



Staff Report – CP-2-21

Comprehensive Plan Amendment CP-2C-21: Street Plan

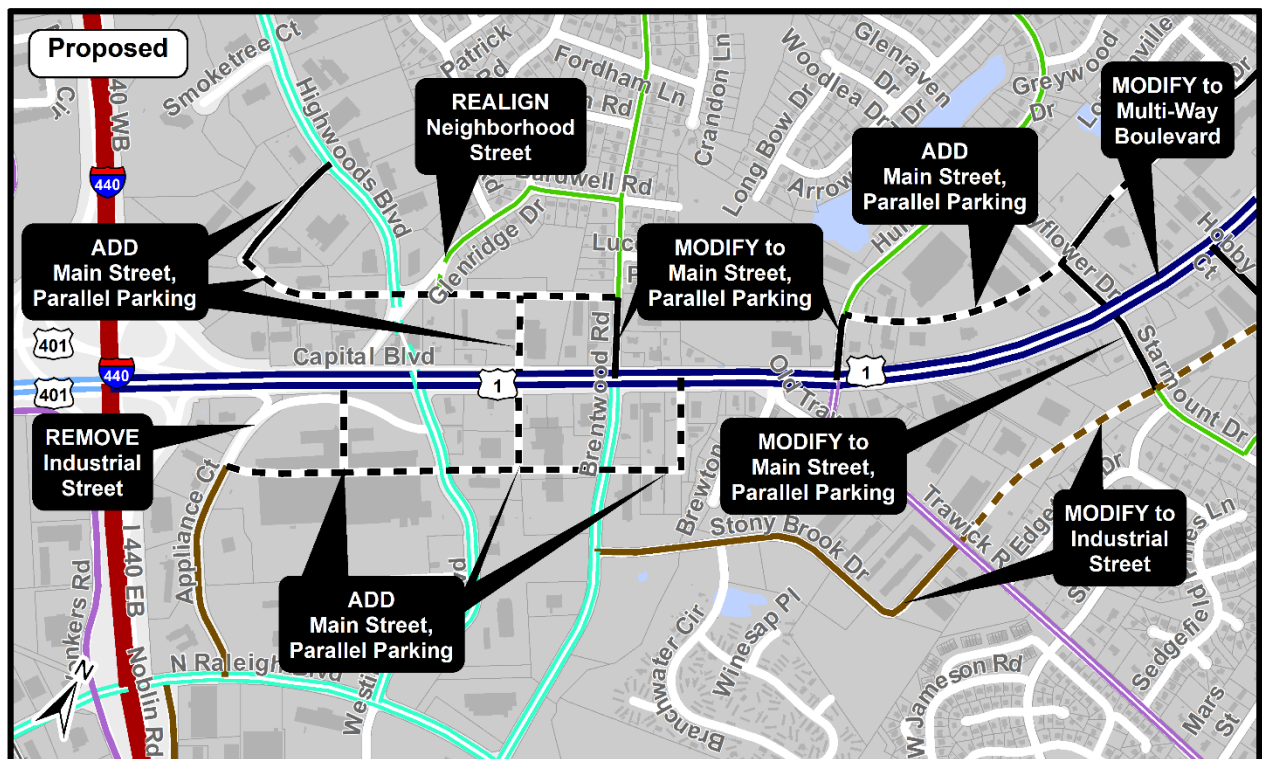
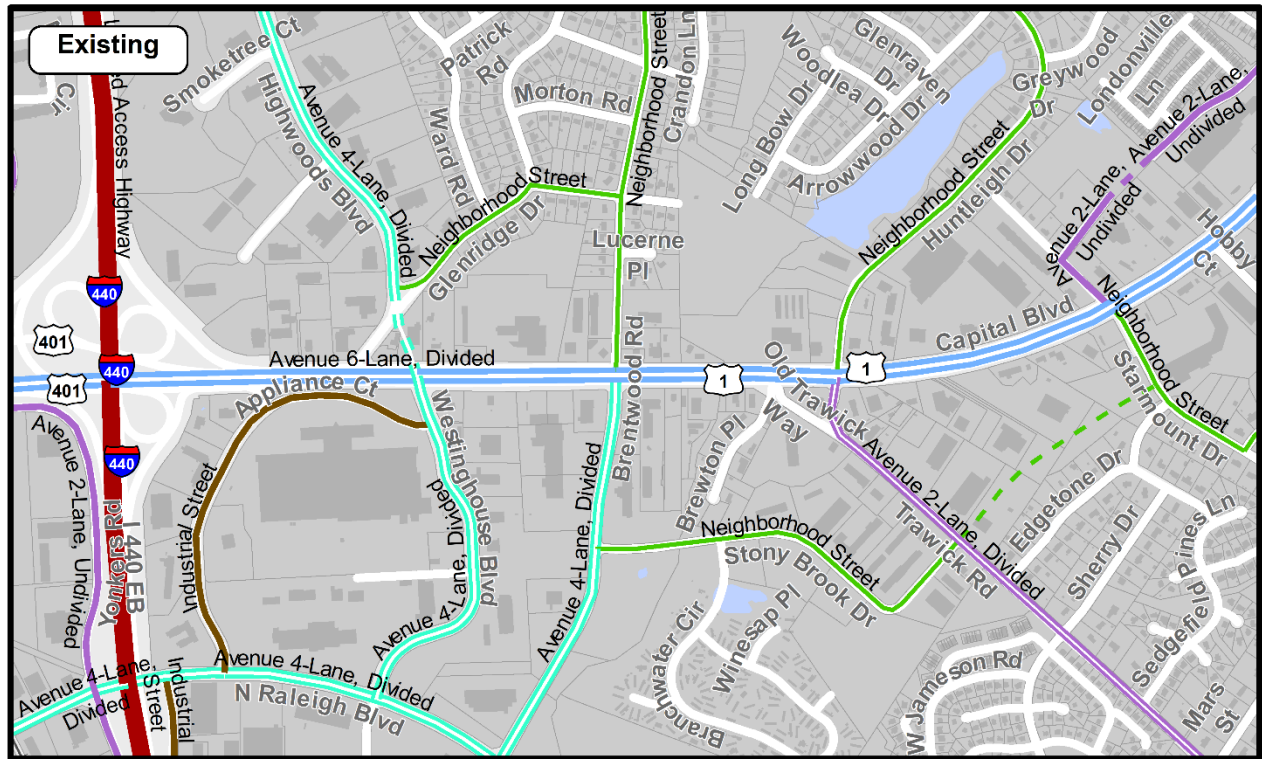
Street Plan Amendment

