

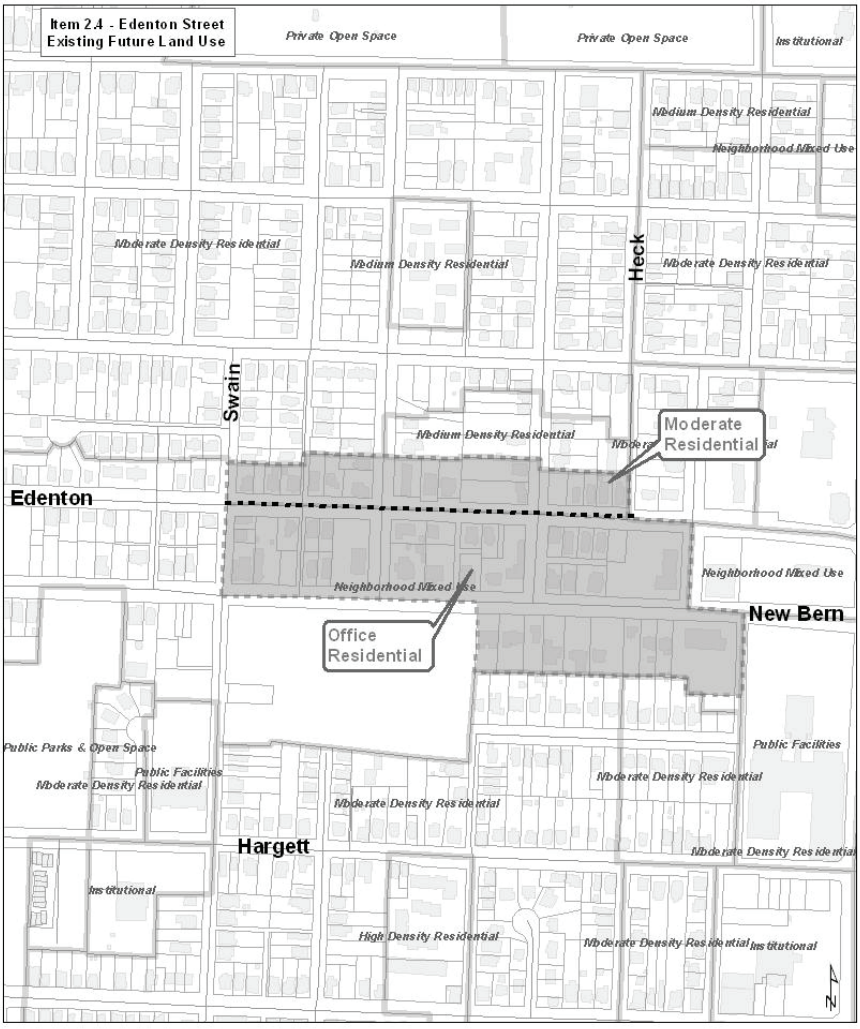
The Community Mixed Use category envisions medium sized shopping centers and larger pedestrian oriented retail districts with residential development also envisioned in the medium to high density range. High density residential land uses being most compatible around proposed transit stations and transit oriented corridors.



Items 2.4-2.8 coincide with the New Bern Avenue Corridor Study that was presented to City Council in 2012. Staff analyzed several areas within the corridor and determined that Future Land Use Map amendments were appropriate in five areas:

Item 2.4: Future Land Use Map – Edenton Street
This amendment would designate properties north of Edenton Street between Swain Street and Heck Street to Moderate Density Residential, while properties between Edenton Street and New Bern Avenue and south of New Bern Avenue would be designated as Office & Residential Mixed Use.

The subject properties north of Edenton Street are currently designated as Neighborhood Mixed Use. Proposed request would amend this area to Moderate Density Residential. The Moderate Density Residential designation envisions a mix of housing types between 6-14 units per acre. Subject properties between Edenton and New Bern and south of New Bern Avenue are currently designated as Neighborhood Mixed Use. Proposal would amend these properties to Office & Residential Mixed Use, envisioning a mix of moderate to medium density residential with office uses.



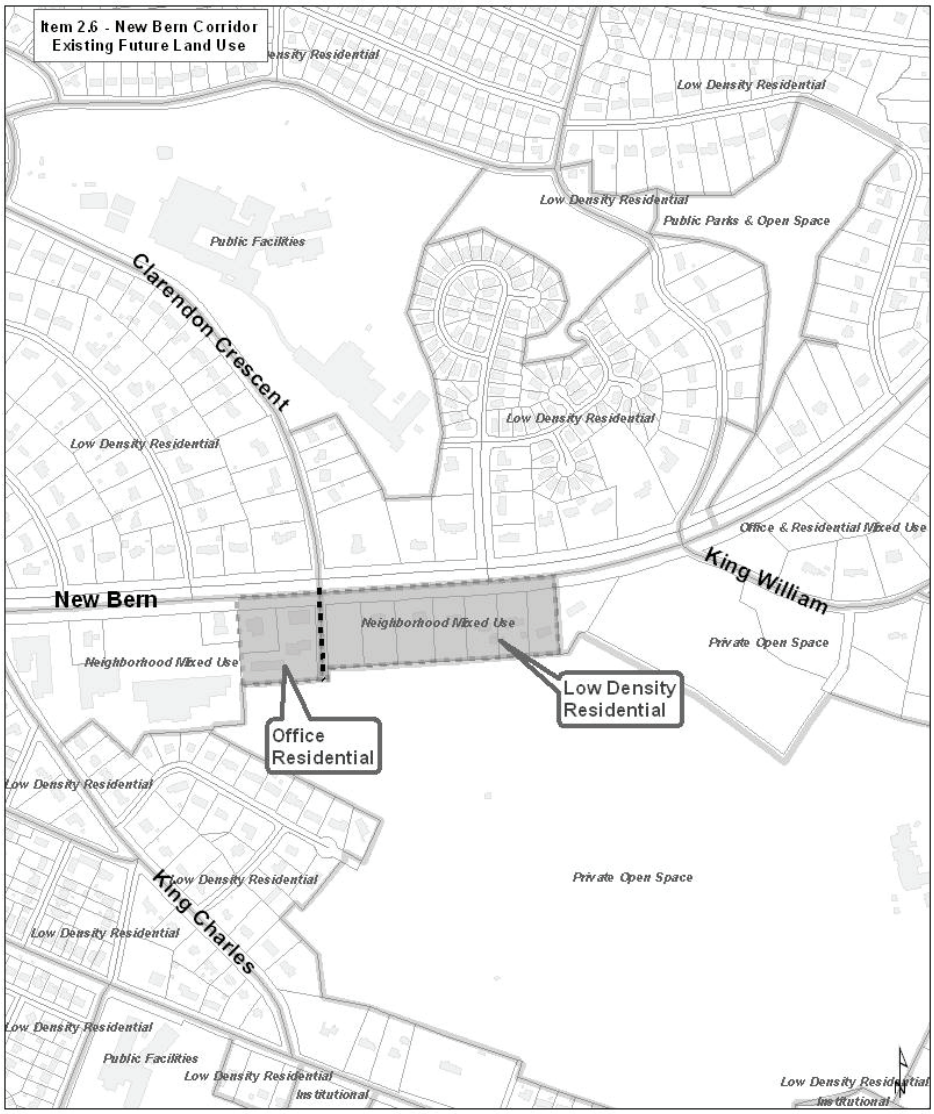
Item 2.5: Future Land Use Map – New Bern Corridor
This amendment would designate properties south of New Bern Avenue between Pettigrew and Battery to Neighborhood Mixed Use, properties on northern side of New Bern from Hill to Waldrop Street as Neighborhood Mixed Use and properties at Boyer and Waldrop Street also to Neighborhood Mixed Use.

