

PLANNING AND
DEVELOPMENT

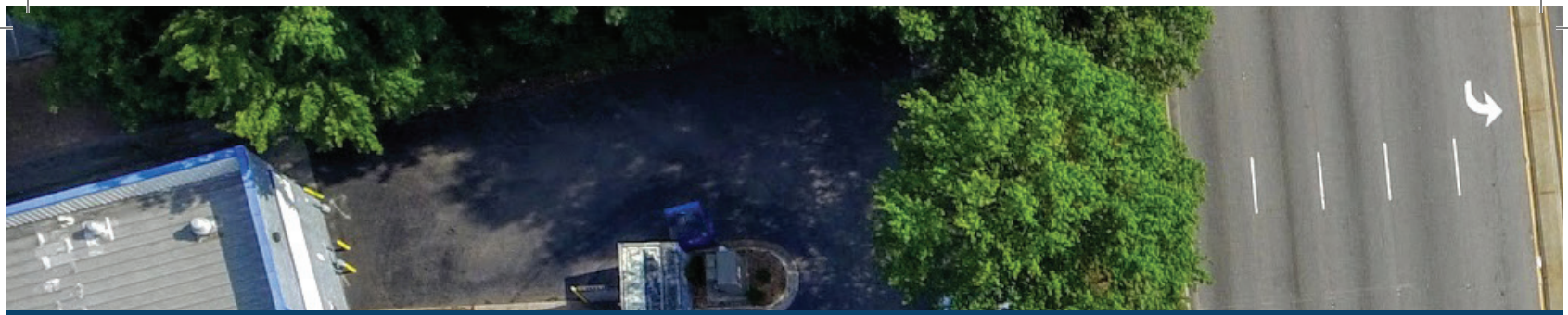
Capital North

Corridor Plan

EXECUTIVE SUMMARY
September 2021

raleighnc.gov





Capital North: Topics, Goals, and Sequence

The Capital North corridor plan is a guide for the City and other agencies. It sets goals for how to create the future that residents, workers, and business owners envisioned. Those goals fall into these categories:



**Community
Investments**



**Transportation
Projects**

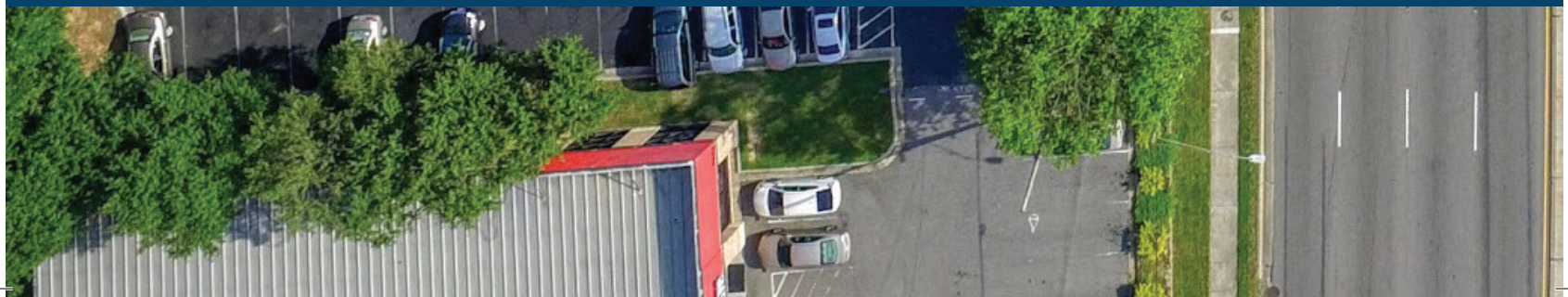


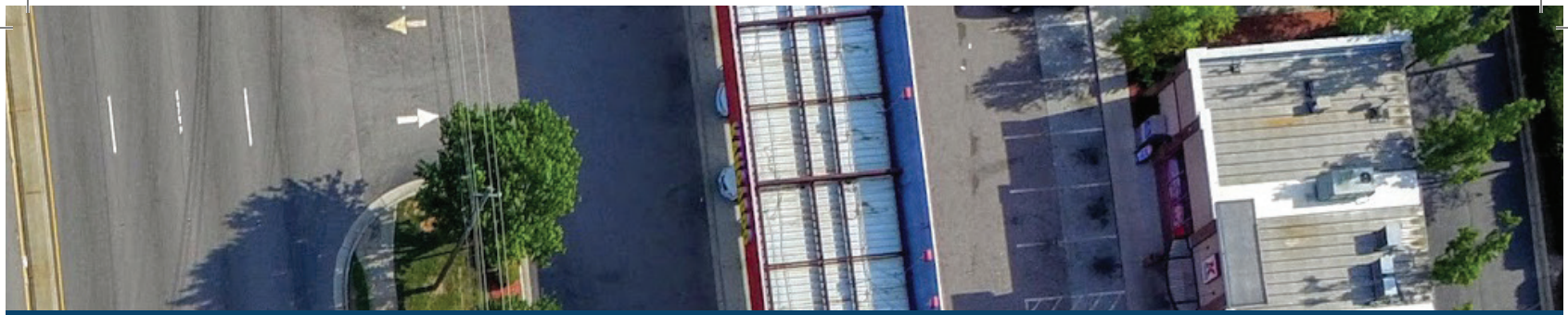
**Style of
Development**

This summary pamphlet highlights the main parts of each of those categories. The Capital North corridor plan provides much more detail.

