



CP-13-21 Wakefield Small Area Study

Comprehensive Plan Amendment CP-13-21: New Section of Area Specific Guidance

WAKEFIELD (WF) 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 Wakefield Small Area Study. The amendment would add a new Wakefield (WF) 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 Wakefield Small Area Study was adopted in 2022 for the area in northeast Raleigh along Falls of Neuse Road between Neuse River and Capital Boulevard. The actions and policies of the plan speak to the main goals of increasing safety, adding crossings for people traveling on foot and by bike, and increasing access to the area's greenways.

Policy WF 1 Wakefield Greenway Access

Development adjacent to greenways, side-paths, and multi-use paths should incorporate access to the property via these means into the design to ensure pedestrian and bicycle friendly design.

Policy WF 2 Tree Lined Corridors

Preserve trees along major streets in the Wakefield area, particularly those designated as Parkway on the Urban Form Map, to maintain existing tree yards and the forested character of the area. If trees cannot be preserved, new trees, bioswales, or other water quality controls should be used on properties along major streets.

Action WF 1 Falls of Neuse Road High Quality Intersections

Build high quality intersections, with pedestrian crossings in all directions, at the intersection on Falls of Neuse and Village Pines Lane, Wakefield Pines Drive, Dunard Street, and Forest Pines Drive.

Action WF 2 Wakefield Pines Drive High Quality Intersections

Build high quality intersections with pedestrian crossings in all directions at the intersections of Wakefield Pines Drive and Old Falls of Neuse Road, Sycamore Grove Lane, and Spruce Tree Way.

Action WF 3 Richland Creek Greenway

Extend the planned Richland Creek Greenway north of Falls of Neuse Road to North Forest Pines Elementary School. Evaluate the potential for an underpass to cross Falls of Neuse Road.

Action WF 4 Multi-modal Access to Falls of Neuse Road

Establish a new side-path, multi-use path, or greenway along Falls of Neuse Road, connecting the Neuse River Greenway to Wakefield Crossing and Wakefield Commons.

Action WF 5 Multi-modal Access to Wakefield Pines Drive

Establish a new side-path along Wakefield Pines Drive.

Action WF 6 Falls of Neuse Mid-block Crossing

Build a mid-block crossing that connects sidewalks and side-paths along Falls of Neuse Road to

the median multi-use path and potential Richland Creek Greenway.

Action WF 7 Wakefield Pines Drive Crossing

Establish an enhanced crossing of Wakefield Pines Drive near Wakefield High School, including tools like a HAWK signal to increase safety.

Action WF 8 Neighborhood Bikeways

Establish signed bikeways along neighborhood streets, including Dunard Street, London Bell Drive, Strafford Hall Drive, and Narrowood Street.

