**RESOLUTION NO. 2023 – 484**

**A RESOLUTION TO AMEND THE 2030 COMPREHENSIVE PLAN CP-1-22 AMENDMENTS (DIX EDGE AREA STUDY)**

**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 the recommendations of the Dix Edge Area Study related to the Map LU-3 Future Land Use; Map T-1 Street Plan, Map T-3 Planned Bicycle Facilities, Map UD-1 Urban Form, and the Area Plan Locations Map AP-1; and

**WHEREAS**, the amendments reflect the community's vision and a policy framework to guide future improvements and redevelopment in the Dix Edge area; and

**WHEREAS**, the amendments support the goals of the Dix Edge Area Study and serve the larger public interest by enhancing and supporting reasonable 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 Urban Form Map UD-1 provides policy guidance related to the urban form and the relationship between buildings and the street in the City of Raleigh; and

**WHEREAS**, the Map T-1 Street Plan and Map T-3 Planned Bicycle Facilities guide the city's future transportation network; and

**WHEREAS**, the Area Plan Locations Map AP-1 recognizes the Dix Edge area as having area-specific policy guidance; and

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

**WHEREAS,** these amendments were reviewed and discussed by the Raleigh Planning Commission and reflect the various Raleigh Planning Commission recommendations; and

**WHEREAS,** these amendments were reviewed and discussed by the City Council Growth and Natural Resources Committee, who recommended removal of the Urban Corridor designation from Fayetteville Street.

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF RALEIGH, NORTH CAROLINA,**

**Section 1.** That the 2030 Comprehensive Plan be amended to include the amendments identified as CP-1-22, including the recommended changes from the Growth and Natural Resources Committee.

**Section 2.** That this resolution is being adopted following a recommendation from the Raleigh City Planning Commission and a duly advertised public hearing of the Raleigh City Council held on January 3, 2023.

**Section 3.** That this resolution shall become effective five (5) days after adoption.

**Adopted:** April 4, 2023

**Effective:** April 9, 2023

**Distribution:** Planning and Development – Young, Bowers, Crane, Walter, Reckhow, Aull

Transportation – Moore, Eatman, Kallam, Myers, Burruss

# STAFF REPORT – CP-1-22 DIX EDGE

Raleigh

## Comprehensive Plan Amendment CP-1A-22: New Section of Area-Specific Guidance

## Dix Edge (DE) Area-Specific Guidance

This is a city-initiated amendment to the 2030 Comprehensive Plan to incorporate new area plan policies and actions to implement the *Dix Edge Area Study*. The amendment would add a new Dix Edge (DE) subsection to the area-specific guidance section of the Comprehensive Plan.

The new area plan section reads as follows:

The Dix Edge Study is a community-driven plan providing a vision, policy recommendations, and implementable actions to guide the sustainable growth of the area immediately south of downtown Raleigh and east of Dorothea Dix Park (see Map AP-DE1). The vision addresses affordability and housing, land use, connectivity and transportation, and natural resources. A major focus of the study is ensuring that existing residents benefit from and are not displaced by major catalytic projects such as Dorothea Dix Park, Downtown South, and Bus Rapid Transit

The plan will set in place a sequence of actions and policies to prioritize neighborhood stabilization. This includes immediate actions to develop new affordable housing on city-owned property and actively pursuing additional affordable housing opportunities using funds from the Affordable Housing Bond passed in 2020.

## Affordability

As the Dix Edge communities experience rapid change in property values and rents, these policies and actions establish a strategic framework for future affordable housing initiatives in Dix Edge communities. New and creative partnerships and tools using various approaches to funding affordable housing opportunities in Dix Edge should be explored.

**Policy DE 1 Expand Housing Opportunities at All Income Levels**

The housing gap analysis conducted for the study showed a shortage of rental homes for both very low-income households (30% AMI and below) and higher-income households (100% AMI and above). Request for Proposals (RFPs) for affordable housing development in the study area should include units targeted to households at 30% AMI and below to meet the demand at that income level. To relieve pressure from higher-income households on lower priced units, market rate housing supply should be increased to meet the demand by higher-income households, in addition to expanding and preserving housing options for low and moderate-income households.

**Policy DE 2 Long Term Affordability**

To ensure long-term affordability in the Dix Edge study area, the city should maintain ownership of city-owned properties used to develop affordable housing and use long-term land lease agreements to facilitate their management and development.

**Policy DE 3 Continuous Community Engagement**

Use neighborhood ambassadors to conduct outreach and education to existing residents on available housing resources. Potential resources include homeowner rehabilitation, predatory real estate transaction consultations, and renter rights education

**Action DE 1 City Owned Property**

Rezone and develop city-owned properties at 1500 Wilmington Street, 15 Summit Avenue, and 0 Water Works Street for affordable housing.

**Action DE 2 Educational Services**

Create a program that will educate existing residents about predatory real estate practices. The program should include digital and hardcopy informational materials, neighborhood signs with where to find more information, and dedicated staff to advise residents seeking information about real estate practices in the area.