This is a city-initiated amendment to the Street Plan, a document within the Comprehensive Plan. The proposed amendment reflects Street Plan recommendations that implement the goals and specific recommendations of the *Capital North* corridor plan. For areas where Capital Boulevard is proposed to be designated as a Multi-way Boulevard, a custom streetscape is proposed to be added to the Street Design Manual. The streetscape details are attached to this document.

In the area between I-440 and Starmount Drive, the proposed amendments:

- Re-designate Capital Boulevard as a Multi-way Boulevard
- Create a new Main Street, Parallel Parking (hereafter referred to as “Segment 1”) between Poplarwood Court and Brentwood Road and designate Poplarwood Court as a Main Street, Parallel Parking
- Create a new Main Street, Parallel Parking between Segment 1 and Capital Boulevard in the area between Highwoods Boulevard and Brentwood Road
- Re-designate Brentwood Road as a Main Street, Parallel Parking between Segment 1 and Capital Boulevard
- Create a new Main Street, Parallel Parking between Appliance Court and Marsh Creek, hereafter referred to as “Segment 2”.
- Create three new Main Street, Parallel Parking segments between Segment 2 and Capital Boulevard; one between Appliance Court and Westinghouse Boulevard, one between Westinghouse Boulevard and Brentwood Road, and one between Brentwood Road and Marsh Creek
- Remove the Industrial Street designation from Appliance Court between Segment 2 and Westinghouse Boulevard
- Re-designate Stony Brook Drive as an Industrial Street between Brentwood Road and Trawick Road
- Re-designate the proposed extension of Stony Brook Drive between Trawick Road and Starmount Drive as an Industrial Street
- Designate Starmount Drive between the Stony Brook Drive extension and Capital Boulevard as a Main Street, Parallel Parking
- Create a new Main Street, Parallel Parking between Huntleigh Drive and Mayflower Drive which will be an extension of Pine Knoll Drive
- Re-designate Huntleigh Drive between the Pine Knoll Drive extension and Capital Boulevard as a Main Street, Parallel Parking
- Designate Mayflower Drive between Pine Knoll Drive and Capital Boulevard as a Main Street, Parallel Parking

