

MAP 8.3.B
**PROPOSED ZONING AND HEIGHT
 RECOMMENDATIONS MAP**



To	Marchell Adams-David, City Manager
Thru	Patrick O. Young, AICP, Director
From	Jason Hardin, AICP
Department	Planning and Development
Date	June 6, 2022
Subject	City Council agenda item for June 21, 2022 – CP-7-22 New Bern Station Area Planning and related items

In 2021, the Planning and Development Department began a community conversation about planning around bus rapid transit along New Bern Avenue. The project reached out to tens of thousands of residents, business owners, transit riders, high school and college students, and many others along the corridor, and more than 1,000 participated in the planning effort, with all final recommendations strongly supported by participants. Those recommendations, summarized [here](#) and described in more detail on the [project page](#), include:

- Allowing more housing and employment opportunity along New Bern.
- Ensuring housing is available to households at a wide range of income levels through a combination of direct investments, housing supply, legalizing more affordable housing types, and incentives to produce affordable housing.
- Improving community health and reducing carbon emissions by investing in walkability and connecting people to transit stations.
- Telling the story of Black Raleigh through art, community facilities, and ongoing partnerships with institutions such as St. Augustine’s University.
- Supporting existing small businesses and boosting opportunity for new entrepreneurs.

To achieve those goals, next steps that require Council authorization are:

Referring related Comprehensive Plan amendments to the Planning Commission for review (see attachment)

Authorizing a city-initiated zoning change to address housing affordability and access, allow more employment opportunity, improve walkability, and support transit. This process would involve two neighborhood meetings and Planning Commission review before returning to City Council for a public hearing. (see attachment)



STAFF REPORT – CP-7-22 NEW BERN AVENUE STATION AREA PLANNING

Comprehensive Plan Amendment CP-7A-22: Area Specific Guidance

Transit Station Areas: New Bern Avenue

This is a city-initiated amendment to the 2030 Comprehensive Plan to incorporate new policies and actions to implement *New Bern Station Area Planning*. The amendment would add policies and actions to the Transit Station Areas subsection of the Comprehensive Plan.

The existing New Bern, King Charles, and Olde East Raleigh subsections in the Area Specific Guidance section of the Plan would be removed.

The new Area Specific Guidance section content reads as follows:

Transit Station Areas

Policy AP-SA 1 Grow around Transit

Support the region's investment in transit and improve housing affordability, housing choice, and environmental sustainability by allowing more people to live and work near BRT stations and frequent transit.

Policy AP-SA 2 Housing for All

Ensure housing opportunities are available for households at all income levels along BRT corridors. Reduce competition for existing housing by allowing more housing. Create new long-term deeply affordable housing units, including for low- and very low-income households, through zoning incentives and direct subsidies.

Policy AP-SA 3 Deepest Affordability

Dedicate funding for housing opportunities along BRT corridors for households earning below 30 percent of the area median income (AMI)

Policy AP-SA 4 Public Places around Transit

Include targeted acquisition of new public spaces along BRT corridors in future parks bonds. Also encourage private developers to include publicly accessible open space in their site designs

Policy AP-SA 5 Support Local Businesses and Entrepreneurs

Create more employment and entrepreneurship opportunities along BRT corridors.

Policy AP-SA 6 Put Pedestrians First

Prioritize pedestrian safety over allowing cars to travel faster. Where not specified as near-term actions, add sidewalks, crosswalks, median refuges, and other pedestrian improvements within a ½-mile of BRT corridors.

Policy AP-SA 7 Connect People to Stations

Fill in sidewalk gaps, improve pedestrian facilities at intersections, and design and install other first/last mile connections to BRT stations.

Action AP-SA 1 Affordable Housing Land Acquisition

Acquire land along BRT corridors to support developing rental units affordable to households with incomes below 60 percent AMI.

Action AP-SA 2 Affordable Housing Preservation

Preserve existing affordable rental units along BRT corridors by using bond funding to acquire or support acquisition by non-profits of older apartments and expiring LIHTC units.

Action AP-SA 3 Low-income Homeownership Costs Assistance

Expand the availability of relief from increased taxes due to increasing prices to include low-income homeowners.

Action AP-SA 4 Make Affordability Legal

Permit co-housing (boardinghouses, single room occupancy, and similar types) citywide and identify other obstacles to affordability in city code.