**Action DE 3 Dix Edge Heritage and Cultural Committee**

Organize a Dix Edge Heritage and Cultural Committee to organize an annual festival celebrating the heritage of the area through food, music, and other artistic expressions. The Committee could provide information and resources about the history of the area and promote local businesses and services to existing and new residents.

## Land Use

The Dix Edge Area Study Future Land Use vision manages the significant growth and intensification anticipated for the area while being responsive to the needs of existing residents This is accomplished through concentration of highest density projects along corridors and major intersections while providing guidelines for new development in in existing neighborhoods that incorporates three-, four-, and five-story apartment buildings.

**Policy DE 4 Dix Edge Height**

The Future Land Use Map combined with Table LU-2 Recommended Building Heights provides appropriate building height guidance for the Dix Edge area. Rezoning requests that pursue taller heights should include offers of substantial public benefits. Public benefits can include, but are not limited to, significant commitments for affordability, stormwater mitigation, carbon reduction, and expanded or enhanced public space, pedestrian oriented streetscapes, small business retention or support. Additional building height can also be gained by including the Transit Overlay District (-TOD) in rezoning petitions.

**Policy DE 5 Greenway Oriented Development**

New development along designated greenway trail routes should address active and accessible uses along the trail edge to provide an additional transportation option and take advantage of the public investment in the greenway system. This activation can consist of additional residential density and neighborhood serving commercial uses.

**Policy DE 6 Urban Frontages**

Rezoning requests for Mixed Use Districts in the Dix Edge Area should include an Urban Frontage, unless precluded by natural features, topography, or other major site constraints.

**Action DE 4 City Initiated Rezoning**

Rezone all properties zoned Residential-6 (R-6) to Residential-10 (R-10). A city-initiated rezoning should begin once the affordable housing development at 1500 Wilmington Street begins.

**Action DE 5 Greenway Oriented Development Framework**

Create UDO development standards to facilitate greenway-oriented development.

## Connectivity

An integrated pedestrian, bicycle, and street infrastructure system is fundamental to a safe connected and equitable Dix Edge study area. The study area is currently bordered and bisected by auto-centric corridors, which is reflected in concerns heard from the public about pedestrian and bicyclist safety. These connectivity recommendations increase the potential transportation options for residents in the study area by eliminating gaps in the sidewalk network, adding street connections, enhancing greenway and bicycle infrastructure, and improving the transit experience.

**Policy DE 7 Improve Connectivity**

Enhance connectivity throughout the Dix Edge area with a more connected street grid, additional sidewalks, improved bike and greenway infrastructure that connects destinations and is comfortable for all levels of users, and multi-modal streetscapes on major roads in the study area. See Map AP-DEX for specific recommendations

**Action DE 6 Transit Improvements**

Study the potential for adding service frequency to existing and planned routes in the study area. Specific improvements to study include:

- adding bi-directional service for Route 21
- establishing a new route from Downtown to Tryon Road along Lake Wheeler Road
- a new east/west route inside the beltline connecting the Southern and Western BRT lines.

**Action DE 7 Bus Stop Bulbs**

Install bus stop bulbs to provide more space for bus stop amenities and improve ADA access. Potential locations where this treatment may be appropriate include the following stops:

- Stop 8830 – Caraleigh Park
- Stop 8832 – Maywood Ave at Summit Ave
- Stop 8833 – Maywood Ave at Moring St
- Stop 8839 – Maywood Ave at Green St

**Action DE 8 Lake Wheeler Road and Hammell Drive Streetscape Plans**

Adopt the recommendations of the Dix Edge Area Study as a streetscape plan in accordance with Resolution No. xxx.

## Natural Resources

The Natural Resources policies and actions are intended to protect natural systems and enhance ecological balance in the study area. As property in the area redevelops there should be a focus on using the existing natural resources as an asset to through a combination of connectivity, stormwater management, placemaking, and educational opportunities.

**Policy DE 8 Environmental Sustainability**

Protect and enhance natural features in future developments and plans to maintain ecological balance and to provide amenities to current and future residents. Examples include incorporation of Green Stormwater Infrastructure (GSI), Greenway-oriented development, and educational signage along greenways.

**Policy DE 9 Green Stormwater Infrastructure**

New development should incorporate Green Stormwater infrastructure (GSI) strategies to alleviate the increase of surface water runoff caused by new construction.

**Action DE 9 Trail Networks**

Develop future trails in collaboration with private property owners to improve connectivity.

**Action DE 10 Stream and Wetland Signage**

Install educational signage along greenways and wetlands to explain the natural aspects of flooding and stream mechanics and highlight the City's efforts in maintaining healthy streams.

Map AP-DE1: **Dix Edge** Adopted: TBD

Intersection Improvements for Advanced Study

Proposed Pedestrian Safety Improvements

Bike Crossing Improvements

Priority New Sidewalk

Proposed Bike/Ped Connection * *Deladams/Duffy connection to Mercury as feasible given topographic constraints

Proposed Street

Existing Greenway Trail

Map created 3/23/2022 by Raleigh Planning and Development

**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 changing conditions and needs in the Dix Edge area, as reflected by the analysis and input that created the Dix Edge Area Study.

