**RESOLUTION NO. 2018 – 595**

**A RESOLUTION TO AMEND THE 2030 COMPREHENSIVE PLAN**

**CP-5-17 AMENDMENTS**

**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 amendments seek to adopt recommendations of the Six Forks Road Corridor study related to the Future Land Use Map (LU-3), Street Plan Map (T-1), and Area Plan Locations Map (AP-1), and to introduce area specific policy guidance into the Area Plan section of the Comprehensive Plan; and

**WHEREAS**, the amendments reflect the recommendations contained within the Six Forks Road Corridor Study report, that documents the community's vision and a framework to guide future improvements and redevelopment opportunities within the Six Forks Road Corridor study area; and

**WHEREAS**, the amendments support the goals of the Six Forks Road Corridor Study and serve the larger public interest by improving connections between neighborhoods, enhancing pedestrian walkability, increasing bicycle networks, improving transportation and transit connections within and to the area, and supporting economic and redevelopment opportunities in the area; and

**WHEREAS**, the Future Land Use Map (LU-3) is the guiding policy document to be used for rezoning actions; and

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

**WHEREAS**, the Street Plan Map (T-1) provides policy guidance related to the street classification system in the City of Raleigh; and

**WHEREAS**, the amendments improve mobility options, enhance overall connectivity, eliminate gaps in the street system, and provide higher street network density that will increase accessibility to nearby land uses and to transit; and

**WHEREAS**, the new Area Plans section provides policy guidance for land use and development decisions envisioned by the Six Forks Road Corridor Study; and

**WHEREAS**, the Area Plans Locations Map (AP-1) recognizes the Six Forks Road Corridor Study area with area specific policy guidance; and

**WHEREAS**, the amendments are consistent with several Comprehensive Plan policies that support transportation and transit improvements, pedestrian and bicycle enhancements, and mixed uses at nodes; and

**WHEREAS**, the proposed corridor improvements along Six Forks Road align with the Wake County Transit Plan and help promote the city's goal of enhancing transit alternatives to the automobile; and

**WHEREAS**, these amendments provide significant public benefit to the community; and

**WHEREAS**, these amendments were reviewed and discussed with extensive public input;

**NOW, 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-5-17 as shown on Attachments CP-5A-17, CP-5B-17, CP-5C-17, and CP-5D-17.

**Adopted:** June 5, 2018

**Distribution:** Planning – Aull, Bowers, Crane, Fox, Mabel, Walter
Transportation – Lamb, Myers

**AMENDMENTS RELATED TO MAP LU-3: Future Land Use, MAP T-1: Street Plan, Area Plan Section, and MAP AP-1: Area Plan Locations**

*Prepared by the Department of City Planning*

# Staff Report – CP-5A-17

## Comprehensive Plan Amendment

## Map LU-3 Future Land Use Amendment

This is a City-initiated amendment for 9 parcels to change designations on Map LU-3 Future Land Use to reflect recommendations of the Six Forks Road Corridor Study. The subject properties are generally located north of Interstate-440 in the Six Forks Road Corridor. The following changes to MAP LU-3 Future Land Use are proposed:

1. North of Millbrook Road at the southeast corner of the intersection of Six Forks Road and Sandy Forks Road, 3 parcels are proposed to be changed from Moderate Density Residential to Office and Residential Mixed Use.

   The 2030 Comprehensive Plan describes the 3 parcels' existing Future Land Use category of **Moderate Density Residential:**

   This category applies to some of the city's older single family residential neighborhoods, along with newer small lot single family subdivisions and patio home developments. Other housing types including townhouses and multifamily dwellings would be consistent with this designation as long as an overall gross density not exceeding 14 units per acre was maintained. Gross density in these areas would be 6 to 14 units per acre. Corresponding zoning districts are R-6 and R-10, or RX conditioned to limit density.

