

RESOLUTION NO. 2023 – XXX

**A RESOLUTION TO AMEND THE 2030 COMPREHENSIVE PLAN
CP-12-21 AMENDMENTS (Southeast Special 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 Southeast Special Area Study related to the Map F-2 Growth Framework; Map LU-3 Future Land Use; Map T-5 Planned Interchanges and Grade Separations; 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 development of the Southeast area; and

WHEREAS, the amendments support the goals of the Southeast Special Area Study and serve the larger public interest by establishing policy guidance to preserve natural resources, guide future development, and enhance travel through 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-5 provides guidance on grade separation and planned interchanges in the area; and

WHEREAS, the Area Plan Locations Map AP-1 recognizes the Southeast 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, including changes to the proposed Future Land Use Map around Farmdale Road.

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-12-21, including changes to the Future Land Use Map recommended by the Planning Commission.

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 April 4, 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



Raleigh

CP-12-21 SOUTHEAST SPECIAL STUDY

Comprehensive Plan Amendment CP-12A-21: New Section of Area Specific Guidance

SOUTHEAST (SE) 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 Southeast Special Area Study. The amendment would add a new Southeast (SE) subsection to the area-specific guidance section of the Comprehensive Plan and amend Map AP-1 Area Plan Locations.

The new area plan section reads as follows:

The Southeast Special Area Study was adopted in 2022 for the area in southeast Wake County bounded by Poole Road, Smithfield Road, and Old Baucom Road. The actions and policies of the plan are organized around major topics of importance to the community, including open space preservation, connectivity, stormwater, economic development, and sustainability. This area-specific guidance is a response to four community priorities that were communicated through the study: preservation of open space, improving travel by car, improving travel on foot and by bike, and increasing access to shopping and destinations.

Open Space Preservation

● **Policy SE 1 Preserving Open Space Through Nodal Development**

Development and redevelopment should maintain the area's rural character and natural features. Commercial and mixed use development should occur in clusters around major intersections, as identified in the Future Land Use Map. Residential development should cluster homes in compact nodes while preserving open space and natural features that make the study area unique.

● **Policy SE 2 Large Site Development**

Development should occur through thoughtful large site development and Planned Development Districts to avoid piecemeal rezoning and development that creates sharp changes in the development pattern and fails to create meaningful clustering and nodes and preserve open space. Rezoning requests for sites under 75 acres should be deemed inconsistent with this policy.

Policy SE 3 Support the Preservation of Agriculture and Forestry

Support Wake County and the Wake Soil and Water Conservation District in their efforts to preserve working lands in the Long Range Urban Service Area. Support efforts to link resource landowners to local urban markets through local organizations such as the Capital Area Food network. Participate in the implementation of the Wake County Food Security Plan.

Action SE 1 Consider Relinquishment of Long Range Urban Service Area

In coordination with Wake County and neighboring jurisdictions, consider relinquishment of

Raleigh's Long Range Urban Service Area in Area 5. Considerations include pace of new development, interjurisdictional coordination, and networks of preserved open space or natural areas.

Action SE 2 Compact and Conservation Development Option

Review Compact and Conservation Development option standards for open space preservation and revise for more flexibility that encourages the use of the option while still promoting preservation of the natural resources and open space that makes the study area unique.

Action SE 3 Regional Open Space Preservation

Support the development of a regional greenbelt of preserved open space within the Long Range Urban Service Area. Collaborate with greenway and open space planning efforts among southeastern Wake County municipalities to connect greenway corridors, existing parks and open spaces, natural areas and working lands. Work with Wake County agencies and regional non-profit organizations, such as the Triangle Land Conservancy, the NC Mountains-to-Sea Trail, the Wake County Open Space Program and the Wake Soil & Water Conservation District to identify and prioritize key locations for easements and acquisitions to create a regionally interconnected open space system.

Action SE 4 Brownfield Landfill

Initiate discussions with Wake Reclamation LLC to explore possibilities for future reclamation of the Brownfield Landfill site, which is expected to close in 2027.

Action SE 5 Apply Special Highway Overlay District (SHOD)

Apply the Special Highway Overlay District to the I-540 alignment in the project area as ETJ is expanded and Raleigh zoning is applied. For properties outside of Raleigh's ETJ, partner with Wake County to apply their corresponding Special Highway Overlay District along the I-540 alignment.

Increasing Connectivity

Policy SE 4 Hodge Road Extension

Collaborate with the North Carolina Department of Transportation, the Turnpike Authority and other interested agencies to realize connectivity between the Neuse River and I-540 specifically through the Hodge Road extension at the planned interchange at Auburn Knightdale Road and the Auburn Knightdale Road extension at Bethlehem Road.

Policy SE 5 Regional Greenway Connectivity

Promote regionwide connectivity of municipal greenway systems to the Neuse River Trail, Williamson Preserve, and a potential corridor paralleling I-540. Educate, inform, and encourage willing resource landowners to become partners in preserving a protected network of green spaces for both ecological health and sustainable economic development.

Action SE 6 Build Regional Greenways

Coordinate with southeastern Wake County municipalities (Town of Garner, Town of Knightdale, and Town of Wendell) on regional greenway connections with Poplar Creek and Marks Creek to link the Williamson Preserve with the Neuse River Trail. Evaluate potential amendments to the Capital Area Greenway Master Plan to facilitate regional connections.

Managing Stormwater

● Policy SE 6 Green Stormwater Infrastructure

New development should integrate green stormwater infrastructure (GSI) and Low Impact Development techniques throughout the study area, especially in areas where the Future Land Use Map recommends mixed-use development through Business & Commercial Services, Community Mixed Use, Neighborhood Mixed Use and Office Mixed Use designations. Green Stormwater Infrastructure elements include rain gardens, grassed swales, rooftop gardens, and permeable pavers.

Policy SE 7 Green Streets

Establish “green streets” on new city roads in the study area that reduce stormwater runoff, decrease vehicle speeds, and include a mix of expanded sidewalks, shared-use paths, and bicycle lanes. Make connections to existing and planned greenway corridors to maximize the routes available to people walking and biking.

Action SE 7 Protect and Enhance Streams and Wetlands

Encourage protection and enhancement of streams and wetlands in the Southeast Special Study Area. Upon annexation, this may include preserving and enhancing streams and wetlands, and seeking projects within the City’s purview that provide nutrient control. These conservation and improvement projects may be potentially eligible for the City to place in a future mitigation bank for use by City projects. This would benefit the City, the southeast area, and the environment in cases where impacts to receiving waters from proposed City projects cannot be avoided and/or an offset is required.

Action SE 8 Stormwater Analysis

Conduct detailed analysis of the stormwater drainage basins that overlap the southwest, south, and northwest portions of the study area for use in planning and implementation of green stormwater infrastructure (GSI).

Supporting Economic Development

Policy SE 8 Green Tech Sector Jobs

Ensure that adequate land is zoned so that Green Tech jobs can locate in the study area with access to the area’s natural resources.

Policy SE 9 Equitable Development for the SE Study Area

Future economic development strategies should leverage local anchor institutions such as our universities, and rely on existing assets, such as non-profit institutions, to foster resilient and inclusive economies that benefit the Southeast Raleigh community and the city as a whole.