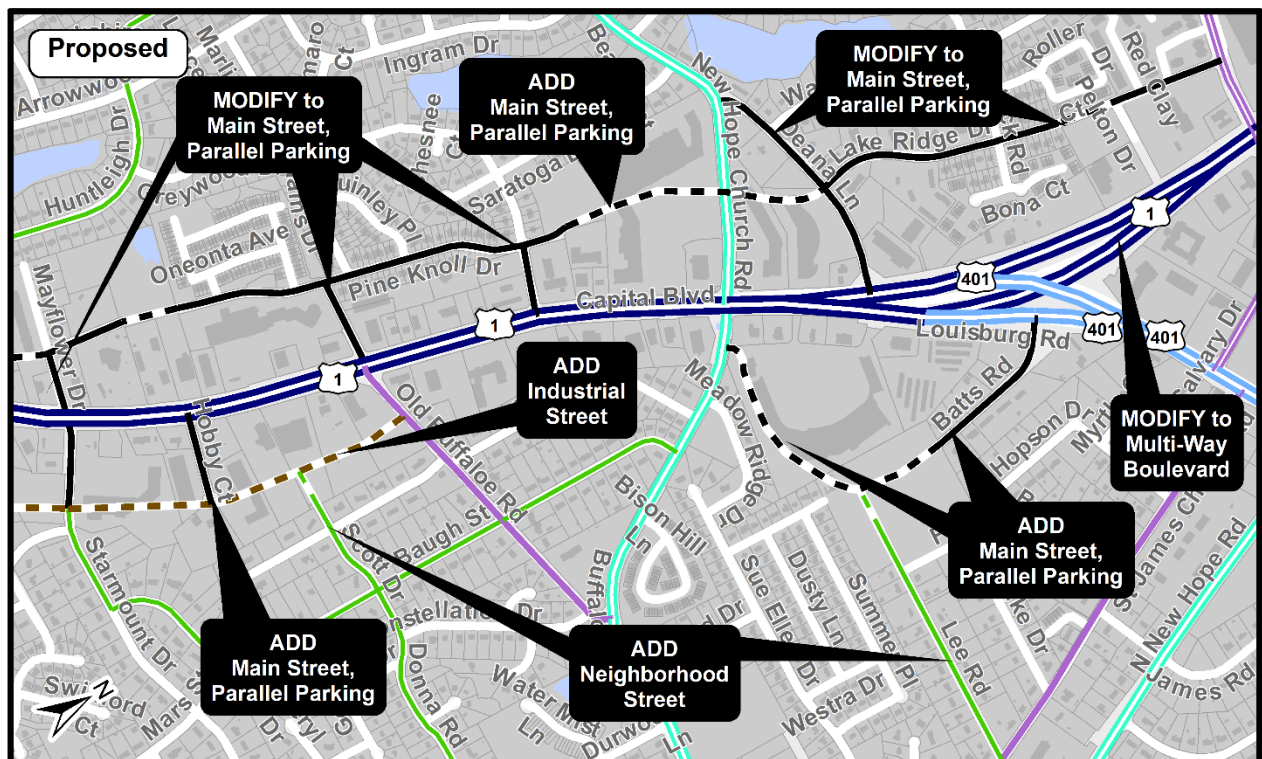
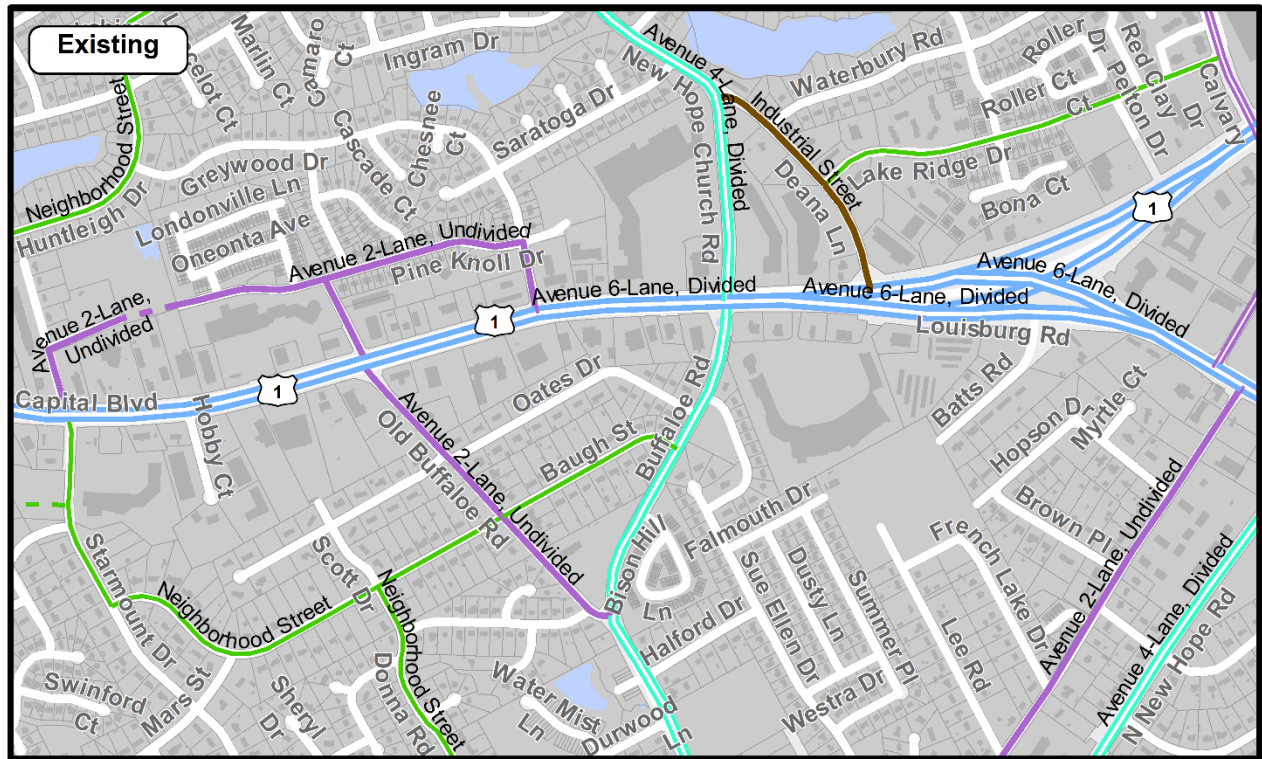
Proposal to Amend the Street Plan