The subject properties are currently designated as Moderate Density Residential and Medium Density Residential. Proposed Future Land Use amendment would designated the subject areas as Neighborhood Mixed Use. Neighborhood Mixed would provide additional redevelopment opportunities in these areas. Amending the properties located adjacent to the frontage properties along New Bern would provide additional lot depth for redevelopment. Neighborhood Mixed Use envisions neighborhood shopping centers and pedestrian-oriented retail districts.

Item 2.6: Future Land Use Map – New Bern Corridor

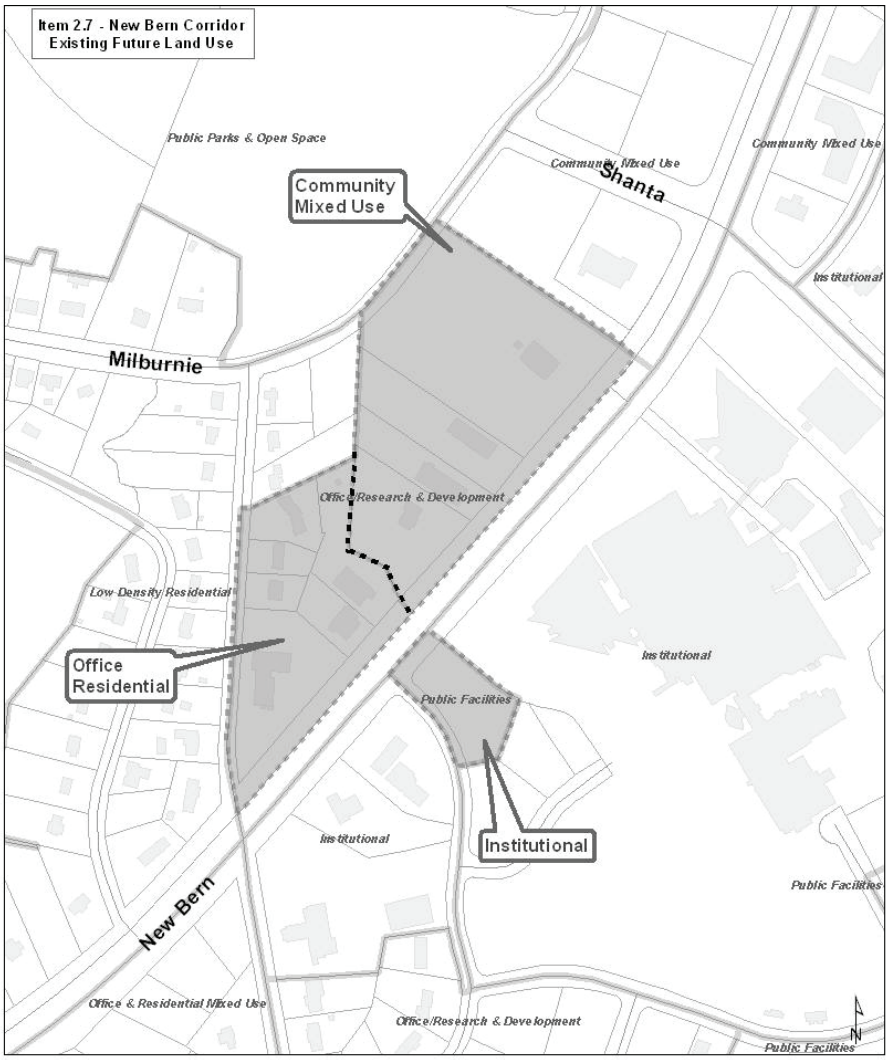
This amendment would designate properties south of New Bern Avenue from Longview Center to Clarendon Crescent to Office & Residential Mixed Use, and properties south of New Bern from Clarendon Crescent to Raleigh Country Club to Low Density Residential.

The subject properties are currently designated as Neighborhood Mixed Use. Properties west of Clarendon would be amended to Office Residential Mixed Use. Office Residential Mixed envisions a mix of moderate to medium density residential with office uses.
Subject properties east of Clarendon are proposed to be amended to Low Density Residential. This category applies to properties developed as single family residential between 1 and 6 units per acre.