One of the key recommendations of the plan is to complete the goals in a particular order. The first step is to create a stable housing and business environment for existing communities to prosper. This investment will create the best chance for the later goals to serve the people who are most affected and who have not always benefitted from past investments.

The Community Investment goals will be initiated early enough to create these benefits before transportation and development goals are implemented.

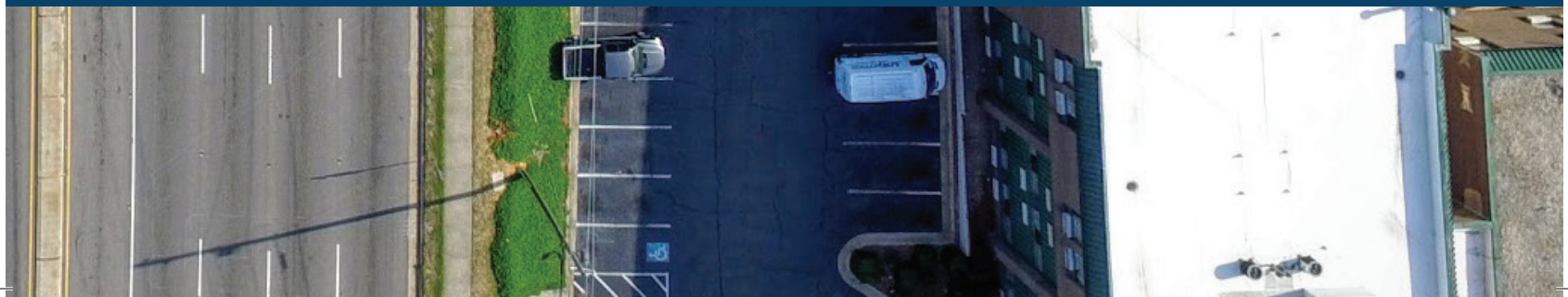




Community Investments


The first set of goals for Capital North is to help local neighborhoods and businesses grow with the corridor, instead of being left out of that growth. Some of the specific actions for community stability and development are listed here.

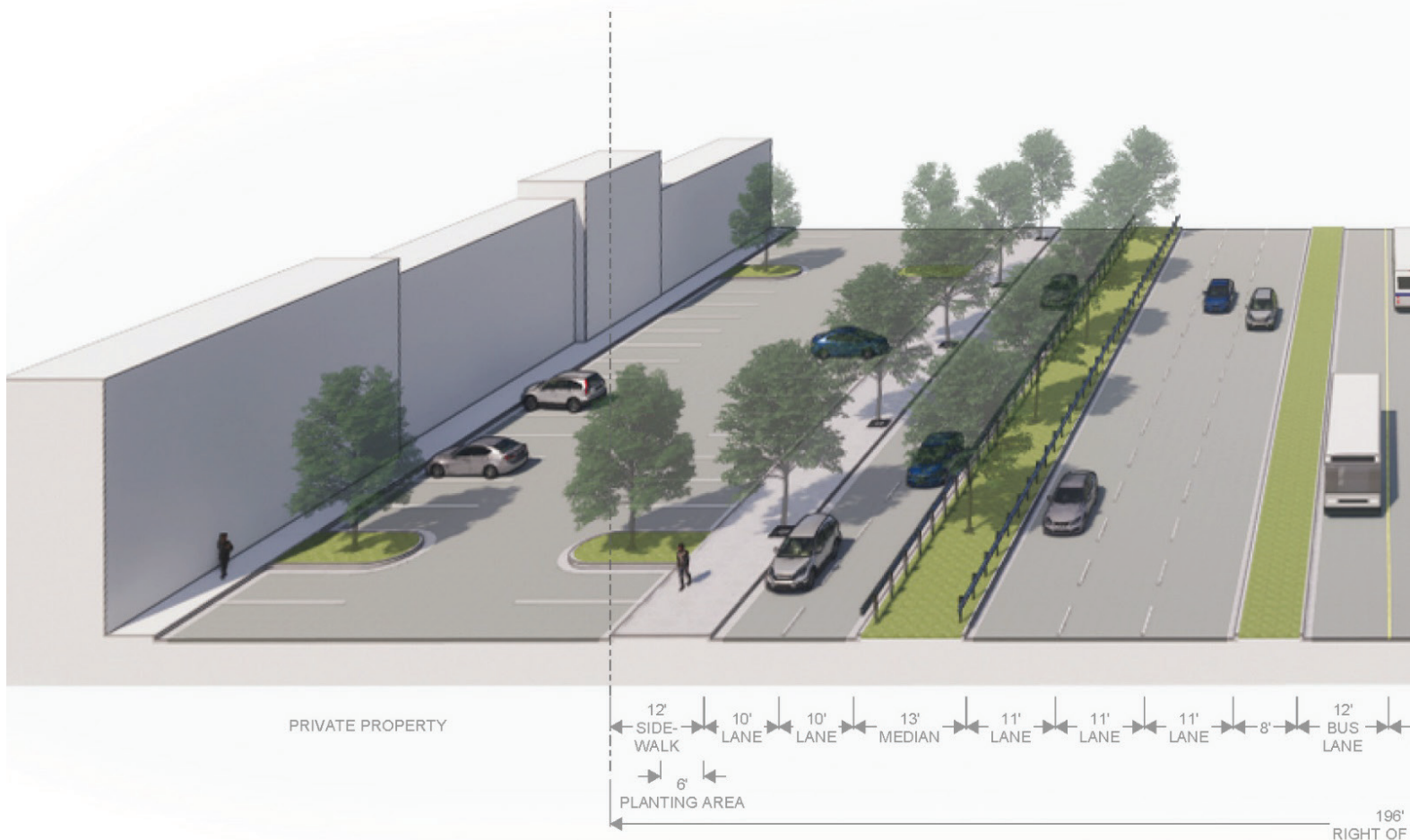
- 1 Small business incubator:** The purpose of this action is to create a space for emerging businesses to become successful. The incubator would likely be located in an existing shopping center. It would be used as a shared space for equipment, training, and preparation of products for sale. When successful businesses find permanent storefronts, space in the incubator opens up for new companies.
- 2 Grant Program for Business Development:** The City should have grant money available for small, local businesses to adapt to new development patterns and transportation projects. Grants should also be used to help businesses wishing to relocate within the corridor.
- 3 Workforce Skills Training:** Training programs should be developed through partnerships between the City, Wake County, and other agencies. Local workers should have opportunities to develop skills that are in demand, such as construction, home care, and food service.