In the area between Starmount Drive, the proposed amendments:

- Re-designate Capital Boulevard as a Multi-way Boulevard
- Re-designate existing Pine Knoll Drive and the extension of Pine Knoll Drive south to Mayflower Drive as Main Street, Parallel Parking
- Create a new Main Street, Parallel Parking extending Pine Knoll Drive north to meet Lake Ridge Drive
- Re-designate Deana Lane as Main Street, Parallel Parking
- Re-designate Mayflower Drive as Main Street, Parallel Parking between Pine Knoll Drive and Capital Boulevard
- Re-designate Old Buffaloe Road as Main Street, Parallel Parking between Pine Knoll Drive and Capital Boulevard
- Re-designate Greywood Drive as Main Street, Parallel Parking between Pine Knoll Drive and Capital Boulevard
- Re-designate Lake Ridge Drive between Deana Lane and Calvary Drive as Main Street, Parallel Parking
- Create a new Industrial Street between Starmount Drive and Old Buffaloe Road
- Designate Hobby Court as Main Street, Parallel Parking
- Create a new Main Street, Parallel Parking extending north from Buffaloe Road and meeting Batts Road
- Designate Batts Road as Main Street, Parallel Parking
- Designate Lee Road as Neighborhood Street between the extension of Batts Road and St. James Church Road

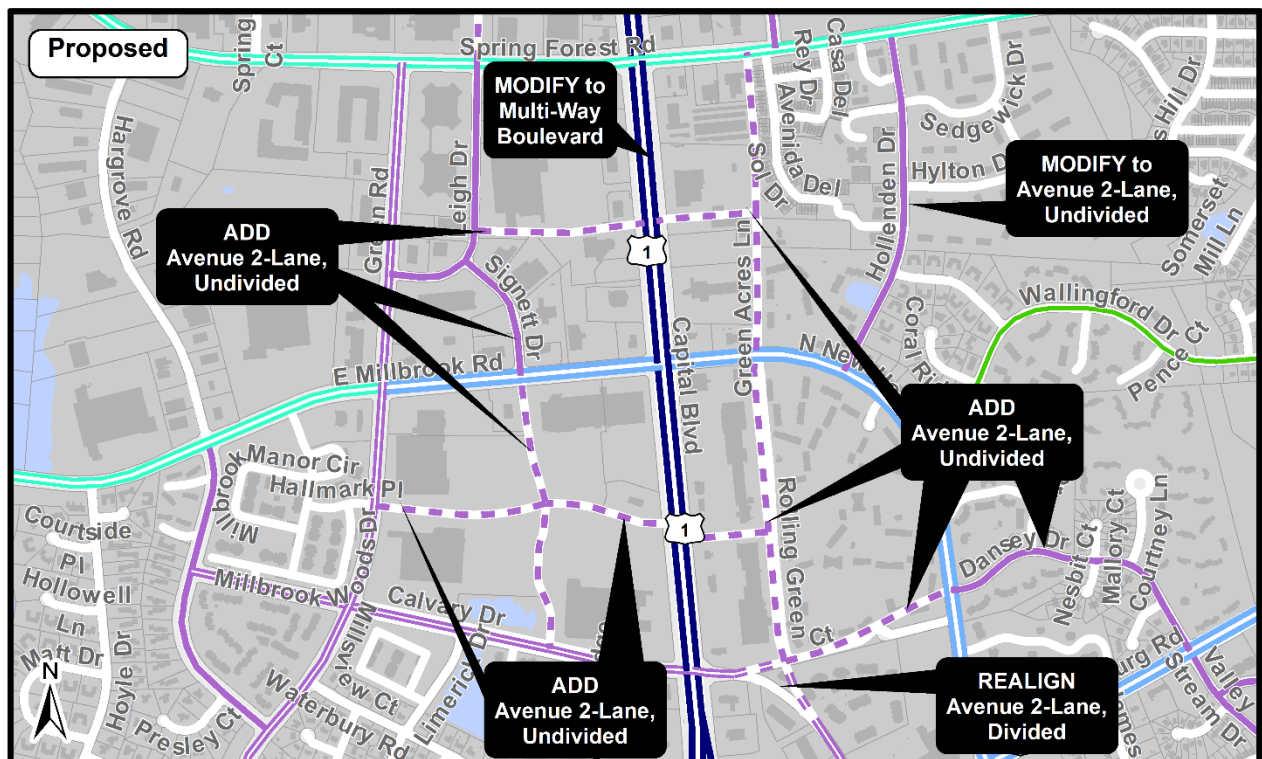
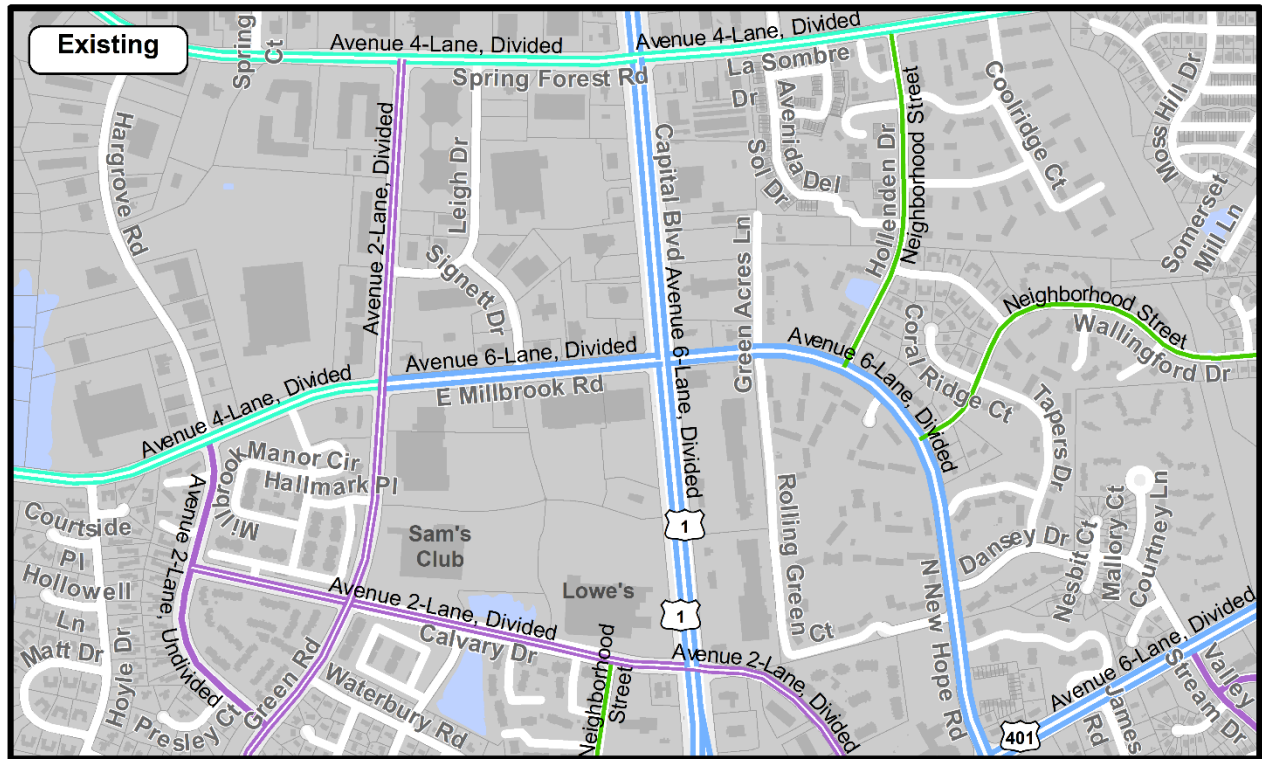
Proposal to Amend the Street Plan