Action AP-SA 5 Workforce Development

Pair financial assistance with technical assistance in business planning offered through the city's economic development team, Wake County Economic Development, and non-profit partners. Hire a staff person to focus on small business development in conjunction with the BRT development.

Action AP-SA 6 Small Business Capital Improvements

Increase funding for façade grants and conduct outreach to business owners along BRT corridors to ensure they are aware of the program.

Action AP-SA 7 Safe Streets for All

Pursue local authority to regulate the citywide speed limit; lower the default citywide speed limit from 35 to 25 and pursue the ability to install speed cameras.

Action AP-SA 8 Discouraging Unsafe Driving and Unsafe Vehicles

Increase fines for speed and other moving violations. Explore creating higher fines for larger vehicles.

Action AP-SA 9 Intersection Safety

Identify additional locations for red light cameras and right-on-red limitations.

New Bern Avenue

New Bern Station Area Planning was adopted in 2022. It provides policies and actions for growing around transit investments along New Bern Avenue. Specifically, it focuses on:

- Allowing more housing and employment opportunity along New Bern Avenue.
- Ensuring housing is available to households at a wide range of income levels.

- Improving community health and reducing carbon emissions by investing in walkability and connecting people to transit stations.
- Telling the story of Black Raleigh through art, community facilities, and ongoing partnerships with institutions such as St. Augustine's University.
- Supporting small businesses and entrepreneurs.

Preventing Displacement and Zoning for Affordability and Choice

Policy AP-SA 8 Affordable Housing Funding

Dedicate 20 to 40 percent of current and any future housing bond funds to this corridor until at least 2032.

Action AP-SA 10 Affordable Housing Production

Increase the supply of subsidized rental units affordable to renters with incomes below 60 percent AML, by working with Wake County to identify and provide gap financing for LIHTC projects located along the corridor.

Action AP-SA 11 Low-income Homeowner Repair Assistance

Use Public Project Community Support Fund resources to expand funding for owner-occupied repairs and market available resources to homeowners on the corridor through outreach to neighborhood associations, religious institutions, and other community nonprofits.

Action AP-SA 12 Low-income Homebuyer Assistance

Use bond funding to provide down payment assistance to income-qualifying first-time homebuyers.

Parks and Public Spaces

Action AP-SA 13 DMV Site

Acquire the former DMV site and develop it to support affordable housing and economic and community development.

Action AP-SA 14 Tarboro Community Center

Include affordable housing and program activity space for economic and community development in any redevelopment of the Tarboro Community Center and park.

Action AP-SA 15 Wilder's Grove

Create a plan to develop the city-owned landfill, Wilder's Grove, into a park, including needed improvements, uses, and funding sources.

Action AP-SA 16 Falcon Square

Design a pedestrianized plaza at the intersection of Oakwood and Tarboro streets. The plaza will allow vehicles but will prioritize pedestrians and create a landmark entrance to St. Augustine's University.

Action AP-SA 17 Tree Canopy

Establish a tree planting program for private properties along the corridor and supplemental trees in public spaces; provides trees and tree planting and care training for property owners.

Celebrating Black Raleigh

Policy AP-SA 9 Celebrating Black Raleigh

Sustain New Bern Avenue as a center of Black culture and economic opportunity.

Action AP-SA 18 New Bern-Tarboro Cultural District

Expand the existing cultural district north to include Tarboro Street and St. Augustine's University campus and adjacent areas. Create a partnership with St. Augustine's University to conduct visioning and implementation for a Black Main Street/Cultural District. This district will have an established identity, brand, and culture that St. Augustine's and other partners will help establish.

Action AP-SA 19 Tarboro-New Bern Cultural District Alliance

Support a cultural district alliance with St. Augustine's University and WakeMed as primary anchors. The city will also provide financial and technical assistance for established businesses in the corridor and for those moving to the corridor. Implementation planning will include (1) developing a strategy for supporting short-term leases and pop-up space for community incubated businesses, (2) partnering with existing groups and business associations that support Black-owned businesses, and (3) identifying opportunities for joint programming to support businesses along the corridor.

Action AP-SA 20 New Bern-Tarboro Public Art

Plan and implement public art/gateway features that celebrate Black history and visibly establish a cultural district.