Action SE 9 Utilizing Land Resources as an Economic Development Asset

Collaborate with partners such NC State University, NC Biotechnology Center, Center for Environmental Farming Systems, and study area resource landowners to assess the potential of the Study Area as element of an agricultural technology cluster; identify

agricultural lands for enterprises related to agricultural biotechnology, renewable energy/biofuels, carbon sequestration, feedstock, specialty crops, and ecotourism-related enterprises.

Advancing Sustainability

Policy SE 10 Sustainable Development

Promote green building practices and renewable energy technologies in the study area. These facets should be part of overall strategies to build resilience into new construction on greenfield sites.

Policy SE 11 Protect Water Resources

The Neuse River is the predominant natural resource of the Study Area, and the sub-basins of Poplar Creek, Marks Creek, and other smaller tributaries and intermittent streams comprise the hydrologic network. The city should support public and private conservation efforts as well as development strategies that are tailored to protecting these vital resources.

Policy SE 12 Collaboration with Wake County and Local Governments

The Southeast Study Area has been a focal point of interagency collaboration for two decades, beginning with the acquisition and joint planning for the Randleigh Tract. Furthermore, Wake County and adjoining municipalities have provided guidance during the development of this study. The city should continue its ongoing collaboration with Wake County and the local governments that adjoin the Study Area (Garner, Knightdale, Wendell, and Clayton), seeking opportunities for implementing recommended actions for mutual benefit, including transportation connectivity, open space preservation, and the recommendations of PLANWAKE.

Action SE 10 Collaboration with Wake County Public Schools

Collaborate with WCPSS on environmental/ecological/sustainability curricula at future schools planned for the Randleigh tract.

Action SE 11 Expand Buffers along Neuse River and Tributaries

Initiate discussions with willing landowners to expand beyond the regulatory floodplains and prescribed buffers of the Neuse River and associated tributaries to enhance preserved green space, wildlife habitat, and floodplain protection.

Public Utilities

Policy SE 13 Maintain Compatible Land Uses Adjacent to the NRRRF

Prioritize acquisition of buffer areas around the Neuse River Resource Recovery Facility to prevent incompatible development adjacent to spray-application fields for wastewater effluent. Explore landowner incentives for granting conservation easements for nutrient credits in the study area.

Policy SE 14 Expand the Use of Reuse Water

Promote the availability of reuse water at the Neuse River Resource Recovery Facility for residential, commercial, and agricultural irrigation and as a cost-saving benefit for new industry in the area.

Urban Design

Policy SE 15 Pedestrian-Focused Residential Development

Prioritize pedestrian and communal space in residential neighborhoods. Encourage residential frontages that engage with the public right-of-way using porches and front facing entrances. Encourage public gathering places such as squares and pocket parks. Discourage auto-oriented design that disrupts the pedestrian experience.

Policy SE 16 Innovative Open Space Design

Encourage the innovative use of open space and trails in developments by allowing flexibility in UDO open space requirements. Incentivize innovative site design and neighborhood amenities by allowing flexibility in the placement of open space, the frontage of properties on greenway corridors, and allowing neighborhood amenities to count towards open space requirements.

Managing Land Use

Policy SE 17 Overlay District Implementation

Upon completion of Action SE 15, any rezoning request in the Southeast Study Area, whether privately initiated or associated with a City-initiated expansion of ETJ, should apply the Overlay District for Residential Development as described in Action SE 15.

Policy SE 18 Coordination with Adjacent Municipalities

Coordinate with surrounding cities and towns on long-range plans to extend the extraterritorial jurisdiction.

Action SE 12 ETJ Expansion

Extend the extraterritorial jurisdiction in Area 1 and rezone associated properties in Wake County in accordance with the recommendations of this area study.

Action SE 13 Enhance Fire Service

Plan for and establish a new fire station in coordination with ETJ expansion plans.

Action SE 14 Revisit the Study Based on Growth Patterns

Revisit and reevaluate the recommendations of this study before pursuing ETJ expansion in Areas 2 – 5. Important considerations include the location, density and intensity, and timing of development, amount of land contiguous with corporate limits, and the fiscal impacts of serving future properties that could voluntarily annex into the city.

Action SE 15 Alignment with PLANWake

Submit request to Wake County to amend the PLANWake Growth Framework Map to align with the recommendations of this area study. Initiate necessary amendments to Wake County plan documents as necessary in conjunction with any Extraterritorial Jurisdiction Expansion and any Future Land Use Map amendments.

Action SE 16 Overlay District for Residential Development

Initiate and adopt a text change to the Unified Development Ordinance that would require most development in residential zoning districts to adhere to Compact or Conservation development requirements in the Southeast Study Area. Modify Compact and Conservation development options to allow for increased density, building types, and uses in residentially zoned areas and more flexibility in open space requirements.

Action SE 17 Evaluate Future Land Use Map

Initiate review of Future Land Use Map designations in conjunction with any Extraterritorial Jurisdiction Expansion to provide for mixed-use development opportunities to support a more

sustainable development pattern.

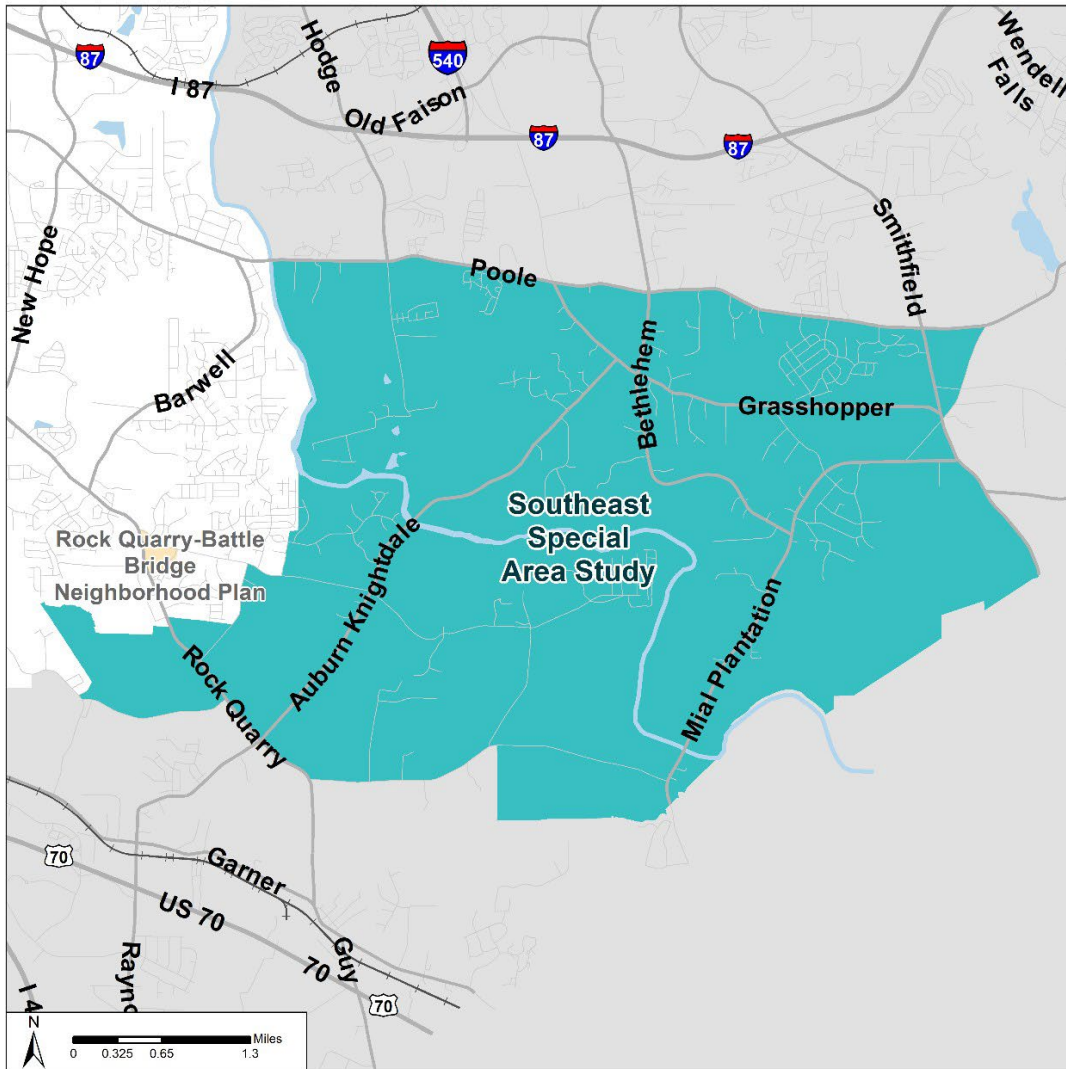
Action SE 18 – Evaluate Street Plan Designations