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 has broad benefits to the city as a whole. Specifically, it helps further the overall objectives and all of the major themes of Comprehensive Plan, including the themes of Economic Prosperity and Equity, Expanding Housing Choices, Managing Our Growth, Coordinating Land Use and Transportation, Greenprint Raleigh – Sustainable Development, and Growing Successful Neighborhoods and Communities.

4. **The proposed amendment is consistent with other identified Plan policies and adopted area plans;**

   The proposed amendment is consistent with the following Comprehensive Plan Vision Themes:

   **Expanding Housing Choices** – The request will provide policy support for expanding the housing supply to meet the rising residential demand in the study area. The request also prioritizes funding for subsidized affordable housing to provide housing opportunities for all segments of the population.

   **Managing Our Growth** – The request will create desirable spaces and places to live, work, and play through more a more integrated land use pattern, increasing transportation options and protection of natural resources in the study area.

   **Coordinating Land Use and Transportation** – The request includes recommendations intended to create greater connectivity and increase potential transportation options in an area that is experiencing rapid growth.

   **Greenprint Raleigh – Sustainable Development** – The request includes recommendations to enhance and protect sensitive natural resources in the study area and reduce the impacts of development.

   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 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 4.3 Directing Transportation Investments**
Target transportation facilities, services, and investments to promote and accommodate the growth this Comprehensive Plan anticipates in mixed-use centers, commercial corridors, and residential neighborhoods while reducing reliance on single-occupancy vehicles.

**Policy LU 4.4 Reducing Vehicle Miles Traveled 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 8.1 Housing Variety**
Accommodate growth in newly developing or redeveloping areas of the city through mixed-use neighborhoods with a variety of housing types.

**Policy LU 8.2 Neighborhood Revitalization**
Facilitate neighborhood revitalization and stabilization by focusing grants, loans, housing rehabilitation efforts, commercial investment programs, capital improvements, and other government actions in those areas that are most in need. Use social, economic, and physical indicators such as the poverty rate, the number of abandoned or substandard buildings, the crime rate, and the unemployment rate as key indicators of need.

**Policy LU 8.4 Neighborhood Revitalization**
In redeveloping areas characterized by vacant, abandoned, and underutilized older buildings, generally encourage rehabilitation and adaptive use of existing buildings rather than demolition.

**Policy LU 8.8 Finer-Grained Development**
Large oversized blocks in new neighborhoods and subdivisions should be avoided in favor of smaller blocks and enhanced pedestrian networks that create better connections and help facilitate walking and reduce driving.

**Policy T 2.3 Eliminating Gaps**
Eliminate "gaps" in the transportation system and provide a higher 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.

**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.

**Policy T 5.13 Pedestrian Infrastructure**
Ensure that streets in areas with high levels of pedestrian activity (employment centers, residential areas, mixed-use areas, schools) support pedestrian travel by providing such elements as frequent and safe pedestrian crossings, large medians for pedestrian refuges, bicycle lanes, frontage roads with on-street parking, and/or grade separated crossings.

**Policy EP 1.1 Greenhouse Gas Reduction**
Promote best practices for reducing greenhouse gas emissions as documented through the U.S. Mayors' Climate Protection Agreement.

**Policy EP 2.5 Protection of Natural Water Features**
Protect, restore, and preserve rivers, streams, floodplains, and wetlands. These water bodies provide valuable stormwater and surface water management and ecological, visual, and recreational benefits.

**Policy EP 2.5 Protection of Natural Water Features**
Continue to build a park and greenway system that is: interconnected; protects native landscapes, water quality, and areas of ecological significance, such as priority wildlife habitats; and serves the broad and diverse outdoor recreation needs of community residents.

**Policy EP 3.7 Protecting and Restoring Streams**
Preserve and restore the natural character of local and area streams and waterways through greenway acquisition, flood prone area regulation, purchase of properties in Neuse River Buffer and flood prone areas, drainage corridor and buffer protection, and improved public and private design and construction practices, including but not limited to stream stabilization and restoration.

**Policy H 1.8 Zoning for Housing**
Ensure that zoning policy continues to provide ample opportunity for developers to build a variety of housing types, ranging from single-family to dense multi-family. Keeping the market well-supplied with housing will moderate the costs of owning and renting, lessening affordability problems, and lowering the level of subsidy necessary to produce affordable housing. In areas characterized by detached houses, accommodations should be made for additional housing types while maintaining a form and scale similar to existing housing.

**Policy H 2.2 Expanded Housing Assistance**
Expand the city's range of housing assistance programs benefiting low- and moderate-income persons by using innovative strategies such as Community Benefit Agreements, Community Reinvestment Act funding, and Community Land Trusts.