Action AP-SA 21 Black Raleigh Museum

Explore the possibility of creating a community museum co-located with the Richard B. Harrison Community Library.

Economic Development and Business Support

Action AP-SA 22 Community Information Center

Create a community-based center where various city agencies, contractors, and partners can work directly with residents

Action AP-SA 23 Small Business Alliance Ecosystem

Build partnerships with small businesses in the corridor to provide internship and apprenticeship opportunities for young or retraining workers. Develop partnership with Wake Tech and/or St. Augustine's to support training and other supportive services for students participating in the internship/apprenticeship programs.

Walkability and Community Health

Action AP-SA 24 Priority Intersection and Sidewalk Improvements

- Design and install pedestrian facilities at New Bern Avenue intersections with Trawick Road, Corporation Parkway, and New Hope Road and add pedestrian lighting, missing sidewalk segments, and other pedestrian improvements on those streets.
- Design and install Tarboro Street traffic calming, lighting, and streetscape improvements.

Action AP-SA 25 Pedestrian and Bicycle Connections

This action involves projects that would follow the highest-priority projects in the previous action. Projects include:

- Sunnybrook Road multi-use path and pedestrian improvements.
- Improve pedestrian and bicycle connections on a route parallel to Raleigh Boulevard.
- Swain Street and Hargett Street pedestrian lighting and sidewalk improvements.
- Creating a safe pedestrian crossing of the Beltline.
- Adding sidewalks and crosswalks throughout the area where gaps exist.

Western Stations

The area bounded by New Bern Avenue to the north, Tarboro Street and Rock Quarry Road to the east, Martin Luther King Jr. Boulevard to the south, and East Street to the west is included in the Olde East Raleigh Area Specific Guidance. When adopted in 2007, the area was beginning to experience intense development pressure for the first time in decades. The neighborhood faced the dual challenge of retaining the culture of community, while accommodating growth and change.

Although Raleigh has weathered many economic challenges since 2007, the development pressure in in the Olde East Raleigh study, called the Western Station Area in the New Bern Station Area Plan, has not lessened. However, many of the policies and actions in the existing Area Specific Guidance have been completed, made obsolete by changes to city codes, or are in conflict with other more recently adopted plans.

The following are policies from the Olde East Raleigh Area Specific Guidance that are still relevant to the neighborhood and its goals from that planning process, and that are not topics already covered by other Station Area Plan policies.

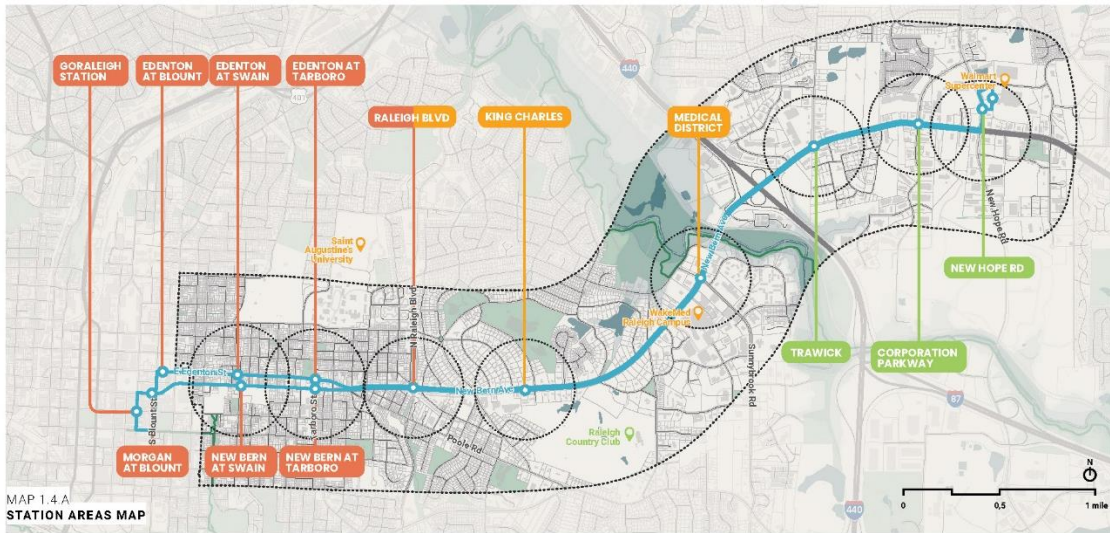
Policy AP-SA 10 Rehabilitation Priority

Encourage rehabilitation rather than demolition of housing stock in the areas west of Raleigh Boulevard whenever possible.