Vision Themes for Capital North

Participants in the Capital North planning process gave a clear vision for how the area should be in the future. The Vision Themes: Flow, Show, Go, Grow, express those desires. The ideas for the corridor that are shown in this handout are meant to bring Capital Boulevard North closer to this vision for a better place to live, to shop, to travel by any mode of transportation, and to have a good quality of life.

This image shows the Capital Blvd Multi-way. When you see this symbol () on the following pages, it means Capital Boulevard will look like the concept design shown here.



Flow

Capital North will be a safe, direct, reliable, and high-capacity connection for travel by all modes of transportation to centers of employment and economic activity in Raleigh and the surrounding region.

Show

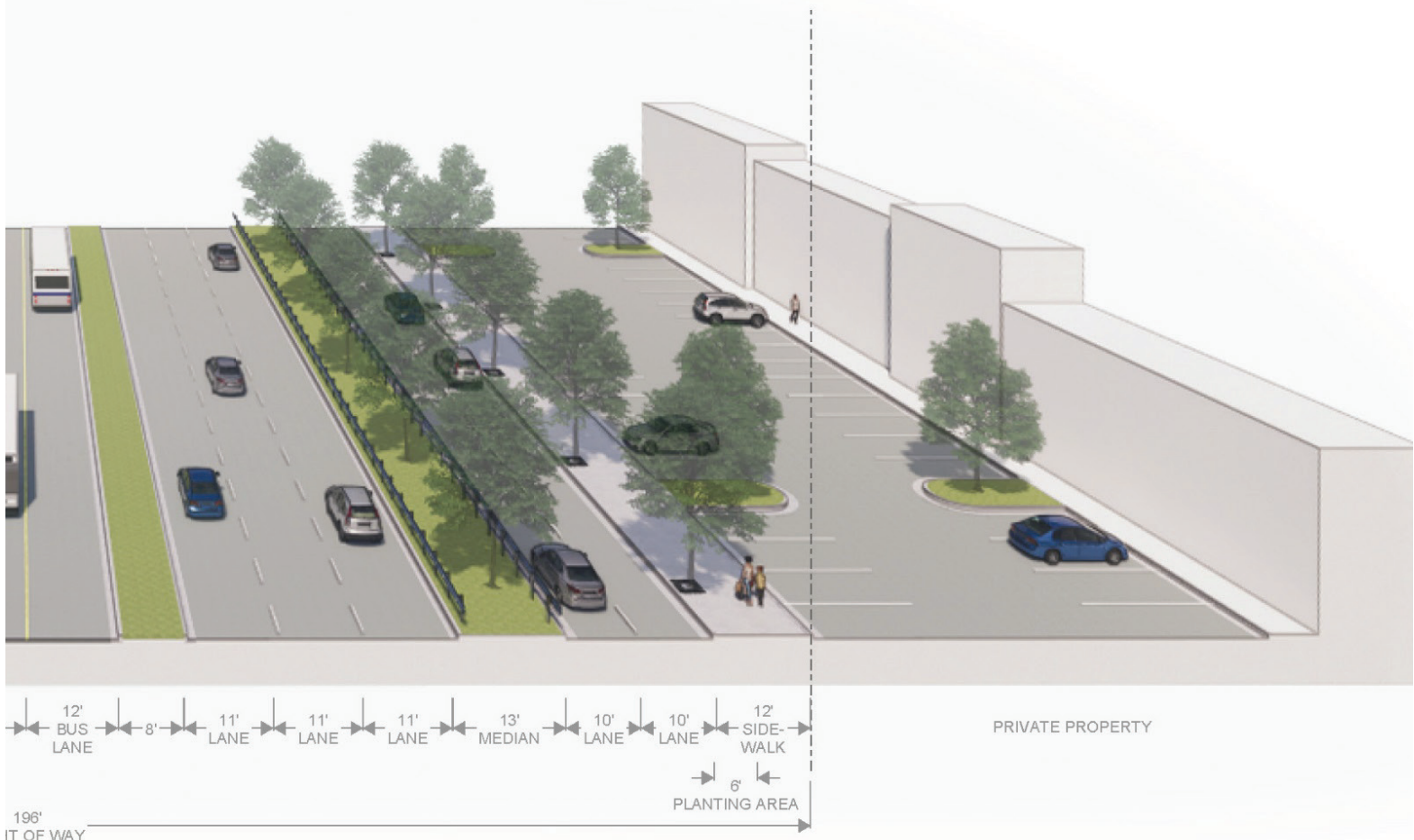
Capital North will be an inviting gateway, corridor, and destination that expresses Raleigh's best qualities as well as the local character of the people and geography in the corridor.