**Policy PR 1.8 Integrate Parks and Transportation options**
Utilize existing and future public transportation centers, greenway trails and pedestrian connections to provide access to parks, recreation and cultural opportunities throughout growth areas and city wide.

**Policy PR 3.8 Multi-modal Integration**
Improve pedestrian and bicycle linkages by closing gaps in network connectivity and prioritizing connections to public transportation, streets, sidewalks, and other transportation corridors. Development along proposed Greenway Connectors should provide public access and infrastructure necessary to serve the needs of greenway trail users.

**Policy PR 3.13 Greenway-oriented Development**
Development adjacent to or encompassing a designated greenway corridor or greenway connector should provide links between internal pedestrian infrastructure and the greenway network, where appropriate. The development should pro-actively respond to greenways as an amenity, incorporating and maintaining greenway viewsheds and aesthetic character, as well as storm water management and flood control benefits.

**Policy PU 5.1 Sustainable and Resilient Stormwater Management**
Reduce run-off velocity and improve water quality from existing and new development using sustainable and resilient infrastructure techniques that use soils and vegetation to capture, cleanse, and re-use stormwater runoff.

**Policy UD 5.3 Improving Neighborhood Connectivity**
Explore opportunities to conveniently connect existing neighborhoods to adjacent commercial centers and community facilities and services. Create new and enhance existing safe pedestrian and bicycle networks in residential neighborhoods, particularly high-growth areas. Neighborhoods experiencing increased density from missing middle housing should be prioritized for new networks connecting to transit, commercial and community facilities.

**Policy UD 6.2 Ensuring Pedestrian Comfort and Convenience**
Promote a comfortable and convenient pedestrian environment by requiring that buildings face the sidewalk and street area, avoid excessive setbacks, and provide direct pedestrian connections On-street parking should be provided along pedestrian-oriented streets and surface parking should be to the side or in the rear. This should be applied in new development, wherever feasible, especially on Transit Emphasis and Main Street corridors and in mixed-use centers.

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

**A. Established property or proposed development in the vicinity of the proposed amendment;**
The amendment would support the creation of more subsidized affordable housing, and housing types that are affordable to a variety of income levels. It would also

provide additional multi-modal connections to between different neighborhoods within the study area and to nearby destination outside of the study area such as Dorothea Dix Park and Downtown.

B. **Existing or future land use patterns;**
The amendment would support and continue existing land use patterns by allowing more people to live and work in a growing mixed-use area while providing policy language that recommends development more intense than indicated by the Future Land Use Map provides public benefits

C. **Existing or planned public services and facilities;**
The amendment envisions new public facilities, particularly those that support pedestrian and cyclist safety and comfort.

D. **Existing or planned roadways;**
The amendment would improve several existing roadways by adding or improving pedestrian facilities. It also designates multiple new street and greenway connections as a means of improving mobility while also improving walkability.

E. **The natural environment, including air, water, noise, stormwater management, wildlife and vegetation;**
The amendment will improve air quality and reduce per capita carbon emissions by allowing and encouraging shorter car trips, more pedestrian and bicycle trips, and increased transit use. The amendment also provide specific recommendations to further enhance and protect existing natural resources in the study area.

F. **Other policies of the Comprehensive Plan.**
The amendment is consistent with a broad range of policies in the plan, as noted above.

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

**STAFF COORDINATOR:**
Hannah Reckhow. (919) 996-2622; Hannah.Reckhow@raleighnc.gov

# STAFF REPORT – CP-1-22 DIX EDGE

## Comprehensive Plan Amendment CP-1B-22: Addition to Map AP-1 Area Plan Locations

## 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 plan boundary of the new area plan AP-Dix Edge to Map AP-1. This amendment will also remove the Old Saunders Focus Area from Map AP-SG1 and remove the properties west of South Wilmington Street from Cargill Focus Area on Map AP-SG1.

Amendment to **AP-1: Area Specific Guidance**

Map created 2/16/2022 by Raleigh Planning and Development

**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;**

   The amendment has broad benefits to the city as a whole. Specifically, it helps further the overall objectives and all of the major themes of Comprehensive Plan, including the themes of Economic Prosperity and Equity, Expanding Housing Choices, Managing Our Growth, Coordinating Land Use and Transportation, and Greenprint Raleigh – Sustainable Development.

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:**

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

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

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

   D. **Existing or planned roadways;**

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

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

   The proposed amendment simply serves to display the plan area in the context of the Comprehensive Plan's overall Area Plan Locations map. The area plan content is contained in a separate area of the Comprehensive Plan and is addressed in separate Plan amendments.

**STAFF RECOMMENDATION:**

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

**STAFF COORDINATOR:**

Hannah Reckhow: (919) 996-2622; Hannah.Reckhow@raleighnc.gov

Raleigh

# Staff Report – CP-1-22 DIX EDGE

## Comprehensive Plan Amendment CP-1C-22: Future Land Use Map

## Map LU-3 Future Land Use Amendment

This is a City-initiated amendment for multiple parcels to change designations on Map LU-3 Future Land Use to reflect recommendations of the *Dix Edge Area Study.* The following changes to MAP LU-3 Future Land Use are proposed.