   The 2030 Comprehensive Plan describes these 3 parcels' proposed Future Land Use category **Office and Residential Mixed Use**:

   This category is applied primarily to frontage lots along major streets where low density residential uses are no longer appropriate, as well as office parks and developments suitable for a more mixed-use development pattern. This category encourages a mix of residential and office use. Retail not ancillary to employment and/or residential uses is discouraged so that retail can be more appropriately clustered and concentrated in retail and mixed-use centers at major intersections and planned transit stations. OX is the closest corresponding zoning district. Higher-impact uses such as hotels and hospitals are not contemplated or recommended in this land use category except as limited uses in appropriate locations. Heights would generally be limited to four stories when near neighborhoods, with additional height allowed for larger sites and locations along major corridors where adjacent uses would not be adversely impacted.

   Map follows on next page.

## Proposal to Amend the Future Land Use Map

**Existing Designation:** Moderate Density Residential

**Proposed Designation:** Office & Residential Mixed Use

**CONSIDERATIONS FOR THE PLANNING AND DEVELOPMENT OFFICER'S REVIEW AND RECOMMENDATION:**

The following list of considerations for the Planning and Development Officer's review and recommendations regarding a proposed Comprehensive Plan amendment are not all-inclusive. Review and recommendations of proposed Comprehensive Plan amendments may consider whether:

1. **The proposed amendment corrects an error or meets the challenge of some changing condition, trend or fact;**
   The proposed amendment incorporates the recommendations of the Six Forks Road Corridor Study into the 2030 Comprehensive Plan.

2. **The proposed amendment is in response to changes in state law;**
   *n/a*

3. **The proposed amendment constitutes a substantial benefit to the City as a whole and is not solely for the good or benefit of a particular landowner or owners at a particular point in time;**
   The proposed amendment better reflects the expectations of the community and provides greater clarity and certainty about the future use of these properties.

4. **The proposed amendment is consistent with other identified Plan policies and adopted area plans;**
   The proposed amendment is consistent with the following relevant Comprehensive Plan and area plan policies:

   **Policy LU 1.1 – Future Land Use Map Purpose**
   The Future Land Use Map and associated Comprehensive Plan policies shall be used to guide zoning, ensure the efficient and predictable use of land capacity, guide growth and development, protect public and private property investments from incompatible land uses, and efficiently coordinate land use and infrastructure needs.

   **Policy LU 4.4 Reducing VMT Through Mixed Use**
   Promote mixed-use development that provides a range of services within a short distance of residences as a way to reduce the growth of vehicle miles traveled (VMT).

   **Policy LU 5.4 Density Transitions**
   Low- to medium-density residential development and/or low-impact office uses should serve as transitional densities between lower-density neighborhoods and more intensive commercial and residential uses. Where two areas designated for significantly different development intensity abut on the Future Land Use Map, the implementing zoning should ensure that the appropriate transition occurs on the site with the higher intensity.

**Policy LU 5.5**
**Transitional and Buffer Zone Districts**
Maintain and enhance zoning districts which serve as transitional or buffer areas between residential and commercial districts and which also may contain institutional, non-profit, and office-type uses. Zoning regulations and conditions for these areas should ensure that development achieves appropriate height and density transitions, and protects neighborhood character.

**Policy LU 6.2**
**Complementary Uses and Urban Vitality**
A complementary integration and mixture of land uses should be provided within all growth centers and mixed-use centers and developments to maintain the City's livability, manage future growth, and provide walkable and transit accessible destinations. Areas designated for mixed-use development in the Comprehensive Plan should be zoned consistent with this policy.

**Policy IM 4.2**
**Area Study Content and Intent**
Ensure that area-specific planning studies take a form appropriate to the needs of the community and reflect citywide needs, as well as economic development policies and priorities, market conditions, implementation requirements, available staffing resources and time, and available funding. Such studies should address such topics as an existing conditions inventory, future land use recommendations, aesthetic and public space improvements, circulation improvements and transportation management, capital improvement requirements and financing strategies, the need for zoning changes or special zoning requirements, and other implementation techniques. If necessary, as a result of the findings of the area-specific plans, Comprehensive Plan amendments to the plan's text or maps should be introduced to ensure internal consistency for the areas involved.

