RALEIGH COMPREHENSIVE PLAN

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CHAPTER 1 INTRODUCTION

Part 1: Role of the Comprehensive Plan

The Raleigh Comprehensive Plan is
•an official public document adopted and amended by formal resolution of the City Council,
•a long-range policy statement meant to guide decision making, not contain the decisions themselves,
•comprehensive, as it encompasses the anticipated City jurisdictional area,
•primarily concerned with physical development and those City actions which can be reasonably expected to influence development,
•long-range, as it looks beyond current issues to the possibilities and problems anticipated for the next 25 years,
•a major component of the planning process for the City.

The Comprehensive Plan performs four primary functions. It
•communicates City development policy in a manner which provides guidance for short-range planning, scheduling, ordinance development and budgeting. Other planning process components such as the Capital Improvement Program (C.I.P.), development regulations and the Annual Budget are presented in separate documents and require separate action by the City Council. Specific sites, costs and other details are best handled by short-range planning.
•provides guidance to the City Council, the City Administration and other City agencies during review and approval of rezonings, subdivisions and site-specific developments.
•provides a statement of City policy to be used by citizens and private organizations as they prepare plans and respond to matters under consideration by the City government.
•is intended to be used in the Triangle Region as a statement of Raleigh's policies regarding regional planning, communication and coordination. The Comprehensive Plan will be useful to county, state and other government agencies which have interests in the area.

This Plan incorporates the traditional emphasis on planning of the physical environment; however, the Plan is strongly influenced by social and economic considerations. For example, as a land use policy, the Plan recommends buffering of residential areas from high intensity nonresidential uses, such as industries or shopping centers. As a social goal, this recommendation is an attempt to prevent noise, congestion, pollution and traffic from lowering the quality of life for residential areas. As an economic goal, property values are enhanced if the residential area is free of noise, congestion, etc. and is perceived as stable and desirable.

Part 2: Contents and Format of the Comprehensive Plan

The Comprehensive Plan is the primary and all-inclusive planning document for Raleigh. It contains not only jurisdiction-wide policies, but also policies for smaller areas within the jurisdiction. As the elements and small area plans of the Comprehensive Plan are adopted and updated by the City Council, they become amendments to the Comprehensive Plan and either modify or add to the text of the Plan. The Comprehensive Plan contains goals, objectives, policies and guidelines for growth and redevelopment of the City. These are the chapters of the Plan and a brief description of their contents:

SECTION 1

Chapter One: Introduction

This chapter contains the role of the Comprehensive Plan in development and City government and an explanation of the format and contents of the Plan.

Chapter Two: Population and Employment

These statistics are based on the 1990 census. The projections, which are organized by planning district and employment type, form a basis for policy development.

Chapter Three: Plan Framework

This chapter has an explanation of planning philosophy and terms. City-wide goals, objectives policies and guidelines are in this chapter. The Recommended Urban Form Map for the City is located here.

Chapter Four: Systems Plans

This chapter includes official City policy regarding housing, economic development, historic preservation, transportation, water and wastewater, stormwater management, parks, recreation and greenways, resource recovery and waste management. These are called Systems Plans. These systems affect more than one planning district.

Chapter Five: District and Small Area Plans

District Plans feature area-specific goals, objectives and guidelines for each of the ten planning districts: Central, East, North, Northeast, Northwest, North Hills, Southeast, Southwest, Umstead and University.

SECTION 2

Small Area Plans consider areas smaller than districts. These areas have been designated as deserving more detailed planning attention.

Chapter Six: Regional Center Plans

Chapter Seven: Corridor Plans

Chapter Eight: Neighborhood Plans

Chapter Nine: Business District Plans

Chapter Ten: Watershed Plans

Chapter Eleven: Other Small Area Plans

Chapter Twelve: Glossary:

Also included is a glossary of planning terms used in the Plan.

CHAPTER 2: POPULATION, HOUSING AND EMPLOYMENT

Part I – Introduction

The City of Raleigh along with other communities in Wake, Durham, and Orange Counties forms a region of North Carolina known as the Research Triangle. With North Carolina State University, Duke University, and the University of North Carolina at Chapel Hill as research and development resources, the Research Triangle region in an attractive location for business development.

Beginning with the creation of the Research Triangle Park in the 1960's, Raleigh and the surrounding area has experienced significant growth. In 1970 the population of Raleigh was 122,830. Just thirty years later the population of Raleigh had grown to over 276,000 with the population of the Raleigh-Durham-Chapel Hill MSA surpassing 1,000,000. There are many reasons for this growth: the quality of life is excellent; the environment for business is considered to be very good; wage rates are competitive; there is a highly-skilled and educated workforce; median household, family, and per capita incomes are consistently above state and national averages; there are varied housing options; superior educational and recreational opportunities; and long-range planning has assured that the area has adequate infrastructure in place (transportation, electricity, water, and wastewater) to support and encourage economic growth.

One result of the rapid expansion of the region is that its urban areas are growing closer together. Increasingly, the Research Triangle is becoming a single economic and cultural entity, with its economic and transportation core centering on Raleigh-Durham International Airport and the Research Triangle Park.

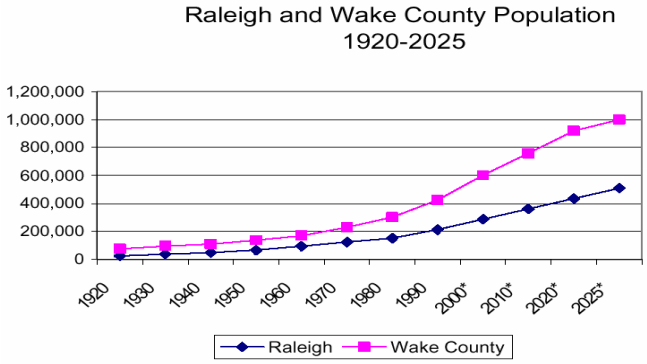
Please note that the following demographic information is from Census 2000 data. Additional and more specific socio-economic and employment data is expected to be available in the Spring/Summer of 2002 and an update to Chapter 2 will be written at that time.

Part II – Population and Housing Characteristics

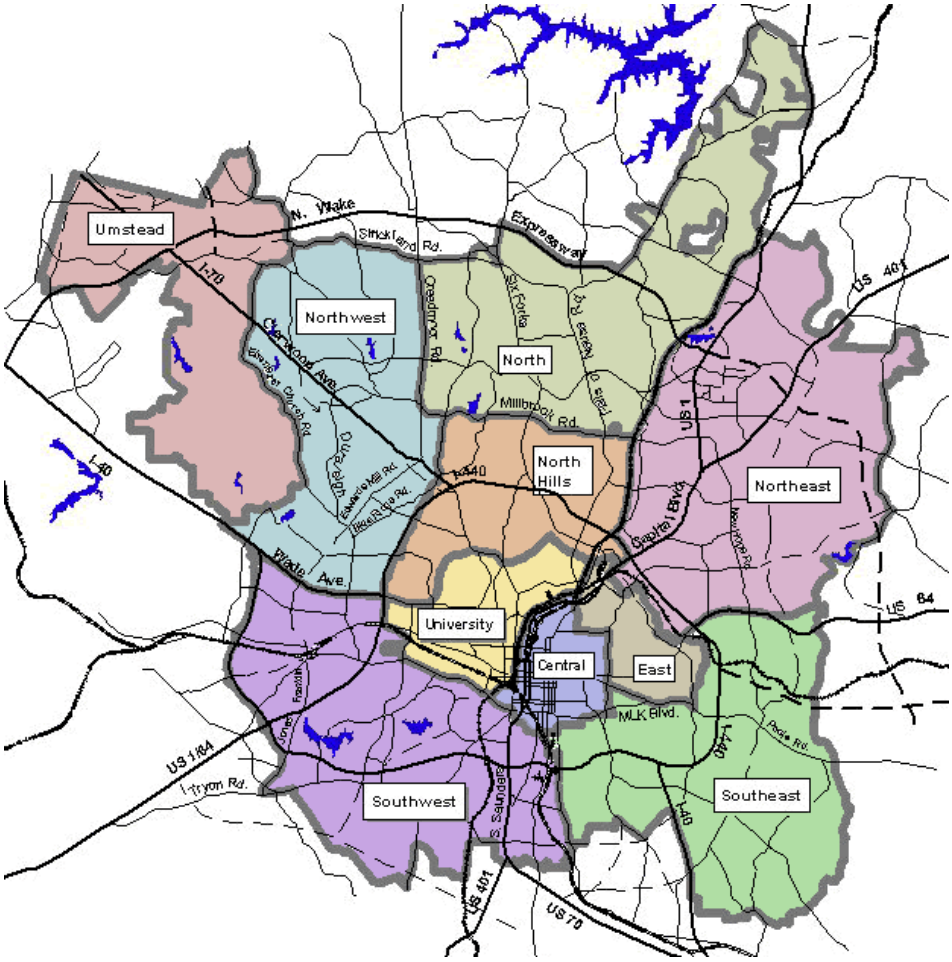
Population Growth

The City of Raleigh is divided into ten Planning Districts, which include the city limits of Raleigh plus the area in Raleigh's extra-territorial jurisdiction (ETJ): the area within which Raleigh will grow (see Future Urban Service Areas). Population and other socio-economic characteristics are tabulated at this level for the purpose of tracking growth and change.

The population of Raleigh and its planning jurisdiction grew by 28.2 percent between 1990 and 2000 (237,056 to 303,971). It is expected that this area will experience growth of 2 percent per year for the foreseeable future. By the year 2025 Raleigh's population (corporate limits and existing and planned jurisdiction) is projected to surpass 541,000.



Raleigh and the Raleigh Planning Jurisdiction's (RPJ) share of Wake County's population are decreasing as other Wake County municipalities experience significant population growth. This trend is expected to continue through the year 2025.

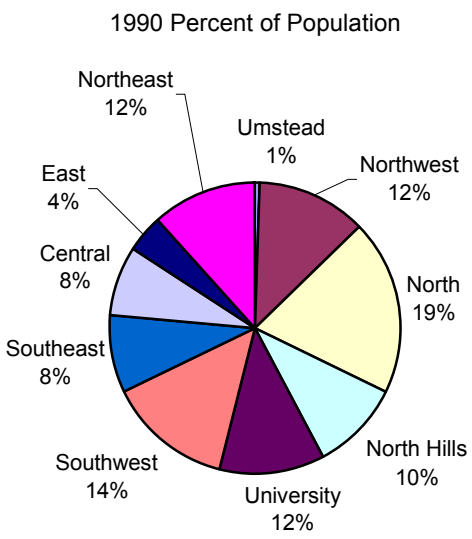


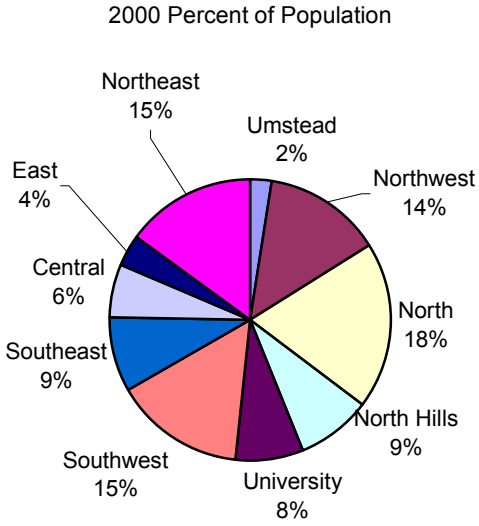
Some areas in Raleigh are experiencing more growth than others and are expected to see continued strong growth. Between 1990 and 2000, the Northeast Planning Districts experienced the greatest growth in population – 17,885 residents.

Population Growth by Planning District 1990-2000

District	1990	2000	Growth
Umstead	1,251	7,361	6,110
Northwest	29,188	41,631	12,443
North	46,262	58,149	11,887
North Hills	23,527	26,070	2,543
University*	27,781	23,450	-4,331
Southwest	32,990	45,954	12,964
Southeast	20,015	25,854	5,839
Central	18,808	19,190	382
East	9,446	10,639	1,193
Northeast	27,788	45,673	17,885
Total	237,056	303,971	66,915

*While a decrease in population is shown to have occurred in the University Planning District – it is believed that this is due to an undercount of students housed in group quarters on the NCSU and Meredith College campuses.





As of April 1, 2000 the North District was the most populous with 58,149 residents, followed by the Southwest District with 45,954, the Northeast District at 45,673, and the Northwest District with 41,631 residents.

The presence of developable vacant land; availability of water and sewer, and proximity to major roads such as Interstate 554 and 440 have contributed to the North, Northwest, Umstead, Southwest, Northeast, and Southeast Planning District's growth. It is projected that these areas will continue to experience significant growth through 2025.

Population Projections by Planning District 2000-2025

District	2000	2005	2010	2015	2020	2025
Umstead	7,361	12,371	17,381	22,391	27,401	32,422
Northwest	41,631	45,481	49,331	53,181	57,031	60,890
North	58,149	63,794	69,439	75,084	80,729	86,377
North Hills	26,070	27,715	29,360	31,005	32,650	34,303
University	23,450	27,250	31,050	34,850	38,650	42,453
Southwest	45,954	48,289	50,624	52,959	55,294	57,620
Southeast	25,854	34,934	44,014	53,094	62,174	71,251
Central	19,190	21,645	24,100	26,555	29,010	31,474
East	10,639	11,004	11,369	11,734	12,099	12,468
Northeast	45,673	59,068	72,463	85,858	99,253	112,637
Total	303,971	351,556	399,141	446,726	494,311	541,895

It is projected that by the year 2025, there will be over 541, 00 residents in Raleigh (corporate limits, and the existing and planned jurisdiction). The Northeast District is expected to experience the greatest growth – with an additional 66,964 residents to be added between 2000 and 2025. The Southeast District will gain 45,397 residents followed by the North District with an increase of 28,228.

Projected Population Growth 2000 – 2025

District	Growth	% Growth
Northeast	66,964	146.60%
Southeast	45,397	175.60%
Northeast	28,228	48.50%
Umstead	25,061	340.40%
Northwest	19,259	46.30%
University	19,003	81%
Central	12,284	64%
Southwest	11,666	25.40%
North Hills	8,233	31.60%
East	1,829	17.20%
Total	237,924	n/a

Race and Ethnicity

Over the past twenty years, Raleigh has become much more racially and ethnically diverse, which is characteristic of larger metropolitan areas. Between 1990 and 2000, the proportion of Raleigh's white population decreased while black, Asian, and other all increased (note that "other" includes individuals of more than one race).

In 1990 in Raleigh, 2,904 persons or 1.4 percent of the population were identified as being of Hispanic or Latino origin. By the year 2000, this figure had grown to 19,308 (20,487 in the Planning Jurisdiction) or approximately 7 percent of Raleigh's population. The number of individuals of Hispanic or Latino origin of any race in Raleigh grew by 556 percent over the last decade.

Race and Ethnicity by Planning District – 2000

District	Total	White	Black	Asian	Other	2 or More	Hispanic/Latino
Central	19,190	4,905	13,269	88	582	346	1,159
Southeast	25,854	5,243	18,595	187	1,368	461	2,382
University	23,450	19,980	2,566	302	335	267	587
East	10,639	2,807	6,924	65	563	280	889
North	58,149	46,942	7,252	1,830	1,191	934	2,653
North Hills	26,070	21,491	2,576	775	862	366	2,114
Northeast	45,673	25,000	15,282	2,014	2,268	1,109	3,991
Northwest	41,631	34,086	4,553	1,604	748	640	1,870
Southwest	45,954	29,148	10,251	2,779	2,693	1,083	4,606
Umstead	7,361	6,107	692	387	58	117	236
Total	303,971	195,709	81,960	10,031	10,668	4,603	20,487

Male, Female, Average Household Size, and Average Family Size

As of April 1, 2000 there were 303,971 people residing in the Raleigh Planning Jurisdiction. Following the trend started in 1990 there are more females living in the area than males – 51.5 percent to 49.5 percent. In all planning districts but one (Southwest), females outnumbered males. The Southeast District had the highest percentage of females – 55.2 percent and the Southwest District had the smallest percentage of females – 44.4 percent.

Gender Comparison by Planning District – 2000

District	Males	Females
Central	48.1	51.9
Southeast	44.8	55.2
University	49.5	50.5
East	47.4	52.6
North	48.4	51.6
North Hills	49.3	50.7
Northeast	49.5	50.5
Northwest	48.8	51.2
Southwest	55.6	44.4
Umstead	49.1	50.9
Total	49.5	50.5

According to 2000 Census reports, the average household size in the Raleigh Planning Jurisdiction was 2.488 with an average family size of 2.821. Households represent all people occupying a housing unit, whether related or not (containing no more than one family); a family is a household plus one or more family members. The Central District had the highest average household size and average family size in 2000, while the University District had the lowest.

Average Household Size / Family Size by Planning District – 2000

District	Avg. HH Size*	Avg. Family Size*
Central	3.05	3.04
Southeast	2.63	2.94
University	1.83	2.41
East	2.28	2.7
North	2.57	2.9
North Hills	2.43	2.84
Northeast	2.66	3
Northwest	2.39	2.77
Southwest	2.4	2.67
Umstead	2.64	2.94
Total	2.488	2.821

*A family includes a householder and one or more people living in the same household who are related to the householder by birth, marriage, or adoption. A household represents all of the people who occupy a housing unit. A household can only contain one family for the purposes of census tabulations. Not all households contain families, since a household may comprise a group of unrelated people or one person living alone.

Educational Attainment

According to Census 2000 reports, 16.5% of Raleigh's population over the age of twenty-five had a high school degree or equivalent. Of note is that 33% of those over age 25 held a Bachelor's degree – double the state and national figure.