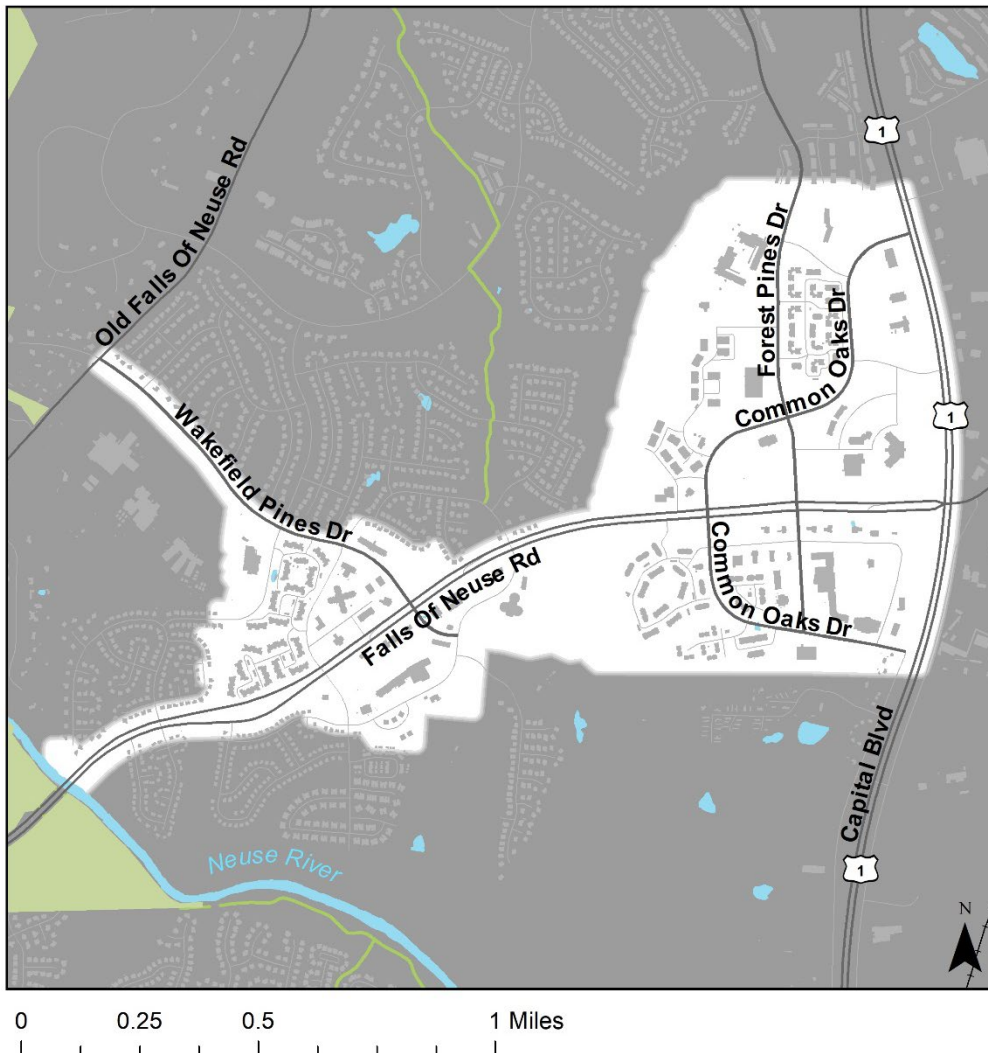
Action WF 9 Separated Bikeways

Establish separated bike lanes along Kelway Drive, Spruce Tree Way, Wakefield Crossing Drive, Wakefield Commons Drive, Common Oaks Drive, and Green Elm Lane.

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 – Wakefield to Map AP-1.

Wakefield 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 implements the recommendations of the Wakefield Small Area Study. The amendment addresses resident-identified traffic safety issues at intersections along Falls of Neuse Road and resident-identified vision for an enhanced multimodal network in the Wakefield 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;

There are no changes in state law that require an amendment to the Comprehensive Plan for the Wakefield Small Area Plan.

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 benefits for the City of Raleigh as a whole. Specifically, it helps further the major themes of Comprehensive Plan, including the themes of 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;

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 T 1.3 Multimodal Transportation Design

Offer residents safe and attractive choices among modes including pedestrian walkways, bikeways, public transportation, roadways, railways, and aviation. The street patterns of newly developed areas

should provide multimodal transportation alternatives for access to and circulation between adjacent neighborhoods, parks, shopping centers, and employment areas.

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 7.2 Traffic Calming

Incorporate traffic calming techniques and treatments into the design of new or retrofitted local and neighborhood streets, as well as within school, park, and pedestrian-oriented business areas, to emphasize lower auto speeds, encourage bicycling and walking, and provide pedestrians with a convenient, well-marked, and safe means to cross streets. Particular consideration should be given to traffic calming measures on streets where additional connectivity is planned.

Policy EP 2.7 Road Design and Landscape Preservation

Encourage the preservation and restoration of natural features and systems when designing new roadways by separating in-bound and out-bound lanes as they pass through natural features, such as large clusters of trees, rocky outcrops or water courses.

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 UD 3.6 Median Plantings

Median plantings should be used where feasible and appropriate to preserve and enhance the visual character of corridors and boulevards.

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

- A. Established property or proposed development in the vicinity of the proposed amendment;
This amendment proposes policies to improve connectivity and access of all modes along and across the Falls of Neuse corridor. The proposed policies may affect established property or proposed development by enhancing multimodal connection to properties from the street, trails, or other access points.
- B. Existing or future land use patterns;
Not applicable. This amendment does not propose changes to the Future Land Use Map nor does it propose any city-initiated rezonings in the study area.
- C. Existing or planned public services and facilities;
Not applicable. This amendment does not propose expanded or additional public facilities or services.
- D. Existing or planned roadways;
The proposed amendment seeks to enhance pedestrian safety, and it seeks to develop better bicycle and pedestrian connectivity, especially in access to the greenway.
- E. The natural environment, including air, water, noise, stormwater management, wildlife and vegetation;

The proposed amendment includes policies to promote and retain natural features in the study area, especially along roadway corridors.

F. Other policies of the Comprehensive Plan.

6. Summary:

The proposed actions and policies in the Wakefield Small Area Study Comprehensive Plan Amendment were developed based on community feedback over the course of the project. The proposed amendment speaks to community needs of increasing safety, adding crossings for people traveling on foot and by bike, and increasing access to the area's greenways. These goals are supported by several Comprehensive Plan policies, specifically regarding multimodal connectivity and integration, traffic calming, increased bicycle and pedestrian mobility, corridor design improvements, and preservation and enhancement of natural environmental features. As a result, the proposed amendments also confirm the following Comprehensive Plan themes: Managing Our Growth, Coordinating Land Use and Transportation, Greenprint Raleigh – Sustainable Development, and Growing Successful Neighborhoods and Communities.

STAFF FINDING:

Amendment CP-13-21 is consistent with the 2030 Comprehensive Plan.

STAFF COORDINATOR:

Hannah Reckhow, Hannah.Reckhow@raleighnc.gov, 919-996-2622