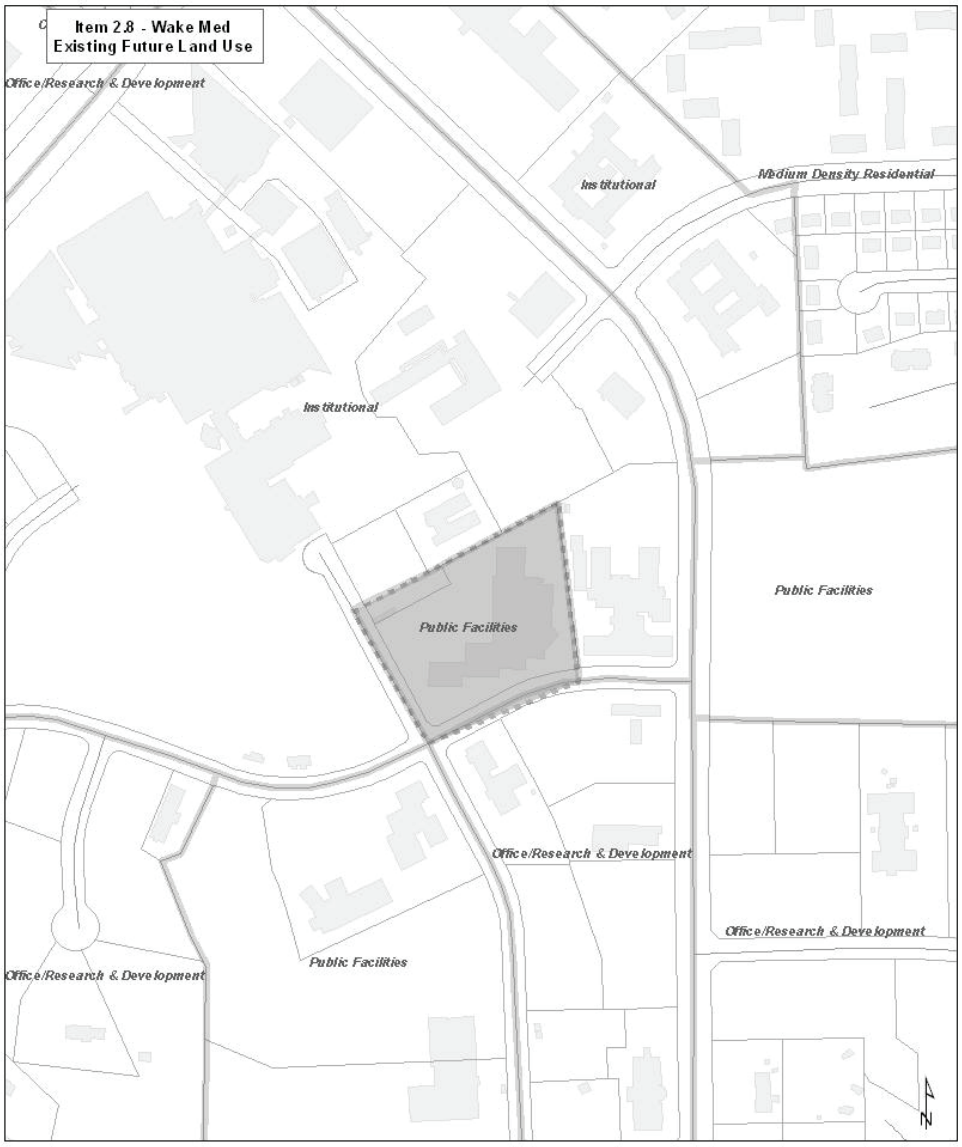
Item 2.7: Future Land Use Map – New Bern Corridor
This amendment would designate properties north of New Bern Avenue from Donald Ross Drive across from Wake Med Hospital to Office & Residential Mixed Use and properties north of New Bern from hospital entrance to Shanta Drive to Community Mixed Use. Property south and east of the intersection of New Bern and the Wake Med entrance is proposed to be amended to Institutional.

The subject properties located west of New Bern Avenue are currently designated as Office/Research and Development on the Future Land Use Map. Proposal would amend the southern portion of these properties to Office & Residential Mixed, with the northern portion being proposed as Community Mixed Use. Office Residential Mixed envisions a mix of moderate to medium residential with office uses while Community Mixed applies to medium sized shopping centers and larger pedestrian oriented retail districts with residential development also envisioned in the medium to high density range. High density residential land uses being most compatible around proposed transit stations and transit oriented corridors. The subject property located across New Bern Avenue adjacent to Wake Med is currently designated as Public Facilities, and is proposed to be amended to Institutional. This category would better align with adjacent land uses.



Item 2.8: Future Land Use Map – Wake Med Hospital
This amendment would designate properties at the intersection of Swinburne and Falstaff Street to Institutional.

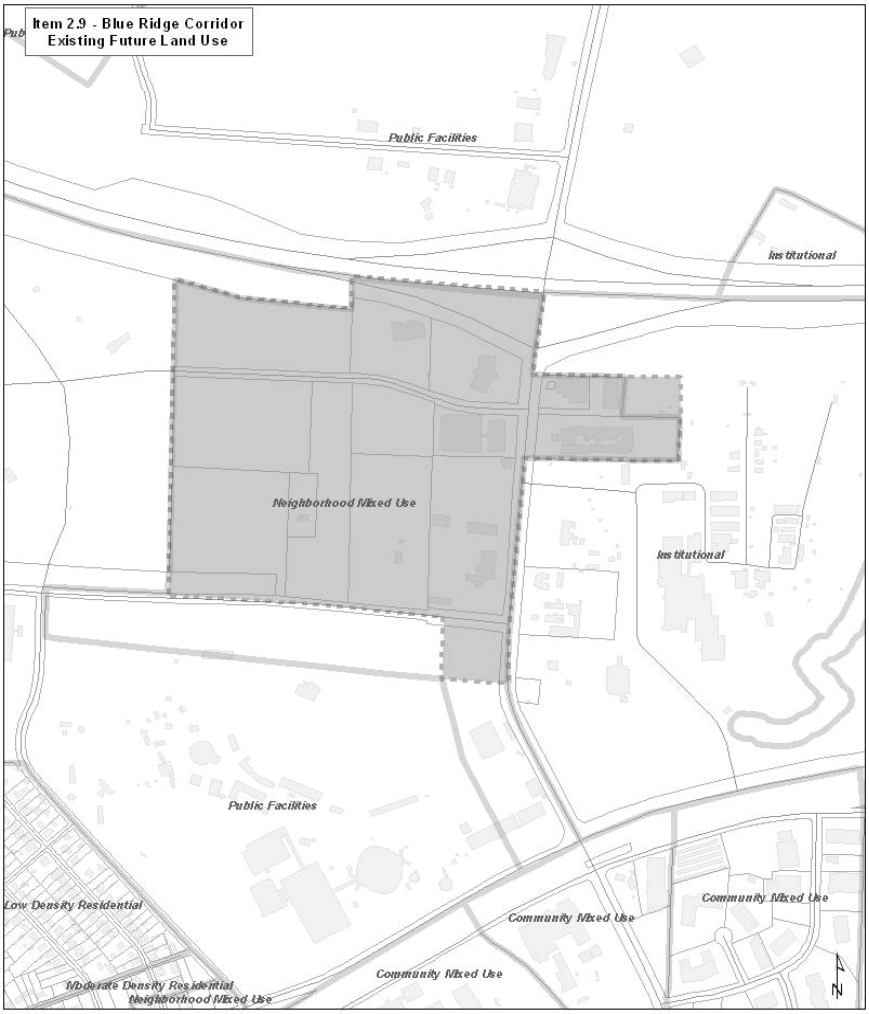
The subject property is currently designated as Public Facilities, and is proposed to be amended to Institutional. Being located adjacent to Wake Med, and in close proximity to the main campus, the Institutional designation would be a more compatible category for the subject property.