1. On the east side Lake Wheeler Road North of Maywood Ave, 58 parcels and one portion of a parcel are proposed to be changed from Higher Scale Residential to Regional Mixed Use.

   The 2030 Comprehensive Plan describes the existing Future Land Use category of the parcels on the east side of Lake Wheeler Road as **Higher Scale Residential:**

   This category would apply to apartment buildings and condominiums. Conforming zoning would consist of the RX district with a height limit of five to 12 stories, depending on location and context Other zoning districts which permit multifamily housing, appropriately conditioned, could be conforming as well. Although this is a residential zone, ground floor retail uses (with upper story housing) may be appropriate under certain circumstances. Comprehensive Plan Land Use Section policies should be consulted for additional guidance.

   The 2030 Comprehensive Plan describes the parcels' proposed Future Land Use category of **Regional Mixed Use**:

   This category applies to the Triangle Town Center area, the Brier Creek area, and the North Hills/ Midtown and Crabtree Centers. The intent is to identify the major retail and service hubs that draw customers from across the city. These areas may include high-density housing, office development, hotels, and region-serving retail uses such as department stores and specialty stores. These areas would typically be zoned CX. Heights could be as tall as 12 to 20 stories in core locations, but should taper down to meet the context of surrounding development As in other mixed-use areas, taller buildings should be accompanied by enhanced pedestrian amenities.

   Map is shown on page 7.

2. In an area generally bounded by Grissom Street to the north, Curfman Street to the west, and Fuller Street to the East, 75 parcels are proposed to be changed from Low Scale Residential to Moderate Scale Residential

   The 2030 Comprehensive Plan describes the parcel's existing Future Land Use category of **Low Scale Residential:**

   This category encompasses most of the city's neighborhoods that are primarily made up of detached houses on lots of roughly one-sixth of an acre or larger, although duplexes or small apartments may also exist. This category envisions a range of housing types, including duplexes, triplexes, fourplexes and other small apartment buildings, and townhouses, but at a scale that generally follows the precedent set by existing detached houses, missing middle types, or townhouses in these areas. It includes the R-2, R-4, and R-6 zoning districts. It also identifies vacant or agricultural lands—in the city and in

the county—where residential use at a similar scale is planned over the next 20 years. As defined in the zoning regulations, manufactured home parks could also be appropriate in this land use category In areas within the Core Transit Area on the Urban Form Map, RX-3 is appropriate. Portions of a development may be developed more intensively in exchange for an open space set aside, as with a Conservation Development.

The 2030 Comprehensive Plan describes the parcel's proposed Future Land Use category of **Moderate Scale Residential:**

This category applies to many of the city's older residential neighborhoods, plus newer master-planned communities which typically contain a mix of housing types, including small-lot detached houses and many traditional examples of "missing middle" housing types. It also applies to suburban townhouse and garden apartment communities that would benefit from enhanced walkability As with Low Scale Residential, this category envisions a range of housing types, including duplexes, triplexes, fourplexes and other small apartment buildings, and townhouses. Scale would follow existing precedents of detached and missing middle housing in the area. Corresponding zoning districts are R-6 and R-10. RX-3 is also appropriate when controls or conditions that address building mass are included, such as a Detached frontage or limiting the number of units in a single building to no more than 24. In areas served by high levels of transit, RX-3 or RX-4 may be appropriate. In some instances, small-scale commercial uses allowed in RX districts are appropriate Comprehensive Plan Land Use Section policies, including Table LU-2, should be consulted for additional guidance.

Map is shown on page 7.

3 Along Maywood Avenue, Moring Street, and Summit Avenue, east of Herring Street and west of South Saunders Street, portions of two parcels and 26 other parcels are proposed to be changed from Low Scale Residential to Moderate Scale Residential

The 2030 Comprehensive Plan describes the parcel's existing Future Land Use category of **Low Scale Residential**:

This category encompasses most of the city's neighborhoods that are primarily made up of detached houses on lots of roughly one-sixth of an acre or larger, although duplexes or small apartments may also exist. This category envisions a range of housing types, including duplexes, triplexes, fourplexes and other small apartment buildings, and townhouses, but at a scale that generally follows the precedent set by existing detached houses, missing middle types, or townhouses in these areas. It includes the R-2, R-4, and R-6 zoning districts. It also identifies vacant or agricultural lands—in the city and in the county—where residential use at a similar scale is planned over the next 20 years. As defined in the zoning regulations, manufactured home parks could also be appropriate in this land use category. In areas within the Core Transit Area on the Urban Form Map, RX-3 is appropriate. Portions of a development may be developed more intensively in exchange for an open space set aside, as with a Conservation Development.