Educational Attainment – Population 25 Yrs and Older – 2000

Attainment	Raleigh	Wake County	North Carolina	United States
Less than High School	11.9%	9.5%	22.6%	18.4%
High School Graduate	16.5%	20.7%	29.6%	29.5%
Some College, No Degree	19.6%	19%	19%	20.5%
Associate Degree	5%	5.9%	6.8%	7.8%
Bachelor's Degree	33%	31%	15.4%	15%
Master's Degree	9.1%	9.3%	4.5%	6.3%
Professional or PhD	4.9%	4.6%	2.1%	2.5%

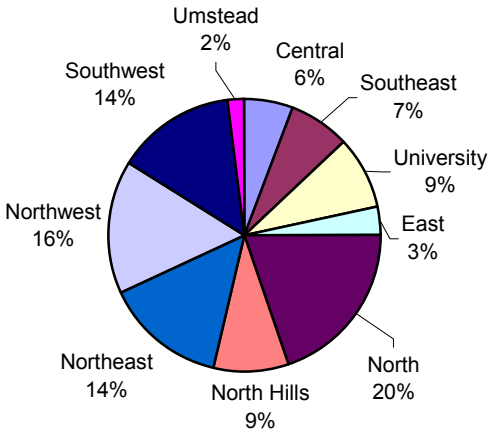
Housing Unit Characteristics

According to Census 2000 reports, as of 4/1/2000 there were 131,087 housing units located in the Raleigh Planning Jurisdiction of which 120,699 were located within the city limits of Raleigh. The North District had the highest number of housing units (25,893) while the Umstead District had the fewest (2,646) – but is expected to experience significant growth as the Brier Creek area continues to develop. Of the 131,087 housing units, 93.5 percent of the units were occupied resulting in an overall vacancy rate of 6.5 percent.

Housing Units / Occupancy by Planning District - 2000

District	Housing Units	Units Occupied	Units Vacant
Central	7,643	6,825	818
Southeast	9,431	8,690	741
University	11,384	10,735	649
East	4,406	4,193	213
North	25,893	24,489	1,404
North Hills	11,566	10,986	580
Northeast	18,941	17,744	1,197
Northwest	20,636	19,146	1,490
Southwest	18,541	17,191	1,350
Umstead	2,646	2,590	56
Total	131,087	122,589	8,498

Housing Unit Distribution by Planning District - 2000



Residential Occupancy

As of Census 2000 there were 66,791 owner-occupied housing units (51 percent) and 55,798 renter-occupied units (49 percent) in the Raleigh Planning Jurisdiction. The Umstead District has the highest percentage of owner-occupied units in the Planning Jurisdiction. The Southwest District, due to the high number of multi-family student housing units, had the lowest percentage of owner-occupied units (31 percent).

Residential Occupancy by Planning District - 2000

District	Owner-Occupied	Renter-Occupied
Central	33%	67%
Southeast	71%	29%
University	47%	53%
East	41%	59%
North	64%	36%
North Hills	66%	34%
Northeast	65%	35%
Northwest	48%	52%
Southwest	31%	69%
Umstead	96%	4%
Total	51%	49%

Units/Structures

According to Census reports, in the Raleigh Planning Jurisdiction in 2000, 41.5% of all housing units were single-family detached units.

Units in Structure - 2000

Type of Structure	% of Total Units
Single-Family Detached	41.5%
Single-Family Attached	8.5%
Duplex	6.1%
Triplex or Quadruplex	4.7%
5 to 9 Units	10.3%
10 to 19 Units	16%
20 to 49 Units	6.5%
50+ Units	5%
Mobile Home	1.4%

Year Structure Constructed

Over 50% of all housing units in the Raleigh Planning Jurisdiction were built after the year 1980. Nearly 24% of all housing units in Raleigh were built during the 1990 to 1999 time period.

Year Structure Constructed – Raleigh ETJ

Year Constructed	% of Total Units
2000 or Later	4.6%
1995 to 1999	18.7%
1990 to 1994	5.2%
1980 to 1989	22.2%
1970 to 1979	15.7%
1960 to 1969	12.9%
1950 to 1959	9%
1940 to 1949	3.6%
1939 or Earlier	8.1%

Apartment / Housing Price Comparison

Each Quarter ACCRA (the American Chamber of Commerce Researcher's Association) collects data and publishes cost of living information for participating MSA's (Metropolitan Statistical Area) in the United States. During the 4th quarter of 2000, Raleigh's average home price was $237,477. Average rent for a 2-bedroom apartment was $651 per month.

Apartment / Housing Price Comparison – 4th Quarter, 2000

North Carolina Cities	Apartment Rent	Average Home Price
Asheville	$652	$201,397
Chapel Hill	$769	$258,333
Charlotte	$629	$189,000
Fayetteville	$568	$176,225
Gastonia	$625	$225,600
Greensboro	$652	$199,950
Greenville	$566	$230,000
Jacksonville	$535	$168,433
Raleigh	**$651**	**$237,477**
Rocky Mount	$582	$177,500
Wilkesboro	$550	$228,300
Wilmington	$684	$246,000
Winston-Salem	$582	$187,610

Part III – Employment and Income in the Raleigh Planning Jurisdiction

According to the 1995 CAMPO (Capital Area Metropolitan Planning Organization) field study, Raleigh's estimated employment was 180,676 persons. It is projected that by 2025, Raleigh's employment will increase to 324,833.

In 1995 the Central District was the largest employment center in Raleigh, comprising 27,615 jobs and 15 percent of Raleigh's overall employment. By the year 2025, the Northeast District will be the largest employment center with 51,282 jobs and 18 percent of the employment in Raleigh.

District	Employment 1995	Employment 2005	Employment 2015	Employment 2025	Growth 1995-2025	Percent Growth 1995-2025
Central	27,615	31,082	34,788	38,461	10,84	39.3%
University	25,332	26,217	26,917	27,567	2,235	8.8%
Northeast	23,913	32,242	43,967	51,282	27,369	114.4%
Southwest	19,512	25,084	35,211	44,093	24,581	125.9%
Southeast	4,995	9,085	14,682	17,034	12,039	241%
East	9,292	10,299	11,303	12,307	3,015	32.4%
Umstead	7,644	17,214	33,117	33,473	25,829	337.8%
Northwest	22,000	26,364	31,220	33,374	11,374	51.7%
North Hills	25,430	29,700	33,947	37,711	12,281	48.3%
North	14,942	19,772	26,409	29,531	14,589	97.6%
Total	180,676	227,059	291,561	324,833	144,158	79.8%

Per Capital Income – 2000

Raleigh	**$25,554**
Wake County	$27,448
North Carolina	$20,092
United States	$21,690

Per capita income is the average obtained by dividing aggregate income by total population of an area.

Median Household Income – 2000

Raleigh	**$46,722**
Wake County	$56,338
North Carolina	$37,775
United States	$41,349

Median household income is the income of all people who occupy a housing unit as their usual place of residence.

Median Family Income – 2000

Raleigh	**$61,774**
Wake County	$68,883
North Carolina	$45,087
United States	$49,507

Median family income is the income of all related people living within one household.

CHAPTER 3 PLAN FRAMEWORK

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3-2.1 PART 2 URBAN FORM TERMS AND POLICIES

3-3.1 PART 3 FUTURE URBAN SERVICES AREA

3-4.1 PART 4 GUIDELINES

Part 1: Goals and Objectives

These goals articulating a vision of Raleigh's future have evolved through the work of City Councils, Planning Commissions, other boards and commissions and numerous individuals over an extended period of years. The hierarchy of Comprehensive Plan recommendations goes from most general to most specific: goals; objectives, policies and guidelines.

This section also includes Regional Principles developed in 1999 through the Regional Development Choices Project of Triangle J Council of Governments. This set of principles is included in the Comprehensive Plan to serve as a framework for improving conservation, development and mobility in the Triangle region.

Quality of Life Goal: Raleigh will strive for a high quality of life for all of its citizens.

Objectives

•To recognize and promote the contributions of neighborhoods to the unique identity of Raleigh.
•To encourage the full human resource potential of all Raleigh residents.
•To make city planning and decision-making processes citizen-based, benefiting from citizen experience and opinion.
•To maintain a dynamic and diverse economy, capable of providing a strong City revenue base and a full range of economic and employment opportunities for Raleigh residents.
•To provide adequate City services to all areas of Raleigh.
•To guide development through land use planning in a manner that is sensitive to the needs of Raleigh citizens and to the natural and built environments.
•To recognize our interdependent role as one municipality among many in the fast growing Triangle Region and to promote planning that will benefit the region as a whole.
•To prepare Council-adopted and publicly accessible plans for public services, environmental systems, human, social, cultural and economic resources.
•To provide adequate social and other services and encourage community initiative and action.
•To promote and guide Raleigh's path toward optimum conservation and utilization of all its resources.

Human Resources Goal: Raleigh will promote policies and programs which allow its citizens to develop to their maximum potential and to obtain the highest possible standards of living and levels of personal fulfillment.

Objectives

•To encourage proper respect for human dignity.
•To guarantee the civil rights of all citizens in housing, employment, public services and commerce.
•To identify present and forecast future human needs in Raleigh and to strive to see that these needs are met through social and other selected services and programs developed by both the public and private sectors.
•To encourage high quality educational opportunities and facilities to satisfy the needs and potentials of all citizens.
•To encourage, through both private and public initiatives, policies and programs for the development of affordable housing for all citizens.
•To provide a broad range of employment opportunities for all citizens by developing policies and programs which pursue the continued expansion of the economic base.
•To increase accessibility for job opportunities through improved transit and nonmotorized options and opportunities.
•To recognize open space, recreation and culture as essential needs for the enrichment of human lives and to promote the availability of a broad range of recreational and cultural opportunities for all citizens.

Economic Development Goal: Raleigh will strive to maintain a dynamic and diverse economy capable of providing full employment, exceptional level of services and a wide range of business opportunities.

Objectives

•To identify and reinforce the existing economic base.
•To expand and diversify the economic base and strive for full employment for all citizens.
•To coordinate and/or consolidate government services to provide optimum efficiency.
•To develop a strong partnership between the public and private sectors to create new financing opportunities for economic development.
•To increase City support of State, County and other public and private efforts to enrich education, training and work force development.
•To plan, develop and support a high quality and expanded level of cultural and recreational opportunities as assets for an expanding and diverse economic community.
•To work closely with the State of North Carolina, local colleges, universities and research institutions to maximize their contributions in shaping the city's economic future.
•To capitalize on a multi-modal transportation network, including high quality transit service, as a major amenity in an increasingly competitive national arena for attracting employers, particularly research and development.
•To work with local financial institutions to develop and make available venture capital to support the creation and growth of innovative, high technology business as a keystone for the city's economic future.
•To support the development of small businesses through incubator facilities and other innovative mechanisms to emphasize the continued importance of such businesses to the economic health of the city.
•To target, for specific economic growth emphasis, certain geographic areas as indicated in more detailed studies.
•To target, for specific economic growth emphasis, certain sectors of the economy as indicated in more detailed studies.

Public Services and Facilities Goal: Raleigh will provide high quality public services and facilities to meet the needs of all the citizens at minimal expense.

Objectives

•To use long-range planning methods to forecast the needs and demands for public service programs and facilities.
•To provide for a long-range program for the installation of public service facilities and a mechanism for guiding growth.
•To provide and promote a balanced transportation system including public transit and non-motorized transportation that provides an optimum level of service, choice, mobility, convenience and safety.
•To locate public services and facilities to be transit accessible.
•To provide for the protection of life and property from fire and acts of crime.
•To provide for the survival of people and resources in the event of any disaster.
•To provide sufficient water to meet present and future demands in the most efficient manner.
•To provide sufficient wastewater treatment to eliminate any potential for health hazards in the most efficient manner.
•To develop an adequate watershed management system, including an adequate storm water drainage system.
•To provide an adequate solid waste collection and disposal system that includes recycling, land reclamation and reuse of waste materials.
•To develop a clean and safe hazardous waste program.
•To protect life and property from flooding and soil erosion.
•To recycle waste in order to minimize use of landfills and other natural systems to dispose of waste.

Environmental Resources Goal: The City of Raleigh will protect, conserve and manage wisely its valuable natural resources in order to maintain a pleasing and healthy environment.

Objectives

•To recognize the interdependence of water bodies and their associated slopes, vegetative cover and wetlands and their crucial functions of moderating flooding and climate extremes, preserving soil and water quality and filtering pollutants.
•To encourage stability in the environment by reducing large fluctuations due to inside or outside disturbances.
•To assure that Raleigh's growth is compatible with its natural form, vegetation, topography and drainage ways.
•To develop a transportation system which lessens single-occupant automobile dependency and its associated environmental impacts which degrade air quality, watersheds and existing residential areas.
•To achieve and maintain a high water and air quality which will protect the health and welfare of the public and maintain the balance of nature.
•To achieve and maintain low levels of visual and noise pollution.
•To preserve wildlife and plant life habitats and corridors that are unique or important to life cycles.
•To preserve natural open space in order to enhance the cultural and aesthetic quality of life.
•To recognize and provide for the conservation of our renewable and nonrenewable natural resources.

Urban Form Goal: The Raleigh of the future will be focused on three regional centers and a pattern of development shaped by man-made corridors. This development pattern will blend with and compliment the natural corridors of Raleigh's

piedmont environment. The urban form will result from coordinated land use and transportation decisions.

Objectives

•To build upon and accentuate the image and character of Raleigh as the capital city, a city of trees and an historic southern city.

•To concentrate intense, mixed use development within the three regional centers: Downtown, Northeast and the Northwest/Research Triangle Park areas, which can be served by and support the development of a regional transit system.

•To use the urban form concepts of natural and man-made corridors, focus areas, transition areas, residential areas and employment areas in shaping the future character of the city.

•To rectify or redevelop areas within the city which present negative images such as sprawl, strip development and clutter.

•To identify and plan for the conservation and accentuation of areas of special value such as waterways and historic sites.

•To encourage types and patterns of conservation and development that support the use of public transit.

Land Use Goal: Raleigh will develop and redevelop in an orderly manner while taking into account social, human and economic needs, natural systems limitations, environmental considerations and public infrastructure capabilities.

Objectives

•To develop and redevelop in a manner which provides for the efficient use of existing City services and facilities and which accommodates the fiscally sound expansion of such services and facilities.

•To develop a system for the distribution of land uses relative to their intensity, function and effects on the natural and built environments, using the urban form concepts of districts, corridors, transition areas and focus areas.

•To guide the future growth of Raleigh by employing public service programs and facilities which consider human, economic and environmental factors.

• To insure the future growth is within the capabilities of the public service programs and facilities and of the natural environment.

•To define the urbanized portions of the jurisdiction as those areas which can most economically be serviced with the necessary urban services and the least negative environmental effects.

•To encourage a variety of land uses and development intensity patterns that allow citizens a choice of transportation modes in meeting their daily needs.

•To provide adequately serviced and properly zoned lands as needed for the economic well-being of the community.

•To assure that during development and redevelopment, sufficient land areas are retained for future needs of schools, parks, greenways, streets and other public purposes.

•To recognize the contribution of neighborhoods to the well-being of the city and plan for the viability and diversity of residential areas.

•To concentrate high-intensity land uses, especially commercial uses, into regional centers and focus areas.

Regional Planning Goal: Raleigh will promote and participate in regional planning and provide public services in the region where those services are warranted by common goals or economies of scale.

Objectives

•To promote long-range, regional planning with neighboring jurisdictions.
•To provide leadership as a prominent and unique city in the Triangle Region as the region becomes a significant economic and cultural entity.
•To explore regional economic objectives.
•To explore, develop and promote an intercity transit system that will link the major activity centers in the region with a convenient and environmentally sound alternative to continued automobile dependency.
•To encourage a regional distribution of land uses and economic activities that will encourage transit oriented development alternatives to contrast with development patterns based on the sole reliance on the single-occupant automobile.
•To develop means of communication and cooperation with universities, colleges, private utility companies, Research Triangle Foundation, area chambers of commerce and Wake County schools, libraries and health care systems.
•To promote cooperation with the State of North Carolina and Wake County for the development of a regional park system.
•To develop a regional open space plan to assure the continued existence of recreational and natural areas and to provide for regional accessibility and linkage for pedestrians and bicyclists.
•To develop a regional land use plan to coordinate land use planning in the face of rapid development.
•To explore a regional solid waste management program.
•To promote and evaluate human services programs on a regional basis.
•To assess regional environmental issues, such as water supply management and protection.
•To assess and promote regional energy conservation practices.

Research Triangle Regional Development, Conservation & Mobility Principles

In April 1998, the Greater Triangle Regional Council prepared three scenarios depicting different ways that the region might grow. Each scenario was made up of principles related to the design and character of urban and rural communities, transportation, parks & open space, and regional cooperation. After a year long public dialogue about these choices, these eight principles were distilled from the scenarios and community dialogue and developed in cooperation with a coalition of community groups. This set of principles is offered as a framework for improving conservation, development and mobility in the region. These principles will continue to be refined over time so that they may serve as a sound guide for future public and private decisions concerning growth in the Triangle.

Smart Pattern of Development

Clearly define land areas that are appropriate for development, as well as environmentally sensitive, historic, natural or recreational land areas that need protection. Pursue policies and strategies that are both equitable and consistent with these identifications.
•Intensify development in areas appropriate for development and appropriately limit it in other areas in order to realize efficiencies from our infrastructure and service investments, and to protect valued resources.
•In areas identified as appropriate for development, communities should plan and act to assure that infrastructure and public facilities keep pace with development.
•Development in rural areas should strive to preserve their rural character.
•Use environmentally sound technologies that match the scale of development.

Walkable Communities

Design new and preserve existing neighborhoods and communities to foster walkability, safety and a sense of place.

•Establish or retrofit street networks to emphasize lower auto speeds and encourage bicycling and walking.

•Communities and neighborhoods, both urban and rural, should have public spaces, interconnected streets; and homes, shops and workplaces integrated with one another to create or preserve their existing character and identity.

Affordable Living

Ensure the costs associated with living in the region are affordable for all.

•Affordable housing (purchased or rented), transportation, goods and entertainment should be available to everyone, including those of limited means.

•Housing choices of different costs should be integrated within communities.

