

SV Stanhope Village

The plan area lies on the south side of Hillsborough Street between Dan Allen Drive on the east, the Progress Energy facility to the west, and the railroad corridor on the south. The area has significant redevelopment potential and the main goal of the plan is to provide a consensus framework for a compact, diverse, and pedestrian-oriented urban redevelopment – meeting the needs of the adjacent stakeholders, strengthening the surrounding communities, and addressing municipal goals for more sustainable patterns of growth.

Urban Design

Policy AP-SV 1 Hillsborough Street Building Frontages

Hillsborough Street should have an identifiable and relatively continuous building frontage, punctuated by focal point buildings and accessory plazas notched in at mid-block with pedestrian passageways to parking behind.

Policy AP-SV 2 Concord Street as a Public Space

Concord Street should serve as the primary public space and entry feature for the area. This street should include on-street parking and areas for public seating and temporary events, such as markets or festivals.

Policy AP-SV 3 Concord Street Land Uses

Concord Street should be an active pedestrian-oriented street with diverse retail, restaurant, and entertainment uses on the ground floor and with mostly residential and some office uses above.

Policy AP-SV 4 Residential Uses

Residential uses should be predominant, particularly for the upper floors of mixed-use buildings and within the interior of the plan area.

Policy AP-SV 5 Entry Stoops for Stanhope Village Housing

Ground level residential uses in Stanhope Village should provide entry stoops and landscaped stoop yards fronting the street.

Policy AP-SV 6 Stanhope Village Balconies

Upper floor residential units should have balconies.

Policy AP-SV 7 Concord Street Flexible Shoulder Zone

A multi-use zone should be provided on Concord Street between the travel lanes and the sidewalk. This land should serve as convenience diagonal parking that can be incrementally converted into outdoor seating and dining or other periodic uses such as a street fair or a Saturday morning market.

Policy AP-SV 8 Stanhope Village Scale Transitions

A transition in scale should be provided for any redevelopment adjacent to existing single-family neighborhoods along Stanhope Avenue and Rosemary Street. Any parking structure in proximity to the existing neighborhood should be either wrapped by active uses or screened. Parking deck openings visible from nearby occupied structures should contain elements such as louvers to block deck light and noise sources. Exterior lighting fixtures should be shielded so that direct illumination is contained on-site. Vehicular access to structured parking from Stanhope and Rosemary streets should be minimized.

Pedestrian and Bike Access

Policy AP-SV 9 Stanhope Village Commons

An open, pedestrian-oriented commons should be provided within the southeast portion of the Stanhope Village Plan area. This space should link to the NC State campus pedestrian network and the proposed rail transit stations near the university.

Policy AP-SV 10 Pedestrian Access Within Stanhope Village

Pedestrian and bicycle access to and within Stanhope Village is crucial and should be a central focus of the circulation system. New and existing streets should have narrow travel lanes, very low vehicular speeds, and clear preference given to pedestrians at pedestrian/auto crossings.

Policy AP-SV 11 Stanhope Village Connectivity

A strong connection should be made from Stanhope Village eastward, to NC State's employment and educational centers and the proposed transit stations near the university. An eventual connection to the south, across the railroad corridor, is desirable and should be provided if practical. Pedestrian connections to the Stanhope neighborhood and along Hillsborough Street are very important.

Roadways and Parking

Policy AP-SV 12 Stanhope Village On-Street Parking

Maximize the utilization of curb space for on-street parking in the Stanhope Village area.

Policy AP-SV 13 Stanhope Village Parking Design

Structured parking should accommodate most parking demand in the Stanhope Village area. Wherever possible, structured parking should be wrapped with active uses, especially at the street level. Surface parking should be restricted to small lots with minimum street frontage and screened from pedestrian view.