Initiate review of Street Plan designations within the study area to ensure that these designations support the urban design and sustainability policies laid out in this study. Wherever traffic projections support a designation with fewer vehicular lanes on a street plan segment, change the designation accordingly to reduce crossing distances and support urban vitality.

Map AP-1 Area Plan Locations Amendment

This is a city-initiated amendment to Map AP-1 Area Plan Locations, a section within the 2030 Comprehensive Plan. The proposed amendment would add the plan boundary of the new area plan AP-Southeast to Map AP-1.

Amendment to AP-1: Area Specific Guidance



- Area Plan Added
- Other Area Plan

Map created 11/2/2021 by the 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 addresses trends in population growth and development pressure which are affecting many places in Wake County, including the southeast area. The amendment includes area-specific policies and actions that guide development and growth in a manner consistent with community priorities and planning best practices.

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 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. The amendment includes policies on preserving open space and natural resources, discouraging disbursed development, supporting equitable development, and ensuring connectivity of streets in the study area.

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

The amendment is consistent with the following Comprehensive 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 2.3 Open Space Preservation

Development plans that use only a portion of the overall site should be used to achieve open space preservation in those areas of the City planned for rural residential land uses on the Future Land Use Map.

Policy LU 2.4 Large Site Development

Developments on large sites should set aside land for future parks and community facilities to help meet identified needs for public amenities and services and to offset the impacts of the 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 3.1 Zoning of Annexed Lands

The zoning designation for newly annexed land into the City of Raleigh shall be consistent with the Future Land Use Map. In those cases where the annexed lands are within a special study area (as shown on the Future Land Use Map), a special study will need to be completed prior to zoning and development of the property.

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 4.4 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 4.10 Development at Freeway Interchanges

Development near freeway interchanges should cluster to create a node or nodes located at a nearby intersection of two streets, preferably classified two-lane avenue or higher, and preferably including a vertical and/or horizontal mix of uses. Development should be encouraged to build either frontage or access roads behind businesses to provide visibility to the business from the major street while limiting driveway connections to the major street.

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 6.1 Composition of Mixed-Use Centers

Mixed-use centers should comprise a variety of integrated residential and commercial uses - mixed

both vertically and horizontally - that have well-planned public spaces that bring people together and provide opportunities for active living and interaction.

Policy LU 6.2 Complementary Land Uses and Urban Vitality

A complementary integration and mixture of land uses should be provided within all growth centers and mixed-use centers 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 consistently with this policy.

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 7.6 Pedestrian-Friendly Development

New and redeveloped commercial and mixed-use developments should be pedestrian-friendly.

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 8.9 Open Space in New Development

New residential development should be developed with common and usable open space that preserves the natural landscape and the highest quality ecological resources on the site.

Policy LU 8.13 Traditional Neighborhood Development

Encourage Traditional Neighborhood Development (TND) and planning for large undeveloped sites within the city’s municipal boundaries to improve neighborhood and street connectivity. Traditional Neighborhood Development is an urban form characterized by compact, pedestrian-oriented design, which provides a variety of uses and diverse housing types within easy walking distance and is anchored by a central public space and civic activity (school, library, church, or similar institution).

Policy LU 11.2 Location of Industrial Areas

Accommodate industrial uses—including municipal public works facilities—in areas that are well buffered from residential uses (and other sensitive uses such as schools), easily accessed from major roads and railroads, and characterized by existing concentrations of industrial uses. Such areas are generally designated as “General Industrial” on the Future Land Use Map.

Policy LU 12.2 Large Sites Outside the ETJ

Ensure the appropriate development of large sites outside of Raleigh’s current ETJ boundaries but within its USA boundaries— such as the city-owned Randleigh Farm property—through special studies to determine potential future land uses and impacts on city revenues and services.

Policy LU 12.4 Community Involvement and Special Study Areas

Engage the public and adjacent property owners in all special study area deliberations, meetings, and actions that could affect an area’s future land uses.

Policy T 2.12 Interjurisdictional Transportation Planning

Continue to work with regional planning partners and local transportation agencies to coordinate transportation planning, operations, and funding priorities and to identify existing and future transportation corridors that should be linked across jurisdictional boundaries so that sufficient right-of-way may be preserved.

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 5.4 Pedestrian and Bicycle Network Connectivity

Continuous pedestrian and bicycle networks should be provided within and between existing and new developments to facilitate safe and convenient pedestrian and bicycle travel free of major barriers and impediments such as cul-de-sacs and large parking lots.

Policy T 5.7 Capital Area Greenway

Treat the Capital Area Greenway trail system as part of the city's transportation network for bicycles and pedestrians and plan connections to the system accordingly.

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 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 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.

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

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

The amendments may facilitate the development of vacant parcels within the study area, particularly where water and sewer infrastructure are available, and specifically within those areas recommended for extension of the City's ETJ (Action SE1). The study area includes many parcels that are currently contiguous to Raleigh corporate limits. Upon adoption of these amendments, it is anticipated that several entities controlling substantial acreages of land will submit rezoning proposals within the first year.

As the corporate limits of Raleigh expand eastward, the area of land that will become contiguous, and therefore eligible for annexation under current City policy, will correspondingly increase, most significantly at the point in time when the Randleigh tract becomes contiguous.

B. Existing or future land use patterns;

The amendment includes recommendations for amending the Future Land Use Map, the Urban Form Map, the Growth Framework Map, and Map T-5 - Planned Interchanges and Grade Separation. Collectively, these amendments will guide future land patterns as properties are rezoned and annexed to obtain City services. Each of these sub-amendments is presented in more detail as part of the overall recommendations of the SE Area Study. (Refer to Amendments CP-12B-21, CP-12C-21, CP-12D-21, and CP-12E-21.

The amendment would accommodate growth near current Raleigh corporate limits while supporting preservation of open space and the general rural nature of much of the study area.

C. Existing or planned public services and facilities;

The amendment would facilitate future development at municipal densities and intensity in the study area, particularly for properties located west of the future I-540 corridor. As growth occurs in the study area, demand for public services and facilities will increase. An analysis of projected growth and its impact on service delivery was conducted by an interdepartmental staff team in 2021. These findings are provided in the Appendices of the Final Report.