**5. The impact the proposed amendment has with regard to:**

**A. Established property or proposed development in the vicinity of the proposed amendment;**
While changing a property's designation on the Future Land Use Map does not change existing entitlements, it does establish new policy guidance in the event of redevelopment or rezoning.

**B. Existing or future land use patterns;**
The intent is to alter existing and future land use patterns in the event of redevelopment or rezoning, as described in the amendment.

**C. Existing or planned public services and facilities;**
The proposed changes to the Future Land Use Map take into consideration planned public services and facilities.

**D. Existing or planned roadways;**
The proposed changes to the Future Land Use Map take into consideration existing and planned roadways.

**E. The natural environment, including air, water, noise, stormwater management, wildlife and vegetation;**
This area of Raleigh is already developed extensively; changes proposed here are not likely to alter the existing and forecasted impacts.

**F. Other policies of the Comprehensive Plan.**
No other relevant policies were identified.

**STAFF RECOMMENDATION:**

Approval based on the above list of considerations for the Planning and Development Officer's review.

**STAFF COORDINATOR**:

Carter Pettibone, carter.pettibone@raleighnc.gov

# Staff Report – CP-5B-17
# Six Forks Road; its intersection with Windel Drive; its intersection with Snelling Road; its intersection with Loft Lane; Millbrook Road; its intersection with Tralee Place

## Comprehensive Plan Amendment

## Street Plan Amendment

This is a city-initiated amendment to the Street Plan, a document within the Comprehensive Plan. The proposed amendment reflects Street Plan recommendations contained within the Six Forks Road Corridor Study.

The proposed amendment would:

- Designate Tralee Place as a Neighborhood Street
- Extend Tralee Place as a proposed Neighborhood Street to Windel Drive
- Designate Snelling Road south of Millbrook Road as a Commercial/ Industrial Street
- Extend Snelling Road from its current terminus south of Millbrook Road as a proposed Commercial/Industrial Street to Millbrook Road
- Designate a section of Loft Lane as a Neighborhood Street
- Designate a section of Lipscomb Court as a Neighborhood Street
- Extend Loft Lane as a proposed Neighborhood Street to Lipscomb Court
- Create a new street as a proposed Neighborhood Street from the proposed Loft Lane extension to Millbrook Road

## Proposal to Amend the Street Plan

- Designate Tralee Pl as Neighborhood Street
- Extend Tralee Pl as Neighborhood Street Proposed to Windel Dr
- Designate Windel Dr as Neighborhood Street to Tralee Pl extension
- Designate Snelling Rd as Industrial Street
- Extend Snelling Rd to Millbrook as Industrial Street Proposed
- Designate section of Loft Ln & Lipscomb Ct as Neighborhood Street
- Connect Lipscomb & Loft with new Neighborhood Street Proposed
- Continue Snelling extension North of Millbrook to Loft Ln Extension as Neighborhood Street Proposed

**CONSIDERATIONS FOR THE PLANNING AND DEVELOPMENT OFFICER'S REVIEW AND RECOMMENDATION:**

The following list of considerations for the Planning and Development Officer's review and recommendations regarding a proposed Comprehensive Plan amendment are not all-inclusive. Review and recommendations of proposed Comprehensive Plan amendments may consider whether:

1. **The proposed amendment corrects an error or meets the challenge of some changing condition, trend or fact;**
   The proposed amendment incorporates the recommendations of the Six Forks Road Corridor Study into the 2030 Comprehensive Plan.

2. **The proposed amendment is in response to changes in state law;**
   *n/a*

3. **The proposed amendment constitutes a substantial benefit to the City as a whole and is not solely for the good or benefit of a particular landowner or owners at a particular point in time;**
   The proposed amendment enhances connectivity, eliminates gaps in the roadway system, and provides a higher roadway grid density that will increase mobility options and promote the accessibility of nearby land uses.