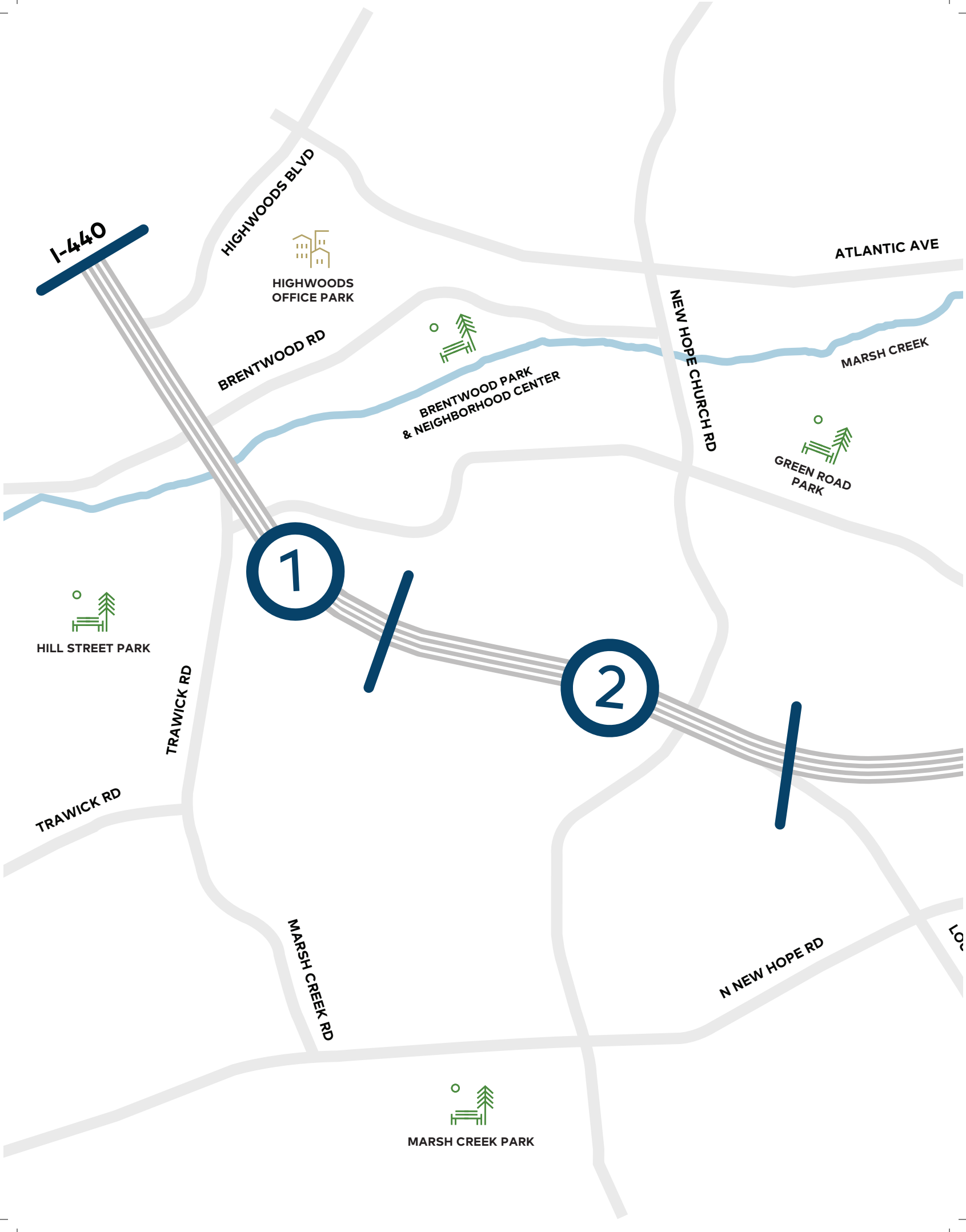
Go

Capital North will provide for safe and accessible local travel for all modes of transportation. Pedestrian and bicycle facilities will connect transit, parks, neighborhoods, shopping, and employment while reducing conflicts with vehicle traffic. Local streets should be designed with all users in mind and help to activate nearby land uses.