D. Existing or planned roadways;

The amendment will impact existing roadways as policy recommendations are implemented. ETJ extension, annexation, and eventual development will facilitate improvements of major roads within the study area to bring them to the standards denoted in the Street Plan. CP-12E-21 adds an interchange at the future intersection of I-540 and Poole Road.

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

The amendment will enable policies and actions to help protect the natural environment and lessen impacts on natural resources in the area; specifically, preserving open space through nodal development, preserving active agriculture and forestry, and working with landowners to expand buffers to the Neuse River and its tributaries. The amendment would also facilitate

expansion of green stormwater infrastructure (GSI) and Low Impact Development techniques as development occurs. The amendment will advance urban design measures that 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.

F. Other policies of the Comprehensive Plan.

The amendments are consistent with a broad range of policies in the plan, as noted above.

6. Summary:

This city-initiated amendment to the 2030 Comprehensive Plan incorporates new area plan policies and actions to implement the Southeast Special Area Study, as recommended by Action LU 1.3 in the 2030 Comprehensive Plan. The amendment would add a new Southeast (SE) subsection to the area-specific guidance section of the Comprehensive Plan and amend Map AP-1 Area Plan Locations.

These amendments provide a comprehensive response to guidance from the Comprehensive Plan and establish a policy framework and implementation strategy to respond to changes in the Study Area that are amplified by growth trends and planned infrastructure projects.

STAFF FINDING:

These amendments are consistent with the policies described in Section 3.12 of the Comprehensive Plan for Special Study Areas A-5 and A-7 as denoted on the Future Land Use Map and consistent with the Comprehensive Plan overall.

STAFF COORDINATOR:

Donald Belk, donald.belk@raleighnc.gov, (919) 996-4641



CP-12-21 SOUTHEAST SPECIAL STUDY AREA

Comprehensive Plan Amendment CP-12B-21: 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. The request reflects recommendations of the Southeast Special Area Study. The following changes to Map LU-3 Future Land Use are proposed:

1. On the south side of Rock Quarry Road, 13 parcels and a portion of one parcel are proposed to be changed from Low Density Residential to Medium Density Residential and Neighborhood Mixed Use.

The 2030 Comprehensive Plan describes the proposed Future Land Use category as **Medium Density Residential**:

This category applies to garden apartments, townhomes, condominiums, and suburban style apartment complexes. It would also apply to older neighborhoods with a mix of single-family and multifamily housing. RX zoning with a three- or four-story height limit is appropriate for these areas. In some instances, small-scale commercial uses allowed in RX districts may be appropriate. Comprehensive Plan Land Use Section policies should be consulted for additional guidance.

The 2030 Comprehensive Plan describes the proposed Future Land Use category as **Neighborhood Mixed Use**:

This category applies to neighborhood shopping centers and pedestrian-oriented retail districts. The service area of these districts is generally about a one mile radius or less. Typical uses would include corner stores or convenience stores, restaurants, bakeries, supermarkets (other than superstores/centers), drug stores, dry cleaners, small professional offices, retail banking, and similar uses that serve the immediately surrounding neighborhood. Residential and mixed-use projects with upper-story housing are also supported by this designation. Where residential development complements commercial uses, it would generally be in the Medium density range.

2. On the north side of Rock Quarry Road, north of Whitfield Road, two properties are proposed to be changed from Low Density Residential to Moderate Density Residential and Community Mixed Use.

The 2030 Comprehensive Plan describes the proposed Future Land Use category as **Moderate Density Residential**:

This category applies to garden apartments, townhomes, condominiums, and suburban style apartment complexes. It would also apply to older neighborhoods with a mix of single-family and multifamily housing. RX zoning with a three- or four-story height limit is appropriate for these areas. In some instances, small-scale commercial uses allowed in

RX districts may be appropriate. Comprehensive Plan Land Use Section policies should be consulted for additional guidance.

The 2030 Comprehensive Plan describes the proposed Future Land Use category as **Community Mixed Use**:

This category applies to medium-sized shopping centers and larger pedestrian-oriented retail districts such as Cameron Village. Typical commercial uses include large-format supermarkets, larger drug stores, department stores and variety stores, clothing stores, banks, offices, restaurants, movie theaters, hotels, and similar uses that draw from multiple neighborhoods. Development intensities could be higher than in Neighborhood Mixed Use areas, with mid-rise buildings as well as low-rise buildings. Where residential development occurs, ground floor retail would be encouraged and minimum building heights might be applied in transit-rich areas. Heights would generally be in the three-to-five-story range, although additional height up to 12 stories would be appropriate in TOD areas and at the core of mixed-use centers. CX is the primary corresponding zoning district for these areas. Appropriate urban form standards for frontage should be applied, recognizing that some of the designated areas are established neighborhood “main streets” and others are suburban auto-oriented shopping plazas or strip centers fronting on high volume arterial roadways. For both this category and Neighborhood Mixed Use, greater height should include appropriate transitions and be accompanied by a pedestrian-friendly relationship to the public realm.

3. An area around bounded by Rock Quarry Road, Whitfield Road, Battle Bridge Road, and Auburn Knightdale Road is proposed to be changed from Low Density Residential and Community Mixed Use to Moderate Density Residential, Office & Residential Mixed Use, and Community Mixed Use.

The 2030 Comprehensive Plan describes the proposed Future Land Use category as **Moderate Density Residential**:

This category applies to garden apartments, townhomes, condominiums, and suburban style apartment complexes. It would also apply to older neighborhoods with a mix of single-family and multifamily housing. RX zoning with a three- or four-story height limit is appropriate for these areas. In some instances, small-scale commercial uses allowed in RX districts may be appropriate. Comprehensive Plan Land Use Section policies should be consulted for additional guidance.

The 2030 Comprehensive Plan describes the proposed Future Land Use category as **Office & 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 proposed Future Land Use category as **Community Mixed Use**:

This category applies to medium-sized shopping centers and larger pedestrian-oriented retail districts such as Cameron Village. Typical commercial uses include large-format supermarkets, larger drug stores, department stores and variety stores, clothing stores, banks, offices, restaurants, movie theaters, hotels, and similar uses that draw from multiple neighborhoods. Development intensities could be higher than in Neighborhood Mixed Use areas, with mid-rise buildings as well as low-rise buildings. Where residential development occurs, ground floor retail would be encouraged and minimum building heights might be applied in transit-rich areas. Heights would generally be in the three-to-five-story range, although additional height up to 12 stories would be appropriate in TOD areas and at the core of mixed-use centers. CX is the primary corresponding zoning district for these areas. Appropriate urban form standards for frontage should be applied, recognizing that some of the designated areas are established neighborhood "main streets" and others are suburban auto-oriented shopping plazas or strip centers fronting on high volume arterial roadways. For both this category and Neighborhood Mixed Use, greater height should include appropriate transitions and be accompanied by a pedestrian-friendly relationship to the public realm.

4. On the north side of Rock Quarry Road, east of Auburn Knightdale Road, one property is proposed to change from Community Mixed Use to Office & Residential Mixed Use.

The 2030 Comprehensive Plan describes the proposed Future Land Use category as **Office & 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.

5. North of Old Baucom Road, west of Brown Field Road, an area is proposed to be changed from Rural Residential and Special Study Area to Office & Residential Mixed Use and Business & Commercial Services.