4. **The proposed amendment is consistent with other identified Plan policies and adopted area plans;**
   The proposed amendment is consistent with the following relevant Comprehensive Plan and area plan policies:

   **Policy LU 2.1 - Placemaking**
   Development within Raleigh's jurisdiction should strive to create places, streets, and spaces that in aggregate meet the needs of people at all stages of life, are visually attractive, safe, accessible, functional, inclusive, have their own distinctive identity, and maintain or improve local character.

   **Policy LU 4.1 Coordinate Transportation Investments with Land Use**
   Ensure that transportation decisions, strategies, and investments are coordinated with and support the City's land use objectives.

   **Policy LU 4.5 - Connectivity**
   New development and redevelopment should provide pedestrian and vehicular connectivity between individual development sites to provide alternative means of access along corridors.

**Policy T 1.1 Coordination with Land Use Map**
Transportation planning, development, expansion, and investment in transportation facilities should be coordinated with the Future Land Use Map.

**Policy T 2.3 - Eliminating Gaps**
Eliminate “gaps” in the roadway system and provide a higher roadway grid density that will increase mobility options and promote the accessibility of nearby land uses.

**Policy T 2.4 Road Connectivity**
The use of cul-de-sacs and dead-end streets should be minimized.

**Policy T 2.6 - Preserving the Grid**
Existing street grid networks should be preserved and extended where feasible and appropriate to increase overall connectivity.

**Policy T 5.1 Enhancing Bike/Pedestrian Circulation**
Enhance pedestrian and bicycle circulation, access, and safety along corridors, downtown, in activity and employment centers, at densely developed areas and transit stations, and near schools, libraries, and parks.

**Policy IM 4.2 Area Study Content and Intent**
Ensure that area-specific planning studies take a form appropriate to the needs of the community and reflect citywide needs, as well as economic development policies and priorities, market conditions, implementation requirements, available staffing resources and time, and available funding. Such studies should address such topics as an existing conditions inventory, future land use recommendations, aesthetic and public space improvements, circulation improvements and transportation management, capital improvement requirements and financing strategies, the need for zoning changes or special zoning requirements, and other implementation techniques. If necessary, as a result of the findings of the area-specific plans, Comprehensive Plan amendments to the plan’s text or maps should be introduced to ensure internal consistency for the areas involved.

**5. The impact the proposed amendment has with regard to:**

**G. Established property or proposed development in the vicinity of the proposed amendment;**
The proposals will improve access to nearby properties.

**H. Existing or future land use patterns;**
The proposals are the result of analysis of projected roadway needs based on the Future Land Use Map and Urban Form Map.

**I. Existing or planned public services and facilities;**
The proposed changes to the Street Plan take into consideration planned public services and facilities.

**J. Existing or planned roadways;**
**T**he proposals increase efficiency in the roadway network.

**K. The natural environment, including air, water, noise, stormwater management, wildlife and vegetation;**
The proposed changes to the street map are the result of analysis of these environmental factors.

**L. Other policies of the Comprehensive Plan.**

**STAFF RECOMMENDATION:**

Approval based on the above list of considerations for the Planning and Development Officer's review.

**STAFF COORDINATOR**:

Carter Pettibone, carter.pettibone@raleighnc.gov, 919-996-4643

# Staff Report – CP-5C-17

## Comprehensive Plan Amendment

## Map AP-1 Area Plan Locations Amendment

This is a city-initiated amendment to the Map AP-1 Area Plans Locations, a section within the 2030 Comprehensive Plan. The proposed amendment would add the corridor plan boundary of the new area plan AP-SF Six Forks Road Corridor to Map AP-1.

Amendment to **AP-1: Area Plan Locations**

Area Plan Added

Map created 9/28/2017 by the
City of Raleigh Department of City Planning

**CONSIDERATIONS FOR THE PLANNING AND DEVELOPMENT OFFICER'S REVIEW AND RECOMMENDATION:**

The following list of considerations for the Planning and Development Officer's review and recommendations regarding a proposed Comprehensive Plan amendment are not all-inclusive. Review and recommendations of proposed Comprehensive Plan amendments may consider whether:

1. **The proposed amendment corrects an error or meets the challenge of some changing condition, trend or fact;**
   The proposed amendment ensures internal consistency and accuracy between all 2030 Comprehensive Plan maps.