Items 2.9-2.11 coincide with the Blue Ridge Road District Study that was presented to City Council in 2012. Staff analyzed several areas within the corridor and determined that Future Land Use Map amendments were appropriate in three areas:

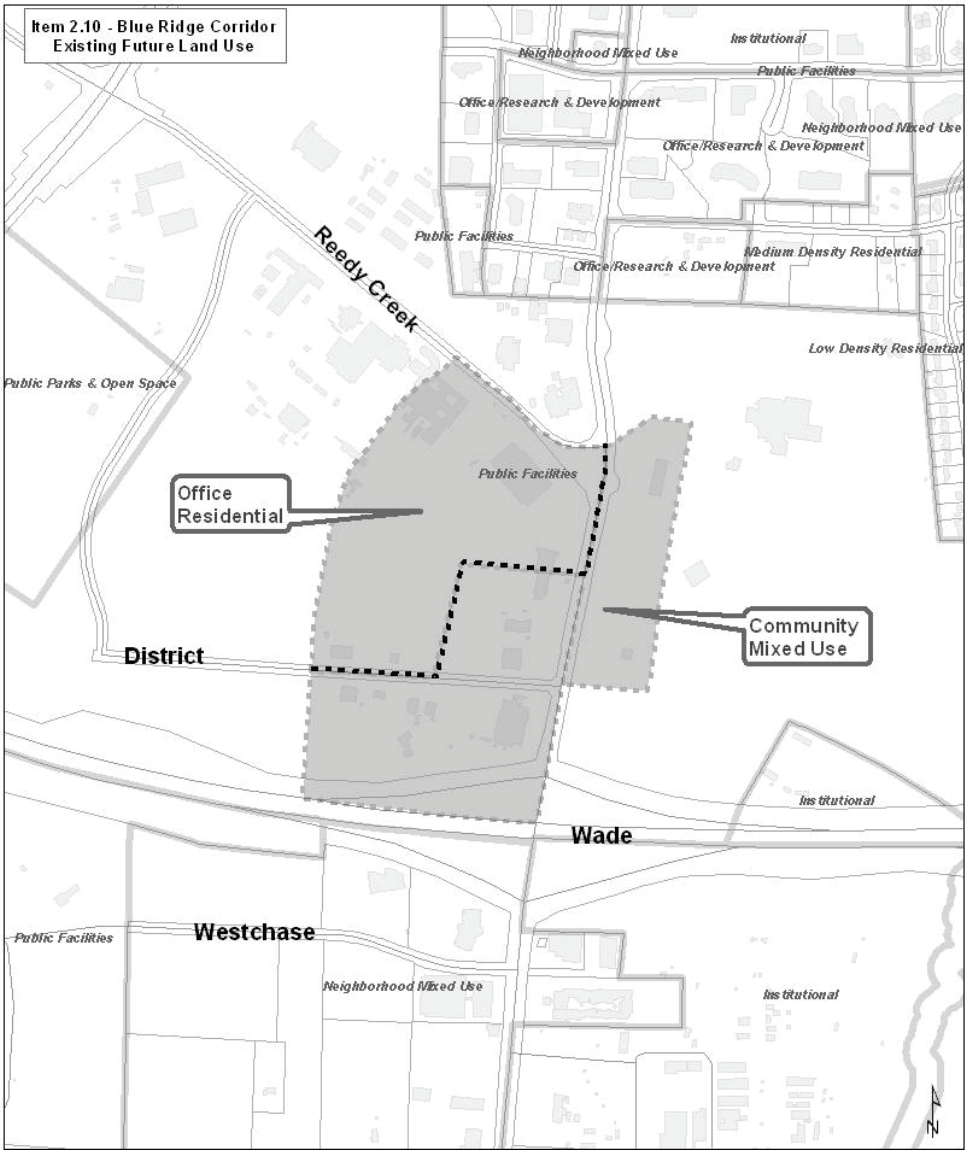
Item 2.9: Future Land Use Map – Blue Ridge Corridor
This amendment would designate properties along Blue Ridge Road between Trinity and Wade Avenue to Community Mixed Use.

The subject properties are currently designated as Neighborhood Mixed Use on the Future Land Use Map, with a small portion of Institutional located along the eastern edge. The proposed amendment would designate this area Community Mixed Use. The Community Mixed Use category envisions medium sized shopping centers and larger pedestrian oriented retail districts with residential development also envisioned in the medium to high density range. High density residential land uses being most compatible around proposed transit stations and transit oriented corridors.