The 2030 Comprehensive Plan describes the parcel's proposed Future Land Use category of **Moderate Scale Residential**:

This category applies to many of the city's older residential neighborhoods, plus newer master-planned communities which typically contain a mix of housing types, including small-lot detached houses and many traditional examples of "missing middle" housing types. It also applies to suburban townhouse and garden apartment communities that would benefit from enhanced walkability. As with Low Scale Residential, this category envisions a range of housing types, including duplexes, triplexes, fourplexes and other

small apartment buildings, and townhouses Scale would follow existing precedents of detached and missing middle housing in the area. Corresponding zoning districts are R-6 and R-10. RX-3 is also appropriate when controls or conditions that address building mass are included, such as a Detached frontage or limiting the number of units in a single building to no more than 24. In areas served by high levels of transit, RX-3 or RX-4 may be appropriate In some instances, small-scale commercial uses allowed in RX districts are appropriate. Comprehensive Plan Land Use Section policies, including Table LU-2, should be consulted for additional guidance

Map is shown on page 7.

4. On both sides of South Saunders Street, just south of its intersection with Prospect Avenue and north of its intersection with Penmarc Drive/Hubert Street, portions of five parcels and 64 other parcels are proposed to be changed from Office and Residential Mixed Use to Regional Mixed Use.

   The 2030 Comprehensive Plan describes the parcel's existing Future Land Use category of **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. 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. 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.

   The 2030 Comprehensive Plan describes the parcel's proposed Future Land Use category of **Regional Mixed Use**:

   This category applies to the Triangle Town Center area, the Brier Creek area, and the North Hills/ Midtown and Crabtree Centers. The intent is to identify the major retail and service hubs that draw customers from across the city. These areas may include high-density housing, office development, hotels, and region-serving retail uses such as department stores and specialty stores. These areas would typically be zoned CX Heights could be as tall as 12 to 20 stories in core locations, but should taper down to meet the context of surrounding development. As in other mixed-use areas, taller buildings should be accompanied by enhanced pedestrian amenities.

   Map is shown on page 7.

5. In an area south of Prospect Avenue, north of Water Works Street, west of Fayetteville Street and east of South Saunders Street, 155 parcels are proposed to be changed from Low Scale Residential to Moderate Scale Residential.

   The 2030 Comprehensive Plan describes the parcel's existing Future Land Use category of **Low Scale Residential:**

   This category encompasses most of the city's neighborhoods that are primarily made up of detached houses on lots of roughly one-sixth of an acre or larger, although duplexes or small apartments may also exist. This category envisions a range of housing types,

including duplexes, triplexes, fourplexes and other small apartment buildings, and townhouses, but at a scale that generally follows the precedent set by existing detached houses, missing middle types, or townhouses in these areas. It includes the R-2, R-4, and R-6 zoning districts. It also identifies vacant or agricultural lands—in the city and in the county—where residential use at a similar scale is planned over the next 20 years. As defined in the zoning regulations, manufactured home parks could also be appropriate in this land use category. In areas within the Core Transit Area on the Urban Form Map, RX-3 is appropriate. Portions of a development may be developed more intensively in exchange for an open space set aside, as with a Conservation Development.

The 2030 Comprehensive Plan describes the parcel's proposed Future Land Use category of **Moderate Scale Residential**:

This category applies to many of the city's older residential neighborhoods, plus newer master-planned communities which typically contain a mix of housing types, including small-lot detached houses and many traditional examples of "missing middle" housing types. It also applies to suburban townhouse and garden apartment communities that would benefit from enhanced walkability. As with Low Scale Residential, this category envisions a range of housing types, including duplexes, triplexes, fourplexes and other small apartment buildings, and townhouses. Scale would follow existing precedents of detached and missing middle housing in the area. Corresponding zoning districts are R-6 and R-10. RX-3 is also appropriate when controls or conditions that address building mass are included, such as a Detached frontage or limiting the number of units in a single building to no more than 24. In areas served by high levels of transit, RX-3 or RX-4 may be appropriate. In some instances, small-scale commercial uses allowed in RX districts are appropriate  Comprehensive Plan Land Use Section policies, including Table LU-2, should be consulted for additional guidance.

Map is shown on page 7.

## Proposal to Amend the Future Land Use Map

**Existing Designation:** Low Scale Residential, Higher Scale Residential, Office & Residential Mixed Use, Public Parks & Open Space

**Proposed Designation:** Moderate Scale Residential & Regional 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 amendments incorporate the recommendations of the Dix Edge Area 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 amendments apply to multiple parcels and are the result of a planning study the included extensive community input and engagement that focused on increasing affordability and providing a variety of housing options in an area of the city that is rapidly losing its affordability.

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 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 4.4 Reducing Vehicle Miles Traveled 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 6.3 Mixed-use and Multimodal Transportation**
Promote the development of mixed-use activity centers with multimodal transportation connections to provide convenient access by means other than car to residential and employment areas.

**Policy LU 8.1 Housing Variety**
Accommodate growth in newly developing or redeveloping areas of the city through mixed-use neighborhoods with a variety of housing types.

**Policy EP 1.1 Greenhouse Gas Reduction**
Promote best practices for reducing greenhouse gas emissions as documented through the U.S. Mayors' Climate Protection Agreement.