•Access to public transportation, jobs, goods and services should be promoted and protected as critical aspects of affordable living.

Green Space

Preserve more natural areas and open space, and provide for their local and regional interconnection.

•Create a network of natural areas and open spaces connected by greenways that allow for expanded recreational opportunities and safe wildlife migration.

•Land with irreplaceable ecological values should be given a high priority in developing a green space network

Integrated Transportation

Create a seamless, regional, multimodal transportation system that interlinks new and existing residential, employment, commercial and recreational areas.

•Promote development patterns and designs, and street systems that take advantage of and support regional and neighborhood transit systems.

•Provide more transportation choices with walking, biking, bus and rail transit integrated with automobiles to meet growing transportation needs.

•Promote and support existing urban areas becoming transit-accessible centers of housing, jobs, shopping, culture and entertainment.

•Identify and encourage other appropriate areas for locating high intensity development and transit lines.

Enhanced Civic Realm

The civic realm should be viewed as a legacy to future generations.

•Site new public facilities as integral parts of walkable communities and urban centers, and design them to be architecturally compatible with their environs and sufficiently distinctive to be sources of community pride.

•Rehabilitate and maintain in good condition existing schools, libraries, cultural buildings and entertainment facilities, especially when they have architectural or historic distinction or have become community landmarks.

•Provide regional and local transit service directly to major facilities.

Mixed-Use Activity Centers

Promote different, mixed-use centers of various scales for each city, town and crossroads in the Triangle to serve as centers of civic, social, educational, cultural and economic life, and as transportation hubs.

•Revitalize the heart of every city, town and rural crossroads.
•Activity centers throughout the region should have a mix of uses and multimodal transportation connections.

Shared Benefits

Share the region's resources to improve the quality of life for all Triangle citizens.
•Invest first in our region's people, existing communities and local businesses in order to sustain and expand employment opportunities.
•Provide incentives for public and private investments in our established residential, commercial and industrial areas.
•Do not abandon investments in existing neighborhoods, and particularly in economically distressed areas, as we invest in future neighborhoods.

Part 2 Urban Form Terms and Policies

It can be said that a city, like a house, needs a blueprint to be built well. The Comprehensive Plan is meant to provide the blueprint that guides urban form.

For many years, Raleigh grew in a traditional pattern around a densely developed downtown. The further away from downtown, the less intense the development. This low intensity development on the edge of the city has increased rapidly with the advent of the automobile as the primary means of travel. In recent years a new, even more dispersed regional growth trend has been in evidence and will become more pronounced in the future. Transportation patterns are more scattered, more diverse and residents head in a variety of directions rather than into Downtown in the morning and out to the suburbs in the evening.

The present urban form of Raleigh is primarily low-density, composed of suburban neighborhoods and heavily dependent on the automobile for transportation. The quiet single family neighborhood, with tree-lined streets, is an image of Raleigh which is frequently cited very positively by residents. Although this low density development pattern is comfortable and familiar, it has drawbacks. In the future it will become increasingly more difficult and expensive, to supply the quantities of land and roadways that are necessary for this development style. The environment is degraded by the use of fossil fuel, land is inefficiently used in automobile dominated areas and the cost of keeping roadways working smoothly continues to escalate.

Several market-driven factors encourage more intense development. Land prices are increasing to the point where single family houses, especially moderately-priced ones, are financially difficult to develop. There are fewer and fewer vacant sites that are within the urbanized area and this scarcity drives up the costs of these sites. In some areas, the buildings on the land are worth much less than the land on which they sit, which encourages the demolition of the building and reuse of the land at a more intense level. These urbanizing trends are common in fast growing, economically healthy places. Yet increased development intensity is seen by many as a threat to the low intensity suburban lifestyle.

Another key factor in encouraging more intense development is the regional rail transit proposal connecting the communities and employment centers of the Triangle. Within Raleigh transit oriented development is proposed around the designated transit stations where a mix of land uses and higher densities and intensities of development are strongly encouraged.

The Comprehensive Plan tries to strike a balance between urbanization and the appeal of low intensity development. A guiding principle of this Plan is an attempt to provide for orderly growth and to encourage a more compact, efficient urban form for Raleigh as it enters its third century.

These terms describe the various elements used to shape the urban form of the city.

1. NATURAL CORRIDORS

2. TRANSPORTATION CORRIDORS
Fixed Guideway Corridor
Limited Access Corridors
Gateway Corridors
Primarily Nonresidential Corridors
Primarily Residential Corridors

3. TRANSITION AREAS
Corridor Transition Areas
Gateway Corridor Transition Areas
Primarily Nonresidential Thoroughfare Corridors
Primarily Residential Thoroughfare Corridors
Land Use Transition Areas

4. NEIGHBORHOODS

5. EMPLOYMENT AREAS

6. REGIONAL CENTERS
Regional Intensity Areas

7. FOCUS AREAS
City Focus Areas
Community Focus Areas
Residential Community Focus Areas
Neighborhood Focus Areas

8. RETAIL AREAS

9. RESIDENTIAL RETAIL AREAS

10. SPECIAL AREAS

11. POLICY BOUNDARY LINES

1. NATURAL CORRIDORS

Natural corridors are formed by the streams that cross the Raleigh area: Crabtree Creek, Walnut Creek, Swift Creek, the Neuse River and their smaller tributaries. These streams cut across the city and define floodplains and the high ground in between, suggesting areas that can be built upon and those that cannot. These corridors serve as open space, pedestrian circulation (greenways) and nature preserves. They have the ability to reduce stormwater runoff and improve environmental quality.

Policies

•Minimize disturbance of environmentally significant areas.

•Encourage a variety of building types and techniques to permit environmentally significant areas to be developed with a minimum of ecological disturbance.

•In stream valleys, floodplains and floodways should be protected as natural areas. An undisturbed floodplain helps preserve trees, existing vegetation and wildlife habitats, decreases erosion, improves water quality, provides natural absorption of runoff and helps in stormwater management.

•Lakes, ponds and other bodies of water should be protected as usable open space. Lakes and streams provide visual and recreational amenities and play a key role in stormwater management.

•Major water supply watersheds should be protected. Low density residential land uses and impervious surface limitations will contribute to water quality, while preserving rural development patterns and wooded character to the north, south and east of the Raleigh urbanized area.

•Each citizen should be able to have access to open space within the district in which he or she lives and works. It is essential that open spaces, parks and greenways be an integral part of Raleigh's overall development pattern. Greenways, in particular, should provide a continuous system of open spaces which links neighborhoods, focus areas and employment centers.
•The Neuse River and its floodplain should be protected as a regional open space resource. The Neuse is the only river in the Raleigh area, and adjacent lands are still relatively undeveloped. A detailed corridor plan has been prepared which preserves the River and the adjacent floodplains for public use. Private developments adjacent to the open space corridor should provide adequate public access points. Guidelines should be developed to be used by all of the adjacent jurisdictions so that the Neuse River and adjacent floodplains can be preserved for public use.
•Scenic views of important landscapes and natural features should be recognized and protected. These features are important in establishing the visual character of the city.
•All development should respect existing topography, streams and vegetation. It is important that developments identify unique or significant natural features and vegetation, including mature trees and tree stands and incorporate means to preserve these features within site plans.
•Site plans, subdivision plans and other development proposals should include inventories of natural features and seek to preserve those features.

2. TRANSPORTATION CORRIDORS

These corridors contain the land on either side of a major roadway or other transportation system. By nature they are linear forms which contain the roadway, street trees, utility lines, sidewalks, street lights and the properties adjacent to the road. Also within these corridors are focus areas, containing the highest intensity land uses, including retail uses. Focus areas are typically located at the intersections of corridors. Between focus areas along the corridors are transition areas, which have lower intensity land uses than the focus areas. There are five types of transportation corridors, which are determined primarily by the relationship of the roadway to its adjacent land uses:

Fixed Guideway Corridors
These are designed for and used by transit vehicles. These may include bus-only lanes on freeways, bus-only roads or rail corridors. The purpose of these transportation corridors is to move a higher volume of people than is possible with the traditional automobile corridor. Efficiency is improved by separating the transit vehicle from the automobile roadway with its potential for congestion and slowdown. More intense land uses and transit oriented development patterns should be found at the fixed guideway transit stops, especially at regional rail transit stations. Regional rail transit Station Areas are designated in the Comprehensive Plan in order to encourage transit oriented development with its more intense development patterns. Buffering, transitional land uses and appearance should be considered in portions of fixed guideway corridors that lie between stops and around the more intense development patterns associated with regional rail transit stations.

Limited Access Corridors
These include interstate and other freeways connect Raleigh to other areas of the region and State but provide very little or no access to adjacent lands. For the most part, the City seeks to retain a wooded environment with controlled and accentuated views of the city along these corridors.

Gateway Corridors
These corridors are those along major roadways where access is not limited, such as New Bern Avenue, Glenwood Avenue and Capitol Boulevard, which connect Raleigh with other cities. A

variety of intense land uses are permitted along these highways. Appearance, traffic and access considerations are very important for these corridors.

Primarily Nonresidential Corridors
These have primarily nonresidential development between focus areas, without prohibiting higher density residential uses.

Primarily Residential Corridors
These corridors have, as the name suggests, mostly residential development between focus areas.

Policies
•Fixed guideway corridors should be designed to favor the transit vehicle by providing exclusive rights-of-way when possible. However, depending on the technology in use, transit vehicles may share the right-of-way with auto, pedestrians and bicycles in certain locations.
•Individual corridors should have a distinct character and design based upon their function and context, traffic counts and adjacent land uses.
•All roads should be planted with street trees. Raleigh's image as the city of trees should be enhanced with a comprehensive tree planting program for every major roadway and through the protection and preservation of significant stands of existing trees along or adjacent to these major roadways.
•The overall street pattern for major routes should be in the form of an expanded grid. Corridors which radiate from the center of the city should be the most intensely developed and should be considered for future transit corridors. Cross-town, connecting thoroughfares should link these radial roads into an expanded grid.
•In downtown, the original grid of streets should be maintained. This original 1792 grid represents our history as well as giving form and character to downtown city blocks.
•Locations for new monuments, public art and other landmarks should be located along prominent boulevards, in medians, at highly visible intersections and especially at gateways into the city.
•Major bicycle and transit corridors should have wider outside lanes. To provide necessary room for safe travel for bicycles and stopping areas for buses and vans, certain corridors should be designated for these uses, and 3 to 5 feet of width should be added to outside lanes.
•Fixed guideway corridors should contain land uses that support the efficient functioning of the transit system, both along the length of the corridor, by minimizing conflicts with the system and at each transit stop where transit oriented development should encourage high ridership on the system.
•Improve aesthetic quality of development along gateways to encourage higher levels of investment.
•Develop streetscape plans which establish visual order along gateway corridors. Included would be guidelines for public and private landscaping which could eliminate overhead utility lines and sign clutter. The continuous nature of corridors can be emphasized with median plantings. Both private and public investment in landscaping are encouraged.
•New buildings and roadways should be built considering the existing landscape, natural features and terrain. Enhance urban character by opening views of unified developments and emphasizing access points along the corridor.
•In the development of transportation corridors, preserve wetlands and their associated tree stands through sensitive development. Development alternatives can reserve wetlands and other sensitive areas as open space.
•Identify and protect opportunities to view the skyline from major roadways.
•Limit the apparent increased intensity caused by excessive visual clutter and continuous retail development in transportation corridors. If less intense corridor transition areas are not feasible,

other methods such as increased buffering and landscaping should be considered for visual and functional relief.
•Examine mixed use development strategies as a means of enhancing economic development in gateway corridors.
•Pursue opportunities for transit oriented development where appropriate, especially around regional rail transit stations.
•Target areas for development and redevelopment and create appropriate strategies for promoting and guiding development there.
•Provide transitions and buffers to protect the existing residential areas while improving direct access between the uses.
•Promote affordable and higher density housing, especially along transit corridors.
•Land development patterns are encouraged which reduce use of the single occupant automobile.
•Gateway corridors are appropriate locations for major employment generating land uses and planned developments.
•Strip development in small parcels is discouraged.
•Provide safe and adequate facilities for the projected traffic flow on gateway corridors through careful planning of intersections and interchanges, median cuts, frontage access and road capacity design.
•Plan access and internal circulation to serve the land uses within the corridors. Fewer access points onto the major roadway, improved cross-access circulation, shared parking, new road designations, possible collectors and parallel collector-distributor roads may all be appropriate.
•Access should be provided by collector streets or public access drives paralleling the thoroughfares.
•Plan for traditional bus transit and feeder service along routes which lead to possible transit stops.
•Pedestrian and bicycle facilities should link developments and give access within developments and access to retail and employment areas.
•Pursue the potential for fixed guideway transit service using existing rail lines.
•Transportation corridors for cars, buses and trucks should be more than just road facilities. They should reflect an overall character or design. Streets in Raleigh should be classified as one of the following design types. These terms relate more to roadway design than to land uses in the corridors:

Freeways
Expressways
Gateway Arterials
Secondary Arterial Major Thoroughfares
Non-Arterial Major Thoroughfares
Minor Thoroughfares
Sensitive Area Thoroughfares
Collector Streets
Commercial Streets
Residential Streets
Private Streets

Each design type differs in overall character and scale. These different designs will reflect and in some cases form, the personality of the districts through which they pass. For more detailed discussion of the transportation system, see the Transportation Plan, Chapter 4 of the Comprehensive Plan.

3. TRANSITION AREAS

Corridor Transition Areas
- **Gateway Corridor Transition Areas**
- **Primarily Nonresidential Thoroughfare Corridors**
- **Primarily Residential Thoroughfare Corridors**

Land Use Transition Areas

Encouraging land uses of intermediate intensity between very intense and low intensity land uses promotes a harmonious environment. These areas of intermediate intensity land uses or buffers, are called transition areas.

Corridor Transition Areas
In many transportation corridors in Raleigh, intense land development occurs at major intersections. These are focus areas, as described below. Between focus areas in a transportation corridor are areas of less intense development, called corridor transition areas. These transition areas are linear in nature and run parallel to the roadway. Such transition areas serve to buffer the roadway from adjacent residential areas. Land uses in corridor transition areas differ according to the nature of the transportation corridor itself and the function of the roadway.

Gateway corridor transition areas, such as along Glenwood Avenue and Capitol Boulevard, may contain retail centers. Both gateway and those primarily nonresidential corridor transition areas located within employment areas may contain retail uses as described in the Retail Use Guidelines at the end of this chapter. Transition areas in primarily residential corridors are residential in nature.

Land Use Transition Areas
There is a transition between high intensity uses at focus areas and nearby low density residential areas. These are called land use transitions and are located concentrically around focus areas and other areas of intense development. An example might be an office or apartment development which separates a shopping center from a single family neighborhood.

Policies
- A marked contrast should be visible between transition and focus areas. Larger buildings and nonresidential land uses are allowed, but heavy vegetative screening, greater setbacks, lower overall building intensities and less intrusive parking facilities should be included in all site plans. A general green area appearance should characterize these transition areas.
- Gateway corridor transition area land uses should be primarily office and institutional or medium density housing. Other uses, such as limited retail, may be allowed as long as they are extensively landscaped and screened and give a lower intensity, lower scaled appearance than would be found in focus areas.
- Different types of thoroughfares should be associated with different types of transition areas along those thoroughfares. Roads which have more curves and hills and/or medians should have transition areas with a predominance of low to medium density residential land uses. Straighter, high volume thoroughfares should have a predominance of office and institutional and low intensity industrial uses. All transition areas should have large street yards, many street trees and buildings no higher than the top of a mature canopy of trees.
- In transition areas, policy boundary lines should be considered adjacent to low density residential land uses or where transitional land uses are not possible. However, transitional land uses are the most desirable pattern of land use adjacent to low density residential uses.

•In transition areas, retail uses should have limited access to a corridor, with access preferably restricted to service roads or parallel streets.
•Within primarily nonresidential corridors, land uses should primarily consists of low intensity offices and institutions, campus settings for light industrial uses or even higher density housing.
•For transition areas in primarily residential corridors, medium density housing is preferred. Low density residential is also desirable if individual lot access to the thoroughfare is restricted.
•Curb cuts on primarily residential thoroughfares should be minimized. Single family subdivisions should be internally-oriented if possible to reduce curb cuts.
•Retail uses located in transition areas must be carefully designed to maintain the green character of the transition area and control traffic and other impacts.
•Bus transit access is desirable in all corridor transition areas, and development in transition areas should be transit accessible.
•Transitions should be carefully planned and implemented between transit oriented development that occurs around regional rail transit stations and existing neighborhoods, so as not to have major impacts on existing low density residential development patterns.

4. NEIGHBORHOODS

The Comprehensive Plan emphasizes the conservation and development of neighborhoods. Conservation of sound, older neighborhoods is essential, as is the development of well-planned, new residential communities.

Policies
•One of Raleigh's strongest assets is the internal diversity of the city. This diversity should be encouraged through plans and regulations which allow neighborhoods to retain and emphasize their unique characters.
•Areas that have developed a historic scale and character should be preserved. Older areas which have retained a unique scale and personality should be encouraged to develop plans and programs to conserve these attributes. Historic preservation and neighborhood planning should be pursued where appropriate.
•The careful and complementary integration of a mixture of land uses is important in maintaining livability of the city. Some, but not all parts of the city should evolve into denser, more compact development. Transit access can act as an incentive for higher density development near transit stops.
•Mixed use developments containing higher residential densities should be encouraged in the vicinity of transit stops.
•Through streets within neighborhoods should not create new edges. Internal through streets should not be widened, straightened or otherwise designated to dramatically increase traffic flow. Such actions can decrease the livability of the neighborhood and create a new and divisive edge which can split the area.
•Where neighborhoods meet corridors, special care should be given to establishing an appropriate transition from lower to higher intensity. It is important that negative impacts not be created by inadequate transitions where higher intensity corridors meet lower density neighborhoods.
•Neighborhoods should be places where walking is safe and easy. Clear, safe and well-graded sidewalks and/or pathways should be an integral part of all neighborhoods and employment areas.
•Pedestrian and bicycle connections should be made where subdivisions or neighborhoods are adjacent, but not connected by streets. Bike routes and pedestrian paths should provide necessary links and connections so that smaller subdivisions do not become isolated.