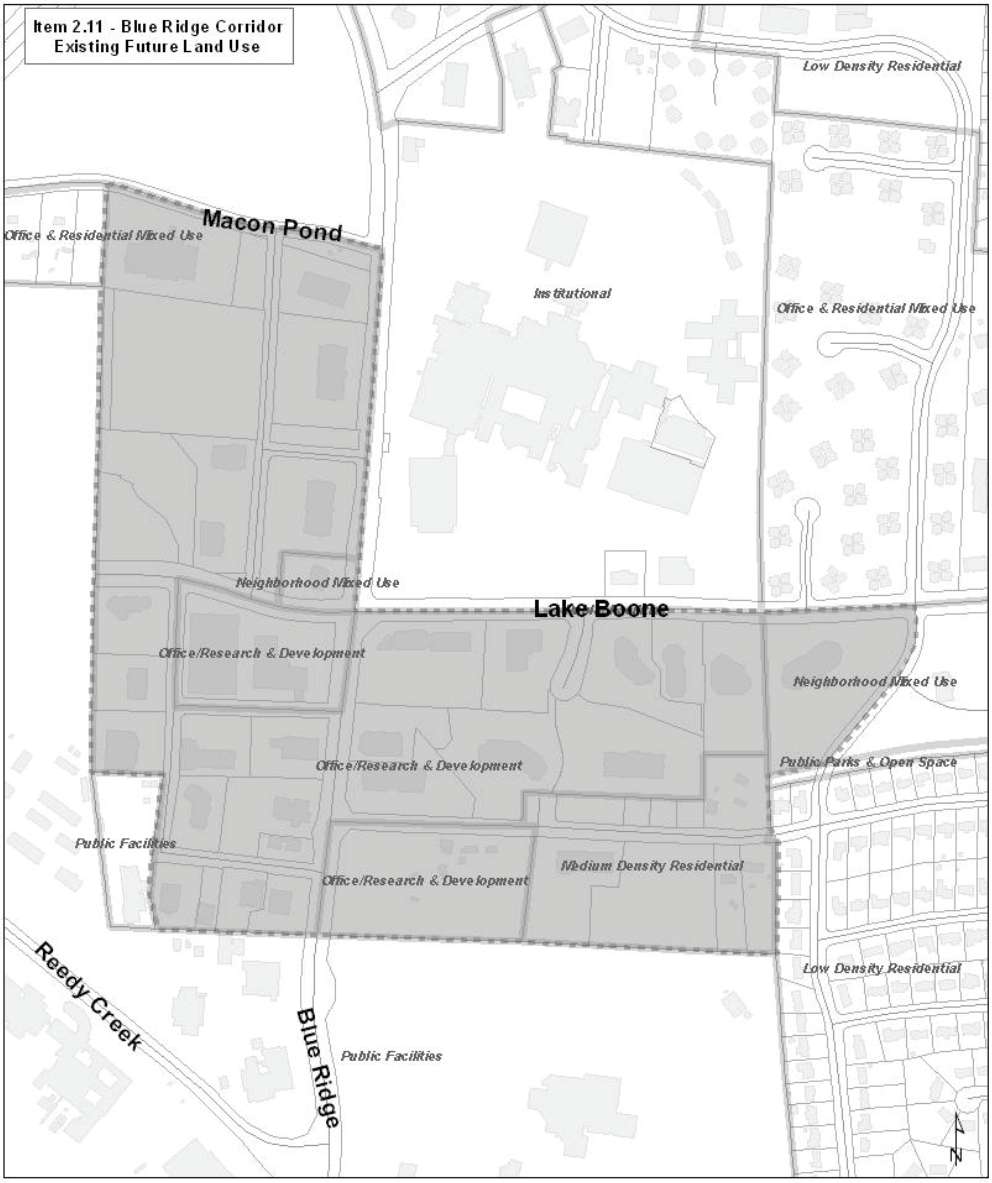
Item 2.10: Future Land Use Map – Blue Ridge Corridor
This amendment would designate properties along Blue Ridge from Wade Avenue to Reedy Creek on the west and fronting Blue Ridge on the east to Community Mixed Use. Additional properties between District Drive and Reedy Creek Road would be designated as Office & Residential Mixed Use.

The subject properties are currently designated as Public Facilities on the Future Land Use Map. Proposal would amend the Northwestern portion of these properties to Office & Residential Mixed, with the Southeastern portion being proposed as Community Mixed Use. Office Residential Mixed envisions a mix of moderate to medium residential with office uses, while Community Mixed applies to medium sized shopping centers and larger pedestrian oriented retail districts with residential development also envisioned in the medium to high density range. High density residential land uses being most compatible around proposed transit stations and transit oriented corridors.



Item 2.11: Future Land Use Map – Blue Ridge Corridor
This amendment would designate properties along Blue Ridge Road located southwest of the main Rex Hospital Campus to Office & Residential Mixed Use.

The subject properties are currently designated as a mix of Future Land Use categories. The majority of the area is designated as Office/Research and Development, with Neighborhood Mixed Use located at the corner of Lake Boone and Blue Ridge as well as the far eastern edge of the subject area. Medium Density Residential is located at the Southeastern corner of the subject properties. The entire area is being proposed to be amended to Office & Residential Mixed Use. Office Residential Mixed envisions a mix of moderate to medium density residential with office uses.

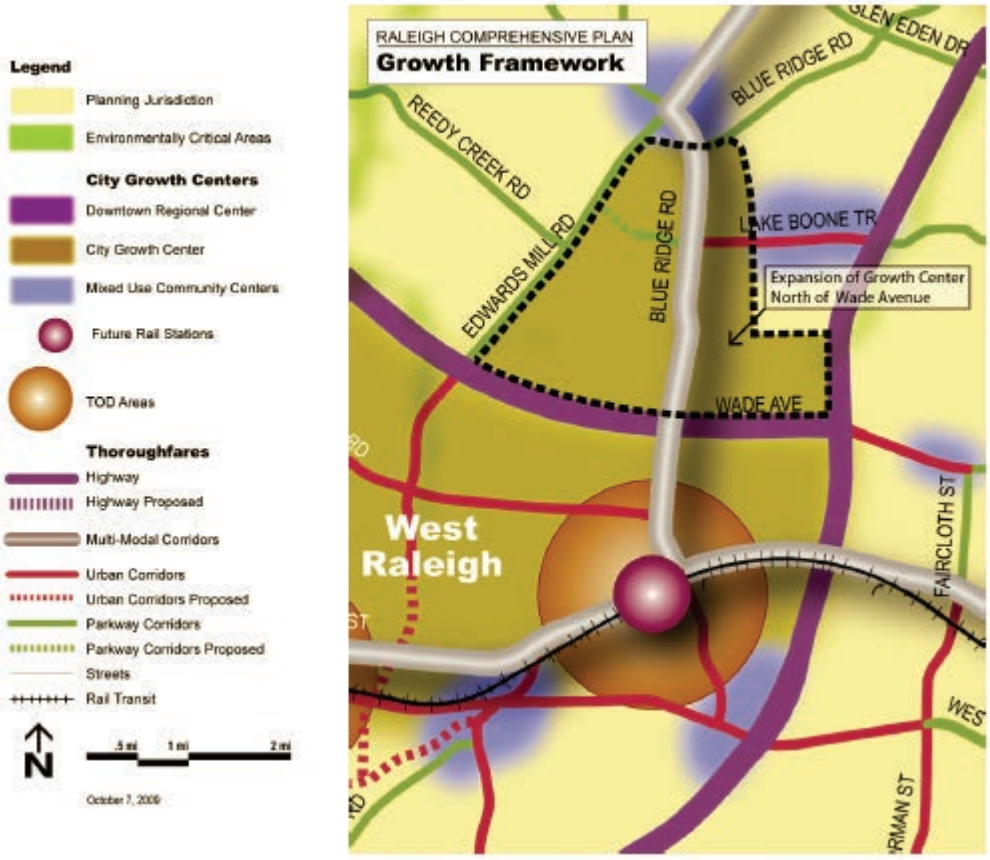


Section 3—Other Maps

Each request is analyzed below.