In the area between Louisburg Road and Spring Forest Road, the proposed amendments:

- Re-designate Capital Boulevard as a Multi-way Boulevard
- Create a new Avenue 2-Lane, Undivided from Calvary Drive to E. Millbrook Road in the area between Green Road and Capital Boulevard
- Create a new Avenue 2-Lane, Undivided from Green Road to Capital Boulevard in the area between Calvary Drive and E. Millbrook Road
- Create a new Avenue 2-Lane, Undivided from Leigh Drive to Capital Boulevard
- Designate Signett Drive as an Avenue 2-Lane, Undivided
- Designate Leigh Drive as an Avenue 2-Lane, Undivided
- Create a new Avenue 2-Lane, Undivided to realign Calvary Drive to the north as it extends east from Capital Boulevard so that it meets Dansey Drive
- Designate Dansey Drive as an Avenue 2-Lane, Undivided
- Realign Calvary Drive as it extends north from Louisburg Road to form an intersection with the Dansey Drive extension and so that this segment of Calvary Drive meets Rolling Green Court
- Designate Rolling Green Court between Dansey Drive/Calvary Drive and N. New Hope Road as an Avenue 2-Lane, Undivided from the extension of Dansey Drive to N. New Hope Road
- Designate Green Acres Lane as an Avenue 2-Lane, Undivided
- Create a new Avenue 2-Lane, Undivided extending Green Acres Lane to Spring Forest Road
- Create a new Avenue 2-Lane, Undivided between the extension of Green Acres Lane and Capital Boulevard