•Streets in neighborhoods should be designed to accommodate more than vehicular traffic. Residential streets often serve as public spaces for neighborhood residents as well as for vehicles. Attempts should be made to design residential streets to be safe for both purposes.
•Neighborhoods should be free of noise, glare, pollution and heavy traffic. Neighborhood livability should be of utmost importance, and those factors which threaten this livability should be discouraged or removed.
•Safe automobile and transit access should be built into all neighborhood street systems. Neighborhoods should be interconnected by a well designed street system which provides more than one point of access for the area. Transit service routes should also be organized to link neighborhoods to major transit corridors.
•Diversity in neighborhood design should be encouraged. Variations in setback, street trees, building orientation and street design should be encouraged from one neighborhood to the next. Flexible and creative solutions to neighborhood design should be allowed, as long as issues of health, safety and welfare are adequately addressed.
•A neighborhood common should be available to all citizens without the necessity of crossing a major thoroughfare. This neighborhood common should be within walking distance, easily accessible, safe and inviting.
•Diverse types of neighborhood commons should be encouraged. Suitable spaces could range from a corner store or library to a playground, community clubhouse or school. There is no definitive description of a neighborhood common, and it can be quite different from one neighborhood to another.

5. EMPLOYMENT AREAS

Employment areas contain the workplaces for a large numbers of jobs. Industries, warehousing or office parks are good examples. Retail service jobs or facilities should not be a major component of employment areas, although they may be appropriate at designated retail areas or in certain locations within the employment areas. The growth of employment areas is critical to the continued health of our city's economy.

Policies
•The employment function of employment areas must not be crowded out by commercial land uses.
•Access is critical for the economic viability of employment areas; compact development patterns and transit access, by bus or fixed guideway, is desirable for employment areas.
•Employment areas should provide an array of amenities for workers. Open space, recreational facilities, lunch areas, access to greenways, an organized layout and sign system and general variety of public and private amenities for workers, are desirable in employment areas.
•In employment areas, policy boundary lines should be considered on edges adjacent to low density residential land uses or where transitional land uses are not possible. However, transitional land uses should be considered the most desirable pattern of land use adjacent to low density residential uses.
•In employment areas, at least 70 percent of the land area should be devoted to employment intensive uses.
•All employment areas should be accessible by bus transit, and employment areas that are located near fixed guideway transit stops should be designed to be transit oriented.
•Retail uses in an employment area should be located at the intersection of two or more thoroughfares in designated retail areas or at suitable locations within the employment area.

6. REGIONAL CENTERS

The largest scale of high intensity mixed use development is the regional center. These are areas, as the name implies, that are of significance to the entire region. Containing our highest degree of economic activity, these centers have concentrations of employment and retail that attract commerce from throughout the Research Triangle region and surrounding counties. These centers contain the highest investments in infrastructure in the city, and have excellent access and visibility. Three such centers can be found in the Raleigh area. The Central Area Regional Center includes downtown, the State government complex, North Carolina State University, Centennial Campus and the Dix property, Cameron Village and several industrial areas. Residential areas such as Oakwood, Bishop's Park, Downtown East, Cameron Park and Boylan Heights have developed within this area. The Northeast Regional Center covers an expansive area of northeast Raleigh, including the Mini City commercial area and warehousing/distribution facilities. The Triangle Regional Center is now emerging around Research Triangle Park and Raleigh/Durham International Airport. It is centrally located within the Research Triangle and includes a large area in western Wake County and southern Durham County.

Regional Intensity Areas

Within the regional center, these are the areas where the very highest development intensities are expected to concentrate. Usually at the junction of regional transportation corridors including regional rail transit, it could be considered as the core of the regional center. Here one would find the tallest buildings, highest residential densities and various elements of compact, transit oriented development, making the area very urban in character.

7. FOCUS AREAS

Focus areas are concentrations of higher intensity uses. The places where transportation corridors cross are places of focused activity. These are desirable locations for commerce and become increasingly important to the form of the region as development fills in this network of roadways throughout the Triangle. These concentrations of activity are called focus areas. Commercial or retail centers are encouraged to locate within focus areas. There are four types of focus areas, listed in order from largest and most intense to smallest and least intense:

City Focus Areas
Community Focus Areas
Residential Community Focus Areas
Neighborhood Focus Areas

City Focus Areas

The first tier of focus area is the city focus area, which has a city-wide or greater market area. At the crossing of major highways and serving as major transit destinations, the city focus usually occupies a large area of land. Higher intensity land uses are located here, with regional shopping centers and significant concentrations of jobs. Large office buildings, hotels and entertainment centers are appropriate. City focus areas may contain fixed guideway transit stops. Examples of city focus areas in Raleigh are Crabtree Valley, North Hills, Six Forks Station, Cameron Village and Mini City.

Community Focus Areas

The community focus area is the second level. Two forms of this focus are the community focus itself and the residential community focus. Although a community focus contains a major shopping center, the scale would not be as large or as intense as within a city focus. A significant difference is that a community focus does not have as significant an employment function as a city focus. Pedestrian and public transit access is essential. Examples are mostly found in

gateway corridors and employment areas and include Pleasant Valley Promenade, Tower Shopping Center, Ashton Square/Tarrymore Square and Tryon Hills. Community focus areas often include high density residential development.

Residential Community Focus Areas
These focus areas lie within residential areas such as Towne North or North Ridge/Sutton Square. They are similar to community focus areas except that they are more limited in size and employ policy boundary lines or transitional land use patterns to achieve compatibility with adjacent neighborhoods

Neighborhood Focus Areas
Neighborhood Focus areas, the third level, are to be found only in predominately residential areas. Neighborhood focus areas provide neighborhood-oriented services and facilities such as grocery and drug stores and low intensity offices. An emphasis is placed on residential scale and compatibility. Examples are Creedmoor Crossings, Glenwood Village, Southgate, Colony and Pinecrest Point.

Policies

- Focus areas should be urban places with differing scales based on individual types of designations. Mixed land uses and higher intensities of development with high levels of visibility are encouraged in focus areas to give a sense of a town center or local focus of activity.
- Intense land uses, such as retail centers, should be the heart of focus areas in order to make the focus a more urban place, clearly distinguishable from less intense transition areas and adjacent neighborhoods.
- Focus areas should not have a good and a bad side. In order to encourage pedestrian access from adjacent areas, the focus area should not locate unsightly service areas in highly visible locations.
- Focus areas should have some distinctive architectural feature. A taller building, tower, steeple, public artwork or some other distinctive feature should be located visibly within the focus area to give it personality and to create a landmark along the thoroughfare. The tallest buildings should be in city focus areas.
- Policy boundary lines should be considered on focus area edges adjacent to low density residential land uses or where transitional land uses are not possible. However, transitional land uses should be considered the most desirable pattern of land use adjacent to low density residential uses.
- All focus areas should be accessible to bus transit and pedestrians. Community and city focus areas along certain corridors should be considered for fixed guideway transit stops. Site design within focus areas should be transit compatible.
- A community focus would have a lower scale than a city focus, with a building height limit of 70 feet or equal to the mature tree canopy.
- City focus areas should be served by the highest level of services, including excellent vehicular, pedestrian and transit access.
- Building heights in neighborhood focus areas should be no more than adjacent residences, approximately 40 feet.
- Higher density residential uses are encouraged within focus areas and particularly within a quarter mile radius of fixed guideway transit stops.
- Retail uses in a neighborhood focus area should have access to a thoroughfare and preferably at the intersection of a collector street and a thoroughfare or at the intersection of two thoroughfares.
- In residential community focus areas and community focus areas, retail uses should be located at the intersection of two or more thoroughfares. Retail uses in a community focus area may also be located at the intersection of a thoroughfare and a limited access highway.

•Transit access is desirable in neighborhood focus areas, but is critically needed to serve retail uses in residential community focus areas, community focus areas and city focus areas. Transit hubs and interconnecting fixed guideway transit systems should be considered in regional centers. The availability of public transportation should be an important factor in locating retail uses.

8. RETAIL AREAS

The retail area occurs only in employment areas or gateway corridors. Retail areas, due to their locations on heavily traveled corridors or within employment areas, may tend to attract customers from a large market area. This may result in uses or facilities of a larger scale and intensity than those found, for example, in a neighborhood focus. Retail areas in employment areas may provide one of the best locations for particularly large, single-use regional retail facilities, such as large outlet stores.

Policies

•Building heights here should not exceed 70 feet.
•Retail area uses should also be clustered or concentrated in one location on a gateway corridor or within and employment area.
•Plans for retail areas must carefully address access points and the impacts of traffic on adjacent arterials.

9. RESIDENTIAL RETAIL AREAS

The smallest level of retail concentration is a residential retail area. These areas are also found only in neighborhoods. Quite often, a residential retail area may consist only of a neighborhood grocery or cafe and possibly a few small specialty shops. Examples are Sunset Hills on Medlin Drive at Dixie Trail, the intersection of Oberlin and Fairview Roads and the shops at Tarboro Road and Oakwood Avenue across from St. Augustine's College.

Policies

•Residential Retail areas must be able to blend exceptionally well with the residential surroundings in scale and character.
•The location of residential retail areas should be evaluated based on surrounding residential development patterns and the lack of alternative retail uses to serve these areas. Residential retail areas should have neighborhood sized market areas.
•Residential retail areas may also be designated in conjunction with proposed large scale residential development and proposed mixed use development and in association with site plan, subdivision and rezoning requests.
•Retail uses in neighborhoods should only be located in residential retail areas. The use of policy boundary lines is desirable in defining residential retail areas.
•Retail uses in a residential retail area should have access to collector streets.
•Bus transit access is desirable in residential retail areas.

10. SPECIAL AREAS

Special areas are publicly owned and are large enough to have an impact on adjacent areas and the city-wide urban form. Examples are the N.C. State Research Farms, State Fairgrounds/Carter

Finley Stadium, Umstead State Park, the wastewater treatment plan and City landfills. The Comprehensive Plan considers these areas based on their unique characteristics and impacts.

11. POLICY BOUNDARY LINES

This is a line of demarcation between low density residential and nonresidential land uses. A policy boundary line can denote either a specific line or a general area of transition. In determining whether the line is specific or general, the following conditions should be examined.

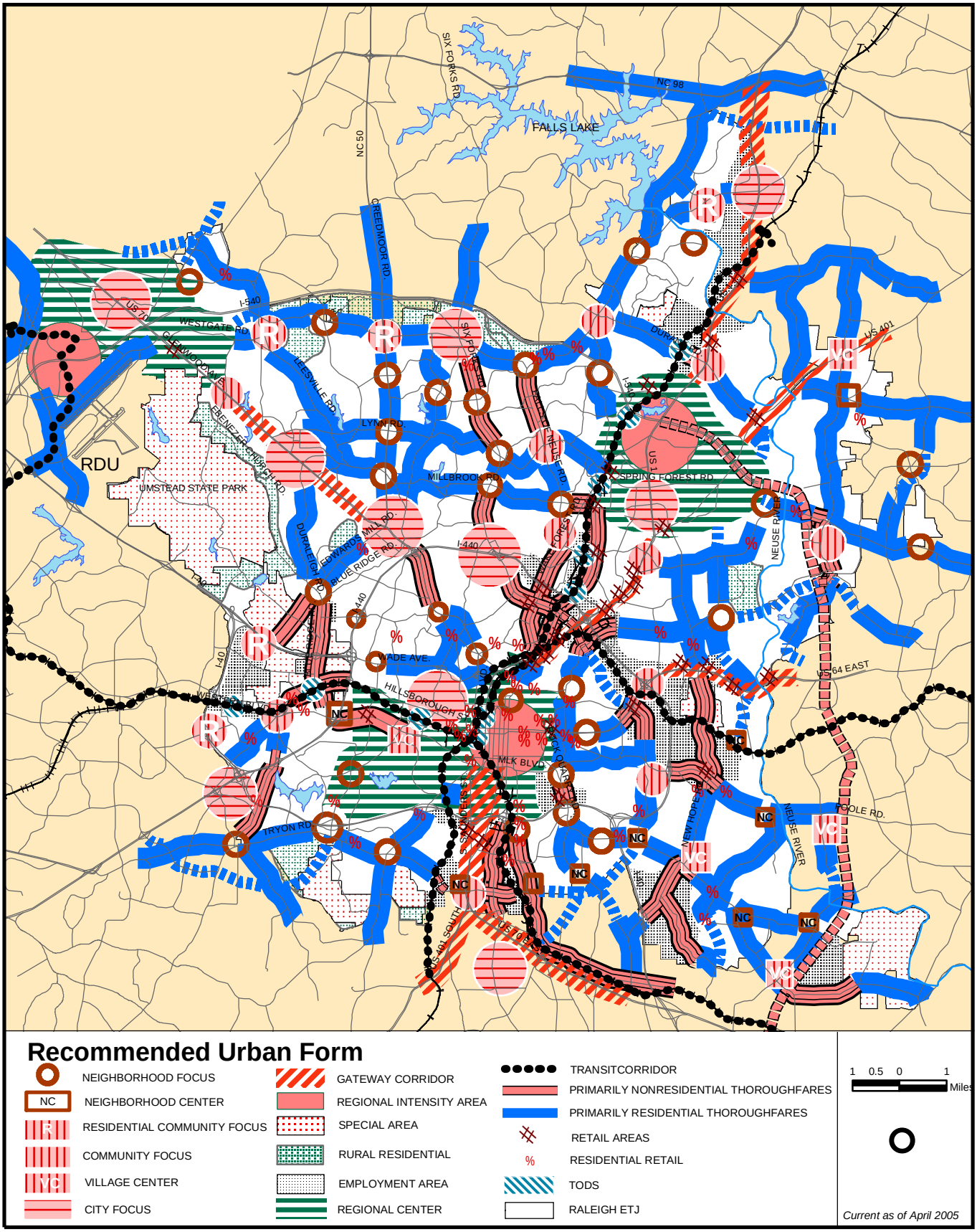
In portions of the city where development is occurring, a policy boundary line may be needed to describe a general area where a boundary between low density residential and nonresidential land uses should occur in the future. Only substantial shifts in a generalized policy boundary line require a Comprehensive Plan amendment. A specific line cannot be drawn until a certain public action, such as a rezoning, subdivision or site plan approval triggers a precise demarcation of land use patterns.

In areas of the city which have already been developed, conditions may exist which allow for the placement of specific policy boundary lines. A specific line can clearly show the extent to which nonresidential land uses should be extended. Such a specific policy boundary line indicates that the nonresidential portion of a focus area, nonresidential transition area or employment area should not encroach into low density residential areas.

Policies

- Land use transitions are preferred to policy boundary lines.
- Nonresidential land uses should not encroach beyond policy boundary lines into low density residential areas.
- High density residential uses may exist on the nonresidential side of a policy boundary line. In general, higher density residential is encouraged in focus areas and transition areas to provide the benefits of mixed use.

For additional definitions and descriptions of terms used in this plan, please see the glossary in Chapter 12.



Recommended Urban Form

- NEIGHBORHOOD FOCUS
- NC — NEIGHBORHOOD CENTER
- R — RESIDENTIAL COMMUNITY FOCUS
- CC — COMMUNITY FOCUS
- Va / Vb — VILLAGE CENTER
- CITY FOCUS
- GATEWAY CORRIDOR
- REGIONAL INTENSITY AREA
- SPECIAL AREA
- RURAL RESIDENTIAL
- EMPLOYMENT AREA
- RC — REGIONAL CENTER
- TRANSITCORRIDOR
- PRIMARILY NONRESIDENTIAL THOROUGHFARES
- PRIMARILY RESIDENTIAL THOROUGHFARES
- RETAIL AREAS
- % — RESIDENTIAL RETAIL
- TODS
- RALEIGH ETJ

1 0.5 0 1 Miles

Current as of April 2005

Part 3 Future Urban Services Area

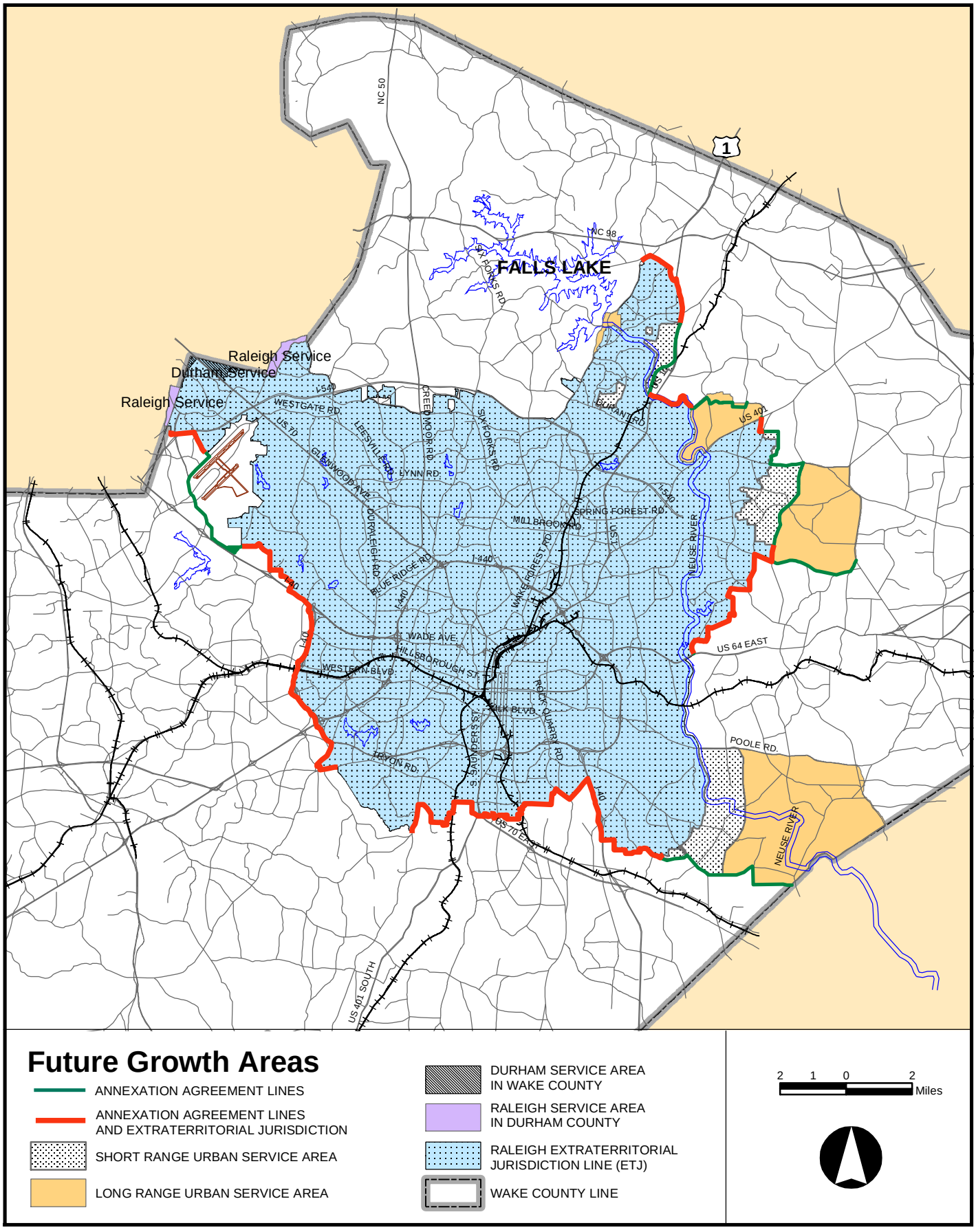
In 1997 the Wake County Land Use Plan was adopted by the Wake County Commission, which designated three urban service areas for Raleigh's future urban expansion. These are areas outside of Raleigh's planning jurisdiction which would be served by urban facilities and service systems. As these areas develop to urban standards, it is anticipated that they would become a part of Raleigh's extraterritorial jurisdiction and at some point be annexed into the City. The three areas are illustrated on the accompanying map. Generally they include:

- A portion of the Falls Lake watershed south of the Northern Wake Expressway and north of Strickland Road;

- An area north and east of the Neuse River along U. S. 401 and Buffaloe Road;

- An area in the southeast on both the west and east sides of the Neuse River.