2. **The proposed amendment is in response to changes in state law;**
   *n/a*

3. **The proposed amendment constitutes a substantial benefit to the City as a whole and is not solely for the good or benefit of a particular landowner or owners at a particular point in time;**
   *n/a*

4. **The proposed amendment is consistent with other identified Plan policies and adopted area plans;**
   The proposed amendment is consistent with the following relevant Comprehensive Plan and area plan policies:

   **Policy IM 4.1 Area Planning Studies**
   Prepare area-specific planning studies for parts of the City where detailed direction or standards are needed to guide land use, economic development, transportation, urban design, and other future physical planning and public investment decisions. The focus should be on areas or corridors that offer opportunities for revitalization or new residential, commercial, and mixed-use development and redevelopment, areas with challenges or characteristics requiring place-specific planning actions and public interventions, and areas designated "special study area" on the Future Land Use Map.

   **Policy IM 4.2 Area Study Content and Intent**
   Ensure that area-specific planning studies take a form appropriate to the needs of the community and reflect citywide needs, as well as economic development policies and priorities, market conditions, implementation requirements, available staffing resources and time, and available funding. Such studies should address such topics as an existing conditions inventory, future land use recommendations, aesthetic and public space improvements, circulation improvements and transportation management, capital improvement requirements and financing strategies, the need for zoning changes or special zoning requirements, and other implementation techniques. If necessary, as a result of the findings of the area-specific plans, Comprehensive Plan amendments to the plan's text or maps should be introduced to ensure internal consistency for the areas involved.

**5. The impact the proposed amendment has with regard to:**

**M. Established property or proposed development in the vicinity of the proposed amendment;**

**N. Existing or future land use patterns;**

**O. Existing or planned public services and facilities;**

**P. Existing or planned roadways;**
The proposed Six Forks Road Corridor Study boundary, upon adoption, will provide area specific guidance including roadway and street connections that are recommended through the Six Forks Road Corridor study.

**Q. The natural environment, including air, water, noise, stormwater management, wildlife and vegetation;**

**R. Other policies of the Comprehensive Plan.**

The proposed amendment has no impacts with regard to A-C, E and F.

**STAFF RECOMMENDATION:**
Approval based on the above list of considerations for the Planning and Development Officer's review.

**STAFF COORDINATOR**:

Carter Pettibone, AICP, carter.pettibone@raleighnc.gov, 919-996-4643

# Staff Report – CP-5D-17

## Comprehensive Plan Amendment

# Area Plan AP-SF – Six Forks Road Corridor

This is a city-initiated amendment to the 2030 Comprehensive Plan to incorporate a new area plan. The proposed amendment would create a new area plan titled AP-SF Six Forks Road Corridor. The policies and actions presented in this section are intended to implement the recommendations of the Six Forks Road Corridor Study report. The complete corridor study document can be found on the City's website.

The new area plan section would read as follows:

**AP-SF Six Forks Road Corridor**

This area plan addresses the area shown in Map AP-SF-1. The plan area encompasses the Six Forks Road corridor, from the intersections of Six Forks Road and Lynn Road and Sandy Forks Road and Spring Forest Road south to the intersection of Six Forks Road and Ramblewood Drive. The width of the study area is typically from one parcel to one block deep, with the exception of a larger area around the Six Forks Road and Millbrook Road intersection. The study area was expanded in this location to encompass additional commercial and multi-family uses along Millbrook Road.

Six Forks Road is the heart of Raleigh's midtown. This corridor is home to churches, banks, schools and shopping with several established neighborhoods in close proximity. Anchored on south at the I-440 interchange by North Hills, a successful and growing mixed-use center that includes retail, restaurants, entertainment, offices and residential living and services as a destination for the entire city. Six Forks Road is also a major transportation corridor that connects I-440 and I-540 through midtown and north Raleigh.