Policy AP-SA 11 Historic Infill

Infill development in the existing National Register of Historic Places District should reflect the existing historic building design.

Map AP-SA1



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 reflects changing conditions and needs along New Bern Avenue, primarily the need to complement and support the community investment in bus rapid transit.

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 amendment has broad benefits by supporting the city's investment in bus rapid transit and addressing the needs of communities along the 5.1-mile New Bern BRT corridor. It helps further

the overall objectives and all of the major themes of Comprehensive Plan. The themes of **Coordinating Land Use and Transportation** and **Managing Our Growth**, both of which envision denser, more mixed-use development tied to improved alternatives to the automobile, are advanced by increasing recommended land use intensity near BRT stations. Those changes also strongly support the theme of **Greenprint Raleigh – Sustainable Development**.

The themes of **Managing Our Growth** (again) and **Growing Successful Neighborhoods and Communities** are advanced by allowing additional housing options in transit-rich areas of the city and leveraging that growth to encourage equitable outcomes. Additionally, the creation of an Equity Fund will set a side tax revenue to be funneled back into station areas to provide additional affordable housing and other equity programs. The theme of **Economic Prosperity and Equity** is advanced specifically by policies and actions aimed at supporting small businesses and economic development. This theme is also advanced by creating more places for people to live that give them greater access to the BRT system which will connect people to better financial opportunities.

Finally, the theme of **Expanding Housing Choices** is addressed by encouraging the creation of new residential units near BRT. The policy framework of these amendments together is intended to increase the supply of housing, encourage the development of new housing types that are more affordable to purchase and rent than detached housing, and investing directly in affordability.

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 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 LU 2.2 Compact Development

New development and redevelopment should use a more compact land use pattern to support the efficient provision of public services, improve the performance of transportation networks, preserve open space, and reduce the negative impacts of low intensity and non-contiguous development.

Policy LU 2.5 Healthy Communities

New development, redevelopment, and infrastructure investment should strive to promote healthy communities and active lifestyles by providing or encouraging enhanced bicycle and pedestrian circulation, access, and safety along roads near areas of employment, schools, libraries, and parks.

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 4.4 Reducing Vehicle Miles Traveled Through Mixed-use

Promote mixed-use development that provides a range of services within a short distance of residences as a way to reduce the growth of vehicle miles traveled (VMT).

Policy LU 4.7 Capitalizing on Transit Access

Sites within walking distance of existing and proposed rail and bus rapid transit stations should be developed with intense residential and mixed uses to take full advantage of and support investment in transit infrastructure. Additional density for housing and employment also is appropriate around current and future frequent transit routes.

Policy LU 4.16 Prioritize Pedestrian Safety over Driving

A comprehensive network of infrastructure catering to the safe and efficient travel of pedestrians and cyclists should connect station areas to residential areas. Transportation infrastructure improvements in station areas should prioritize all users above motorists, especially when competing for space in public rights-of-way.

Policy EP 1.1 Greenhouse Gas Reduction

Promote best practices for reducing greenhouse gas emissions as documented through the U.S. Mayors' Climate Protection Agreement.

Policy H 1.8 Zoning for Housing

Ensure that zoning policy continues to provide ample opportunity for developers to build a variety of housing types, ranging from single-family to dense multi-family. Keeping the market well-supplied with housing will moderate the costs of owning and renting, lessening affordability problems, and lowering the level of subsidy necessary to produce affordable housing. In areas characterized by detached houses, accommodations should be made for additional housing types while maintaining a form and scale similar to existing housing.

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 support established property and proposed development by allowing a growing trend toward a more walkable, mixed-use place that allows more housing choice.

B. Existing or future land use patterns;

The amendment would facilitate new land use patterns in the area by allowing more people to live and work in growing mixed-use areas supported by transit.

C. Existing or planned public services and facilities;

The amendment envisions new public facilities, particularly those that support pedestrian safety and comfort.