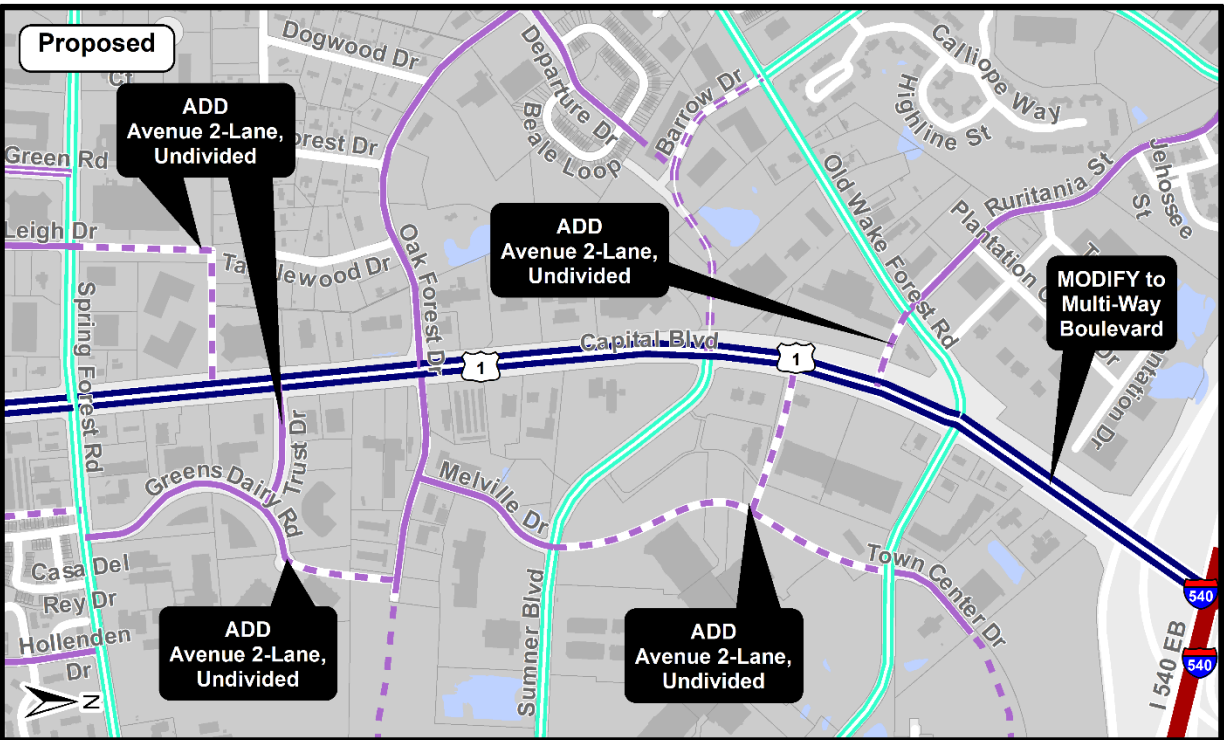
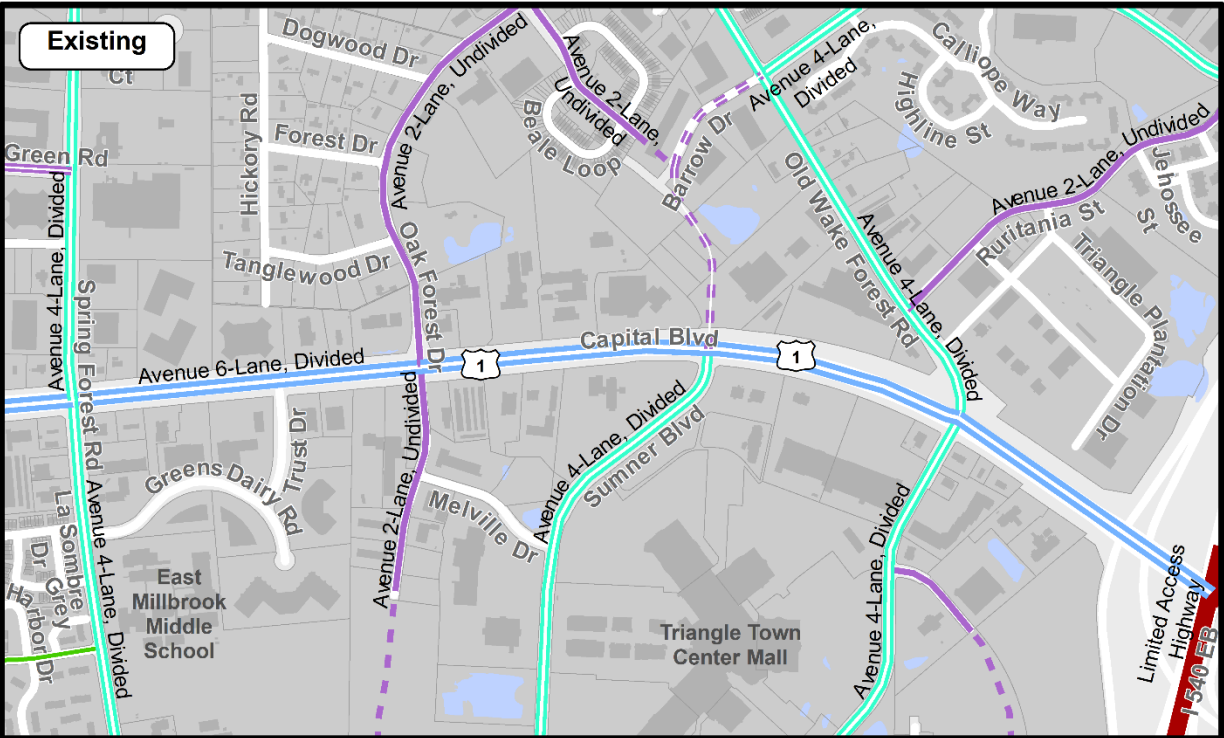
Proposal to Amend the Street Plan