Grow

Capital North will be a mixed-use corridor that provides residential choices, economic opportunity, and a variety of goods and services for Raleigh's citizens.





I-440

HIGHWOODS BLVD

HIGHWOODS
OFFICE PARK

ATLANTIC AVE

BRENTWOOD RD

BRENTWOOD PARK
& NEIGHBORHOOD CENTER

NEW HOPE CHURCH RD

MARSH CREEK

GREEN ROAD
PARK

1

2

HILL STREET PARK

TRAWICK RD

TRAWICK RD

MARSH CREEK RD

MARSH CREEK PARK

N NEW HOPE RD

LOC

Corridor Segment Map

This map shows the segments of Capital Boulevard that will be used to display the study recommendations. The three numbered segments will be shown in the following pages with information about what transportation and development goals are planned for the future.





Corridor Study Segment 1

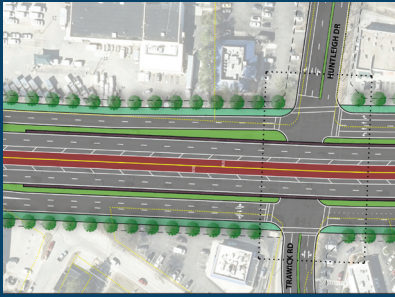
The Highwoods/Westinghouse Multi-modal District

The area around Highwoods Blvd and Westinghouse Blvd is planned to have a denser, more-urban style of development. That means new, local streets are proposed where it is more comfortable to walk and storefronts are close to the street. Apartments, offices, and retail would be allowed in this urban district. Buildings could be up to 20 stories tall once community investments are in place. Height near Brentwood Rd and neighborhoods is limited to 4 stories. If Bus Rapid Transit is planned for this area of Capital Blvd, this style of development would make this a good location for a station.



The I-440 Interchange

The North Carolina Department of Transportation plans to improve the interchange of Capital Blvd with I-440. The Capital North Corridor Plan does not have transportation plans for this area because we expect NCDOT to create them.



● Huntleigh Dr/Trawick Rd

The intersection where Huntleigh Dr and Trawick Rd meet Capital Blvd will be converted to a diamond interchange. That means one street will pass over the other on a bridge. This allows some traffic to pass by quickly but still lets drivers get to neighborhoods and shops. The bridge also helps pedestrians to get across Capital Blvd.