The corridor performs a multitude of functions: as a thoroughfare, commercial corridor and neighborhood connector. It is used extensively by not only by the residential neighborhoods flanking the corridor, but by business and institutional patrons and various modes of traffic travelling a major north-south thoroughfare. It must function as a system, serving each of these players in different capacities.

The Six Forks Road Corridor Study identifies transportation and streetscape design options and strategies to improve the corridor at all scales, with a particular focus on how transportation and streetscape strategies impact placemaking, multi-modal accessibility, and economic development. The study takes into account previous studies and initiatives that impact the corridor, as well as the goals and priorities of the communities the corridor impacts

The policies presented in this section are intended to implement the recommendations of the Six Forks Road Corridor Study. The complete Area Study document can be found on the City's website.

**Policy AP-SF-1 Six Forks Road Corridor**
Reposition Six Forks Road as a "Complete Street" extending from Interstate-440 to Lynn Road that maintains six lanes for vehicle traffic divided by a landscaped median, establishes separated bicycle and pedestrian facilities, and accommodates vehicles, cyclists, pedestrians, and transit.

**Policy AP-SF-2 Six Forks Road Streetscape Design**
Incorporate streetscape improvements for Six Forks Road that use one of two design types developed as part of the Six Forks Road Corridor Study. The Urban Boulevard would be used in the vicinity of the North Hills development near I-440 and in the area surrounding the Millbrook Road intersection, while the Parkway Boulevard type is recommended for the areas between North Hills and the Millbrook Road intersection vicinity and the area north of Millbrook Road.

**Policy AP-SF-3 Neighborhood Gateways**
Establish neighborhood gateways along Six Forks Road at the entrances to adjacent residential neighborhoods that incorporate neighborhood identification signage, landscaping, public art, streetscape features, and curb extensions to shorten the distance for pedestrians to cross the streets intersecting with Six Forks Road.

**Policy AP-SF-4 Environmental Sensitivity**
Emphasize a commitment to environmental design in the corridor by integrating stormwater management techniques into the design of the streetscape at the sidewalk and in the median.

**Policy AP-SF-5 Public Art**
Incorporate public art into the streetscape design along the corridor, both with freestanding pieces and integration with streetscape elements and transit stops.

**CONSIDERATIONS FOR THE PLANNING AND DEVELOPMENT OFFICER'S REVIEW AND RECOMMENDATION:**

The following list of considerations for the Planning and Development Officer's review and recommendations regarding a proposed Comprehensive Plan amendment are not all-inclusive. Review and recommendations of proposed Comprehensive Plan amendments may consider whether:

1. **The proposed amendment corrects an error or meets the challenge of some changing condition, trend or fact;**

   The proposed amendment reflects new planning performed for the Six Forks Road Corridor north of Interstate-440, a rapidly-evolving part of the city.

2. **The proposed amendment is in response to changes in state law;**
   *n/a*

3. **The proposed amendment constitutes a substantial benefit to the City as a whole and is not solely for the good or benefit of a particular landowner or owners at a particular point in time;**
   The amendment helps further the overall growth objectives of the Comprehensive Plan, including directing growth to designated growth centers and multi-modal corridors, orienting development towards proposed transit investments, and promoting sustainable development patterns.

4. **The proposed amendment is consistent with other identified Plan policies and adopted area plans;**
   The proposed amendment is consistent with the following relevant Comprehensive Plan and area plan policies:

   **Policy IM 4.1 Area Planning Studies**
   Prepare area-specific planning studies for parts of the City where detailed direction or standards are needed to guide land use, economic development, transportation, urban design, and other future physical planning and public investment decisions. The focus should be on areas or corridors that offer opportunities for revitalization or new residential, commercial, and mixed-use development and redevelopment, areas with challenges or characteristics requiring place-specific planning actions and public interventions, and areas designated "special study area" on the Future Land Use Map.