In the area between Spring Forest Road and I-540, the proposed amendments:

- Re-designate Capital Boulevard as a Multi-way Boulevard.
- Extend Leigh Drive north approximately 850 feet as an Avenue 2-Lane, Undivided.
- Create a new Avenue 2-Lane, Undivided from the north end of the Leigh Drive extension to Capital Boulevard.
- Extend Greens Dairy Road north to Oak Forest Drive as an Avenue 2-Lane, Undivided.
- Extend Ruritania Street as an Avenue 2-Lane, Undivided from Old Wake Forest Road to Capital Boulevard.
- Create a new Avenue 2-Lane, Undivided from Sumner Boulevard to Old Wake Forest Road between Capital Boulevard and Triangle Town Boulevard, hereafter referred to as “Segment 3”.
- Create a new Avenue 2-Lane, Undivided from Segment 3 to Capital Boulevard between Sumner Boulevard and Old Wake Forest Road.

Proposal to Amend the Street Plan



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

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

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

The proposed amendment incorporates the recommendations of the *Capital North* corridor plan into the 2030 Comprehensive Plan.

2. The proposed amendment is in response to changes in state law;

n/a

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

The proposed amendment enhances connectivity, eliminates gaps in the roadway system, and provides a higher roadway grid density that will increase mobility options and promote the accessibility of nearby land uses.

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

The proposed amendment is consistent with the following relevant Comprehensive Plan and area plan policies:

Policy LU 2.1 - Placemaking

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

Policy LU 4.1 Coordinate Transportation Investments with Land Use

Ensure that transportation decisions, strategies, and investments are coordinated with and support the City's land use objectives.

Policy LU 4.5 - Connectivity

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

Policy T 1.1 Coordination with Land Use Map

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

Policy T 2.3 - Eliminating Gaps

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

Policy T 2.4 Road Connectivity

The use of cul-de-sacs and dead-end streets should be minimized.

Policy T 2.6 - Preserving the Grid

Existing street grid networks should be preserved and extended where feasible and appropriate to increase overall connectivity.

Policy T 5.1 Enhancing Bike/Pedestrian Circulation

Enhance pedestrian and bicycle circulation, access, and safety along corridors, downtown, in activity and employment centers, at densely developed areas and transit stations, and near schools, libraries, and parks.

Policy IM 4.2 Area Study Content and Intent

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

5. The impact the proposed amendment has with regard to:**A. Established property or proposed development in the vicinity of the proposed amendment;**

The proposals will improve access to nearby properties.

B. Existing or future land use patterns;

The proposals are the result of analysis of projected roadway needs based on the Future Land Use Map and Urban Form Map.

C. Existing or planned public services and facilities;

The proposed changes to the Street Plan take into consideration planned public services and facilities.

D. Existing or planned roadways;

The proposals increase efficiency in the roadway network.

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

The proposed changes to the street map are the result of analysis of these environmental factors.

F. Other policies of the Comprehensive Plan.

STAFF RECOMMENDATION:

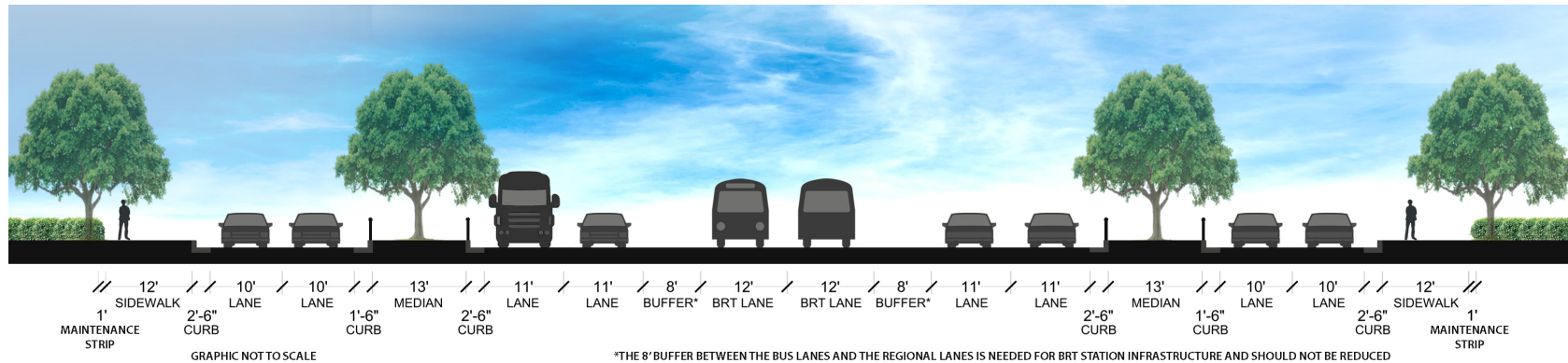
Approval based on the above list of considerations for the Planning and Development Officer's review.

