Capital Boulevard Kickoff Open House

Project Introduction & Visioning Workshop Review
10:00 – 12:00 Topic Stations

10:00 Project Introduction & Visioning Workshop Review

10:20 Kickoff Workshop Survey

10:50 Community Profile & Market Analysis

11:15 Project Next Steps & Growth Assumptions
Participation Today

- Sign in to the meeting
- Visit the stations
- Take the survey
- Provide comments
- Ask for assistance
  - Verbal
  - Spanish
  - Sign Language
Corridor Study

The Capital Boulevard North Corridor Study is a public process led by the City of Raleigh with the goal of creating a long range plan for North Capital Boulevard from I-440 to I-540.
**Project Purpose**

- **Multi-modal transportation vision**
  - Identify a multi-modal transportation vision that considers pedestrians, bicycles, transit, and automobiles.

- **Mixed-use development**
  - Identify new opportunities for mixed-use development.

- **Urban design**
  - Improve urban design along the corridor.

- **Community development vision**
  - Create a community development vision that includes:
    - Neighborhood stability
    - Social engagement
    - A blend of incomes and household types
Visioning Areas of Emphasis

- Housing/Neighborhoods
- Land Use
- Transit
- Traffic
- Bicycle/Greenway
- Walkability
- Streetscape
- Small Business/Economic Development
- Parks/Recreation/Cultural Resources
Public Participation

• Gathered impressions of the study area
  • Critical issues
  • Important assets
  • Positive thoughts
  • Negative thoughts
Assets
Issues
## Primary Issues

<table>
<thead>
<tr>
<th>Topic</th>
<th>Traffic</th>
<th>Walkability</th>
<th>Appearance</th>
<th>Streetscape</th>
<th>Land Use Mix</th>
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</thead>
<tbody>
<tr>
<td>Workshop Votes</td>
<td>33</td>
<td>38</td>
<td>3</td>
<td>24</td>
<td>17</td>
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<tr>
<td>Workshop &quot;Need help&quot; and Vision Comments</td>
<td>65</td>
<td>45</td>
<td>52</td>
<td>17</td>
<td>52</td>
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<tr>
<td>Survey Average Importance Ratings (1=Very low, 5= Very high)</td>
<td>4.19</td>
<td>4.08, 3.9**</td>
<td>4.23</td>
<td>4.37</td>
<td>4.23</td>
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<tr>
<td>Survey &quot;Very high&quot; or &quot;High&quot; Importance Ratings</td>
<td>205</td>
<td>192, 176**</td>
<td>190</td>
<td>207</td>
<td>197</td>
</tr>
<tr>
<td>Survey Map, &quot;Issues&quot;, and Vision Comments</td>
<td>177</td>
<td>94</td>
<td>155</td>
<td>67</td>
<td>82</td>
</tr>
</tbody>
</table>
Vision
Stay Involved

• Website: www.raleighnc.gov
• Keyword: “Capital Boulevard North”
• Sign up for email alerts using “MyRaleigh Subscriptions”
• Check your CAC newsletter
• Take online survey: www.publicinput.com/3259
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Kickoff Workshop Survey
Interactive Survey

• Capital Boulevard North Kickoff Survey

• Take online survey: www.publicinput.com/B584
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Community Profile & Market Analysis
Community Profile

Summary of corridor characteristics

- Pedestrian
- Bicycle
- Transit
- Vehicles
- Land Use
- Natural Environment
- Community Demographics
Pedestrian & Bicycle Facilities

Existing Bicycle and Pedestrian Facilities
- Existing Greenway
- Existing Sidewalk
- Existing Bike Lane
- Parks
- Study Area
- Area of Influence

Diagram showing existing facilities and areas around Capital Boulevard North Corridor Study.
Pedestrian & Bicycle Crashes
Transit Routes & Stops
Vehicle Traffic Counts
Parks & Greenways
Land Use
Land Use Examples
Demographics

Housing Stock Age

- South: 36% (Before 1980), 23% (1980-1999), 41% (2000 or Later)
- Central: 43% (Before 1980), 10% (1980-1999), 47% (2000 or Later)
- North: 33% (Before 1980), 31% (1980-1999), 33% (2000 or Later)
- Raleigh: 30% (Before 1980), 39% (1980-1999), 41% (2000 or Later)
- Wake City: 24% (Before 1980), 35% (1980-1999), 41% (2000 or Later)

Vehicle Access by Tenure (2017)

- South: 2.3% Homeowners with no access to a vehicle, 4.8% Renters with no access to a vehicle
- Central: 3.0% Homeowners with no access to a vehicle, 3.0% Renters with no access to a vehicle
- North: 11.6% Homeowners with no access to a vehicle, 0.0% Renters with no access to a vehicle
- Raleigh: 1.6% Homeowners with no access to a vehicle, 10.4% Renters with no access to a vehicle
- Wake City: 9.3% Homeowners with no access to a vehicle, 1.4% Renters with no access to a vehicle

Capital Boulevard North Corridor Study
Market Analysis

Summary of existing development and market dynamics


- Study Area Rent PSF
- Raleigh Rent PSF

- Price Range: $0.50 to $1.30
- Yearly Trend from 2006 to 2017

- 2006: $0.70
- 2007: $0.70
- 2008: $0.70
- 2009: $0.70
- 2010: $0.70
- 2011: $0.90
- 2012: $0.96
- 2013: $1.00
- 2014: $1.00
- 2015: $1.00
- 2016: $1.00
- 2017: $1.08
Development Types

Residential
- Single Family
  - Detached structures
  - More often owned, but also rented
  - Found in more suburban areas
  - Prices are a function of location, quality, and regional economic conditions
- Multifamily
  - Multiple dwellings per structure
  - Often rented, but can be owned (condos)
  - Shared common space/amenities
  - Found more readily in urban areas
  - Surface or structured parking

Office
- Class A
  - Newest, most prestigious, and well-located assets
  - Highest-quality building materials
  - Above average rents
- Class B
  - Lower quality due to age
  - Market average rents
  - Renovation could return to Class A
- Class C
  - Typically at least 20 years old
  - Less desirable location
  - Below average rents

Retail
- Convenience
  - Personal Care Stores
  - General Merchandise
  - Office Supplies
  - Grocery Stores
  - Local-serving Restaurants & Bars
  - Found in: Neighborhood, Community, and Lifestyle Centers
- Comparison
  - Furniture
  - Electronics and Appliances
  - Clothing
  - Destination Restaurants & Bars
  - Found in: Regional Malls, Power and Lifestyle Centers, “Big Box Stores”

Corridor Residential Summary
- 5,000 Single Family homes
- 4,100 Multifamily units
- Median home value: $150,300
- Average monthly rent: $945
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Project Next Steps & Growth Assumptions
Travel Profile

• Vehicle Traffic
  • “To” – Corridor
  • “Through” – Regional

• Multimodal Demand

• Accessibility

• Safety

• Roadway & Intersection Performance
Connect 2045

- Guides growth for the region and communities
- Assumes maximum levels of growth
- Corridor plan does not need to accommodate that scenario
- This study will identify appropriate growth and complementary transportation system
New Households
New Employment
Aspirational Transit
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