



Staff Report – CP-2-21

Raleigh Comprehensive Plan Amendment CP-2E-21: Planned Interchanges and Grade Separations

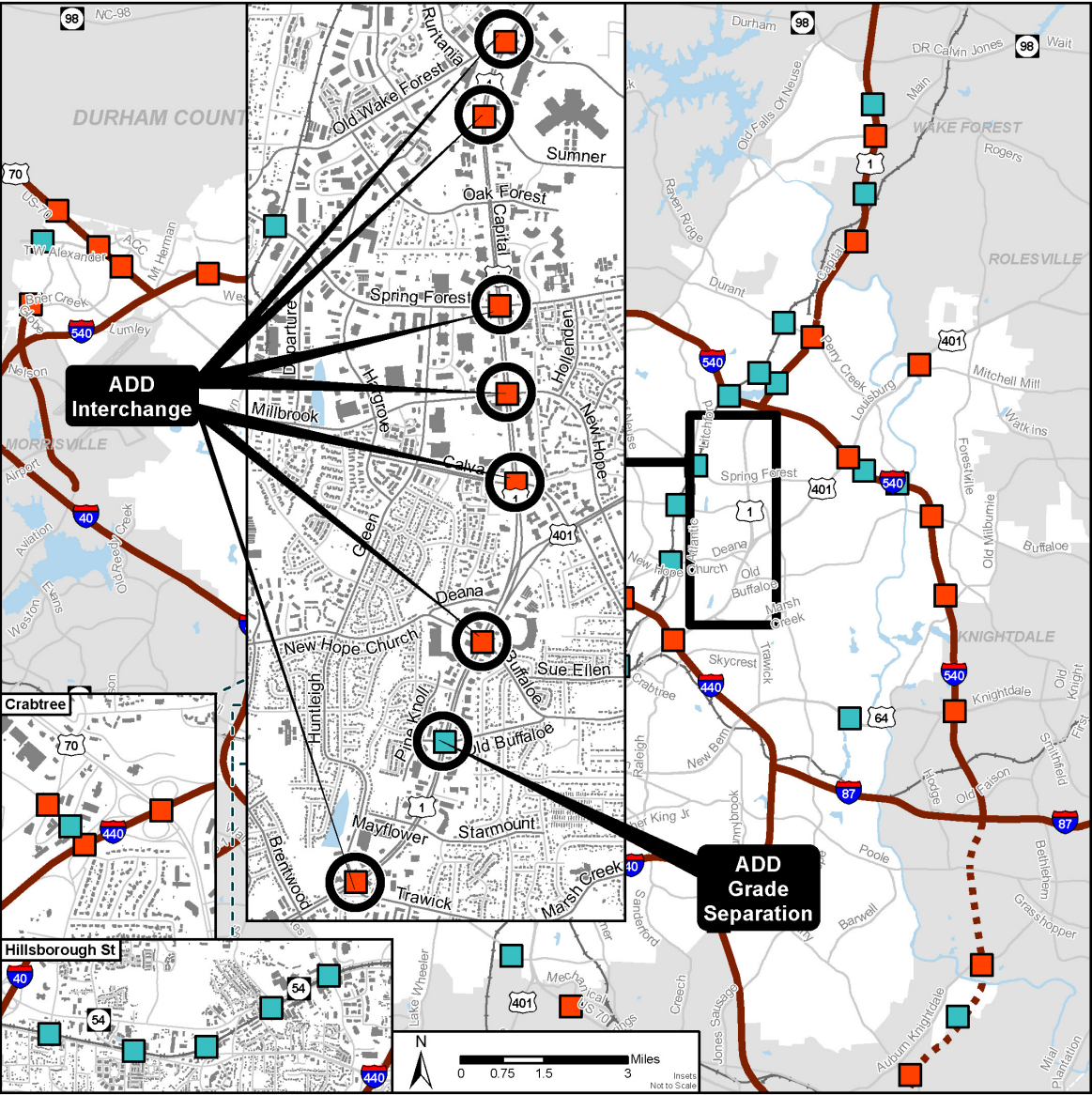
Map T-5 Planned Interchanges and Grade Separations

This is a City-initiated amendment to change designations on Map Transportation T-5 to reflect recommendations of the *Capital North* corridor plan. The following changes to Map T-5 are proposed:

1. New Interchanges are added where Capital Boulevard meets the following streets:
 - a. Trawick Road
 - b. Buffaloe Road
 - c. Calvary Drive
 - d. E. Millbrook Road/N. New Hope Road
 - e. Spring Forest Road
 - f. Sumner Boulevard
 - g. Old Wake Forest Road
2. A new grade separation is added where Capital Boulevard meets Old Buffaloe Road.

A map showing the amendments is on following page.

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 5/19/2020 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 amendments would improve pedestrian, bicycle, transit, and vehicular transportation along and across Capital Boulevard.
- 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 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 4.3 Directing Transportation Investments

Target transportation facilities, services, and investments to promote and accommodate the growth this Comprehensive Plan anticipates in mixed-use centers, commercial corridors, and residential neighborhoods while reducing reliance on single-occupancy vehicles.

Policy T 4.3 High-quality Priorities

Prioritize high-quality frequent transit investments in corridors with the greatest potential to attract riders and shape development and redevelopment

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.

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 would have an effect on property nearby. By improving street connectivity and lessening the access of regional traffic, the interchanges may improve access to property in the corridor for local trips. The amendment also would have an impact on the area directly affected by the interchanges. Property acquisition would be needed to create room for the bridge. Fair market value would be paid for the property.

B. Existing or future land use patterns;

The interchanges reflect land use in the larger region, which is creating demand for travel through the Capital North corridor. Development along the corridor also produces traffic demand on local streets. The proposed interchanges would balance these two areas of traffic demand while allowing travel from the corridor to other destinations.

C. Existing or planned public services and facilities;

The amendments will improve traffic flow for regional and local vehicle trips. Future bus rapid transit (BRT) service may also benefit from the proposed interchanges. Pedestrian crossings of Capital Boulevard will be made more comfortable.

D. Existing or planned roadways;

The proposed interchanges would take up more land than the current intersections. Some existing access onto and off of Capital Boulevard, for regional trips, or in certain directions may be closed due to the construction of the interchanges.

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

The interchanges may have greater areas of impervious surface than current intersections. Stormwater controls are required during and after construction of interchanges.

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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