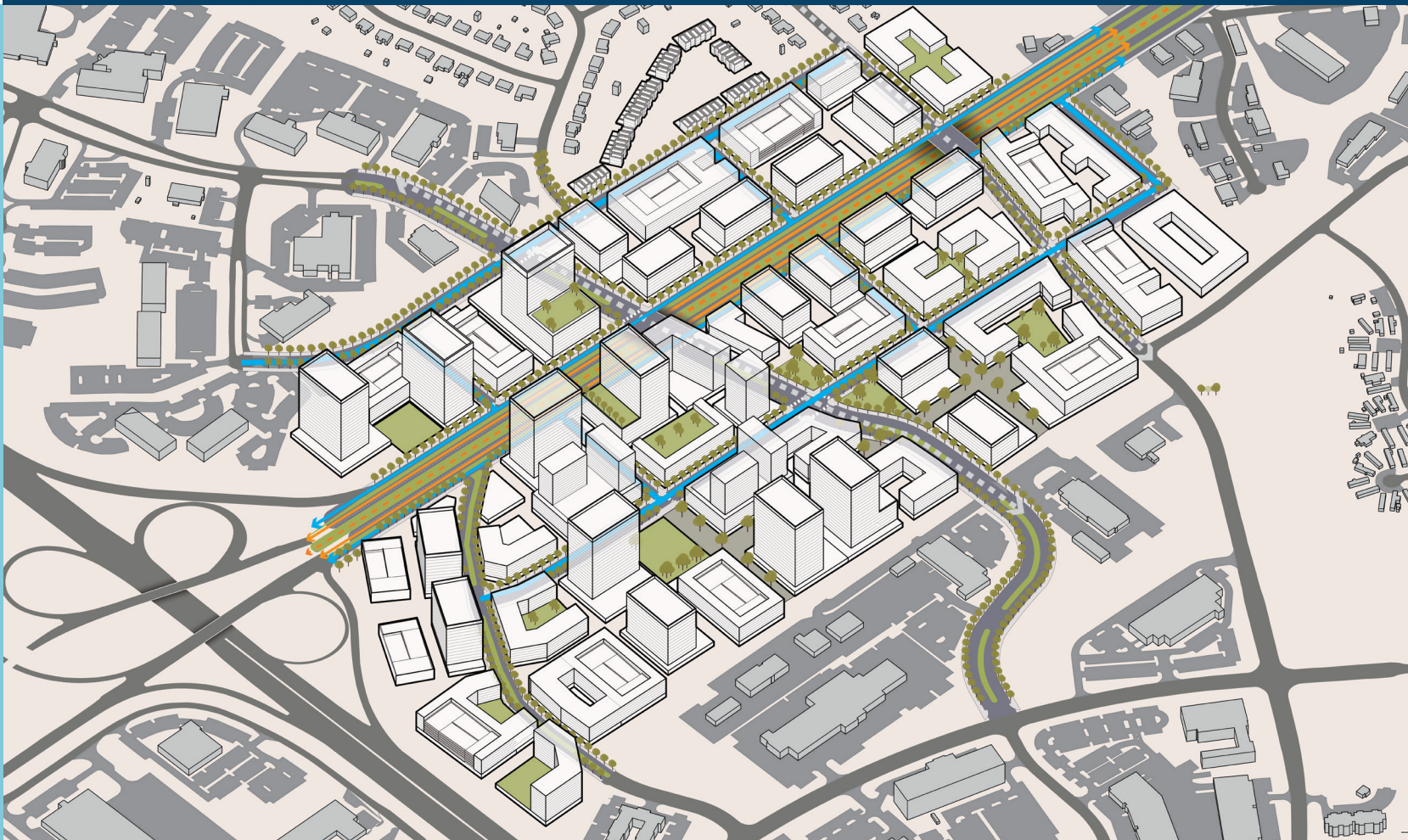
● Starmount Rd/Mayflower Dr

The Starmount Rd intersection will not allow left turns anymore. Drivers can turn right to enter or exit Capital Blvd. Instead of making a left turn, drivers will go to the next interchange and make a u-turn. A pedestrian bridge is planned to let pedestrians avoid cars when they cross Capital Blvd.



● Priority Bicycle Network

The yellow lines and circles show the high-priority bicycle and pedestrian network. These connections can have the biggest impact for easier cycling and walking. Stripes, signals, or signs can be used to make crossing areas safer. Low-cost options like striping to separate vehicles from bikes can be used for Huntleigh Dr or Baugh St. Streets with more traffic should have protected bicycle lanes.

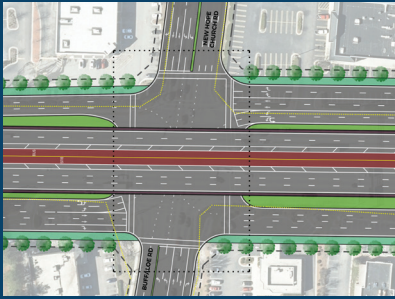




Corridor Study Segments 2 and 3

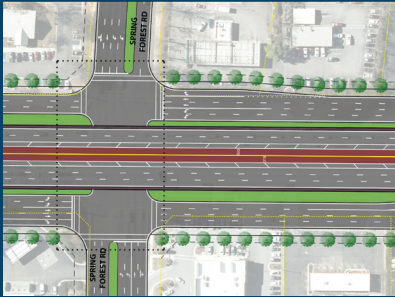
The Mini City Multi-modal District

The area of Calvary Dr, Green Rd, Millbrook Rd, and N New Hope Rd is known as Mini City. Like the Highwoods/Westinghouse area, Mini City is planned to have a denser, more-urban style of development. Over time, new development should fill in some of the underused parking areas with offices and apartments. This is an area where taller buildings won't overshadow neighborhoods. Along Millbrook Rd and N New Hope Rd, buildings could be up to twelve stories. Near residential areas, the height should be lower at seven or five stories. If planned, a Bus Rapid Transit station would be useful for new residents and workers. The increase in recommended height should not occur until stabilization from community investments has time to take effect.



● New Hope Church Rd/Buffaloe Rd

The intersection where New Hope Church Rd and Buffaloe Rd meet Capital Blvd will be a special type of interchange that handles more traffic than a diamond on the cross street. Like the diamond, the bridge separates people who are walking from a lot of the fast-moving traffic. The design of this interchange will also help manage how traffic from Capital Blvd and Louisburg Rd merges as it goes south toward downtown.