Item 3.1: Framework – Growth Framework
This request would amend the Growth Framework Map north of Wade Avenue, east of Edwards Mill Road and along the Blue Ridge Road Corridor. The proposed amendment would extend the City Growth Center into this area.

Extension of the City Growth Center represents the change from an historic rural/suburban area to a distinctly urban area. Development will expand and encompass higher density residential, community mixed use, and commercial. This designation change is the outcome of long-standing discussions among property, institutional and business owners in the area as well as a significant public process that defined a vision and action plan for the area.



Item 3.2 – Transportation – Map T-1 Arterials, Thoroughfares & Collector Streets
This request would amend the Thoroughfare Map to reflect the changes brought forward with the Capital Boulevard Corridor Study.

Capital Boulevard Corridor Study

The proposed roadway improvements recommended in this study include consolidation of the northbound and southbound lanes along Capital Boulevard between Wake Forest Road and Crabtree Boulevard, redesigned interchanges and bridges, and roadway extensions to create new parallel local access streets on both sides of the corridor. The recommended roadway projects are designed improve vehicular flow and safety and improve multi-modal accessibility to facilitate better opportunities for new residential development and economic development.

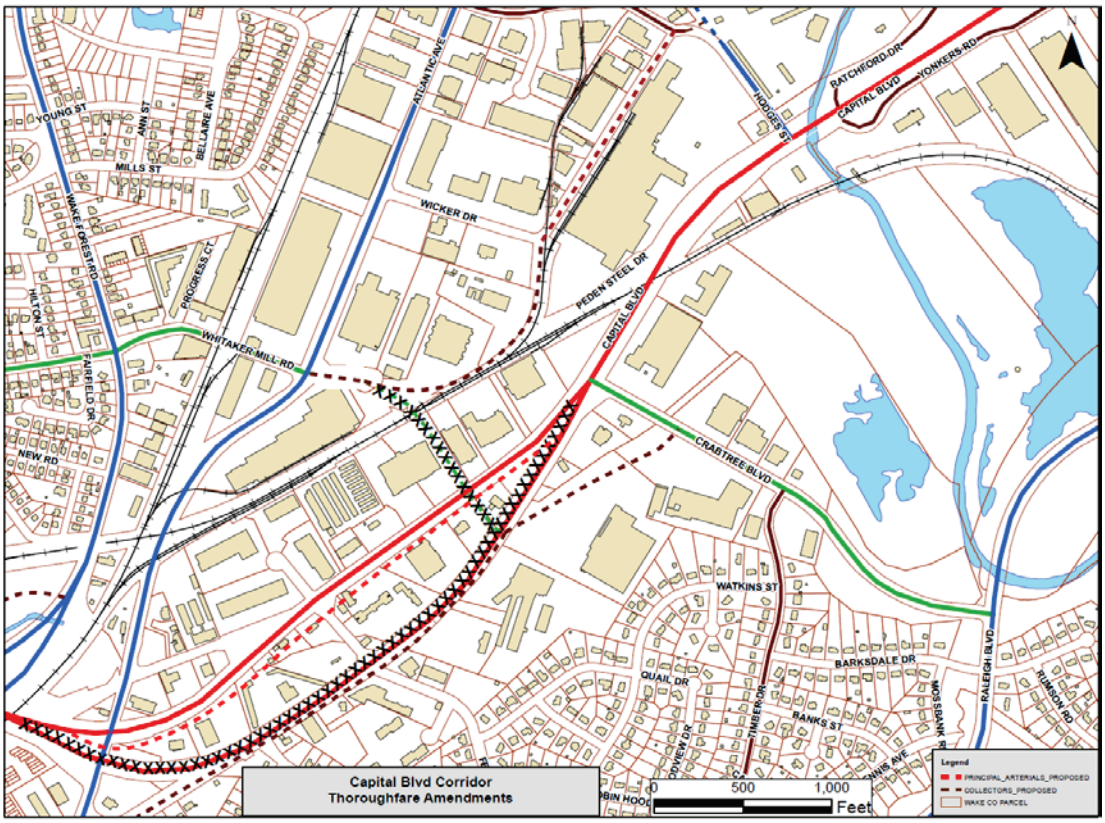
Below are the proposed street realignments, extensions, and street reclassifications associated with this study to help facilitate these improvements.

Street Realignments and Extensions

- **Whitaker Mill Road -** Delete extension of Whitaker Mill Road from Atlantic Avenue to Capital Blvd. Realign Whitaker Mill Road as a collector street from Atlantic Avenue to Wicker Drive.
- **Person Street Extension –** Extend and realign from Automotive Way to Crabtree Boulevard as a collector street.
- **Capital Boulevard –** Realign northbound lanes to run parallel with southbound lanes eliminating the current bifurcation of Capital Blvd between Wake Forest Road and Crabtree Boulevard.

Street Reclassifications

- **Capital Boulevard –** Remove principal arterial designation from existing northbound lanes from Wake Forest Road to Crabtree Boulevard.
- **Laurelbrook Street-** Reclassify as a collector street from Wicker Drive to Hodges Street.