**Policy H 1.8 Zoning for Housing**
Ensure that zoning policy continues to provide ample opportunity for developers to build a variety of housing types, ranging from single-family to dense multi-family. Keeping the market well-supplied with housing will moderate the costs of owning and renting, lessening affordability problems, and lowering the level of subsidy necessary to produce affordable housing. In areas characterized by detached houses, accommodations should be made for additional housing types while maintaining a form and scale similar to existing housing.

**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;**
Increased density and intensity in the area may cause increase stormwater runoff, however other recommendations of the study address increase natural resource protection.

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

**N/A**

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

**STAFF COORDINATOR:**
Hannah Reckhow: (919) 996-2622; Hannah.Reckhow@raleighnc.gov

# Staff Report – CP-1-22 DIX EDGE

## Comprehensive Plan Amendment CP-1D-22: Street Plan

## Street Plan Amendment

This is a city-initiated amendment to the Map T-1 Street Plan, a document within the Comprehensive Plan. The proposed amendment reflects Street Plan recommendations that implement the goals and specific recommendations of the *Dix Edge Area Study*.

The proposed amendments would:

- Redesignate Hammell Drive from Industrial Street to Main Street, Parallel Parking between S McDowell Street and Lake Wheeler Road.
- Redesignate Maywood Ave from Avenue 2-Lane, Divided and Avenue 2-Lane, Undivided to Neighborhood Street from South Saunders Street to Fayetteville Street.
- Redesignate the Proposed Neighborhood Street extension of Prospect Avenue from S Saunders Street to the end of the Moring Street right-of-way as an Main Street Parallel Parking.
- Create a new Main Street, Parallel Parking street extension from Mercury Avenue to South Saunders Street.
- Create a new Neighborhood Street from the Neighborhood Street, Proposed extension of Grissom/Green Street to Prospect Avenue.
- Create a new Neighborhood Street between the end of the existing Fuller Street Neighborhood Street extension and Summit Avenue.
- Create an extension of Mercury Street designated as a Main Street, Parallel Parking between Moring Street and South Saunders Street.
- Create an extension of Montrose Street designated as a Neighborhood Street, Proposed to Hubert Street.
- Redesignate Water Works Street from Industrial Street to Avenue 2-Lane, Undivided between S Saunders Street and Fayetteville Street.
- Create an extension of Water Works Street designated as Avenue 2-Lane, Undivided from Fayetteville Street and S Wilmington Street.
- Create a Main Street, Parallel Parking street from the Hubert Street extension to South Wilmington Street.

## Proposal to Amend the Street Plan

## Proposal to Amend the Street Plan

**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 *Dix Edge* area 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 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:**

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

   B. **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.

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

   D. **Existing or planned roadways;**
   The proposals increase efficiency in the roadway network.

   E. **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.

   F. **Other policies of the Comprehensive Plan.**
   n/a

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

**STAFF COORDINATOR:**

Hannah Reckhow: (919) 996-2622, Hannah Reckhow@raleighnc.gov

Raleigh

# Staff Report – CP-1E-22

## Comprehensive Plan Amendment CP-1E-22: Urban Form Map

## Map UD-1 Urban Form Map Amendment

This is a City-initiated amendment to change designations on Map UD-1 to reflect recommendations of the *Dix Edge* area plan. The proposed change would affect the study area outside of areas currently designated Core Transit Area on Map UD-1 The following changes to Map UD-1 are proposed.

1. Lake Wheeler Road will be classified as an Urban Thoroughfare from S Saunders St to Carolina Pines Ave. The corridor currently has no designation on the Urban Form Map.

   The 2030 Comprehensive Plan describes Urban Thoroughfares as follows:

   **Urban Throughfares:** These areas are planned or programmed for public investments such as bike lanes and/or pedestrian-oriented streetscapes that encourage multiple modes. An urban or hybrid frontage approach is recommended, based on context

2. Maywood Ave will be classified as a Main Street from Lake Wheeler Rd to Fayetteville St. The corridor currently has no designation on the Urban Form Map.

   The 2030 Comprehensive Plan describes Main Streets as follows:

   **Main Streets**: This designation applies to traditional, pedestrian commercial streets, both existing (e.g Hillsborough Street) and proposed as part of an area plan (e.g. parts of Oberlin Road). An urban frontage approach is recommended.

3. Designate the study area outside of Transit Station Areas as a Mixed-Use Center with the exception of areas north and east of the Mount Hope Cemetery, south of Carolina Pines Ave, and south and east of the intersection of I-40 and the railroad tracks This area is partially designated Core Transit Area on the Urban Form Map.

   The 2030 Comprehensive Plan describes Mixed-Use Centers as follows.

   **Mixed Use Centers:** Ranging from small neighborhood retail nodes to larger mixed-use areas, this category captures special areas where a more walkable and mixed-use development pattern is desired Some of these correspond to centers with an adopted area plan, some are established centers such as the Five Points business district, and others are activity nodes located along Transit Emphasis Corridors (see next page). As additional corridor and area plans are completed, more such centers will appear on the Map.