The 2030 Comprehensive Plan describes the proposed Future Land Use category as **Office & 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-

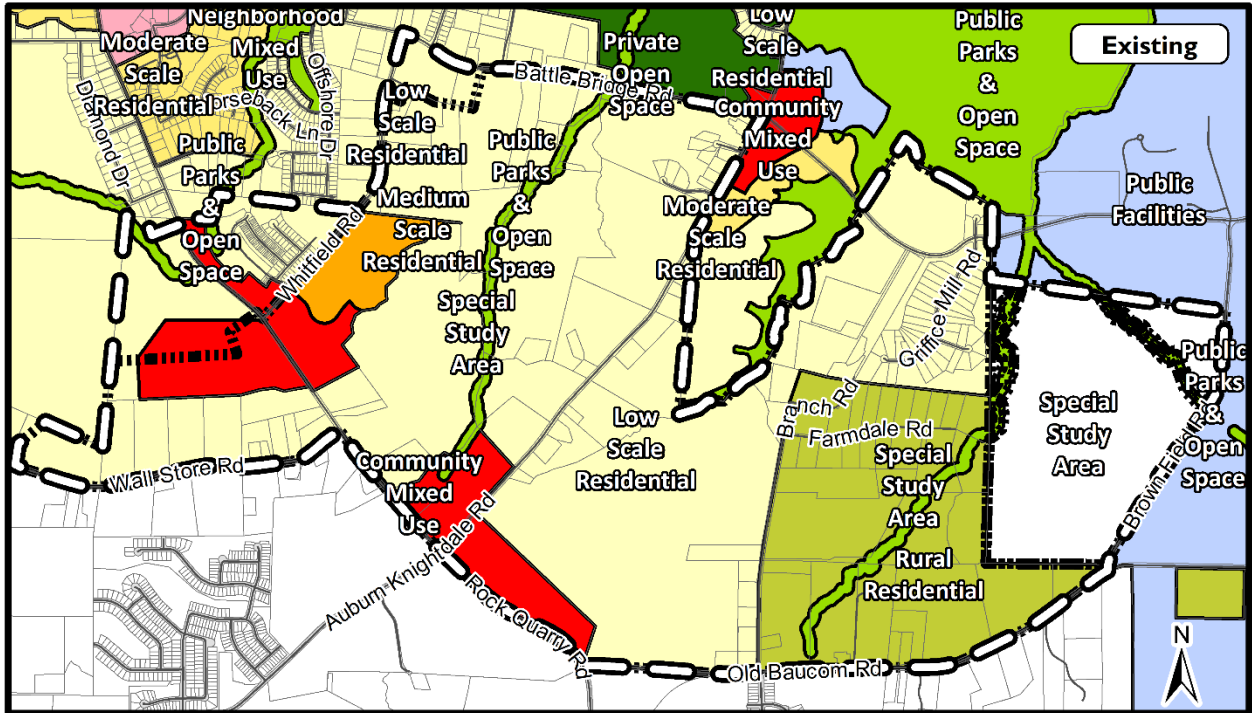
impact uses such as hotels and hospitals are not contemplated or recommended in this land use category except as limited uses in appropriate locations.

The 2030 Comprehensive Plan describes the proposed Future Land Use category as **Business & Commercial Services**:

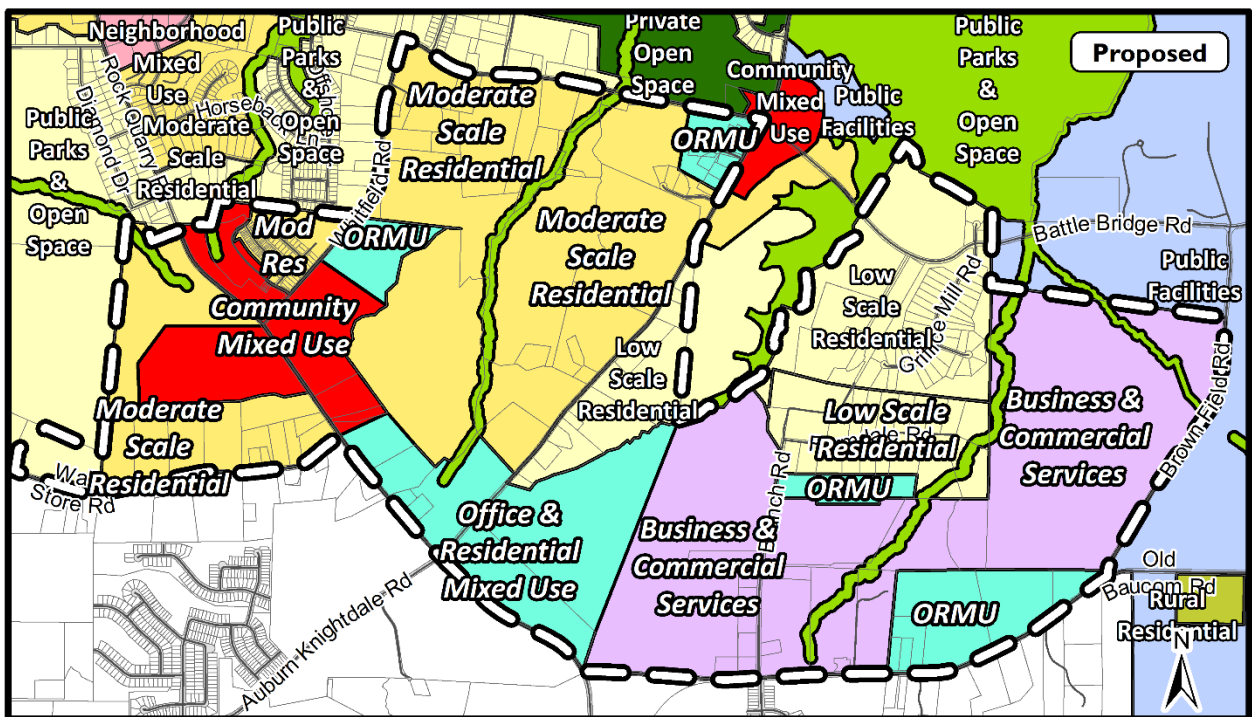
This category is for higher-impact or “heavy” commercial activities that would not be compatible with residential uses, or that have locational needs (such as frontage along freeways, expressways, or other major streets) that are not conducive to mixed-use development. Examples would include auto dealerships, auto repair and service businesses, lumberyards, nurseries, contractor suppliers, warehousing, printers, truck stops, distribution centers, and other uses that are quasi-industrial or highway-oriented in character. These areas would generally be zoned IX. Housing would be limited, but live-work units or housing combined with an employment-generating ground floor could be permitted in certain location.

Proposal to Amend the Future Land Use Map

Existing Designation: Rural Residential, Low Scale Residential, Community Mixed Use, Special Study Area



Proposed Designation: Low Scale Residential, Moderate Scale Residential, Community Mixed Use, Office & Residential Mixed Use, Business & Commercial Services



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 Southeast Special 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 applies to multiple parcels and incorporates the broad benefits desired by the community as communicated through several phases of engagement. The amendment proactively responds to private sector interest in development in this area due to the availability of water infrastructure and the anticipated completion of I-540 by 2029.
- 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 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 1.2 – Future Land Use Map and Zoning Consistency

The Future Land Use Map shall be used in conjunction with the Comprehensive Plan policies to evaluate zoning consistency including proposed zoning map amendments and zoning text changes.

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 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 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;

The amendment would provide policy support for future land uses that implement the recommendations of the Southeast Study. These may be implemented via rezoning requests.

