

Wake Crossroads

The Plan area includes about 40 acres along Mitchell Mill Road between Forestville Road and Watkins Road. By working with commercial development interests in serving the growing residential population within the crossroads area, an opportunity is presented to coordinate future development patterns with individual property owners to address identified growth issues and to help create a neighborhood center as a focus for community activities. [Adoption of the plan took place in 2005.](#)

A neighborhood center can be defined as a compact mix of retail, office, and residential uses within close proximity of each other providing a strong pedestrian orientation as well as the convenient vehicular access needed for commercial uses. The compact design accommodates walking and public transit by locating uses close to each other along an interconnected street system with sidewalks and on-street parking. A core area of convenience retail and local-serving office uses anchors the center. Buildings are typically located along the sidewalk with large parking areas centrally located within the interior of a block. A main street atmosphere is created by storefronts with display windows adjacent to the sidewalk with street trees, sidewalk lighting, and comfortable public spaces included to enhance the walking experience. The neighborhood center is also conveniently connected to the adjacent residential neighborhoods by traffic-calmed streets and pedestrian ways.

Policy AP-WC 1 Wake Crossroads Retail Core

The retail core area of Wake Crossroads should be on the north side of Mitchell Mill Road along the intersecting public streets shown on the plan concept map.

Policy AP-WC 2 Wake Crossroads Building Massing

Two- and three-story buildings should be located in the commercial core of Wake Crossroads to achieve a minimum 1:6 height-to-width ratio within the public space between buildings. A 1:3 height-to-width ratio should be pursued as an average to create a stronger spatial definition of the public space.

Policy AP-WC 3 Wake Crossroads Buffer Land Uses

Mixed-uses with an emphasis on office, service, and higher-density residential uses should be located outside the Wake Crossroads retail core transitioning with lower intensities to the adjacent single family neighborhoods.

Policy AP-WC 4 Wake Crossroads Streetscapes

Streetscapes in Wake Crossroads should be designed to enhance the pedestrian environment with street trees, pedestrian level lighting, wide sidewalks, and sitting areas.

Policy AP-WC 5 Wake Crossroads Pedestrian Amenities

Sidewalks should be provided on both sides of all streets within the Wake Crossroads plan area. Intersections should be designed and marked to provide safe pedestrian crossings. Mid-block crosswalks with curb bump-outs should be included where appropriate to improve the convenience of walking and access from the off-street parking areas located within each block.

Policy AP-WC 6 Wake Crossroads Building Orientation

Buildings within the Wake Crossroads neighborhood center should be set close to the street with parking located behind or limited in front of the building. Buildings at street intersections should be oriented to the corner with parking and service areas located away from the intersection. Buildings should be oriented so that the long side fronts the street.

Policy AP-WC 7 Wake Crossroads Drive-Through Windows

Drive-through windows are discouraged within the Wake Crossroads core commercial area. Outside of the core area, drive-through windows should be located on the side of the principal building that is not parallel to an adjacent street or pedestrian way. The principal building should include an interior customer service area in addition to the drive-through.

Policy AP-WC 8 Wake Crossroads Parking Design

Parking lots in Wake Crossroads should be located behind buildings within the interior of a block and should not occupy more than 1/3 of the frontage of the block face. Convenient pedestrian connections from the parking lots to the street front and additional building entries should be provided.

Policy AP-WC 9 Wake Crossroads Street Grid

An interconnecting grid of public streets should guide the development pattern within the Wake Crossroads neighborhood center. Mitchell Mill Road should be designed as a Four-Lane, Divided street. ~~The core area public streets should be designed to Main Street standards.~~ Intersecting streets in the Core area should be designed as Main Street, Parallel Parking streets, transitioning to Neighborhood Streets in residential areas. The street grid should create 400-foot to 500-foot block faces with on street parking and streetscape.

Policy AP-WC 10 Mitchell Mill Road Intersection Limits

Access to the intersections of Forestville and Watkins roads with Mitchell Mill Road should be limited to maintain the efficiency of traffic circulation.