STAFF COORDINATOR:

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Attachment A: Streetscape Standard Details

Section to be applied from Brentwood Road to Greywood Drive



Width

Right-of-way width	189'
Back-of-curb to back-of-curb	111'

Streetscape

Sidewalk (min)	8'
Planting area (min)	4'

Access Lane

Access lane	10'
Median	17'

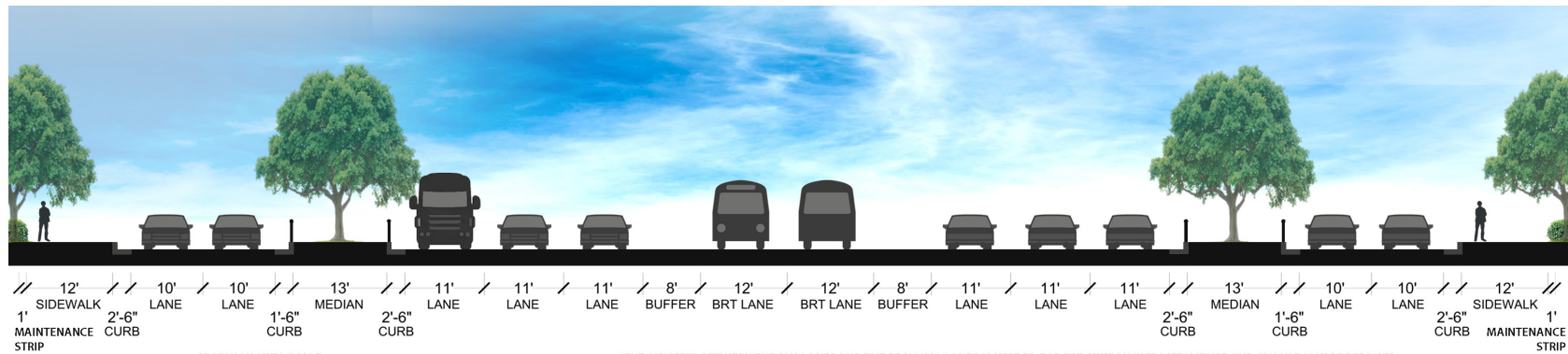
Travelway

Travel lane	11'
Busway	17'

General

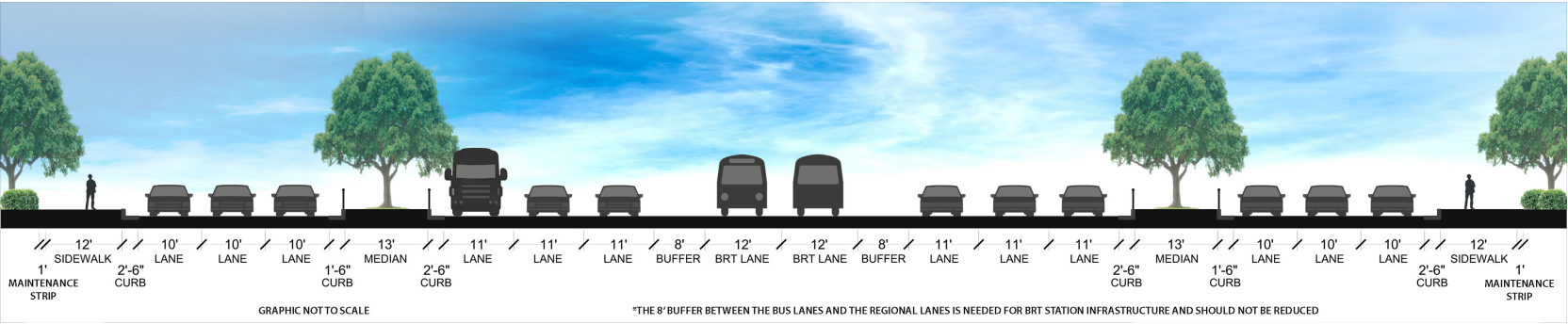
Walkway type	Sidewalk
Planting type	Tree grate / lawn
Tree spacing	40' o.c. avg

Section to be applied from I-440 to Brentwood Road and from Greywood Drive to Spring Forest Road



Width	
Right-of-way width	211'
Back-of-curb to back-of-curb	111'
Streetscape	
Sidewalk (min)	8'
Planting area (min)	4'
Access Lane	
Access lane	10'
Median	17'
Travelway	
Travel lane	11'
Busway	17'
General	
Walkway type	Sidewalk
Planting type	Tree grate / lawn
Tree spacing	40' o.c. avg

Section to be applied from Spring Forest Road to Old Wake Forest Road



Width	
Right-of-way width	231'
Back-of-curb to back-of-curb	111'
Streetscape	
Sidewalk (min)	8'
Planting area (min)	4'
Access Lane	
Access lane	10'
Median	17'
Travelway	
Travel lane	11'
Busway	17'
General	
Walkway type	Sidewalk
Planting type	Tree grate / lawn
Tree spacing	40' o.c. avg