B. Existing or future land use patterns;

The amendment would alter recommendations for future land use, which may be implemented in the event of rezoning.

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, including water and sewer service and public investments in facilities at

the Randleigh tract.

D. Existing or planned roadways;

The proposed changes to the Future Land Use Map take into consideration planned roadways, including the extension of I-540 and roadways planned on the Raleigh Street Plan.

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

The proposed changes seek to minimize the impact of growth on the future land uses of the area. Thus, much of the Future Land Use Map remains unchanged, with Rural Residential, Low Density Residential, and Public Parks & Open Space as the envisioned land uses.

F. Other policies of the Comprehensive Plan.

N/A

6. Summary:

These amendments are consistent with the policies described above. These amendments provide a comprehensive response to guidance from the Comprehensive Plan and establish a policy framework and implementation strategy to respond to changes in the Study Area that are amplified by growth trends and planned infrastructure projects.

STAFF FINDING:

The amendment is consistent with the 2030 Comprehensive Plan.

STAFF COORDINATOR:

Donald Belk, donald.belk@raleighnc.gov, (919) 996-4641



CP-12-21 SOUTHEAST SPECIAL STUDY AREA

Comprehensive Plan Amendment CP-12C-21: Urban Form Map

Map UD-1 Urban Form Amendment

This is a city-initiated amendment for multiple parcels to change designations on Map UD-1 Urban Form. The request reflects recommendations of the Southeast Special Area Study. The following changes to Map UD-1 Urban Form are proposed:

1. Approximately 540 acres located between Rock Quarry Road, Battle Bridge Road, and Auburn Knightdale Road are proposed to be designated as a City Growth Center. This area currently has no designation on the Urban Form Map.

The 2030 Comprehensive Plan describes City Growth Center as follows:

City Growth: These designations are where significant infill development and redevelopment are anticipated in the future. While an urban and/or hybrid approach to frontage is recommended to encourage walkability, built conditions and site constraints may require alternative approaches. Some City Growth Centers are subject to area plans that may provide frontage guidance.

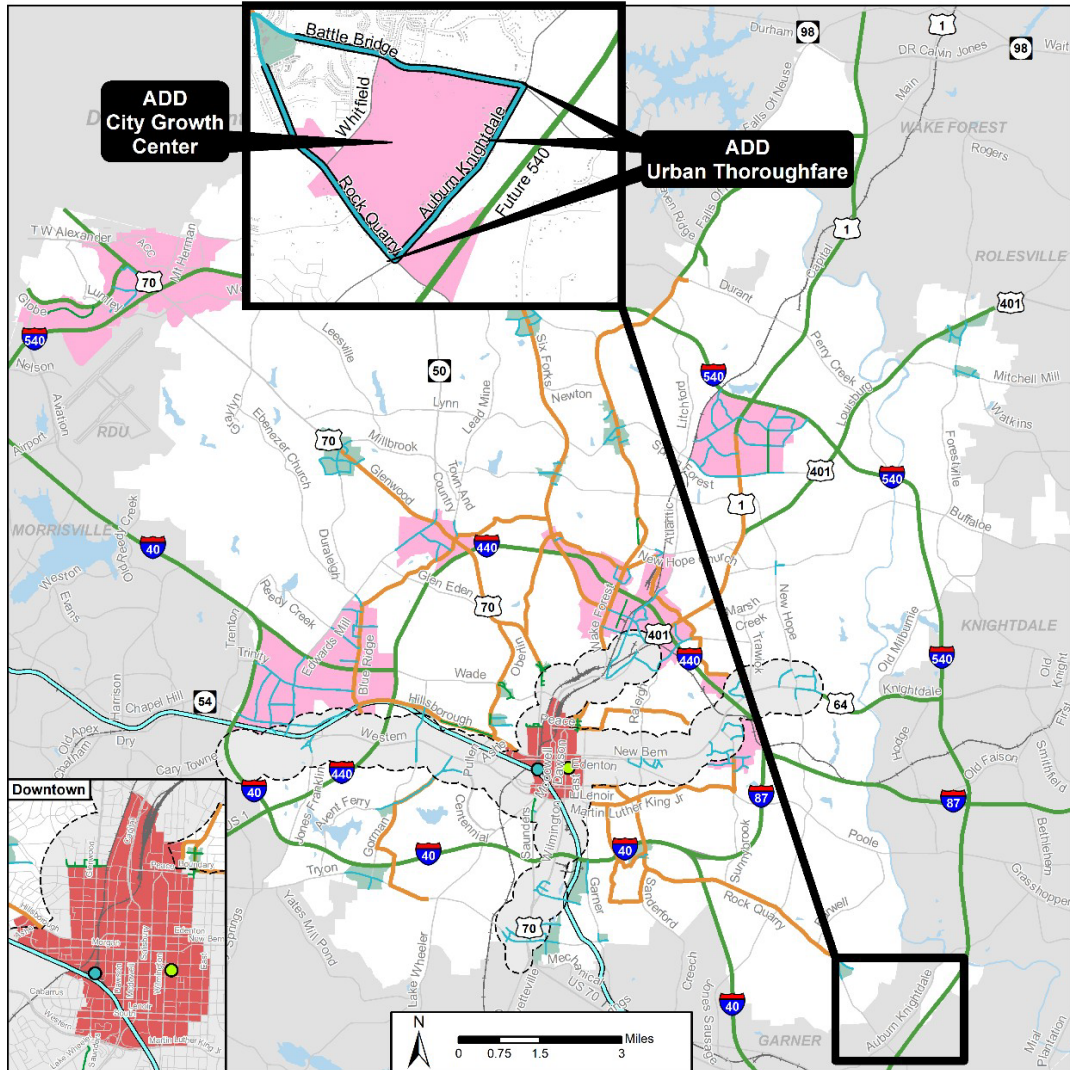
[Insert map]

2. Rock Quarry Road, Battle Bridge Road, and Auburn Knightdale Road are proposed to be classified as an Urban Thoroughfare. The corridor currently has no designation on the Urban Form Map.

The 2030 Comprehensive Plan describes Urban Thoroughfare as follows:

Urban Thoroughfares: 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 is recommended, based on context.

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 Oriented District (TOD)
- City Growth Center
- Downtown

Map created 11/2/2021 by the 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 incorporates the recommendations of the Southeast Special 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 policy support for an urban or hybrid building frontage, which supports an active and pedestrian-friendly urban form. This confers benefits to all who live, visit, and use the area, regardless of ownership.
- 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 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 6.2 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;

The proposed amendment would provide policy support for pedestrian friendly development, which may affect entitlements in the event of a rezoning request.

B. Existing or future land use patterns;

The amendment makes recommendations for a more pedestrian-friendly urban form for future development in the designated areas.

C. Existing or planned public services and facilities;

The proposed amendment takes into consideration the planned public services and facilities in the area.

D. Existing or planned roadways;

The proposed amendment takes into the consideration the existing and planned roadways, including Rock Quarry Road and Battle Bridge Road, and the proximity to future I-540.

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

The intent is to alter the future land use pattern so that growth may be accommodated in existing developed areas and the natural environment and open space of the area may be preserved in outlying areas.

F. Other policies of the Comprehensive Plan.

The proposed amendment is consistent with the vision theme of Managing Our Growth, Coordinating Land Use and Transportation, and Economic Prosperity and Equity.

