



Staff Report – CP-2-21

Comprehensive Plan Amendment CP-2D-21: Planned Bicycle Facilities

Map T-3 Planned Bicycle Facilities

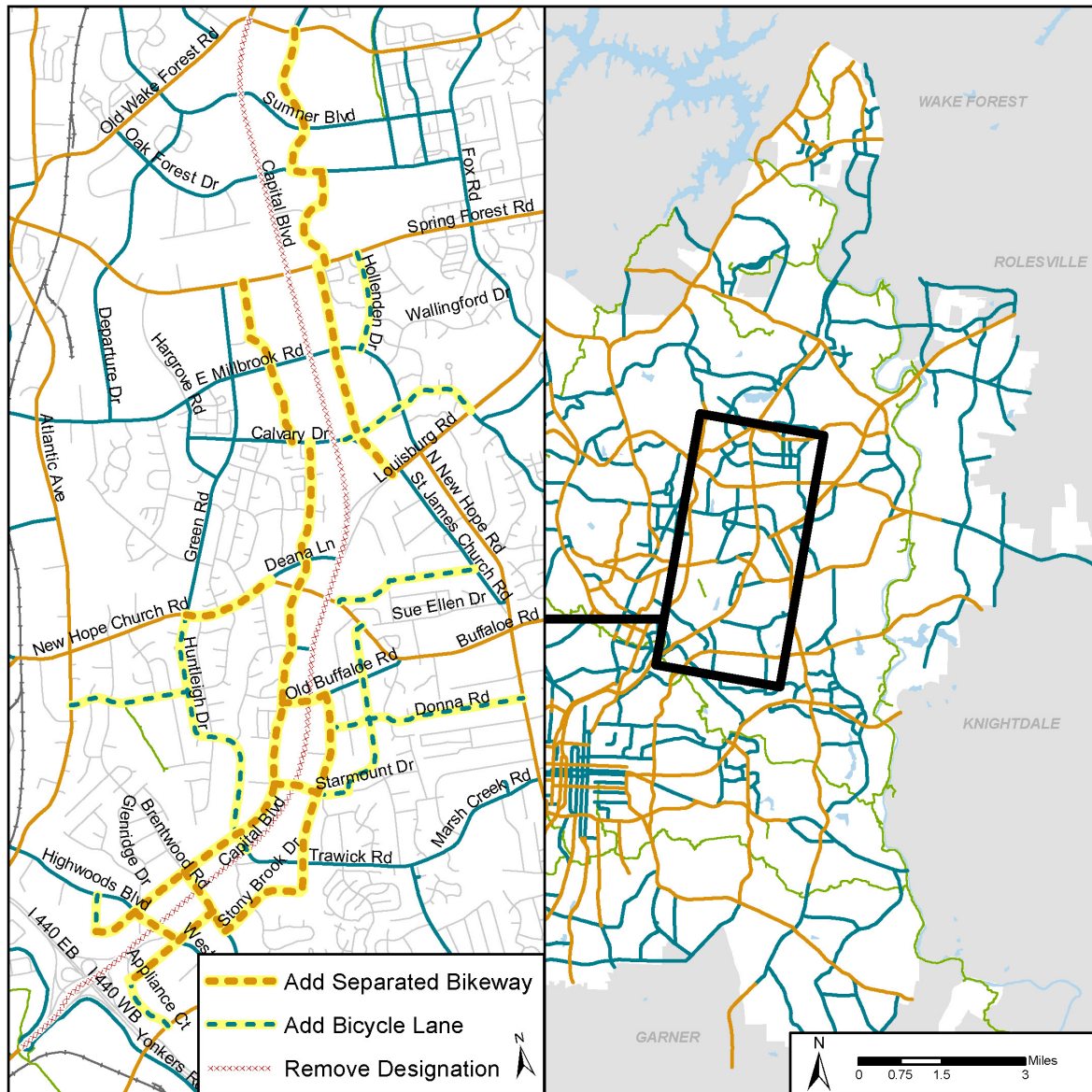
This is a City-initiated amendment to change designations on Map Transportation T-5 to reflect recommendations of the *Capital North* corridor plan. The proposed change would add a new grade-separated crossing of the I-440 Beltline. The following change to Map T-5 is proposed:

