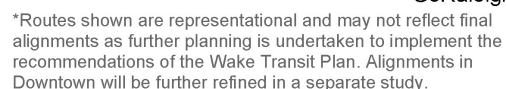




This is a City-initiated amendment to change designations on Map Transportation T-2 to reflect recommendations of the *Capital North* corridor plan. The proposed change would add a new “Proposed Bus Rapid Transit Corridor” to Capital Boulevard from Crabtree Boulevard to Old Wake Forest Road.

Amendment to Map T-2: Planned Transit Facilities



Comprehensive Plan Amendment CP-2F-21 Planned Transit Facilities
October 2021

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 transit and vehicular transportation along Capital Boulevard. The recommended transit service would be for public use and would provide more reliable access to employment opportunities for transit riders.

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 4.1 Promoting Transit

Promote and support quality transit services to enhance mobility options and to meet the needs of the city's residents and visitors, with a focus on transit-dependent households.

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 4.10 Transit-first Features

Incorporate features such as traffic signal priority, queue jumps, and exclusive transit lanes to improve transit operations and reliability, where appropriate.

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 transit service, it may create additional demand for housing or employment art properties within walking distance.

B. Existing or future land use patterns;

The new transit service may make denser development more practical by providing an alternative to travelling in a private vehicle. It may lead to denser land uses being more focused around transit stops.

C. Existing or planned public services and facilities;

The amendment would support a higher quality of transit service on Capital Boulevard north of Crabtree boulevard. Additional ridership of transit may enable local streets to have a higher quality of service than if those riders were driving private vehicles.

D. Existing or planned roadways;

The proposal would require dedicated lanes for buses. These lanes will make Capital Boulevard wider than if bus rapid transit was not proposed.

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

Increased use of transit may reduce carbon emissions from private vehicles.

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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