Policy AP-WC 11 Mitchell Mill Median

A landscaped median should be provided in Mitchell Mill Road from Forestville Road east to Watkins Road. The median shall be at least 20 feet wide to accommodate a minimum width of 8

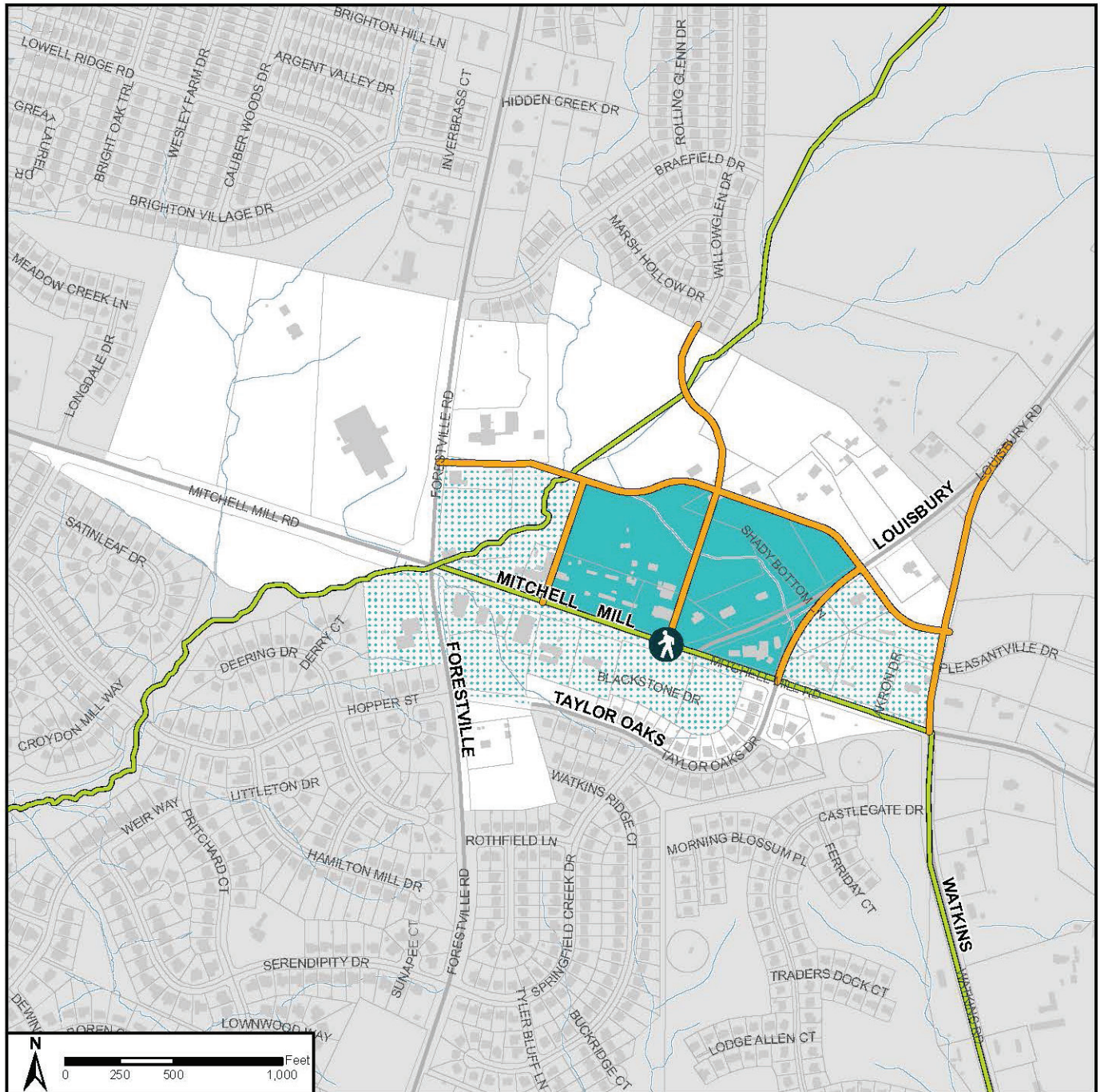
feet at intersections with left turn bays. A 110-foot right-of-way will be necessary to provide the 20 foot median.

Action AP-WC 1 Wake Crossroads Greenway

Provide a connector greenway from the Harris Creek greenway north along the western side of Watkins Road to create a greenway loop through the Neighborhood Center and back to the Neuse River.