1. New Separated Bikeways are added for the following street segments:
 - a. A proposed Main Street, Parallel Parking (hereafter referred to as “Segment 1”) between Poplarwood Court and Brentwood Road and designated Poplarwood Court as a Main Street, Parallel Parking
 - b. A proposed Main Street, Parallel Parking between Appliance Court and Brentwood Road, hereafter referred to as “Segment 2”.
 - c. Brentwood Road between Stony Brook Drive and Segment 1
 - d. Stony Brook Drive between Brentwood Road and Trawick Road
 - e. The proposed extension of Stony Brook Drive between Trawick Road and Old Buffaloe Road
 - f. Starmount Drive and Mayflower Drive between the Stony Brook Drive extension and Pine Knoll Drive
 - g. Pine Knoll Drive and Lake Ridge Drive, including proposed extensions, between Huntleigh Drive and Calvary Drive
 - h. A proposed street connecting Calvary Drive and E. Millbrook Road in the area between Green Road and Capital Boulevard
 - i. Signett Drive
 - j. Leigh Drive between Signett Drive and Spring Forest Road
 - k. Calvary Drive between Louisburg Road and the proposed Dansey Drive extension
 - l. Rolling Green Court between the proposed Dansey Drive extension and N. New Hope Road
 - m. Green Acres Lane and its proposed extension between N. New Hope Road and Spring Forest Road
 - n. Greens Dairy Road and its proposed extension between Spring Forest Road and Oak Forest Drive
 - o. Melville Drive between Oak Forest Drive and Sumner Boulevard
 - p. The proposed extension of Melville Drive between Sumner Boulevard and Old Wake Forest Road
2. New Bicycle Lanes are added for the following street segments:
 - a. Huntleigh Drive between the proposed extension of Pine Knoll Drive and New Hope Church Road
 - b. Ingram Drive between Huntleigh Drive and Atlantic Avenue
 - c. Starmount Drive between the proposed Stony Brook Drive extension and Baugh Drive
 - d. Baugh Drive between Starmount Drive and Buffaloe Road
 - e. Donna Road between the proposed extension of Stony Brook Drive and N. New Hope Road
 - f. Lee Road and its proposed extension between St. James Church Road and Buffaloe Road
 - g. Hollenden Drive between N. New Hope Road and Spring Forest Road

3. An existing Separated Bikeway is removed from Capital Boulevard between I-440 and Old Wake Forest Road.

A map showing the amendments is on following page.

Amendment to Map T-3: Planned Bicycle Facilities



Long Term Planned Facility

— Existing Greenway Trail

— Bicycle Lane

— Separated Bikeway

Map created 1/29/2021 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 *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 would improve pedestrian and bicycle transportation and access to transit in the Capital North area.

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

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

Policy T 2.3 Eliminating Gaps - Eliminate "gaps" in the transportation system and provide a higher grid density that will increase mobility options and promote the accessibility of nearby land uses

Policy T 2.6 Preserving the Grid - Existing street grid networks should be preserved and extended where feasible and appropriate to increase overall connectivity.

Policy T 5.1 Enhancing Bike/Pedestrian Circulation - Enhance pedestrian and bicycle circulation, access, and safety along corridors, downtown, in activity and employment centers, at densely developed areas and transit stations, and near schools, libraries, and parks.

Policy T 5.6 Bridges, Underpasses, and Interchanges - Pedestrians and bicyclists shall be integrated on roadway bridges, underpasses, and interchanges (except on roadways where they are prohibited by law). Bicycle and pedestrian facilities, including wide sidewalks, should be included on all new bridges and underpasses (requires NCDOT coordination on state-maintained roads).

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 have an effect on property nearby. By improving bicycle and pedestrian access, it would improve the usefulness of property on both sides of the connection.

B. Existing or future land use patterns;

The bicycle connections reflect land use patterns along Capital Boulevard. The additional bicycle facilities will meet demand created by new development, changes in access from the multi-way boulevard, and the introduction of bus rapid transit (BRT).

C. Existing or planned public services and facilities;

The proposed amendments will increase the quality of the bicycle and pedestrian experience around Capital Boulevard. The separated facility on Capital Boulevard is proposed to be removed, reducing potential bicycle service on this street. The additional facilities on surrounding streets account for this removal.

D. Existing or planned roadways;

The proposals may change parking patterns on existing streets when implemented.

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

The increased ability to walk or cycle may reduce carbon emissions if these modes are selected over travelling in a private vehicle.

F. Other policies of the Comprehensive Plan.

No other relevant policies were identified.

STAFF RECOMMENDATION:

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

STAFF COORDINATOR:

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