D. Existing or planned roadways;

The amendment would improve several existing roadways by adding or improving pedestrian facilities. It also designates multiple new street connections as a means of improving mobility options and walkability.

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

The amendment will improve air quality and reduce per capita carbon emissions by allowing and encouraging shorter car trips, more pedestrian and bicycle trips, and increased transit use.

F. Other policies of the Comprehensive Plan.

The amendment is consistent with a broad range of policies in the plan, as noted above.

STAFF RECOMMENDATION:

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

STAFF COORDINATOR:

Jason Hardin, jason.hardin@raleighnc.gov, 919-996-2657



Raleigh

Staff Report – CP-7-22

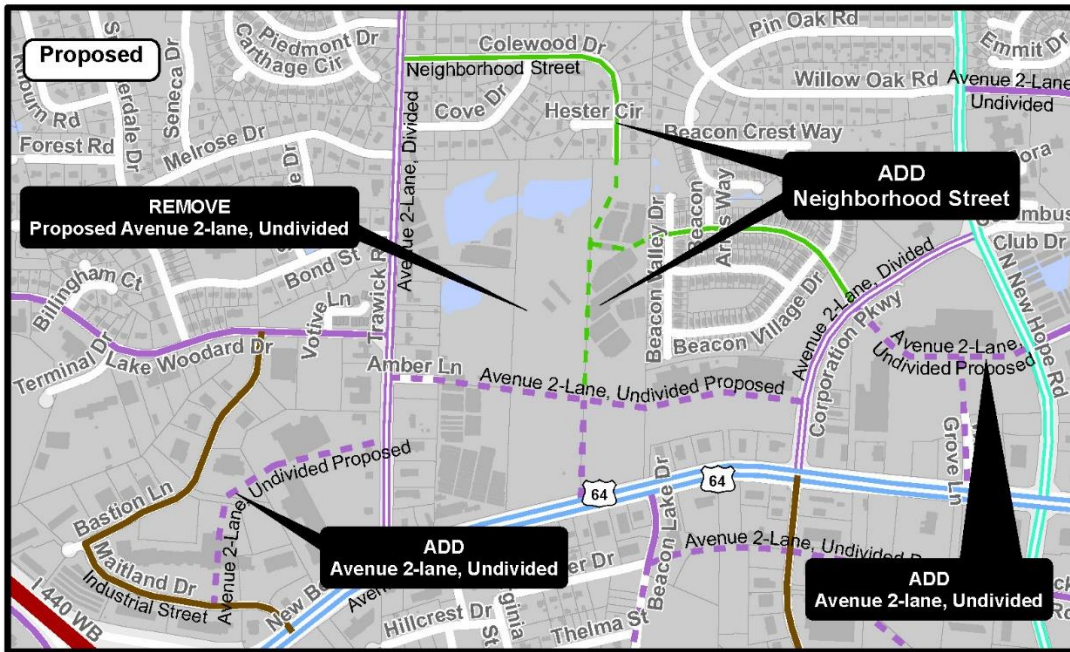
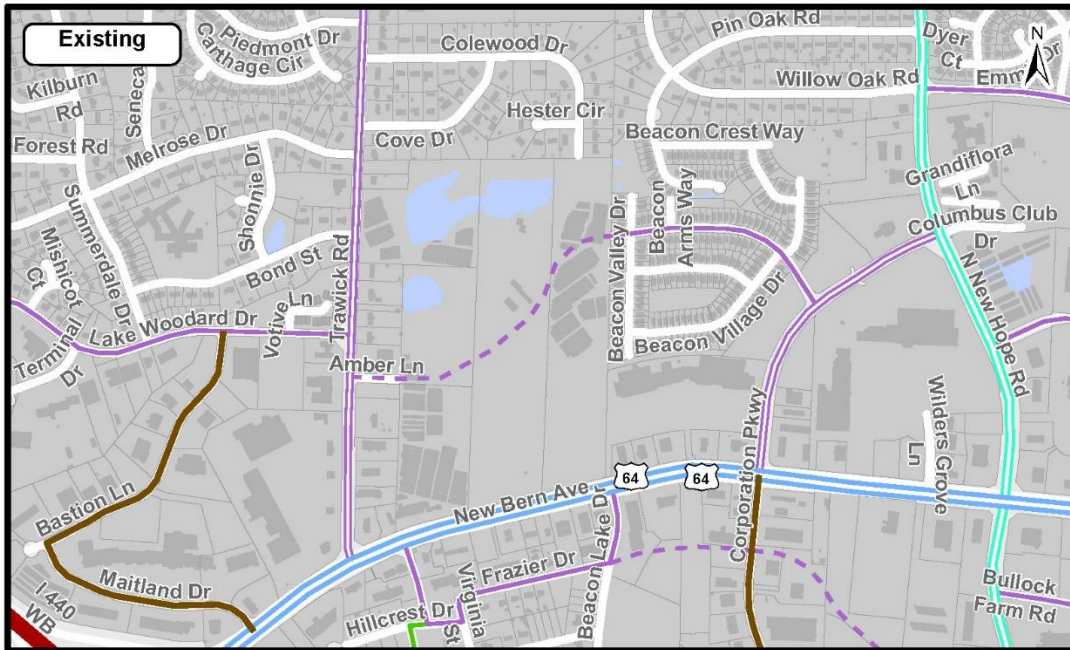
Comprehensive Plan Amendment CP-7B-22: Street Plan