Action AP-WC 2 Reserved

AP-WC1: Wake Crossroads



Pedestrian Crossing



Proposed Street



Proposed Greenway Corridor

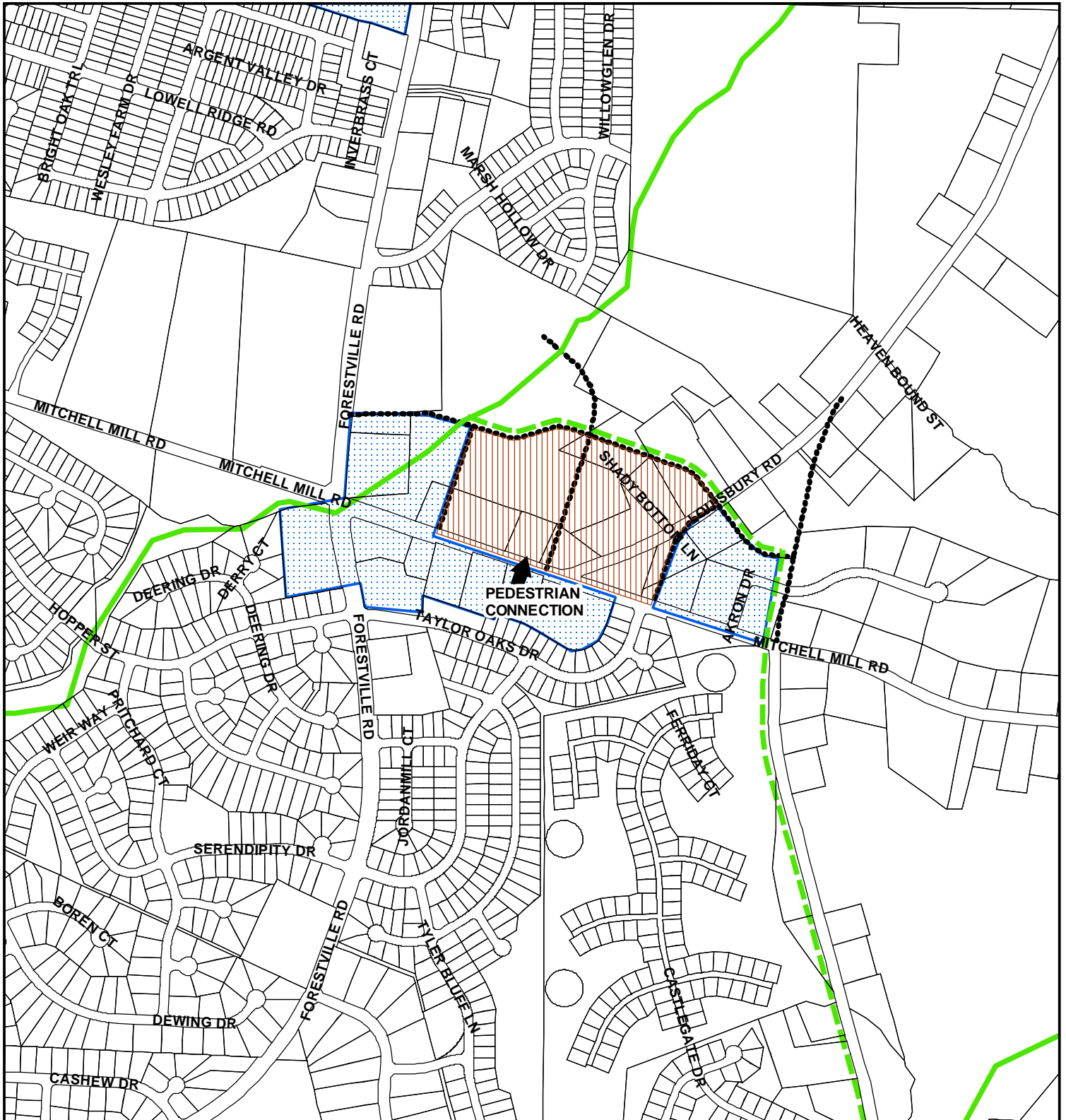


Core Area



Transition Area

Previous Version



MAP AP-WC1

Wake Crossroads Plan



TRANSITION AREA



CORE AREA



PROPOSED PUBLIC
STREET GRID



GREENWAY CORRIDOR
CONNECTOR



GREENWAY CORRIDOR



MIXED USE CENTER



0 250 500 1,000 Feet

Map created 10/7/2009 by the City of Raleigh
Department of City Planning & GIS Division