Capital Blvd Corridor
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COLLECTORS_PROPOSED
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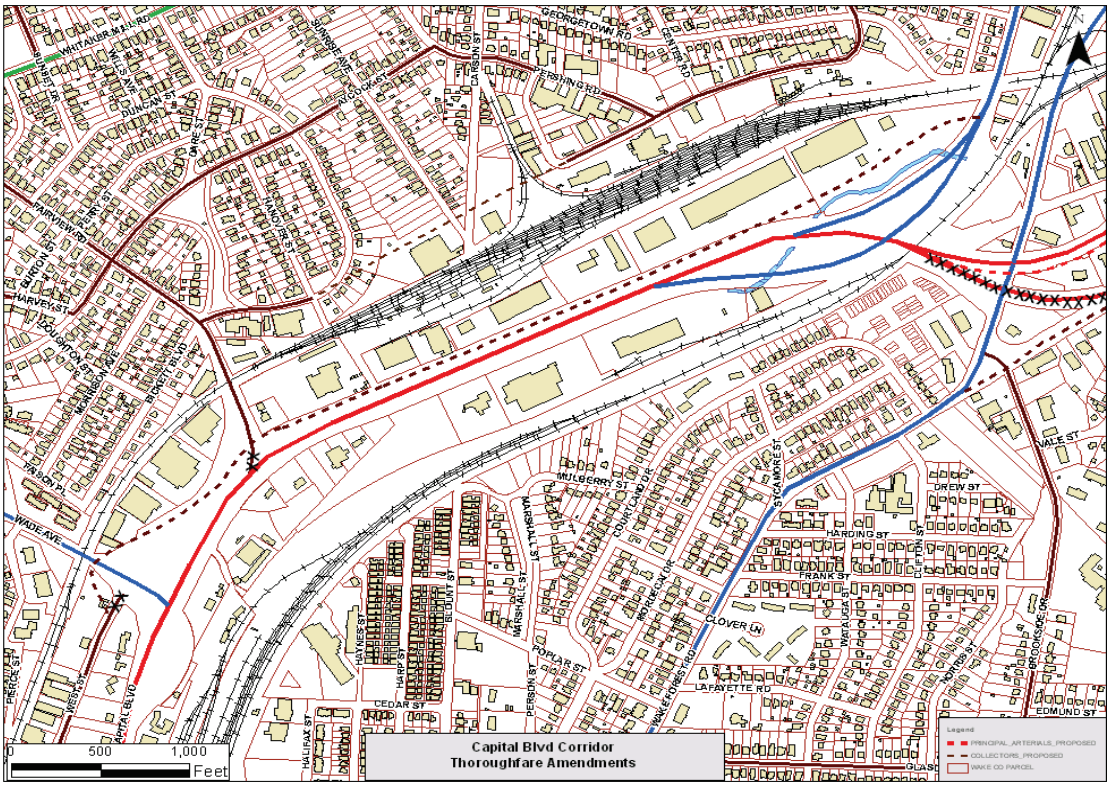
ANN ST
MILLS ST
BELLAIRE AVE
ATLANTIC AVE
WICKER DR
PEDEN STEEL DR
CAPITAL BLVD
RATCHFORD DR
YONKERS RD
HODGES ST
WAKE FOREST RD
HILTON ST
PROGRESS CT
WHITAKER MILL RD
FAIRFIELD DR
NEW RD
CRABTREE BLVD
WATKINS ST
BARKSDALE DR
QUAIL DR
TIMBER DR
BANKS ST
DOVER DR
MOSSPARK
RALEIGH BLVD
RUNSON RD


Capital Blvd Corridor
Thoroughfare Amendments
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MULBERRY ST
MARSHALL ST
POPLAR ST
CEDAR ST
HALIFAX ST
CLOVER LN
LAFAYETTE RD
SYCAMORE ST
HARDING ST
FRANK ST
DREW ST
VALE ST
EDMUND ST
BROOKSIDE DR

Item 3.3: Transportation – Map T-1 Arterials, Thoroughfares & Collector Streets
This request would amend the Thoroughfare Map to reflect the Blue Ridge Road District Study Streets Framework and Streets Hierarchy Map.

Blue Ridge Road District Study

The Blue Ridge Road District Study aims to transform the New Bern Avenue Corridor to a "complete street" with proposed enhancements for transit, bicycle, and pedestrian accommodations throughout the corridor. The study provides specific design details to improve pedestrian safety at major intersections and recommends a secondary street network to enhance connectivity and relieve congestion on Blue Ridge Road.

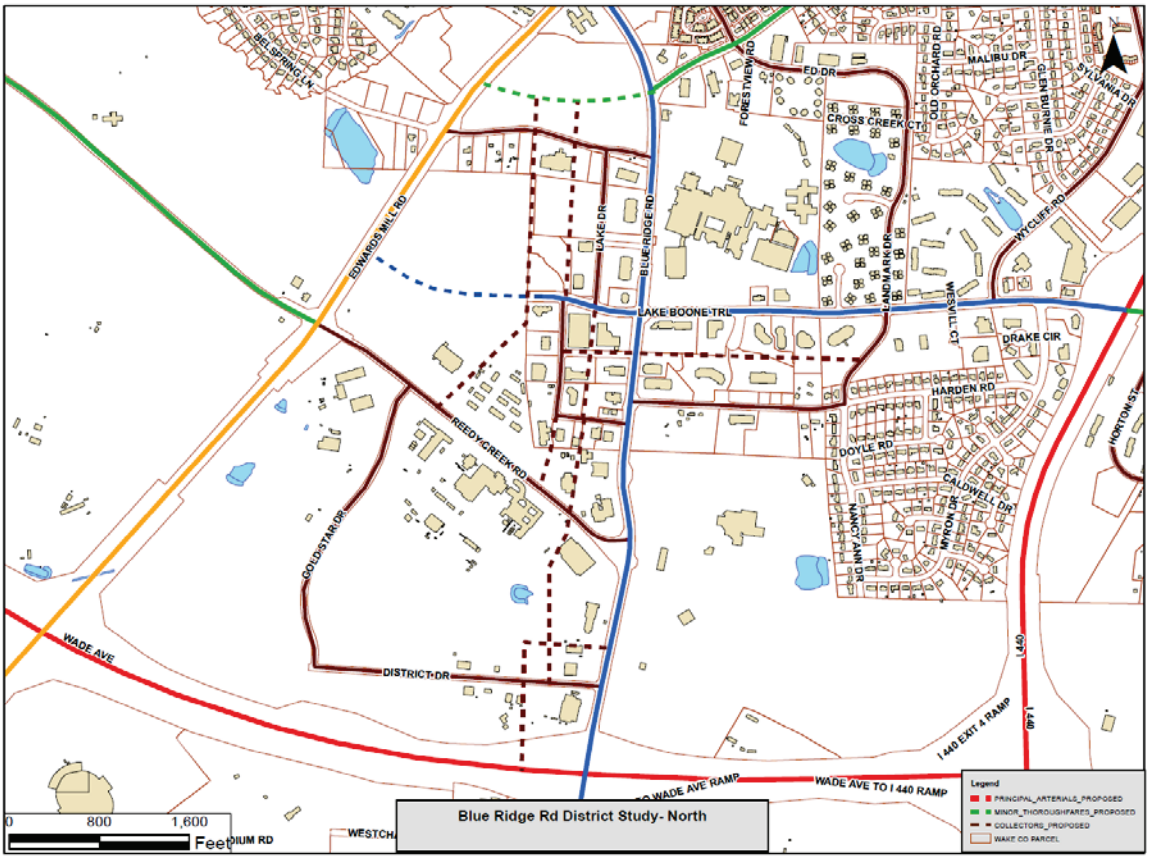
Below are the proposed street realignments, extensions, and street reclassifications associated with this study to help facilitate these improvements.