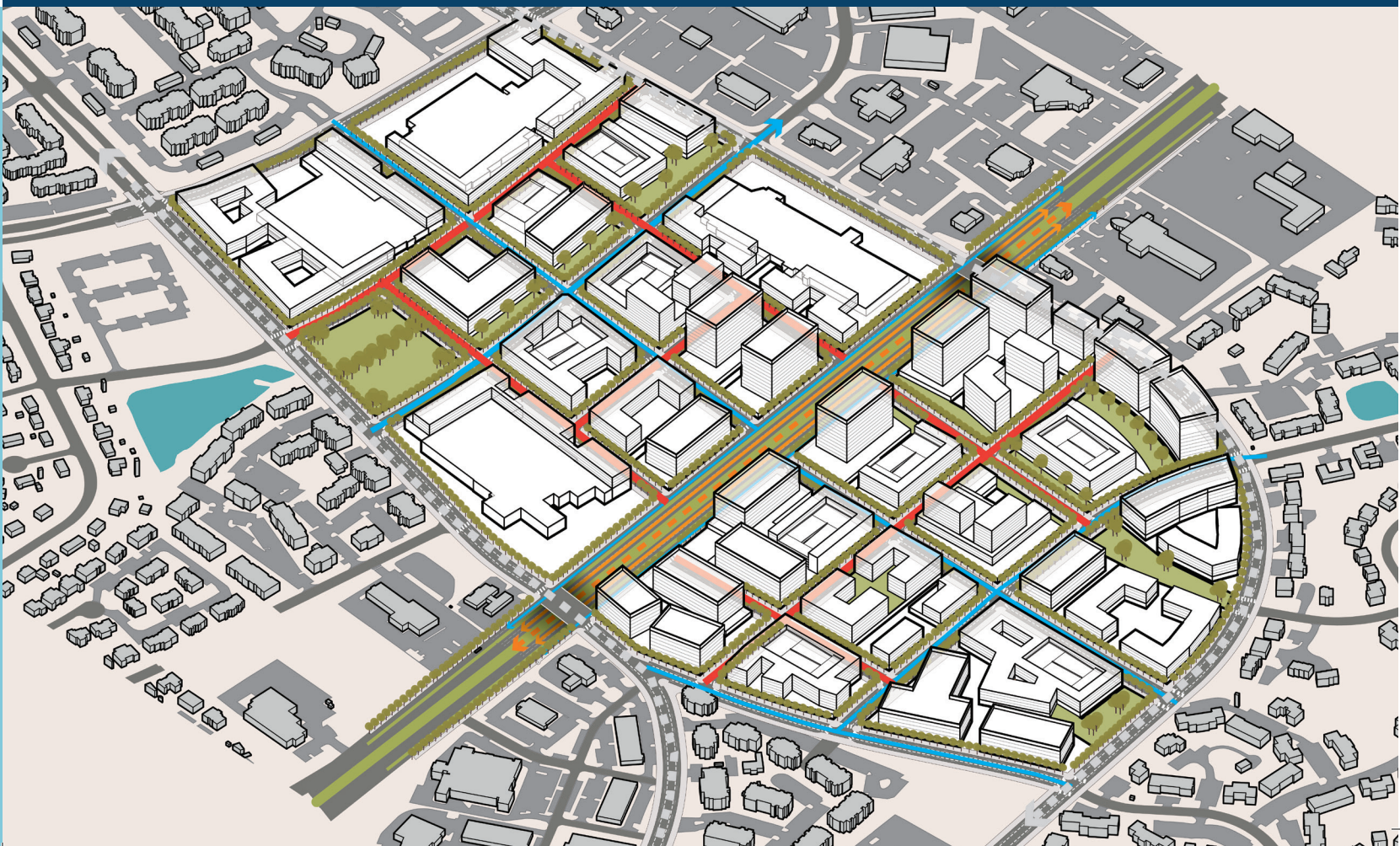
● Spring Forest Rd Millbrook Rd/New Hope Rd Calvary Dr

Each intersection of the three streets listed above will have an interchange with Capital Blvd. The inner lanes of Capital Blvd with more traffic are planned to be raised above the cross streets. The slower outside lanes will have direct connections to shopping and local streets just like they do now.



● Priority Bicycle Network

The bicycle network for this area is parallel to Capital Blvd on nearby streets like Green Rd and N. New Hope Rd. N. New Hope Rd should have protected bicycle facilities and well-marked pedestrian crossing areas. Vehicle lanes on Green Road will be reduced and bicycle lanes added. Bicycle and pedestrian improvements will make it more comfortable to cross New Hope Church Rd and Buffaloe Rd.

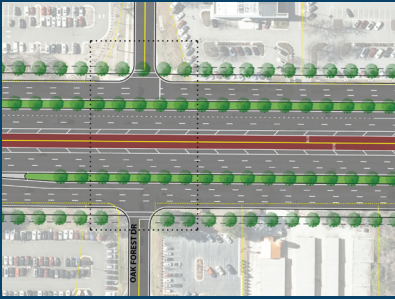




Corridor Study Segment 4

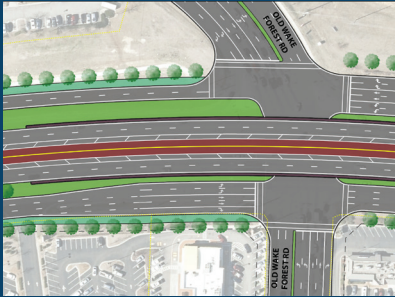
The Triangle Town Center Multi-modal District

The Triangle Town Center mall has large areas of parking that hold opportunities for new buildings. Access to I-540 and the possibility of a regional bus transfer station make this area a good location for denser apartments and offices with shops and amenities on the ground floor. A natural stream was put underground in pipes when the mall was built. If the area redevelops, the stream could be an attractive environmental feature. It could also help with stormwater runoff. This area has large developments of stores, restaurants and car dealerships. Tall buildings are supported here. Twenty story buildings are envisioned in the center. Twelve- or seven-story buildings should transition to the edges. A pedestrian bridge should be considered in the area between Sumner Blvd and Old Wake forest Rd.