Policy AP-SV 14 Stanhope Village Service Road

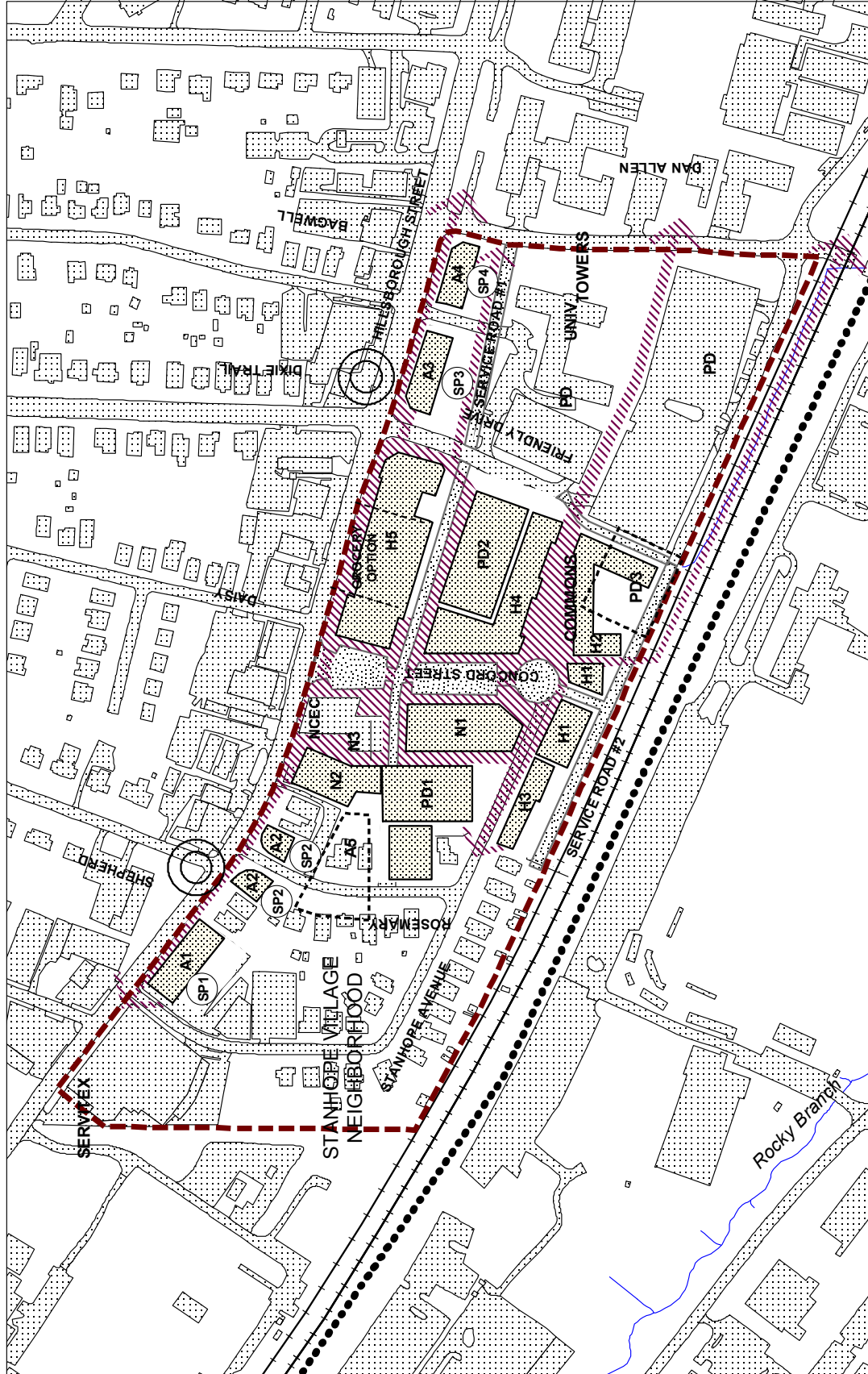
A service road should be located behind the buildings facing Hillsborough Street, with the existing McKnight Street right of way to be abandoned.

Policy AP-SV 15 Reserved

Construction of Infrastructure










Policy AP-SV 16 Stanhope Village Infrastructure Improvements

In order to encourage completion of phased projects, project infrastructure improvements in Stanhope Village including roads, streetscapes, and other pedestrian and landscape elements should be constructed in the initial project phase.



MAP AP-SV1

Stanhope Village Plan - Pedestrian Circulation

-  TRAFFIC CIRCLES
-  SURFACE PARKING
-  PARKING DECK
-  PROPOSED BUILDINGS
-  PROPOSED STREETS
-  EXISTING BUILDINGS
-  PROJECT BOUNDARY
-  PEDESTRIAN CIRCULATION
-  TRANSIT CORRIDOR

0 100 200 400 Feet

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