Street Plan Amendment

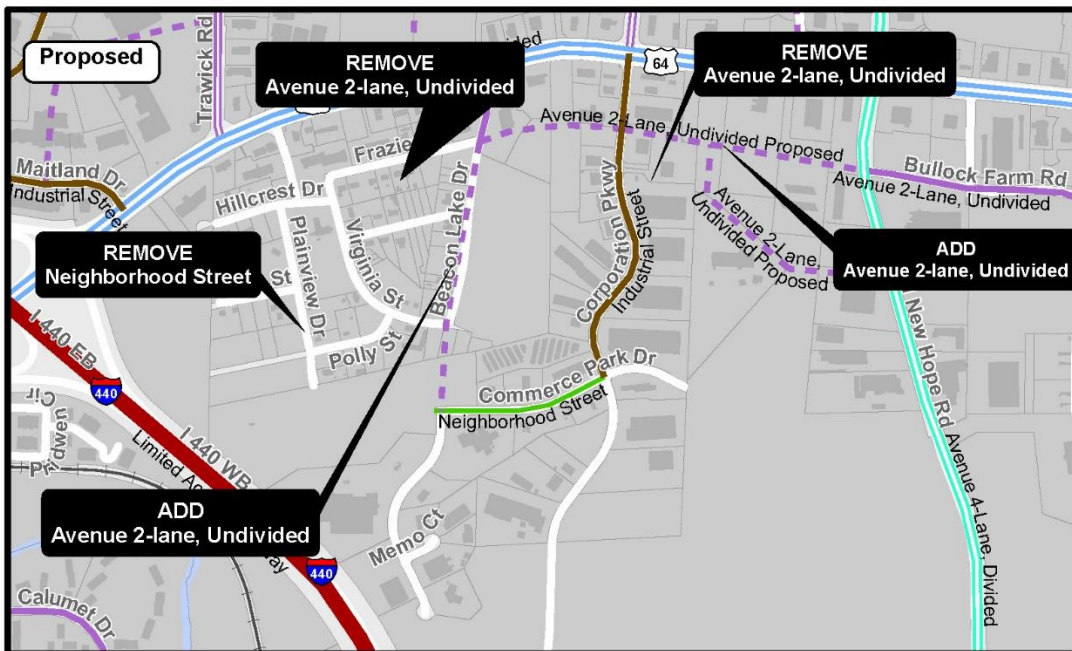
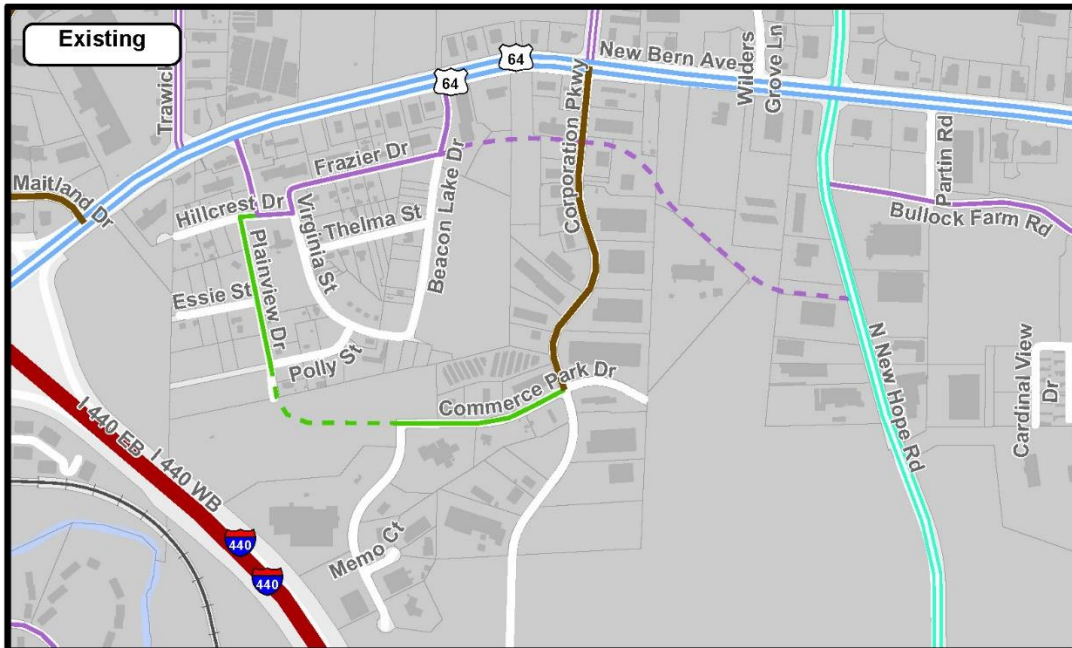
This is a city-initiated amendment to the Street Plan, a document within the Comprehensive Plan. The proposed amendment reflects Street Plan recommendations that implement the goals and specific recommendations of New Bern Station Area Planning.