● Oak Forest Dr

Oak Forest Dr does not have as much traffic as other streets in the area. It is not planned to go all the way to Fox Rd on the east. The Oak Forest intersection will only allow right turns on and off Capital Blvd in the future. A pedestrian bridge will be installed for crossing.



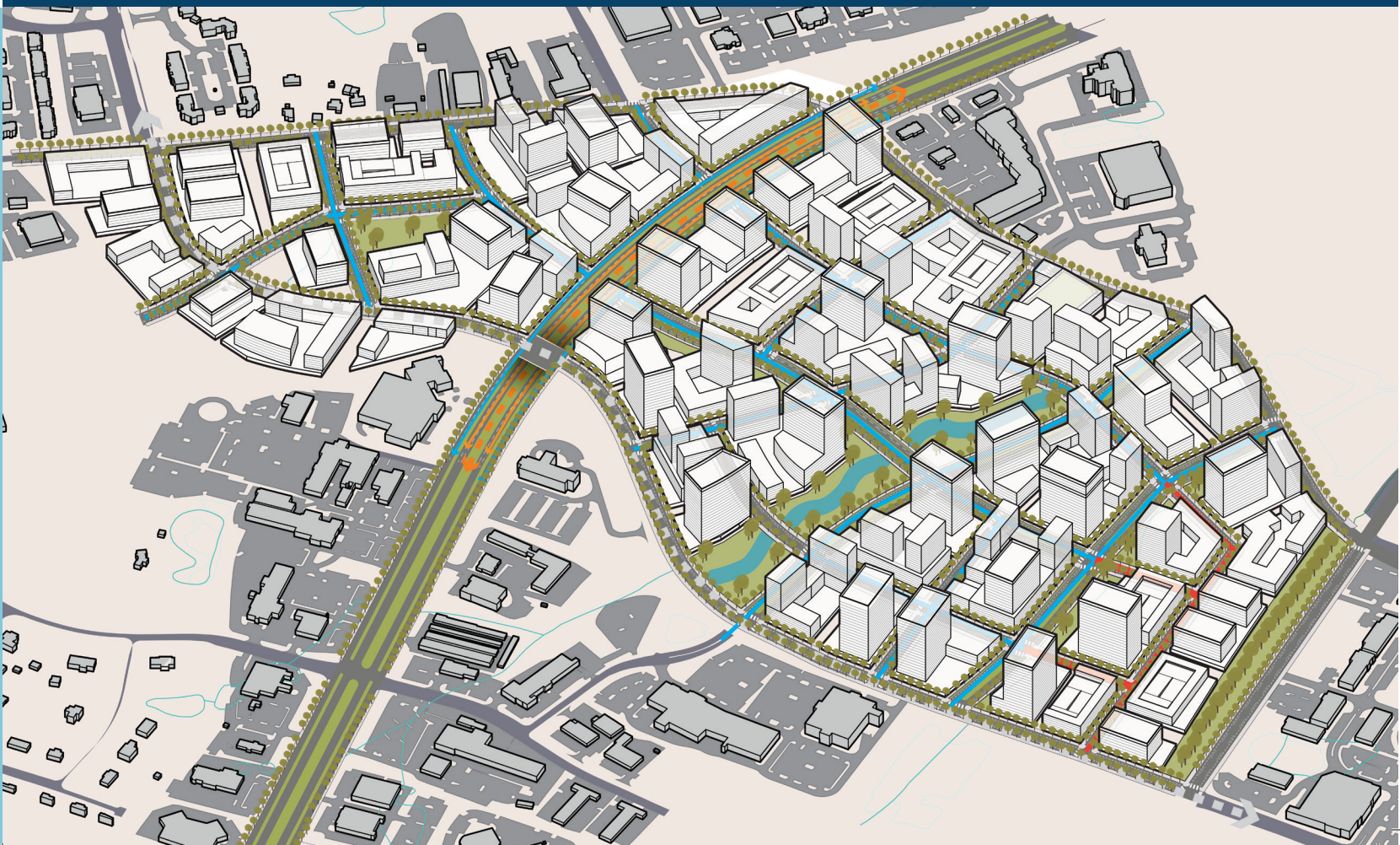
● Old Wake Forest Rd / Sumner Blvd

These two streets will be converted to diamond-style interchanges. Like the area around Mini City, Capital Blvd can be raised over the cross streets. Pedestrians will have an easier time crossing Capital Blvd at the bridge locations.



● Priority Bicycle Network

The greenway trail beside Triangle Town Blvd will connect to protected bicycle lanes or shared use paths on Sumner Blvd and Fox Rd. Bicycle lanes on Spring Forest Rd should be separated from vehicle lanes and connect to Mini City. Crossing areas for these streets are planned to be upgraded.







PLANNING AND DEVELOPMENT

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