Street Realignments and Extensions

- **Blue Ridge Road** – Extend from Duraleigh Road to Edwards Mill Road as a minor thoroughfare.
- **Ligon Street** – Extend from I-440 to Blue Ridge Road as a collector street.
- **Pylon Drive** – Extend from Blue Ridge Road to Hillsborough Street as a collector street.
- **Lake Drive –** Extend from Macon Pond Road to District Drive as a collector street.
- **Atrium Drive** – Extend from Lake Boone Trail to Blue Ridge Road Ext as a collector street. Extend from Sunset Ridge Road to Reedy Creek Road.
- **New Collector Streets** – Connection between Blue Ridge Road Ext and Reedy Creek Road; connection between Atrium Drive and Landmark Drive; and a connection from Blue Ridge Road to Wade Avenue.

Street Reclassifications

- **Beryl Road** – Remove collector street designation from Pylon Drive to Powell Drive.
- **Pylon Drive** – Reclassify as a collector street from Beryl Road to Blue Ridge Road.
- **Ligon Street** – Reclassify as a collector street from Method Road to I-440.


Blue Ridge Rd District Study- North
BEL SPRING LN
EDWARDS MILL RD
FORESTVIEW RD
ED DR
CROSS CREEK CT
OLD ORCHARD RD
MALIBU DR
GLEN BURNIE DR
SYLVANIA DR
WYCLIFF RD
LAKE DR
BLUE RIDGE RD
LAKE BOONE TRL
LANDMARK DR
WEAVEL CT
DRAKE CIR
HARDEN RD
DOYLE RD
CALDWELL DR
NANCY ANN DR
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REEDY CREEK RD
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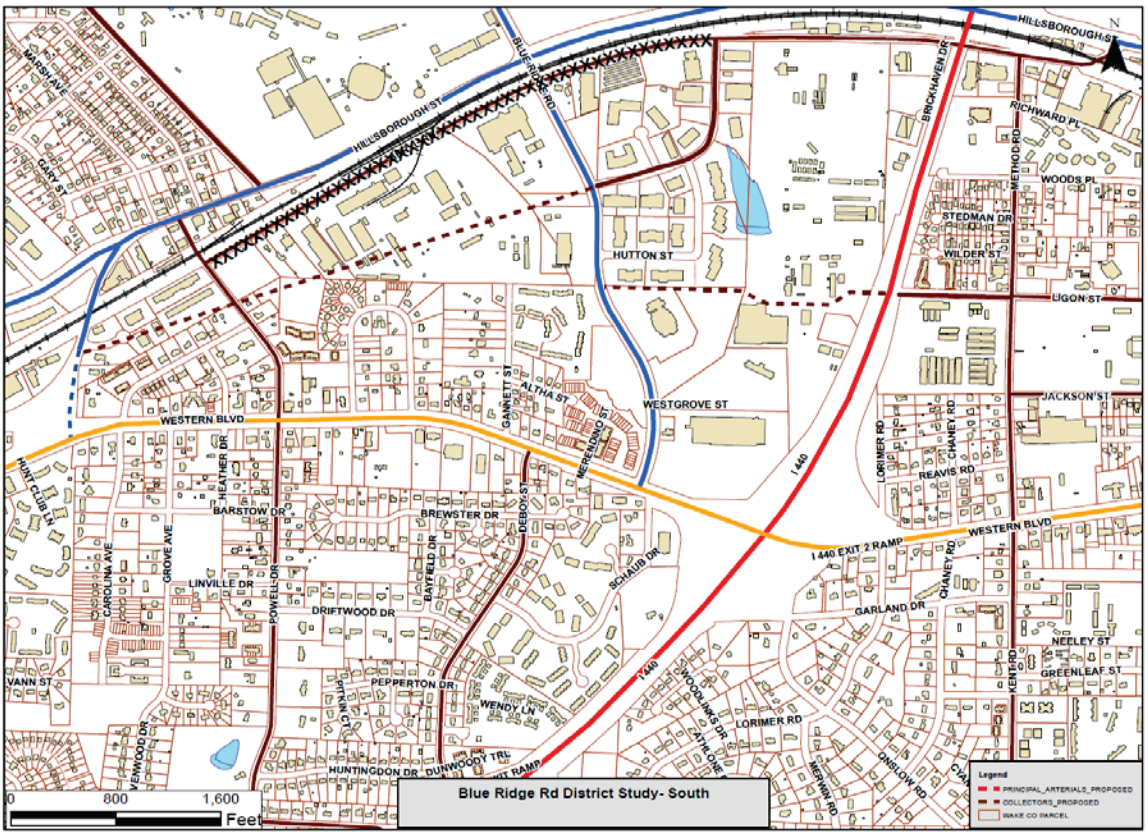
Blue Ridge Rd District Study- South
HILLSBOROUGH ST
BLUE RIDGE RD
BRICKHAVEN DR
RICHWARD PL
WOODS PL
METHOD RD
STEDMAN DR
WILDER ST
LIGON ST
HUTTON ST
WESTGROVE ST
JACKSON ST
WESTERN BLVD
HUNT CLUB LN
HEATHER DR
BARSTOW DR
GROVE AVE
CAROLINA AVE
LINVILLE DR
POWELL DR
DRIFTWOOD DR
BAYFIELD DR
BREWSTER DR
DEBOIS ST
GANNETT ST
ALTHA ST
MERENDINO ST
SCHAUB DR
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CHANEY RD
GARLAND DR
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GREENLEAF ST
KENT RD
VANN ST
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Item 3.5: Framework – Growth Framework
This request would amend the overall Growth Framework Map to adjust the locations of future rail stations to align with the recently amended Transportation Plan.