The amendments are shown on the following two pages. They all involve the area east of the Beltline and are aimed at improving connectivity. They will improve walkability and reduce vehicle miles traveled by allowing for more direct connections between destinations.

Proposal to Amend the Street Plan - North of New Bern Ave



Proposal to Amend the Street Plan - South of New Bern



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 *New Bern Station Area Planning* 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 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 future land use policies.
- 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:

Jason Hardin, jason.hardin@raleighnc.gov



STAFF REPORT – CP-7-22 NEW BERN STATION AREA PLANNING

Comprehensive Plan Amendment CP-7C-22: Addition to Map AP-1 Area Plan Locations

Map AP-1 Area Plan Locations Amendment

This is a city-initiated amendment to the Map AP-1 Area Plans Locations, a section within the 2030 Comprehensive Plan. The proposed amendment would add the plan boundary of the new area plan AP-New Bern to Map AP-1.



- LEGEND**
- STUDY AREA
 - BRT STATIONS AND CORRIDOR
 - 1/4 MILE BUFFER (5-MIN WALK)
 - ROADS/STREETS
 - GREENWAY/TRAILS
 - FLOOD HAZARD AREAS
 - OPEN SPACE
 - WATER BODIES
 - CORRIDOR SECTIONS**
 - WESTERN STATIONS
 - MIDDLE STATIONS
 - EASTERN STATIONS

DRAFT MAP – FINAL VERSION PENDING, NO CHANGES TO SUBSTANCE OF MAP

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 ensures internal consistency and accuracy between all 2030 Comprehensive Plan maps.

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 amendment followed a broad, inclusive planning process that involved hundreds of participants and that explicitly included considerations of how the plan would benefit both area residents and stakeholders and employees and visitors from beyond the 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 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.

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

- A. Established property or proposed development in the vicinity of the proposed amendment;**
- B. Existing or future land use patterns;**
- C. Existing or planned public services and facilities;**
- D. Existing or planned roadways;**
- E. The natural environment, including air, water, noise, stormwater management, wildlife and vegetation;**
- F. Other policies of the Comprehensive Plan.**

The proposed amendment simply serves to display the plan area in the context of the Comprehensive Plan's overall Area Plan Locations map. The area plan content is contained in a separate area of the Comprehensive Plan and is addressed in separate Plan amendments.

STAFF RECOMMENDATION:

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

STAFF COORDINATOR:

Jason Hardin, AICP, Jason.Hardin@raleighnc.gov, 919-996-2657