6. Summary:

The amendment implements the recommendations of the Southeast Special Area Study, proposed policy support for an urban form that would have community-wide benefit, and is consistent with the 2030 Comprehensive Plan, including the policies identified above.

STAFF FINDING:

The amendment is consistent with the 2030 Comprehensive Plan.

STAFF COORDINATOR:

Donald Belk, donald.belk@raleighnc.gov, (919) 996-4641

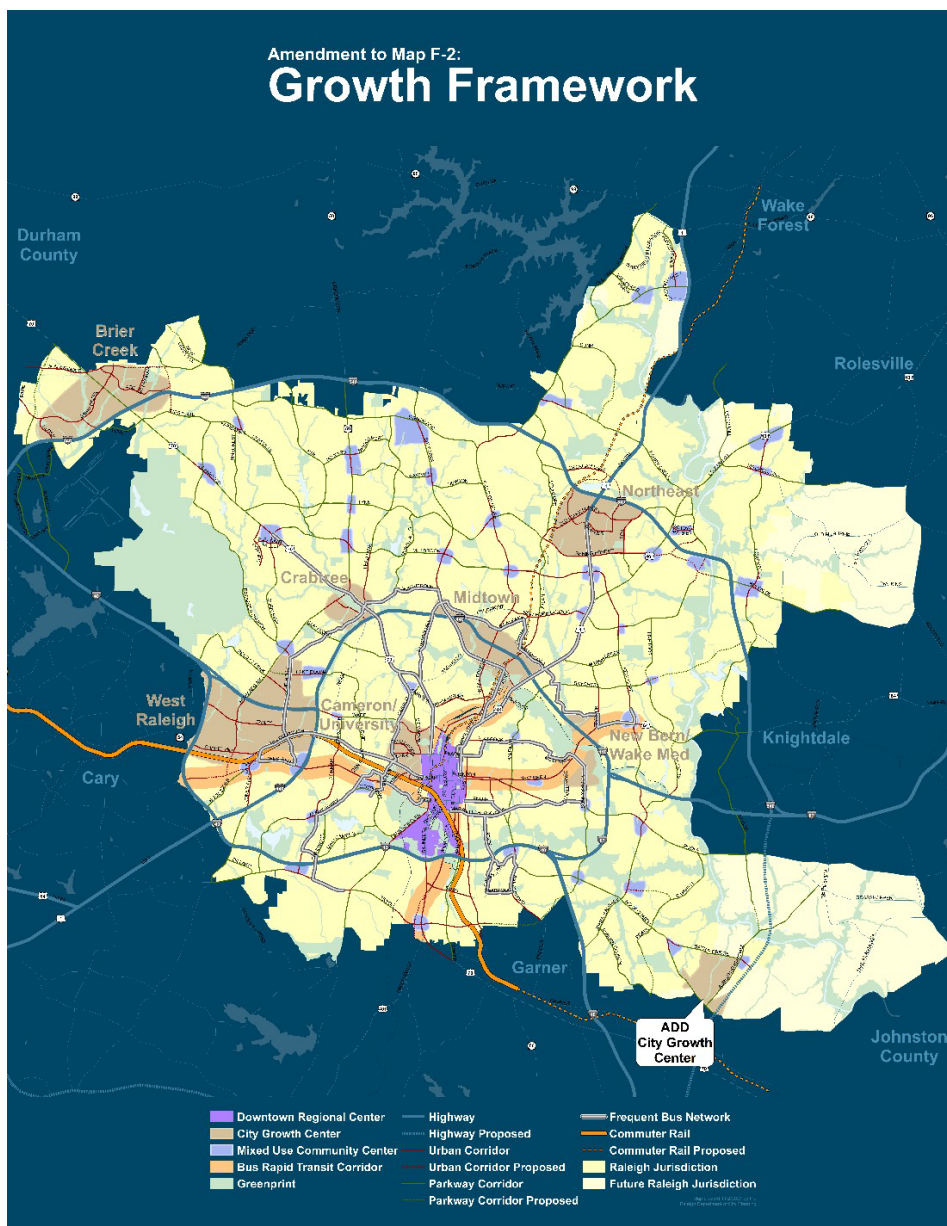


CP-12-21 SOUTHEAST SPECIAL STUDY AREA

Comprehensive Plan Amendment CP-12D-21: F-2 Growth Framework

Map F-2 Growth Framework

This is a city-initiated amendment to Map F-2 Growth Framework. The proposed amendment would add a City Growth Center to the southwest portion of the study area.



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 Southeast Special Area Study to 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 constitutes a substantial benefit to the City as a whole. Specifically, it advances all of the major vision themes of the 2030 Comprehensive Plan, including 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. Furthermore, the amendment encapsulates the overall objectives of the Comprehensive Plan and the City's vision for future growth within a new City Growth Center, Raleigh's eighth city growth center and the first designated outside I-440 in Southeast Raleigh. This City Growth Center will facilitate new investment in this area, expanding housing and employment opportunities for Southeast Raleigh residents.

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

The Growth Framework Map, along with the Future Land Use Map, provides the basis for many of the Comprehensive Plan's narrative recommendations, and provides an overall vision of the City's future growth. The proposed amendment to the Growth Framework Map is also consistent with the guidance of Section 16 of the Comprehensive Plan, which recognizes the evolving nature of Area Specific Guidance as new area plans and studies are completed.

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 prioritize an area for new growth in the region. There is already significant market interest in development in this area, and the amendment would affirm the City's vision of where new growth should occur.

B. Existing or future land use patterns;

The amendment will spur continued market interest in the area. As parcels are annexed, there will be a transition from rural and low density residential uses toward denser, mixed-use development, in accordance with proposed Future Land Use Map amendments (CP-12B-21).

C. Existing or planned public services and facilities;

The amendment will leverage City investments such as the Barwell Road Park and Community Center, the Pearl Road tract, the Randleigh tract, and the Neuse River Resource Recovery Facility. Wake County has plans for two new schools on their portion of the Randleigh Tract, and a new Fire Training Center is also planned. Additional Fire and Police facilities will be required as population increases over time.

D. Existing or planned roadways;

The amendment will highlight the future I-540/Rock Quarry Road interchange as a focal point for growth. It also aligns with the existing Street Plan, which identifies additional road improvements within this area.

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

The request itself will not have any additional environmental impact; however, the amendment reinforces the framework to support the development of more walkable, mixed-use places that have a lesser impact on the natural environment than auto-oriented development patterns. The proposed Area Specific Guidance (CP-12A-21) includes policy and action recommendations to enhance stormwater management and provide for additional buffers for I-540 and the Neuse River to help mitigate impacts from future growth in this area.

6. Summary:

The intent of the Growth Framework Map is to direct 60 percent of future growth (equating to the next 120,000 households and 170,000 jobs) into downtown and series of 7 city growth centers.

The current Growth Framework Map is illustrative of the decades-long trend of growth emanating from downtown toward new centers of activity to the north and west, initially at locations along the I-440 Beltline (Midtown/North Hills, Crabtree, West Raleigh), and more recently at key interchanges of the I-540 Outer Loop (Brier Creek, Triangle Town Center).

This amendment would help direct new growth toward a center located near the future I-540 interchange at Rock Quarry Road activity. Additionally, this amendment would address longstanding inequities - reflected in key demographic indicators ranging from racial diversity, education, income, health, to social mobility and jobs – that have been endemic to the southeastern part of the City. This amendment to establish an 8th City Growth Center is one step toward bridging this equity gap.