In addition to working with Wake County on these new areas for urban expansion, Raleigh has also negotiated with the neighboring jurisdictions of Cary, Garner, Knightdale, Rolesville and Wake Forest in establishing annexation agreement lines. These boundaries have been stet based on adopted annexation agreements which establish water and sewer service areas and defined areas in which Raleigh's future annexations can take place. With the adoption of these three new urban services areas by Wake County and the establishment of annexation agreement lines, Raleigh has been able to more clearly define its future growth area. This will enable the City to better plan for its future and make clearer policy decisions on utility extensions and future growth patterns.


FALLS LAKE
Raleigh Service
Durham Service
Raleigh Service
NC 50
NC 98
SIX FORKS RD.
WESTGATE RD.
US 70
GLENWOOD AVE.
LEESVILLE RD.
LYNN RD.
CREEDMOOR RD.
SIX FORKS RD.
DURANT RD.
US 401
I-540
I-440
I-40
SPRING FOREST RD.
WILLBROOK RD.
WAKE FOREST RD.
NEUSE RIVER
DURALEIGH RD.
BLUE RIDGE RD.
WADE AVE.
HILLSBOROUGH ST.
WESTERN BLVD.
US 64 EAST
POOLE RD.
ROCK QUARRY RD.
S. SAUNDERS ST.
TRYON RD.
US 70 EAST
US 401 SOUTH
Future Growth Areas
ANNEXATION AGREEMENT LINES
ANNEXATION AGREEMENT LINES AND EXTRATERRITORIAL JURISDICTION
SHORT RANGE URBAN SERVICE AREA
LONG RANGE URBAN SERVICE AREA
DURHAM SERVICE AREA IN WAKE COUNTY
RALEIGH SERVICE AREA IN DURHAM COUNTY
RALEIGH EXTRATERRITORIAL JURISDICTION LINE (ETJ)
WAKE COUNTY LINE
2 1 0 2
Miles

Part 4 Guidelines

RETAIL USE GUIDELINES

In order to contribute to an economically healthy, socially responsive and environmentally sound community and to ensure that the future retail needs of Raleigh's citizens will be accommodated in a manner which supports this Comprehensive Plan, the following guidelines for retail uses are presented. These policy statements should be applied in conjunction with other elements of the Plan and should provide direction for decisions concerning the location of retail uses. The most intense retail developments should be accessible to fixed guideway transit. All focus and retail areas should be accessible to conventional transit.

Where a retail use is to locate in a City or Community focus area that City Council has declared in excess of the size guidelines below, and for which a Small Area Plan or Corridor Plan has been adopted, approval of a preliminary site plan shall be required that addresses each of the following issues as per City Code:

Environmental Resources
- Employs stormwater controls to exceed Part 10 Chapter 9 of the City Code or Neuse Basin requirements, including riparian buffers;
- Remedies or helps alleviate existing surrounding stormwater problems identified by the City;
- Retains/creates water bodies consistent with the City Lake Preservation Policy;
- Protects existing vegetation throughout the site and along road corridors, and maximizes open space, in excess of City requirements;
- Incorporates sustainable construction and management practices such as water conservation, waste and energy management, natural resource protection, and air quality mitigation.

Transportation Systems/Pedestrian /Transit
- Is within walking distance or adjacent to transit service;
- Promotes the use of transit facilities and services through enhanced pedestrian access, provisions for shelter, allocates off street parking surplus for car-pooling and transit users;
- Enhances pedestrian oriented mobility through internal site design, connections to adjoining properties, and links to public facilities;
- Limits driveways and turning movements on thoroughfares in excess of minimum City requirements;
- Improves pedestrian systems, such as greenways, and City street and transportation systems in excess of minimum City requirements.
- Extends the capacity of public infrastructure (road widening, etc…)
- Utilities capacities of existing public infrastructure by more efficient use of existing infrastructure
- Implements the extension of the Capital Area Greenway system
- Provides for the growth of the public school system

Site and Building Design
- Reinforces unity of development criteria already in place for adjoining properties;
- Creates transitional uses/areas adjacent to existing dwelling uses in excess of minimum landscaping requirements;
- Limits visual clutter through signage limitations on size and placement exceeding City minimum standards;
- Enhances specific landscaping and urban design strategies identified in the Comprehensive Plan;

•Enhances the efficient use of land promoted through such measures as higher density development, including the use of parking structures designed to complement related buildings and uses.

Civic Benefits

•Features a mixture of land uses that includes residential components, or will enhance an existing mixture of services and uses, to provide a compact development with living, shopping, and employment opportunities.

•The uses and location promote an element of the City's economic development strategy in the Comprehensive Plan, such as special training or education programs, or emphasizing small or minority business development;

•The type and operating characteristics of the nonresidential uses respect existing residential areas and established policy boundary lines;

•Provides public amenities and facilities including recreation, education, public art, and cultural activities;

•Preserves or protects identified historic resources.

Class of Area	Size in Acres*	Intensity by Floor Area Ratio	Total Square Footage of Retail within an Area[1]	Maximum Square Footage of a Single Establishment within Certain Areas**[2]	Spacing[3]
Residential Retail areas	2.5	N/A	25,000	5,000	evaluation based on surrounding residential development patterns and the lack of alternative retail uses to serve these areas; neighborhood market size
Neighborhood Focus areas* **	7.5 to 15	.26 to .20	84,942 to 130,680	50 percent of maximum for area	1 mile from other focus areas or retail areas other than Residential Retail areas. 1 quadrant of an intersection, 1000 households

Class of Area	Size in Acres*	Intensity by Floor Area Ratio	Total Square Footage of Retail within an Area[1]	Maximum Square Footage of a Single Establishment within Certain Areas**[2]	Spacing[3]
Residential Community Focus areas* **	20 to 30	.26 to .20	226,512 to 261,230	30 percent of maximum for area	3 miles from Residential Community Focus, 3 miles from Community and City Focus, 1 mile from other retail, 2 quadrants of an intersection, 10,000 households
Community Focus areas	50	.26	566,280	N/A	3 miles from Residential Community Focus, 2 miles from Community Focus and City Focus, 1 mile from other retail
City Focus areas	depends on site conditions	N/A	1,500.000	N/A	5 miles from City Focus, 3 miles to Residential Community Focus, 2 miles to Community Focus, 1 mile to other retail
Retail Areas in Gateway Corridors	20	.15	130,680	50 percent of maximum for area	only along **gateway corridors**, 1 mile from focus areas or other retail
Retail Areas in Employment Areas	20	.15	N/A		

[1] These maximums are based on acreage and floor area ratio where applicable.
[2] Special conditions may enable a specific retail establishment to exceed the maximum given
[3] Intended as a guidelines, actual spacing should relate to potential market area or unusual physical or demographic situations. "Other retail" does not include residential retail.

*The specific size shall relate to the potential market area, unusual physical or demographic situations and existing development patterns.
**The maximum floor area of a single establishment within certain areas is limited in order to allow a diversity of uses in these areas and to encourage small businesses. Also, by limiting the size of a single establishment to those which serve a smaller market area, the number of trips generated by these sites may be limited. Special conditions may qualify a specific retail establishment to exceed the maximum floor areas given. The transportation impact, stormwater runoff, type of service offered and other such factors shall be considered in evaluating such a request.
***Also refer to sliding scales below.

•In neighborhood and residential community focus areas the floor area ratio, total floor area of retail uses and the maximum floor area of a single establishment are based on the total acreage as indicated on the sliding scales below.

Neighborhood Focus Areas

Acres	7.5	10	12.5	15
Floor Area Ratio	.26	.24	.22	.20
Square Feet of Floor Area	84,942	104,544	119,790	130,680
Maximum Floor Area of a Single Establishment	42,471	52,272	59,895	65,340

Residential Community Focus Areas

Acres	20	23.33	26.66	30
Floor Area Ratio	.26	.24	.22	.20
Square Feet of Floor Area	226,512	243,901	255,488	261,360
Maximum Floor Area of a Single Establishment	67,954	73,170	76,646	78,408

OFFICE USE FLOOR AREA RATIO (FAR) AND BUILDING LOT COVERAGE (BLC) GUIDELINES

Office and Institutional-1 zoning*: FAR of 0.75, BLC of 25 percent.
Office and Institutional-2 zoning*: FAR of 1.0, BLC of 30 percent.
Office and Institutional-3 zoning: FAR of 0.33, BLC of 20 percent for one story buildings, 15 percent for buildings of two or more stories.

*Low intensity office uses should be residential in scale and have a minimal impact on and serve as transitions to lower density residential land uses. Low intensity office uses should not exceed a FAR of .5 and a height of 40 feet. Such uses would also have a minimal impact on traffic. Typically, low intensity office uses would incorporate adequate landscaping, screening and buffering adjacent to residential uses. Other office uses may have FARs greater than .5. The appropriate height and scale, as well as impacts on adjacent uses or facilities, should be evaluated on a case-by-case basis.

•Other office uses may have FARs greater than 0.5. The appropriate height and scale, as well as impacts on adjacent uses or facilities, should be evaluated on a case by case basis.

HEIGHT GUIDELINES FOR URBAN FORM ELEMENTS

The following guidelines are meant to indicate general patterns of building heights deemed appropriate within the Raleigh planning jurisdiction. The actual height of any specific building would be determined by the specific conditions of a particular site, market and construction economics, building safety codes, zoning regulations and other laws governing such development.

Residential Retail
Maximum height of 25 feet. Should complement existing and proposed surrounding residential structures.

Neighborhood Focus
Maximum height of 40 feet. Low in scale; should complement typical residential structures.

Residential Community Focus
Maximum of 70 feet or mature tree canopy, with a medium scale in the center of the focus area. Adjacent to residential areas, should complement typical residential structures.

Community Focus
Maximum of 70 feet. Medium in scale, taller buildings should be located in the center and along corridors, with decreasing scale to edges.

City Focus
No maximum height. Height should be determined by the zoning regulations. Taller buildings are encouraged through the special use permit process.

Employment areas, transition areas in gateway and primarily nonresidential corridors
Maximum height of 70 feet. Not to exceed mature tree canopy, should relate directly to proximity to residentially zoned property, at least two feet of setback from the adjacent residential zoning line for every foot of height, lower buildings near residential edges.

Transition Areas in Primarily Residential Corridors
Maximum height of 25 feet, of a residential scale.

Regional Centers
No maximum height guideline. Highest city-wide scale and intensity, tall buildings are encouraged, but not throughout, review on a case by case basis.

TRANSIT ORIENTED DEVELOPMENT

These guidelines are intended for use in developing more specific design standards to shape transit oriented development in Raleigh. A more detailed document should be developed as a companion piece which clearly states and illustrates concepts of transit oriented development and consolidates this concept with other concepts in the Comprehensive Plan. These guidelines should not be applied directly in any zoning decision or site plan approval until specific transit corridors, stops and levels of service have been designated in the Comprehensive Plan. The preparation of design guidelines for transit oriented development related to fixed guideways should follow the completion of the Fixed Guideway Study under preparation by the Triangle Transit Authority and reflect policies agreed upon by the City of Raleigh as they may be affected by that study. Regional fixed guideway transit options are being evaluated. The following guidelines will apply to specific fixed guideway transit routes and stops.

Important building blocks for the proposed regional rail transit corridors are Transit Oriented Developments (TODs). The goal is to have a large, concentrated population which lives and/or works within the service area of the transit stop. Within walking distance of a transit stop (1/8 to 1/2 mile) should be high intensity multiple land uses or high density residential uses or both. A mix of uses near the transit stop minimizes the need to travel outside of the immediate area. All TODs consist of a mix of several land uses. A retail and commercial center will serve as the focus of each TOD, but residential and employment uses are also included. Interconnected grid street systems are very important. The housing within TODs will be built at medium to high densities so that the maximum number of people can walk to the commercial center and transit stop. The highest intensities of development are therefore to be the closest to the transit station. Parks and open space, schools and day care centers, recreation and community centers, all will be important components of TODs. The land use mix and the size and intensity of TODs can vary widely.

	Rural Areas: No transit service	**Suburban Areas:** Urban service areas for conventional transit
Subdivision Planning Guidelines	No special provisions to support transit, except to stress interconnection of developments and roads	No enclave developments unless pedestrian orientation is clearly towards the transit corridor
Building Setbacks Minimum, Maximum	No special provisions to support transit, except to stress interconnection of developments and roads	Pedestrian accessible
Open Space and Public Space	No special provisions to support transit, except to stress interconnection of developments and roads	No special provisions to support transit
Pedestrian Accessibility	No special provisions to support transit, except to stress interconnection of developments and roads	Pedestrian circulation direct, minimum walking distance to stop, pedestrian connections between developments

	Rural Areas: No transit service	**Suburban Areas:** Urban service areas for conventional transit
Densities	1 DU/acre maximum, 1 DU/acre preferred with lower density encouraged, agricultural and conservation uses are best here	2.5 to 5 DU/acre, medium to small lots, detached dwellings, attached and multifamily dwellings, sometimes mixed together

INTENSITY, TRANSPORTATION, ROAD DESIGN AND PARKING GUIDELINES TO SUPPORT TRANSIT

	Rural Areas: No transit service	**Suburban Areas:** Urban service areas for conventional transit	**Suburban Areas:** Conventional transit corridors, with easy walking distance to transit line
Intensity	Primarily low density residential uses with support services only (small groceries, dry cleaners, etc.)	Primarily residential uses with nonresidential development to be neighborhood scaled and accessible to nearby neighborhoods	Medium density residential uses integrated with medium sized shopping centers, offices and industries
Roadway Network Planning and Design	No special provisions to support transit	Require connectivity of development to streets and adjacent subdivisions	Priority signalization on selected transit-only lanes, bus turnouts and HOV lanes
Private Parking Areas Location and Design	No special provisions to support transit	Provided in areas designated for future transit service	Pedestrian access to stop should have priority in parking areas, etc., parking to rear and sides of buildings
Park and Ride Lots Drop-off Areas	Small park and ride lots for car and van poolers, bike storage included	Small park and ride lots for car and van poolers, bike storage included	Park and ride in nonresidential areas, incentives for use of private parking lots, bike storage included

	Rural Areas: No transit service	**Suburban Areas:** Urban service areas for conventional transit	**Suburban Areas:** Conventional transit corridors, with easy walking distance to transit line
Right-of-way and Transit Station, Stop Preservation, Priority Measures	Reserve right-of-way for fixed guideway corridors where needed	Reserve right-of-way for fixed guideway corridors where needed, protection of sites for bus stops, transfer points, etc., provide for transit vehicle use and pedestrian access in shopping areas, office complexes, neighborhood centers, etc.	Reserve right-of-way for fixed guideway corridors where needed; protection of sites for bus stops, transfer points, etc.; provide for transit vehicle use and pedestrian access in shopping areas, office complexes, neighborhood centers, etc.

REGIONAL CENTER URBAN DESIGN GUIDELINES

Encouraging Implementation of Transit Oriented Development at Stop Locations
Trips that occur with some regularity, with a direct origin-to-destination pattern, are well served by transit. Such trips include the daily home to work commute. The following urban design guidelines for the fixed guideway rail transit corridor encourage intense residential and mixed uses within a half mile of the proposed transit stations. Precise locations can be set in cooperation with the private sector as the area develops and becomes oriented toward the stop. A single developer or consortium could provide a layout for the design of streets and other infrastructure in a unified plan for a transit oriented community. The development plan could provide guidelines for development patterns and mixed uses on a tract by tract basis, as well as guidelines for building and street furniture aesthetics. Such a plan could be submitted currently as a Planned Development District (PDD) Master Plan. The following guidelines suggest how these cooperative efforts could take place.