   **Policy IM 4.2 Area Study Content and Intent**
   Ensure that area-specific planning studies take a form appropriate to the needs of the community and reflect citywide needs, as well as economic development policies and priorities, market conditions, implementation requirements, available staffing resources and time, and available funding. Such studies should address such topics as an existing conditions inventory, future land use recommendations, aesthetic and public space improvements, circulation improvements and transportation management, capital improvement requirements and financing strategies, the need for zoning changes or

special zoning requirements, and other implementation techniques. If necessary, as a result of the findings of the area-specific plans, Comprehensive Plan amendments to the plan's text or maps should be introduced to ensure internal consistency for the areas involved.

**Policy LU 2.1 Placemaking**
Development within Raleigh's jurisdiction should strive to create places, streets, and spaces that in aggregate meet the needs of people at all stages of life, are visually attractive, safe, accessible, functional, inclusive, have their own distinctive identity, and maintain or improve local character.

**Policy LU 2.2 Compact Development**
New development and redevelopment should use a more compact land use pattern to support the efficient provision of public services, improve the performance of transportation networks, preserve open space, and reduce the negative impacts of low intensity and non-contiguous development.

**Policy LU 2.5 Healthy Communities**
New development, redevelopment, and infrastructure investment should strive to promote healthy communities and active lifestyles by providing or encouraging enhanced bicycle and pedestrian circulation, access, and safety along roads near areas of employment, schools, libraries, and parks.

**Policy LU 2.7 Future Studies in High Density Areas**
As necessary, undertake detailed studies and plans for growth centers, mixed-use centers, and transit station areas (rail or bus transfer nodes) to identify areas appropriate for higher-density mixed-use development.

**Policy LU 4.1 Coordinate Transportation Investments with Land Use**
Ensure that transportation decisions, strategies, and investments are coordinated with and support the City's land use objectives.

**Policy LU 4.2 Transportation in Support of Walkable Neighborhoods**
Make the design and scale of transportation facilities compatible with planned land uses and with consideration for the character anticipated by this Comprehensive Plan for the surrounding neighborhood.

**Policy LU 4.5 Connectivity**
New development and redevelopment should provide pedestrian and vehicular connectivity between individual development sites to provide alternative means of access along corridors.

**Policy LU 4.6 Transit-Oriented Development**
Promote transit-oriented development around planned transit stations through appropriate development regulation, education, station area planning, public-private partnerships, and regional cooperation.

**Policy LU 4.7 Capitalizing on Transit Access**
Sites within a half-mile of planned and proposed fixed guideway transit stations should be developed with intense residential and mixed-uses to take full advantage of and support the City and region's investment in transit infrastructure.

**Policy LU 4.9 Corridor Development**
Promote pedestrian-friendly and transit supportive development patterns along multi-modal corridors designated on the Growth Framework Map, and any corridor programmed for "transit intensive" investments such as reduced headways, consolidated stops, and bus priority lanes and signals.

**Policy LU 6.1 Composition of Mixed-Use Centers**
Mixed-use centers should be comprised of well-mixed and integrated developments that avoid segregated uses and have well planned public spaces that bring people together and provide opportunities for active living and interaction.

**Policy LU 6.2 Complementary Uses and Urban Vitality**
A complementary integration and mixture of land uses should be provided within all growth centers and mixed-use centers and developments to maintain the City's livability, manage future growth, and provide walkable and transit accessible destinations. Areas designated for mixed-use development in the Comprehensive Plan should be zoned consistent with this policy.

**Policy LU 6.3 Mixed-Use and Multi-Modal Transportation**
Promote the development of mixed-use activity centers with multi-modal transportation connections to provide convenient and accessible residential and employment areas.

**Policy LU 7.1 Encouraging Nodal Development**
Discourage auto-oriented commercial "strip" development and instead encourage pedestrian-oriented "nodes" of commercial development at key locations along major corridors. Zoning and design standards should ensure that the height, mass, and scale of development within nodes respects the integrity and character of surrounding residential areas and does not unreasonably impact them.