   The map is on following page.

Amendment to Map UD-1: **Urban Form**

- Raleigh Union Station
- GoRaleigh Bus Station
- Main Street
- Urban Thoroughfare
- Transit Emphasis Corridor
- Parkway Corridor
- Commuter Rail Corridor
- Core Transit Area (1/4mi Bus Rapid Transit Corridor Buffer; 1/2mi Station Buffer)
- Mixed-Use Center
- Transit Station Area
- City Growth Center
- Downtown

Map created 3/23/2022 by Raleigh Planning and Development

**ONSIDERATIONS 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 *Dix Edge* area 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 reflects community input and engagement and provide policy support for a more pedestrian-friendly and mixed-use built environment.

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 UD 1.10 Frontage**
   Coordinate frontage across multiple sites to create cohesive places. Encourage consistency with the designations on the Urban Form Map. Development in centers and along corridors targeted for public investment in transit and walkability should use a compatible urban form.

   **Policy UD 6.1 Encouraging Pedestrian-Oriented Uses**
   New development, streetscape, and building improvements in Downtown, Main Streets, and TOD areas should promote high intensity, pedestrian-oriented use and discourage automobile-oriented uses and drive-through uses.

   **Policy UD 6.2 Ensuring Pedestrian Comfort and Convenience**
   Promote a comfortable and convenient pedestrian environment by requiring that buildings face the sidewalk and street area, avoid excessive setbacks, and provide direct pedestrian connections. On-street parking should be provided along pedestrian-oriented streets and surface parking should be to the side or in the rear. This should be applied in new development, wherever feasible, especially on Transit Emphasis and Main Street corridors and in mixed-use centers.
   **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 Urban Map does not change existing entitlements, it does establish new policy guidance for a more pedestrian-friendly built form in the event of redevelopment or rezoning.

   B. **Existing or future land use patterns;**
   The amendment does not alter recommended land use patterns, but does recommend a pedestrian-friendly built form 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 Urban Form Map take into consideration planned public services and facilities.

   D. **Existing or planned roadways;**
   The proposed changes to the Urban Form Map take into consideration existing and planned roadways.

   E. **The natural environment, including air, water, noise, stormwater management, wildlife and vegetation;**
   The amendment would recommend a more walkable built form which supports reduced carbon emissions through support of multi-modal transportation.

   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:**

Hannah Reckhow: (919) 996-2622; Hannah.Reckhow@raleighnc.gov

# Staff Report – CP-1-22 DIX EDGE

## Comprehensive Plan Amendment CP-1F-22: Planned Bicycle Facilities

## Map T-3 Planned Bicycle Facilities

This is a City-initiated amendment to change designations on Map Transportation T-3 to reflect recommendations of the *Dix Edge* area Study. The proposed change would add new Separated Bikeway designations to the map to reflect key plan recommendations. The changes include:

1. Designating Hammell Drive from S McDowell Street to Lake Wheeler Road as a Separated Bikeway.
2. Designating Water Works Drive from S Saunders Street to Fayetteville Street as a Separated Bikeway.
3. Designating Green Street North of Prospect Avenue as a Bicycle Lane.

The map is on following page.

Amendment to Map T-3: **Planned Bicycle Facilities**

**Long Term Planned Facility**

—— Bicycle Lane

—— Separated Bikeway

—— Existing Greenway Trail

Map created 3/4/2022 by
Raleigh Planning and Development

**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 *Dix Edge* area 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 would provide for improvements for people walking, biking, scootering or using other nonmotorized forms of transportation in and beyond the Dix Edge study area.

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 2.5 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 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 4.3 Directing Transportation Investments**
   Target transportation facilities, services, and investments to promote and accommodate the growth this Comprehensive Plan anticipates in mixed-use centers, commercial

corridors, and residential neighborhoods while reducing reliance on single-occupancy vehicles.

**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.

**Policy T 5.13 Pedestrian Infrastructure**
Ensure that streets in areas with high levels of pedestrian activity (employment centers, residential areas, mixed-use areas, schools) support pedestrian travel by providing such elements as frequent and safe pedestrian crossings, large medians for pedestrian refuges, bicycle lanes, frontage roads with on-street parking, and/or grade separated crossings.

**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;**
The amendment would improve access to properties within the Dix Edge study area.

**B. Existing or future land use patterns;**
The amendment would support more a multi-modal land use pattern in the Dix Edge area.

**C. Existing or planned public services and facilities;**
None

**D. Existing or planned roadways;**

The proposal would ensure that roadways safely and comfortably accommodate all users, not just people driving.

E. **The natural environment, including air, water, noise, stormwater management, wildlife and vegetation;**
The amendment would have positive environmental effects, specifically emissions of carbon and other air pollutants by allowing more pedestrian and bicycle activity.

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:**
Hannah Reckhow: (919) 996-2622; Hannah.Reckhow@raleighnc.gov