Master Planning for Transit-Oriented Development
A PDD master plan for one or more property owners should cover approximately 50 to 80 acres within a 1/4 mile radius of the exact transit stop location. The PDD master plan should show the proposed transportation system, including roads, transit, bicycle and pedestrian circulation. Infrastructure should also be indicated, including utilities, drainage, recreation facilities, a plan for the transit stop and other public facilities. The proposed development intensities should be shown within a range of 20%, with an indication of how the proper mix of uses can be phased in over time.

Transit Stop Location
The precise locations for a stop must be within 1/2 mile of the designated stop locations. All transit stops must be at least 1 mile apart. Development within 1/2 mile of a precise stop location is strongly encouraged to be oriented to the transit stop.

Property Critical for Transit
Any properties critical to the success of a transit oriented development should be included in any PDD master plans for transit corridors.

Scale
The walking distance of 1/8 mile defines the most intense core area as 30-40 acres, equal in size to about seven or eight downtown blocks. Using smaller blocks of one or two acres would make a core area even more pedestrian oriented. Pedestrian scale should also be emphasized in the vertical plane, particularly along all pedestrian corridors, auto corridors, around open space and at transit stops. Buildings along these areas should have details which enclose or enhance the first and second floors. Entries, awnings, canopies, windows, covered or partially covered walkways, upper floor setbacks, landscaping and other architectural details are all appropriate.

Street Pattern
A street and walkway grid pattern would help to provide directional orientation, a rhythmic design pattern and clear circulation. Narrower streets will discourage through traffic and emphasize pedestrian scale. Regular patterns for lot sizes and streetyards provide a shared basis for street treatment, where pedestrian and bicycle facilities will encourage those transportation modes.

Pathways and Open Space
The pathways which link transit to buildings should take advantage of natural features, including greenways. The pathways should be usable for neighborhood circulation and exercise. Open spaces nearest the transit stop should be relatively small gathering places, like plazas or malls. Open spaces located furthest from the transit stop would be larger natural or sports areas.

Core Services
Services at a stop can range from newspaper boxes, public telephones and cash machines, to extensive retail and other services in with large mixed-use projects. The transit stop area includes the commercial center, schools, day care centers and offices. The convenience of retail, service and office uses at a stop promotes transit use, and transit in turn strengthens these commercial activities.

Alternative Transit Access and Parking
A number of transit riders will access the system by private automobile, carpools, bicycle and feeder transit service. The transit feeder lines should be direct, short and have few stops. These trips should be a maximum of ten minutes. Auto drop-off points should be as near to the transit stop as possible. The more parking in the transit core, the less area available for the other types of development. Land uses that require parking facilities during different times of the day can share a common lot, reducing the total number of spaces required. Parking can be located in structures or underground. Park and ride lots can be located outside of the core, with shuttle service provided. The bicycle pathways within a two mile radius of the stop should be direct and safe. Secure bicycle storage should be provided at the transit stop.

Auto-Oriented Uses on Gateway Corridors in Regional Centers
A function of gateway corridors is for the distribution of large items such as cars, appliances, building supplies, etc.. Because these functions are largely independent of transit, existing auto and truck oriented uses are promoted along portions of gateway corridors in Regional Centers. All highway frontage lots, which meet access requirements and are not otherwise designated, allow retail uses to a depth of approximately 1000 feet. Auto oriented uses, including motels, large plot outdoor recreation, warehouses and light industries, are encouraged. Large building footprints are permitted to carry out the large scale, auto oriented uses. The number of direct auto access points onto the thoroughfares should be limited for improved safety and traffic flow. Access can be enhanced by using shared drives, cross access agreements, shared parking and service roads.

Landscaping and Appearance
Service and loading areas and facilities, storage yards and manufacturing areas should be screened from street view. Streetscape plans should contain design recommendations for transit stops, neighborhood entrances and public tree planting. The proliferation of signs is discouraged. No billboards should be allowed.

Pedestrian Facilities
Sidewalk should be provided along both sides of thoroughfares within the Regional Center. Connections to greenways and pedestrian pathways away from thoroughfares are encouraged. Pedestrian crossings should be improved to include protected crossings, pedestrian lights and intersection markers.

FRONTAGE LOTS ON THOROUGHFARES

- Small transition area frontage lots should be reassembled for infill or redevelopment.
- Maximum building lot coverage shall not exceed 20 percent for one-story structures; 15 percent for taller than two story structures unless additional intensity is approved.
- FARs for development in corridor transition areas will not exceed .33.
- Additional intensity beyond those limits described below may be considered for owners or developers who assemble small corridor transition area frontage lots. In those cases, maximum building lot coverage shall not exceed 30 percent for one-story structures or 25 percent for two + story structures. FARs shall not exceed .33, unless additional intensity is approved up to .50.
- New single-family residences fronting on thoroughfares are discouraged. All new residential development should instead access the collector street system and smaller residential streets.
- Recombination of single family lots during redevelopment is prefered to individual lot redevelopment. Direct thoroughfare access from individual, redeveloped former single family lots is strongly discouraged.
- Non-residential transition lots not in focus areas but having thoroughfare frontage should have a low intensity appearance. This could be done with landscaping, combining lots and shared access points that are a minimum of 400 feet apart.
- Development should be oriented towards interior roads where possible.
- Transition yards shall be provided in transition areas for nonresidential uses and shall consist of a minimum area of 50 feet extending from rear property line. The minimum transition yard may be varied due to topographic conditions or existing lot configuration and should not exceed 30 percent of the area of the lot.
- Adequate access must be provided to the thoroughfare without causing undue congestion or placing excessive traffic or parking loads on adjacent local residential streets. Direct access points to the thoroughfare shall be no closer than 400 feet apart. Access points may be varied due to topographic conditions. Cross access and shared parking should be used where appropriate.
- Proposed land uses will not adversely impact adjoining residential properties because of bulk, scale, mass, fenestration or orientation of structures, stormwater runoff, noise caused by high levels of activity of service area functions or on-site lighting (limit of 4/10s foot-candles at the property line).
- In order to prevent infringement on adjacent low to medium density residential areas, the depth for new development in corridor transition areas should not exceed approximately 500 feet. A 50 foot minimum transitional yard is desirable to buffer adjacent uses. The minimum transition yard may be varied due to topographic conditions or existing lot configurations and should not exceed 30 percent of the area of the lot.

Part 5 Urban Design Guidelines for Mixed-Use Neighborhood and Village Centers

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1.1 PURPOSE

Many people believe that the term “urban” refers only to high-rise construction or big buildings close together as evidenced most often by such places as New York, London, or Paris. In fact, urbanism in the southeastern United States has a long and proud history in great cities like Charleston, Savannah and New Orleans where buildings rarely exceed four stories as well as along the more modest Main Streets of our small towns across North Carolina.

In its truest sense, "urban" most accurately describes those parts of our built environment that are discernibly different from their suburban and rural counterparts. It connotes denser arrangements of buildings characterized by overlapping patterns of use and activities, and clearly defined, humanely-scaled external spaces, where citizens can conduct their business and meet and mingle freely with others.

These factors create a system of relationships that is larger and more comprehensive than the design of individual buildings, and which requires special consideration for best results. The organization of these various factors, including building design, landscape, open space and transportation is referred to as "urban design," and these guidelines provide clear examples of the standards and good practices that are necessary for the creation of successful, memorable places. Such places can occur at a variety of scales, from the center of a large city to the focal area of a smaller neighborhood.

Urban design is intended to bring order, clarity and a pleasing harmony to the public realm of towns and cities. The public realm is best defined as the network of public spaces -- streets, squares, plazas, parks and sidewalks -- that comprise the connective tissue of spaces that citizens share in their daily lives. It is these public spaces that most clearly define a city.

This character of public spaces is primarily formed by the arrangement and details of the elements that define them -- the walls of buildings that enclose a public square, for example; or the storefronts along a commercial street; or the dwellings that line a residential avenue.

In this case, the focus is the creation of key pieces of Raleigh's urban form, predominantly the "Mixed-Use Centers," locations that are, or can become, higher intensity focal points within larger neighborhoods. The emerging Mixed-Use Centers in Raleigh will largely define the future character of the City.

Focusing attention on Mixed-Use Centers carries forward a guiding principle of the City's Comprehensive Plan: "To provide for orderly growth and to encourage a more compact, efficient urban form". The emphasis on high-quality, pedestrian-oriented concentration of mixed uses also addresses other public purposes of the Comprehensive Plan related to:

- economic development;
- provision of access, choice and mobility;
- protection of existing property values and the natural environment;
- enhancement of cultural, historic, and natural resources;
- efficient use of infrastructure, and economical and safe provision of public services.

To achieve excellence should be a struggle.

- Mayor Joseph Riley of Charleston

The Raleigh Urban Design Guidelines carry out the above objectives by providing:

A clear definition of urban design objectives that informs citizens, applicants of development proposals, and decision-makers;

A tool that designers can use to incorporate specific approaches and techniques in their plans that will achieve City design objectives;

A basis for uniform and consistent review of development proposals by the City Council and advisory commissions.

Good design is fundamental to urban places. Many revered historical examples across the Western world have often been produced by order of a king, a duke, or a dictator. Creating good design in a democracy is much harder, for while everybody's opinion is valued, not all may always be informed. These Urban Design Guidelines are therefore as much educational as regulatory in their ambition and their scope. The first recorded use of such guidelines was in Siena, Italy, in the 13th century, when elected officials sat in judgment upon buildings that were to line that city's streets and great public piazza. With the help of such policies, they created a beautiful city, and many of the principles considered then are just as valid today. These Guidelines are thus part of a great story of democratic design, helping the City of Raleigh enhance its urban life and character at the start of the new millennium.

Our urban environment is more than the structures we design, the buildings we construct and the infrastructure that links them together. Like most creative endeavors, the most important parts are those key details that--while perhaps oblivious to the naked eye--help bind our urban fabric through the creation of vibrant communities, exciting plazas and active gathering spaces.

- Stephan Castellanos, California State Architect

The application of the **Urban Design Guidelines** should allow for experimentation and flexibility in design approaches. The guidelines are not intended to be universally applicable, but should be targeted to locations where public policy objectives warrant the use of substantially different design standards than applied elsewhere in the Raleigh.

The guidelines are associated with Mixed-Use Centers, which are linked to Focus Areas shown in the Comprehensive Plan. The guidelines are generally not intended for other concentrations of high intensity uses shown in the Comprehensive Plan, such as Regional Intensity Areas. For instance, a separate set of guidelines in the **Raleigh Downtown Urban Design** publication, adopted in 1991, applies in the downtown.

To aide in the design of a Mixed-Use Center, the principles and guidelines that constitute the key ingredients that establish the character of the Mixed-Use Center are denoted as "**key elements**".

There are three primary ways to use the Urban Design Guidelines:

- **Development Projects within Comprehensive Plan Focus Areas** - The initial phase is to encourage voluntary use of these guidelines as part of development projects. Once familiarity is gained with most effective approaches to applying the guidelines, they should be fully integrated into the City's planning and development regulatory processes.
- **Additional Strategic Sites** - The principles and guidelines can be a basis for preparation of new development regulations and Small Area Plans for strategic locations.
- **Resource for Design Options** - The design solutions contained herein can be used as a general reference tool for designers of higher intensity projects that may not be part of a Mixed-Use Center.

1. Development Projects within Comprehensive Plan Focus Areas

a. Mixed-Use Centers shall be designated by amendment to the Comprehensive Plan. This may be accomplished in conjunction with adoption of a rezoning petition, or a separate amendment, such as a Small Area Plan. When a Mixed-Use Center is designated, the manner in which the guidelines are to be applied shall be described in the amendment to the Comprehensive Plan.

b. The first stage of application of the guidelines is to be through voluntary compliance as part of the conditional use rezoning process. The Planned Development District (PDD) should be the implementation tool.. Other zoning districts, such as the shopping Center CUD allow for a wide mixture of uses and varying setbacks, but do not have the flexibility of the PDD.

- Where a sufficient range of uses and scale exists to constitute an entire Mixed-Use Center, approval of a PDD Master Plan conditioned on compliance with these guidelines is appropriate. In this case, the Comprehensive Plan would be amended to declare the Master Plan area a Mixed-Use Center, and the conditions of Master Plan would be the implementation tool. One condition should be compliance with the **Streets, Sidewalks, and Driveway Access Handbook**, which contains street standards for Mixed-Use Centers.

> Civil courage in an ecological age means not only demanding social justice, but also aesthetic justice and the will to make judgements of taste, to stand for beauty in the public arena and speak out about it.
>
> - James Hillman and Michael Ventura

- If a conditional use rezoning request constitutes a portion of a designated Mixed-Use Center, the use of the guidelines may be appropriate where land use relationships and design standards can be established to provide a framework for crafting conditions. An effective way of accomplishing this is through adoption of a Small Area Plan for the Mixed-Use Center.

c. A second stage in application could be to apply the guidelines to the development approval process beyond the conditional use rezonings - such as the site plan and subdivision approval for planned developments, including shopping centers, group housing, and office parks. This would involve amendments to the City Code.. For instance, guidelines can be applied to new or rehabilitated commercial shopping area/shopping centers that are part of a larger Mixed-Use Center. Since not all shopping/commercial centers would be affected, a special approval process is needed, like a special use permit. A variant of this would be to incorporate the more important guidelines into the shopping center approval criteria that would affect all shopping centers, or possibility all centers over a certain size. This may be achieved by the application of new zoning districts.

2. Additional Strategic Sites

The urban form concepts of the Comprehensive Plan emphasize integration of medium-to-high density housing, employment, recreation and retail uses in compact developments a strategic locations An example is the properties in the vicinity of proposed Triangle Transit Authority Transit Stations.

Aspects of the guidelines may form the basis for Small Area Plans/Corridor Plans that establish a framework for evolution of land uses toward greater intensities. As part of this strategic approach, certain guidelines may be translated into new zoning regulations that apply design standards uniformly throughout specific locations with diverse ownership.

3. Resource for Design Options

The guidelines can be used as a general resource for conditional use rezonings or individual building preliminary site plans. This may be appropriate for smaller new higher intensity developments or infill sites not included in the projects listed above.

For instance, the Planning and Appearance Commission could identify specific sets of guidelines they would like an applicant to address. This approach would be voluntary on the part of the applicant. If the applicant chooses to employ some of the design options contained herein, it should be done a manner that provides for a complete design of a streetscape or building site. The design principles should not be applied incrementally; e.g. if commercial buildings are permitted to be sited at the street right-of-way line, there must be requisite pedestrian facilities constructed along the frontage.

NOTE: The guidelines contained herein are in addition to any requirements of the City Code. The pictures, drawings, and diagrams in this document are intended to illustrate the objective of the Guidelines. They are not intended to illustrate how to meet City Code requirements. In any case where the guidelines conflict with those found in the City Code, the City Code shall control.

A good city street neighborhood achieves a marvel of balance between its people's determination to have essential privacy and their simultaneous wishes for differing degrees of contact, enjoyment, or help from the people around.

- Jane Jacobs

MIXED-USE CENTERS

The Mixed-Use Center encourages the development of compact, urban buildings that compliment the surrounding neighborhoods and are supported by existing and planned transportation networks constructed to support the traffic demands of both the auto and the pedestrian. Mixed-Use Centers should be designed around a square, plaza, or other urban open space that can serve as a focal point for community activities.

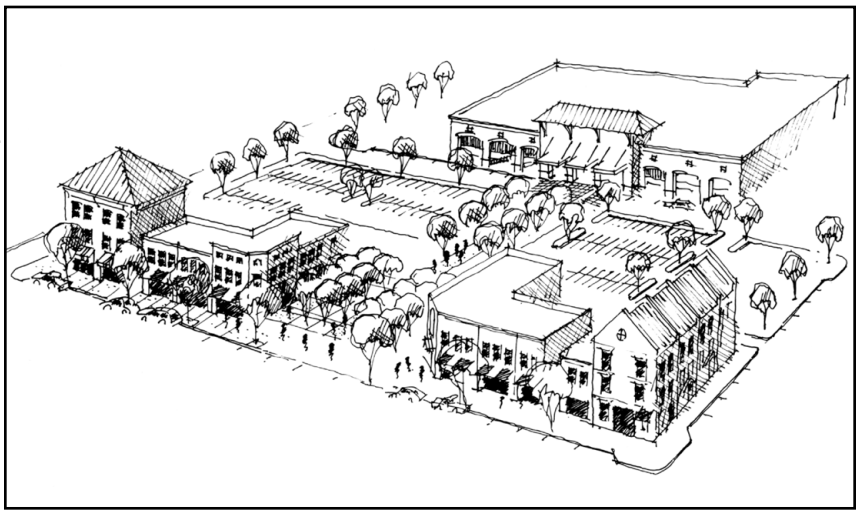
Mixed-Use Centers historically formed near the convergence of large, coherent neighborhoods and near the intersection of major City streets.

This runs counter to the current Comprehensive Plan where most Focus Areas are designated at the intersection of thoroughfares. Unless a substantial investment is made to redesign these roads to permit the pedestrian traffic that Mixed-Use Centers generate, the location of the Core should be moved to the mid-block away from the intersection. This slight shift in the Focus Areas will permit the Mixed Use Centers to function as true pedestrian-friendly environments as well as maintain the efficiency of the intersections.

Images from pedestrian-scaled Neighborhood Centers

The Mixed-Use Center is typically defined by three organizing elements: the Core, a Transition, and the Edge.

The Core of a Mixed-Use Center is finite in size, typically radiating 1/8 to 1/4 mile (or a five minute walk for the average adult) from the "Main-Main" intersection or a primary focal point such as a significant urban open space (e.g. Moore Square Park). The Core consists of the most intense urban buildings in both massing and use and is the center of pedestrian activity. Buildings in the Core are often vertically mixed-use, providing opportunities for housing and office uses above ground-level retail. Like most successful Main Streets across the United States, the retail and restaurant uses should be be physically concentrated in the Core to provide a critical mass of shopping and pedestrian activities that identifies it as a destination. Corridors of predominately mixed-use buildings typically form the entryways into the formalized Core.