STAFF FINDING:

This amendment conforms to the guidance of Section 16 of the Comprehensive Plan and is indicative of the evolving nature of this section as new area plans and studies are carried out for different parts of the City. Specifically, this amendment will create an eighth City Growth Center for the southeastern region of Raleigh. It is consistent with the Comprehensive Plan overall.

STAFF COORDINATOR:

Donald Belk, donald.belk@raleighnc.gov, (919) 996-4641



CP-12-21 SOUTHEAST SPECIAL STUDY AREA

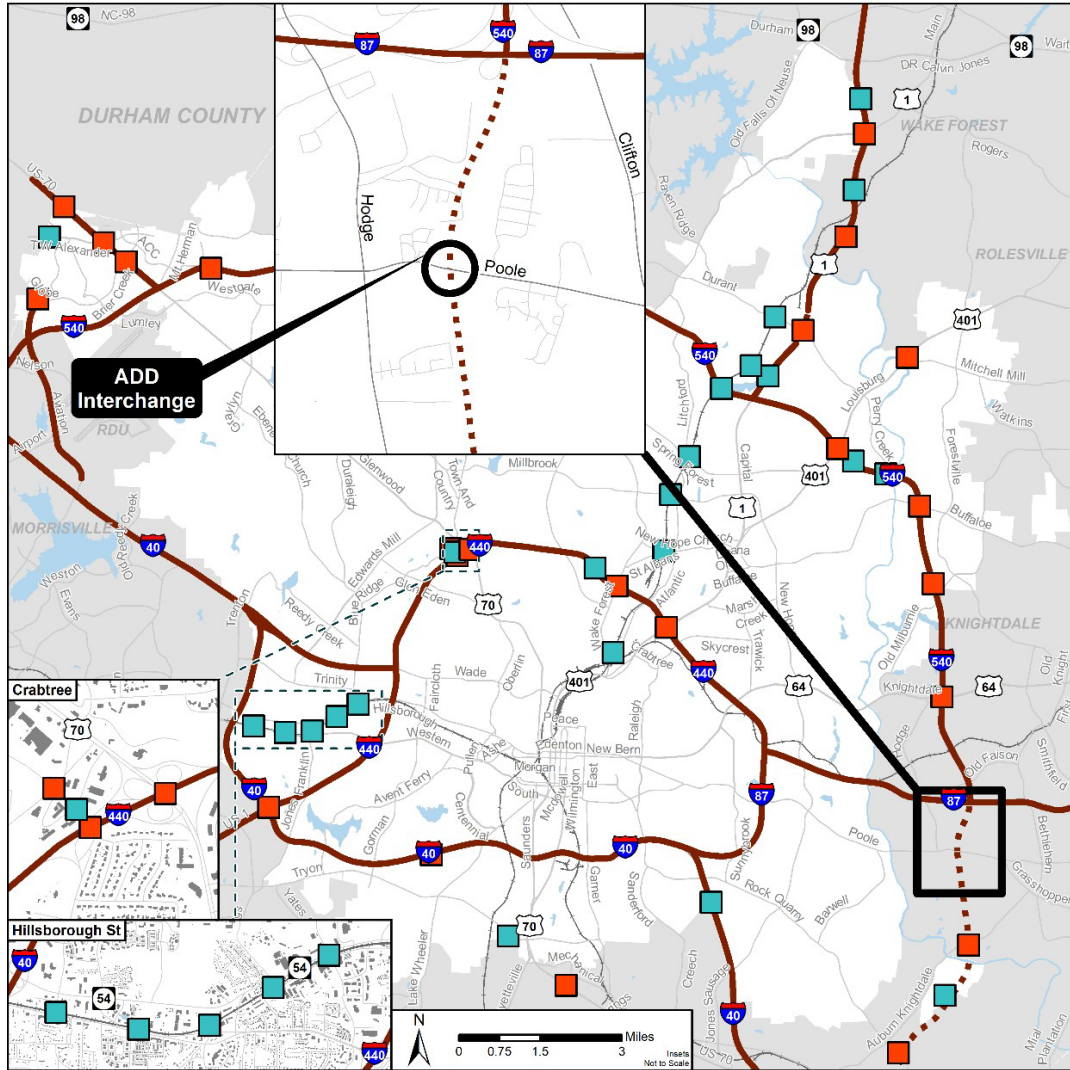
Comprehensive Plan Amendment CP-12E-21: Planned Interchanges and Grade Separations

Map T-5 Planned Interchanges and Grade Separation

This is a city-initiated amendment to change designations on Map T-5 Planned Interchanges and Grade Separation. The request reflects recommendations of the Southeast Special Area Study. The following changes to Map T-5 are proposed:

1. Add Interchange at the future intersection of I-540 and Poole Road, consistent with the *Complete 540 Triangle Expressway Southeast Extension: Record of Decision* by NC Department of Transportation and the NC Turnpike Authority, June 2018.

Amendment to Map T-5: Planned Interchanges and Grade Separations



Planned Facilities

- Interchange
- Grade Separation
- Current Limited Access Highway
- - - Planned Limited Access Highway

Map created 11/2/2021 by the 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 current Map T-5 did not include the proposed I-540 interchange at Poole Road during the 2030 Comprehensive Plan Update. The amendment reflects this proposed interchange.

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 will benefit the city as a whole by ensuring that development projects adjacent to the future Poole Road interchange location take into account and do not compromise the future ability to construct the proposed interchange.

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 policies:

Policy T 9.1 Future Interchange Locations

Ensure that development projects adjacent to future interchange locations as shown on Map T-5 do not compromise the future ability to construct the proposed interchange or grade separation.

Policy LU 4.10 Development at Freeway Interchanges

Development near freeway interchanges should cluster to create a node or nodes located at a nearby intersection of two streets, preferably classified two-lane avenue or higher, and preferably including a vertical and/or horizontal mix of uses. Development should be encouraged to build either frontage or access roads behind businesses to provide visibility to the business from the major street while limiting driveway connections to the major street.

The request will ensure that development at the Poole Road interchange location will be designed to accommodate the proposed interchange.

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

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

The request would require adjacent properties to accommodate the proposed interchange location if future development were to occur.

B. Existing or future land use patterns;

The request does not change adopted land use policy, which designates adjacent parcels and Community Mixed Use. A future interchange may encourage redevelopment of adjacent properties in an auto-oriented manner to serve the future interchange.

C. Existing or planned public services and facilities;

The request would ensure that the I-540 extension design is completed as planned.

D. Existing or planned roadways;

The request would require coordination of the design future roadways with the interchange.

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

The request itself will not have any additional environmental impact. The construction of the I-540 extension could potentially result in more traffic generation which would negatively impact air quality and increase vehicle noise in the areas where it will be built.

6. Summary:

The request would align the Comprehensive Plan with the *Complete 540 Triangle Expressway Southeast Extension: Record of Decision* by NCDOT and the NC Turnpike Authority. It will ensure that future development and streets will be coordinated with the future interchange location at Poole Road and I-540.

STAFF FINDING:

These amendments are consistent with the policies described in Section 3.12 of the Comprehensive Plan for Special Study Areas A-5 and A-7 as denoted on the Future Land Use Map and consistent with the Comprehensive Plan overall.

STAFF COORDINATOR:

Donald Belk, donald.belk@raleighnc.gov, (919) 996-4641