**Policy LU 7.4 Scale and Design of New Commercial Uses**
New uses within commercial districts should be developed at a height, mass, scale, and design that is appropriate and compatible with surrounding areas.

**Policy LU 7.6 Pedestrian-Friendly Development**
New commercial developments and redeveloped commercial areas should be pedestrian-friendly.

**Policy LU 8.3 Conserving, Enhancing, and Revitalizing Neighborhoods**
Recognize the importance of balancing the need to increase the housing supply and expand neighborhood commerce with the parallel need to protect neighborhood character, preserve historic resources, and restore the environment.

**Policy LU 10.1 Mixed-Use Retail**
Encourage new retail development in mixed use developments.

**Policy LU 10.6 Retail Nodes**
Retail uses should concentrate in mixed use centers and should not spread along major streets in a linear "strip" pattern unless ancillary to office or high-density residential use.

**Policy T 1.3 Multi-modal Transportation Design**
Offer residents safe and attractive choices among modes including pedestrian walkways, bikeways, public transportation, roadways, railways, and aviation. The street patterns of newly developed areas should provide multi-modal transportation alternatives for access to and circulation between adjacent neighborhoods, parks, shopping centers, and employment areas.

**Policy T 1.4 Increasing Mobility Choice**
Diversify the mobility choices for work trips by targeting transit investments along corridors that connect concentrations of office, retail, and residential uses.

**Policy T 2.6 Preserving the Grid**
Existing street grid networks should be preserved and extended where feasible and appropriate to increase overall connectivity.

**Policy T 2.17 Bridge Improvements**
Coordinate with NCDOT for bridge monitoring, maintenance, and rehabilitation. Bridge improvements should be considered when roadway investments are being pursued.

**Policy T 3.1 Complete Street Implementation**
For all street projects and improvements affecting the public right-of way, consider and incorporate Complete Street principles and design standards that provide mobility for all types of transportation modes (pedestrian, bicycle, auto, transit, freight) and support mutually-reinforcing land use and transportation decisions. Work with NCDOT to implement these design standards for state maintained roads within the City's jurisdiction.

**Policy T 4.1 Promoting Transit**
Promote and support quality transit services to enhance mobility options and to meet the needs of the City's residents and visitors, with a focus on transit-dependent households.

**Policy T 4.3 Fixed Guideway Priorities**
Prioritize fixed-guideway transit investments in corridors with the greatest potential to attract riders and shape development and redevelopment.

**Policy T 5.1 Enhancing Bike/Pedestrian Circulation**
Enhance pedestrian and bicycle circulation, access, and safety along corridors, downtown,

in activity and employment centers, at densely developed areas and transit stations, and near schools, libraries, and parks.

**Policy T 5.3 Bicycle and Pedestrian Mobility**
Maintain and construct safe and convenient pedestrian and bicycle facilities that are universally accessible, adequately illuminated, and properly designed to reduce conflicts among motor vehicles, bicycles, and pedestrians.

**5. The impact the proposed amendment has with regard to:**

**S. Established property or proposed development in the vicinity of the proposed amendment;**

**T. Existing or future land use patterns;**

**U. Existing or planned public services and facilities;**

**V. Existing or planned roadways;**

**W. The natural environment, including air, water, noise, stormwater management, wildlife and vegetation;**

**X. Other policies of the Comprehensive Plan.**

**Policy LU 4.5 Connectivity**
New development and redevelopment should provide pedestrian and vehicular connectivity between individual development sites to provide alternative means of access along corridors.

**Policy T 2.3 Eliminating Gaps**
Eliminate “gaps” in the roadway system and provide a higher roadway grid density that will increase mobility options and promote the accessibility of nearby land uses.

**Policy T 2.6 Preserving the Grid**
Existing street grid networks should be preserved and extended where feasible and appropriate to increase overall connectivity.

**STAFF RECOMMENDATION:**
Approval based on the above list of considerations for the Planning and Development Officer’s review.

**STAFF COORDINATOR**:

Carter Pettibone, carter.pettibone@raleighnc.gov, 919-996-4643