A Typical Neighborhood Center

The Transition area, due to its physical proximity to the Core, is the ideal location for medium to high density (where appropriate) housing. The housing is therefore supported by the Core and vice-versa along a fine network of well-

connected, pedestrian-scaled streets. In addition, where transit stops are located within the Core, there is a significant user population within walking distance. The Transition area, by its name, serves as a transition from the intensity of the Core to its surrounding, supporting neighborhood areas. The size of Transition area is largely a function of its walking distance to the Core. For Neighborhood and Village Centers, this distance is typically 1/8 mile and 1/4 mile respectively, though this distance may be increased to 1/2 mile around a rail transit station.

The Edge is typically not a part of the Mixed-Use Center as it is typically comprised of predominately single family housing. While these areas should be seamlessly connected to the Core by pedestrian-oriented streets, transitions from the "neighborhood" to the "center" should be accomplished through the proper design of the public realm of the street (including the use of traffic calming features on existing streets) as well through appropriate massing, scale, and architectural design of the buildings.

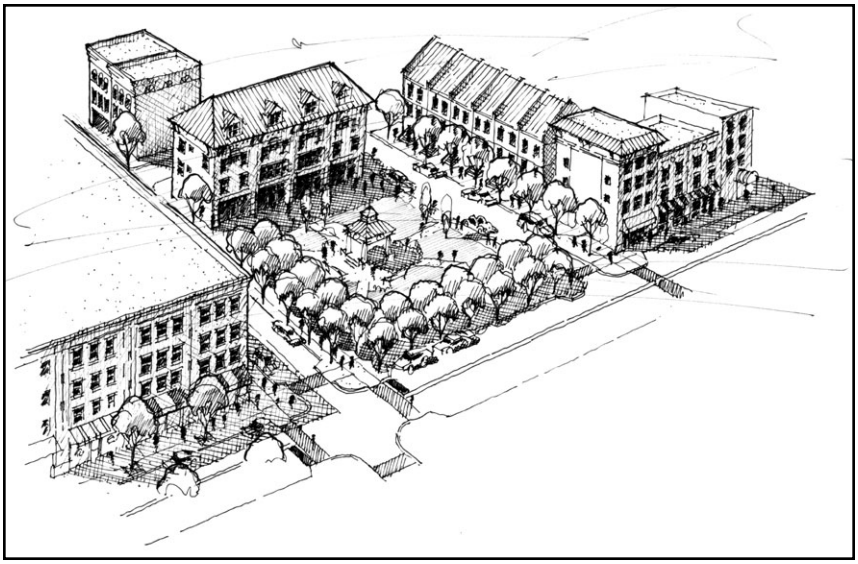
For the purposes of these Guidelines two Mixed-Use Centers have been identified: the Neighborhood Center and the Village Center. While both share basic urban design principles, the size (acreage) of the Core area and the permitted height of buildings is differentiated.

In general, Neighborhood Centers have a maximum distance from the center of the Core area to the Edge of 1/4 mile or a 5 minute walk for the average adult. The Five Points and Glenwood South areas are an example of a historic Neighborhood Center. Neighborhood Centers are most often comprised of uses similar to a typical Grocery Store-anchored shopping center, though they front on a pedestrian-friendly grid of streets rather than a large parking lot.

Village Centers typically radiate 1/2 mile (10 minute walk) from the center of the Core to the Edge. Examples of Village Centers include Hillsborough Street and Cameron Village. An excellent model of a new Village Center is Birkdale Village, located in Huntersville, NC.

Rendering courtesy of Shook

Images of a new Village Center (Birkdale Village in Huntersville, NC)

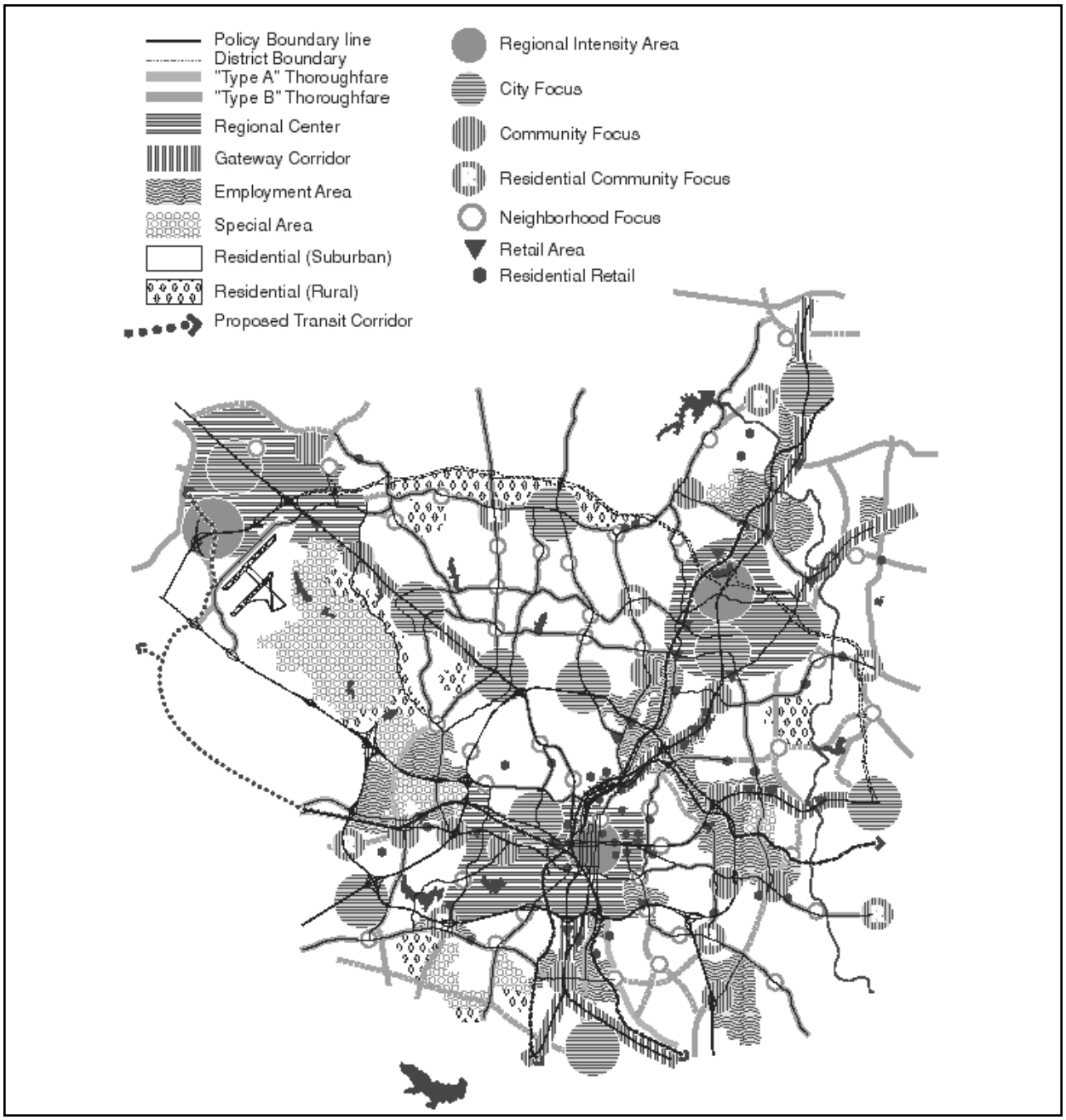


A Typical Village Center with urban open space as as focal element

The Focus Areas in the Comprehensive Plan are encouraged to be designed as Mixed-Use Centers. For the purposes of these Guidelines the following conversions are necessary:

Neighborhood Focus Area
Residential Community Focus Area → **Neighborhood Center**

Community Focus Area
City Focus Area → **Village Center**



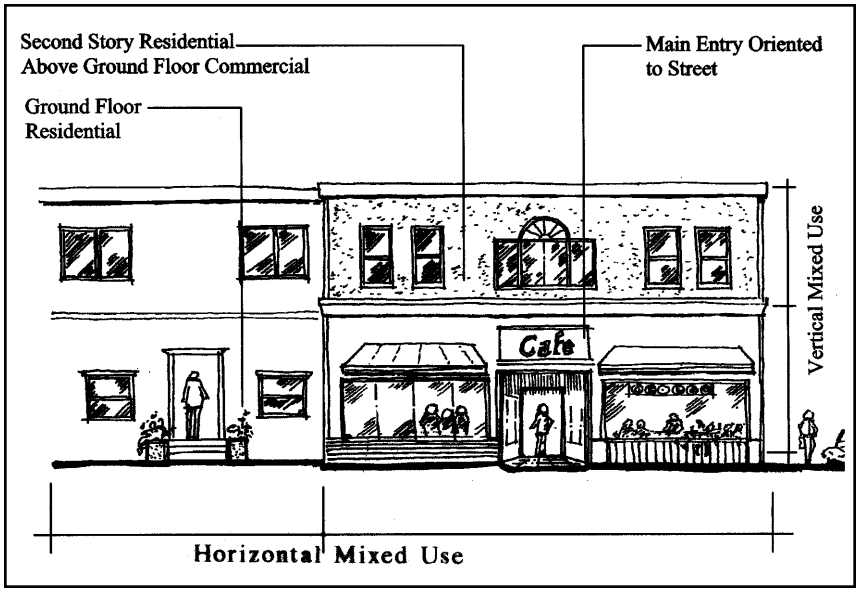
"Focus Areas" in the Raleigh Comprehensive Plan

Key Element

MIXED-USE CENTERS

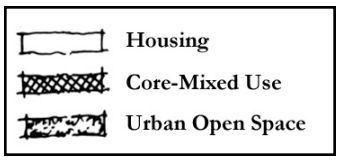
All Mixed-Use Centers should generally provide retail (such as eating establishments, food stores, and banks), office, and residential uses within walking distance of each other. At a minimum, the Core Area should provide office, convenience and personal service retail complying with the maximum sizes for single establishments in the Retail Use Guidelines in the Comprehensive Plan.

Village Centers may also combine entertainment uses (such as movie theaters, ice rinks, and bowling alleys) and employment-intensive office and low-intensity manufacturing (custom, restricted, and specialized) uses.



Guidelines

1. The Mixed-Use Center Core should contain some buildings that are vertically mixed in use.
2. Retail uses should be placed at street level, while office and residential uses should be placed in the rear or on the upper stories.
3. Residential building entrances should be raised above the sidewalk a minimum of 2 feet to reinforce a privacy zone and distinguish them from the commercial entrances.
4. In general, densities in Neighborhood Centers should be 7-15 units per net acre. In Village Centers near rail transit stations, densities should be greater than 15 units per net acre.
5. Civic and Institutional Uses are encouraged to be designed as part of a Mixed-Use Center rather than as a stand-alone building.



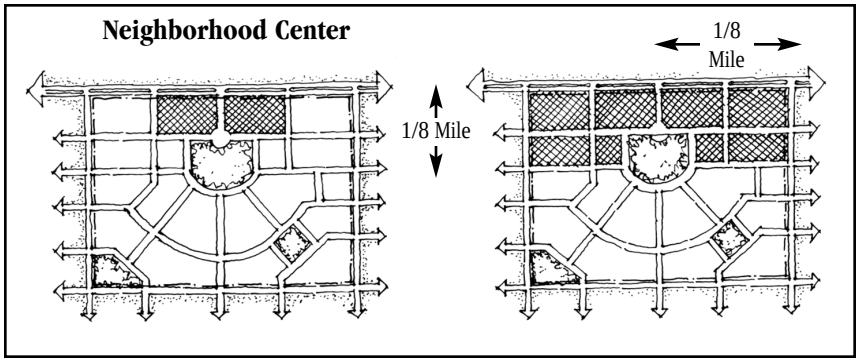


Diagram by Calthorpe Associates

Core Area (Minimum): 8 acres

Core Area (Maximum): 30 acres (1/8 mile)

Height (Maximum): 3 stories (or 40 ft)

Recommended Land Use Allocations (in floor area):

Housing: 5% - 80%
Core/Mixed Use: 10% - 95%
Urban Open Space: 5% - 15%

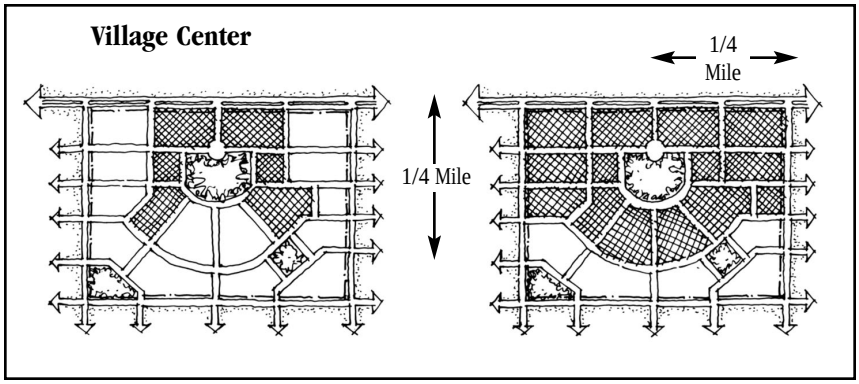


Diagram by Calthorpe Associates

Core Area (Minimum): 30 acres (1/8 mile)

Core Area (Maximum): 125 acres (1/4 mile)

Height (Minimum): 2 stories (or 26 ft)

Height (Maximum): 6 stories (2 additional stories permitted with upper story recess-See 5.3.4) (or 80 feet)

Recommended Land Use Allocations (in floor area):

Housing: 20% - 60%
Core/Mixed Use: 25% - 70%
Urban Open Space: 5% - 15%

Guidelines

6. All Neighborhood and Village Centers should be mixed-use and contain public, core-mixed use, and residential uses as specified in the tables on this page. Vertical mixed uses are encouraged.

   Housing uses include single family and multifamily dwellings.

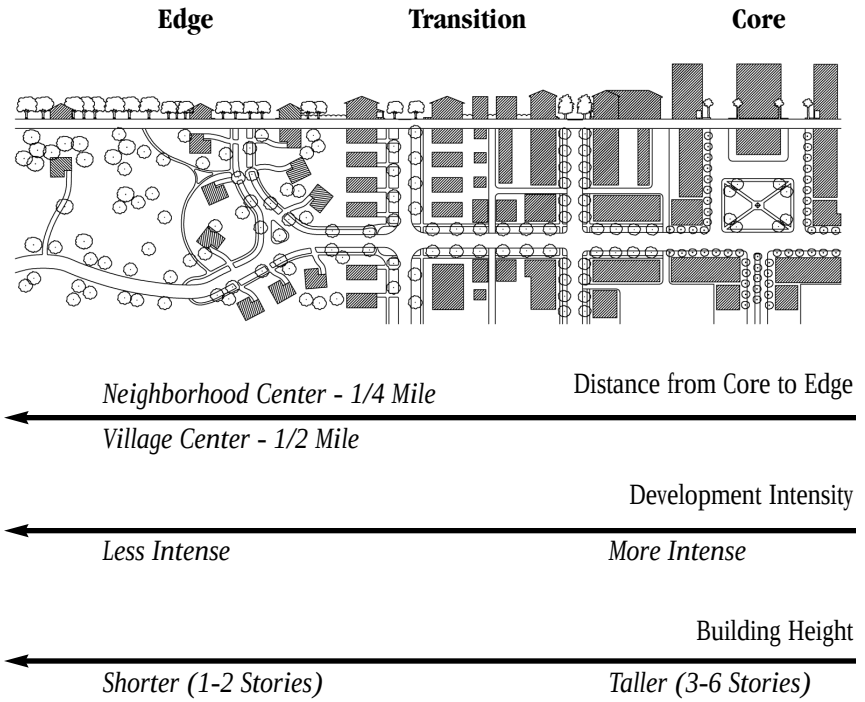
   Core-Mixed Use uses include office buildings, retail storefronts, live-work units, and mid-rise housing and office uses (with ground level retail).

   Urban Open Spaces uses include, but are not limited to squares, plazas and other spaces as specified in Section 3.2.

Key Element

Within all Mixed-Use Centers, building heights should be greatest in the Core and should transition to lower heights outward from the Core to the boundary of the Mixed Use Center. Buildings at the Edge should be comparable in height and massing to the adjacent and nearby properties as well as the surrounding neighborhood. In general, housing densities should be highest within Centers, transitioning to progressively lower densities moving outwards from the Core to the Edge.

The graphic below depicts the appropriate transition from residential neighborhoods to the Mixed-Use Center. Notice how the detailing of the street becomes more formal and urban as you enter the Core. This transition can be accomplished using thoughtful architectural design, height, and massing. See Section 5.2 Elements of Architectural Compatibility.



Guidelines

1. Higher intensity buildings should not cast a shadow line on surrounding neighborhoods. To avoid this, buildings could be stepped back on their upper stories or designed in such a manner as to allow sunlight to pass through certain portions of the building.
2. Well-designed, pedestrian-friendly buildings are much more effective at providing an appropriate transition along street frontages from the Mixed-Use Center to the surrounding neighborhoods than berms, fences, and walls.
3. Vegetative landscaping, walls, and fences should be provided around rear parking areas that abut residential development consistent with the City Code. Undisturbed natural areas that function as opaque screens are preferable to new plantings.

Key Element

A Center's road network should connect directly into the neighborhood road network of the surrounding community, providing multiple paths for movement to and through the Center. In this way, trips made from the surrounding residential neighborhood(s) to the Center should be possible without requiring travel along a major thoroughfare or arterial.

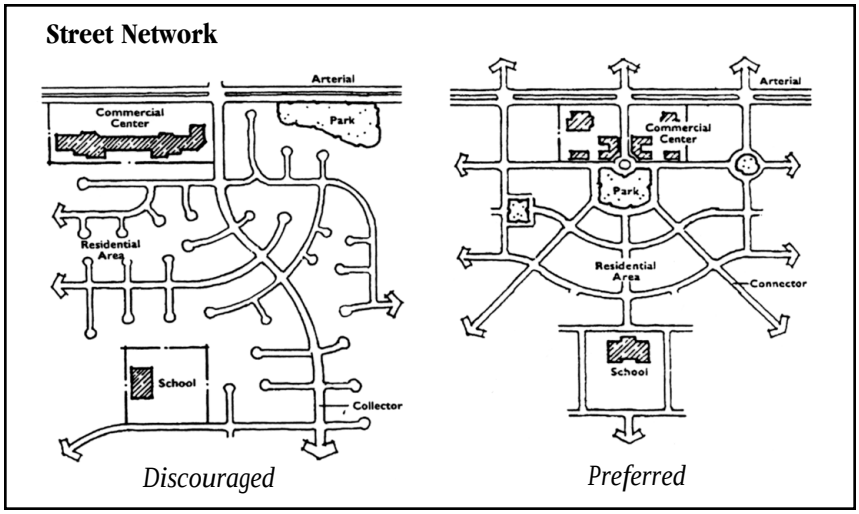


Diagram by Calthorpe Associates

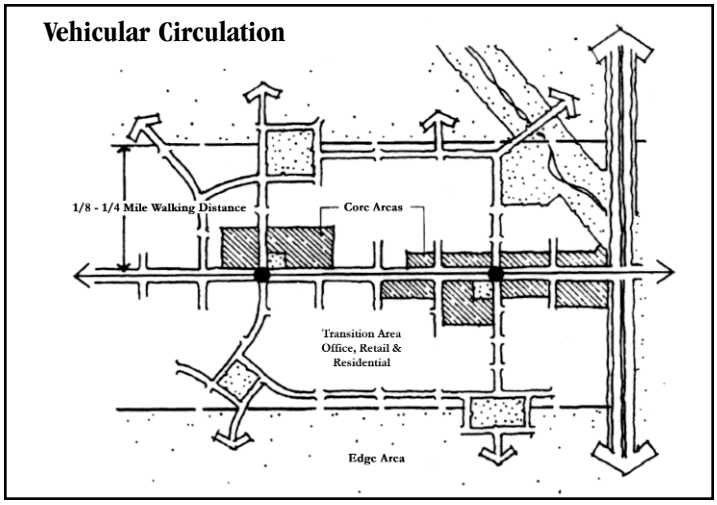


Diagram by Calthorpe Associates

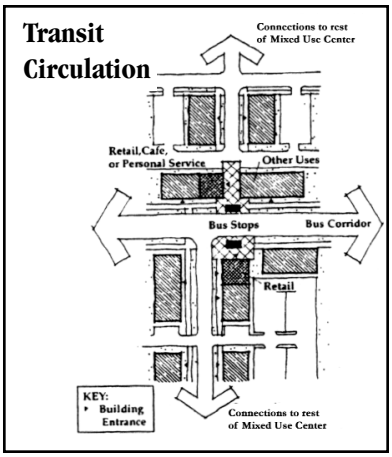


Diagram by Calthorpe Associates

Guidelines

Key Element

1. Streets should interconnect with a development and with adjoining development. Cul-de-sacs or dead-end streets are generally discouraged except where topographic conditions and/or exterior lot line configurations offer no practical alternatives for connection or through traffic. Street stubs should be provided with development adjacent to open land to provide for future connections. Streets should be planned with due regard to the designated corridors shown on the Thoroughfare Plan.

Key Element

2. Block faces should have a length generally not exceeding 660 feet.

3. Mid-block and rear alleys should be utilized for access to parking, utilities, service and loading areas to minimize the number of driveways along the main pedestrian spaces.

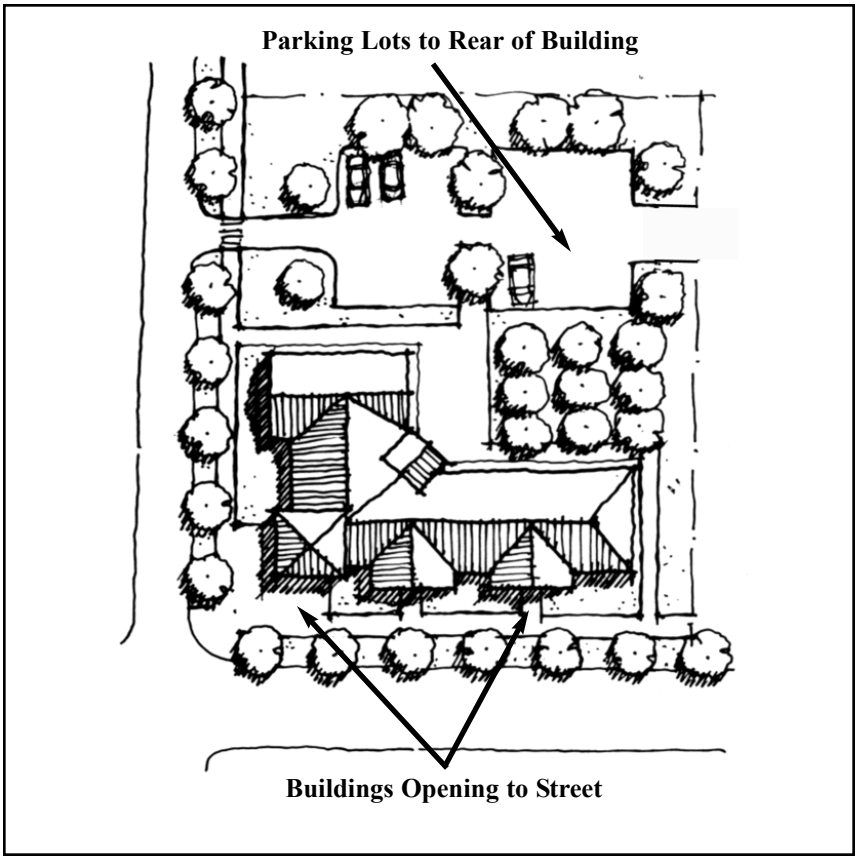
4. To facilitate transit usage and circulation, Mixed-Use Centers should provide transit stops at key nodes with easy access to the surrounding streets, and along routes through the Center planned to accommodate the technical requirements of bus operations.

5. A coherent and easily maneuverable path through the Mixed-Use Center should be designed to permit transit to move freely and efficiently throughout the area.

Key Element

A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use. Streets lined by buildings rather than parking lots are more interesting to move along, especially for pedestrians and provide a safer environment.

Locate buildings on the corner to create pedestrian interest and reduce the visual impact of parking



Guidelines

Key Element 1. Locate buildings close to the pedestrian street (within 25 feet of the curb), with off-street parking behind and/or beside buildings.

Key Element 2. If the building is located at a street intersection, place the main building, or part of the building, at the corner. Parking, loading or service should not be located at an intersection.

3. To maximize the street frontage of buildings and minimize the street frontage of parking lots, building should be articulated so that the long side fronts of the street.

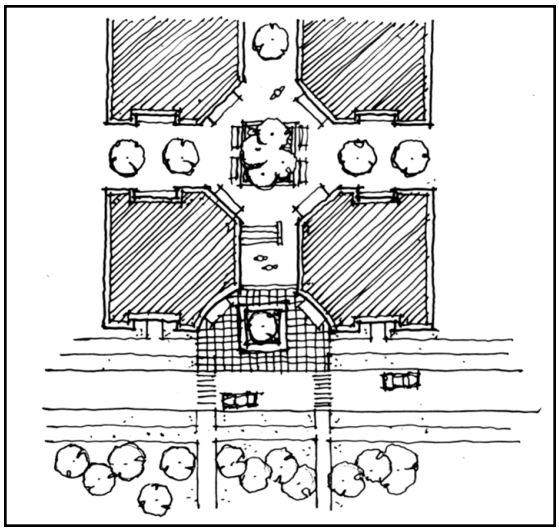
4. Pedestrian circulation should be an integral part of the initial site layout. Organize the site so that the buildings frame and reinforce pedestrian circulation, and so that the pedestrians walk along building fronts rather than along or across parking lots and driveways. Also arrange buildings to create view corridors between pedestrian destinations within and adjacent to the site including building entrances, transit stops, urban open space, and nearby public amenities including parks and greenways.

The design and location of urban open space on a site is perhaps the most important determinant in a successful pedestrian environment.

All mixed-use development should provide useable urban open space, in accordance with Section 3.2.8. Examples of useable urban open space include: outdoor café or restaurant seating, a plaza with seating, a tot lot, a picnic area, or a wide arcade for strolling along store fronts. Public right-of-way, landscaping filled in around buildings and parking lots, and simple paths are not considered useable open space.

The type and character of the urban open space should be influenced by the surrounding uses (e.g. retail, office) as well as by the prospective user groups (e.g. workers, shoppers, youth).

Squares are bound by buildings and create public gathering places for special events and casual interaction



Internal public space must be designed properly to be safe and usuable, providing wide pathways and elements such as fountains and seating

Guidelines

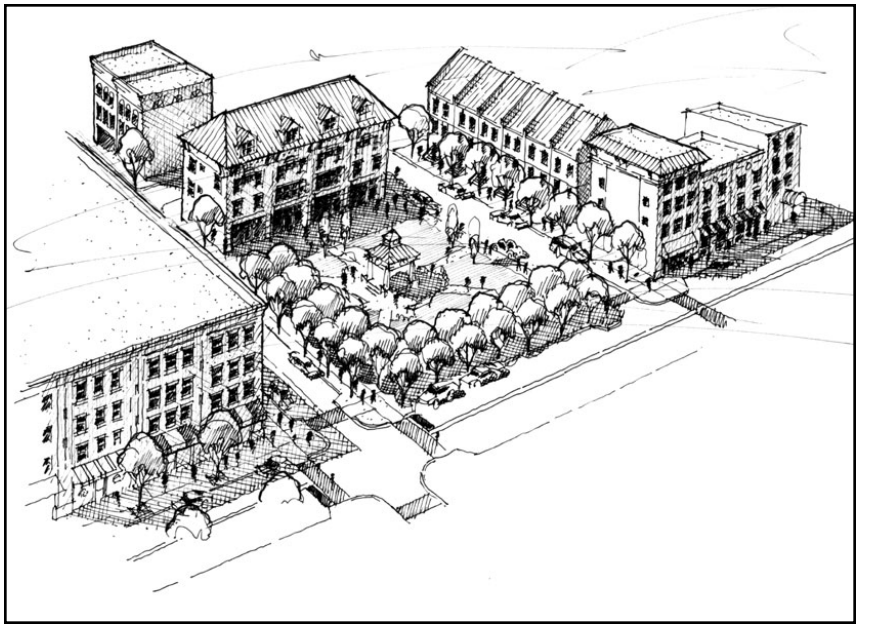
Key Element 1. To ensure that urban open space is well-used, it is essential to locate and design it carefully. The space should be located where it is visible and easily accessible from public areas (building entrances, sidewalks). Take views and sun exposure into account as well.

Key Element 2. New urban open spaces should contain direct access from the adjacent streets. They should be open along the adjacent sidewalks and allow for multiple points of entry. They should also be visually permeable from the sidewalk, allowing passersby to see directly into the space.

3. The space should be well-buffered from moving cars so that users can enjoy and relax in the space. The space may be visible from streets or internal drives but should not be wholly exposed to them. Partially enclose the space with building walls, freestanding walls, landscaping, raised planters, or on-street parking to help buffer it and create a comfortable "outdoor room".

4. Programming specific activities for the space will help make it a lively place.

5. Many street corners are not a good location for urban open space. Plazas and other open space features at high-traffic street corners may be attractive to look at or pass by, but are not very well used. Street corners that may be acceptable locations for useable open space include intersections (other than thoroughfares and arterials) and locations where the space can be set above the level of the street and be well-buffered with vegetation and/or a low wall or fence.



A public space that is enclosed by active buildings around its perimeter encourage its use and maintain its safety

The essential ingredients of a good public space include landscaping, furniture, and people

Guidelines

Key Element 6. The perimeter of urban open spaces should consist of active uses that provide pedestrian traffic and uses for the space including retail, cafes and restaurants and higher-density residential.

Key Element 7. A properly defined urban open space is visually enclosed by the fronting building to create an outdoor room that is comfortable to its users.

8. General Design Specifications:

   1 tree (3 ½" caliper minimum at installation) for every 1,000 s.f. of provided open space to be planted in at least 350 s.f. of soil.

   A minimum of 25 linear feet of seating should be provided for every 1,000 square feet of urban open space. Seating should be more than 12" and less than 30" in height and not less than 16" in depth. Seating more than 28" in depth and accessible from two sides should count double. Moveable chairs are encouraged and each count as 2 ½ linear feet of suggested seating.

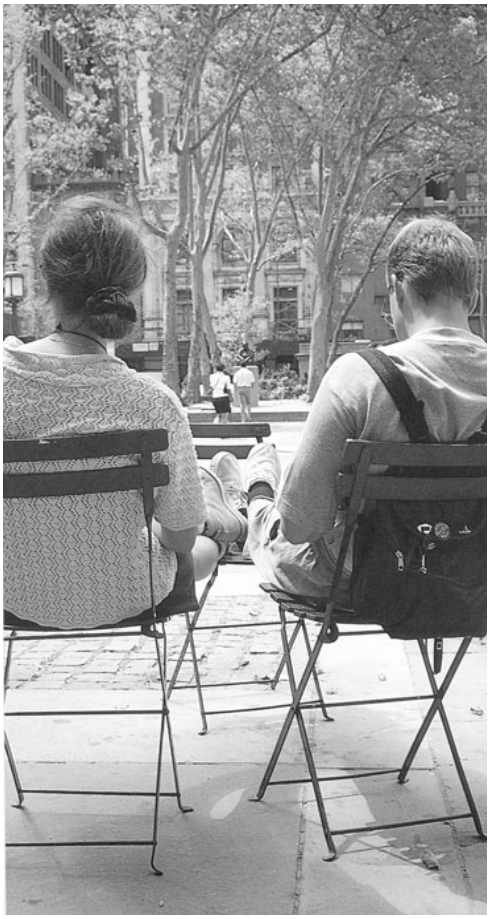
   At least half of the open space should be at street level.

   One water tap for each 5,000 s.f. of each landscaped open space.

   One garbage receptacle for each 5,000 s.f. of each physically separated open space.

   Public art is encouraged to be placed within the open space.

Publicly accessible places to sit in the public realm are important not only as basic amenities, but also in sponsoring casual social interaction. Seating can be both formal and informal, including both park benches on the tops of garden walls or monumental stairs at the entrance to public buildings.



Moveable chairs give people the flexibility to adapt public spaces to their immediate needs

Guidelines

Key Element

1. New public spaces should provide as many seating opportunities as possible.
2. Planter walls should be set at a maximum height of 2½ feet to allow for their use as seating.
3. Moveable chairs and sidewalk cafes are strongly encouraged.

Works of art have contributed to the visual quality of Raleigh over a long period of time. Historically, these were often as elements of architectural ornament, or as civic monuments. More recently they have been done as autonomous artistic artifacts. Both traditions make significant contributions to the amenity, visual texture and character of Raleigh.

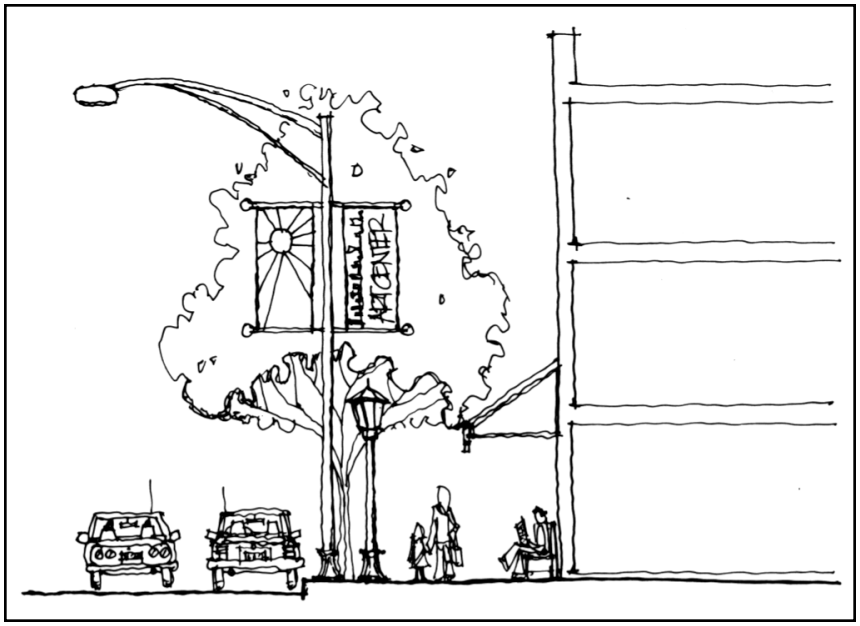
Developers of new projects are strongly encouraged to incorporate artists into the design team from the inception of planning in order to integrate works of art into the project.

Public art enlivens public spaces and buildings, and adds to the cultural vibrancy of the City

Guidelines

1. Property owners are encouraged to provide outdoor public art on their property or in the adjacent public right-of-way, to enrich the pedestrian experience and create a stronger sense of place.
2. Artwork may be free-standing pieces (e.g. a sculpture or water fountain) or it may be integrated into its surroundings as an architectural element (e.g. relief sculpture imbedded in pavement or a wall, a mosaic or mural on a wall, lighting or sound effects, or decorative railing or lighting).
3. New urban open spaces and infrastructure improvements should have a significant component of public art to the project that has a visible presence.

Decorative lighting should be provided as a means of providing a safe and visable pedestrian realm as well as establishing a theme or character for a Mixed-Use Center. The use of decorative light fixtures along with a coordinated signage and banner program create a lively pedestrian environment.



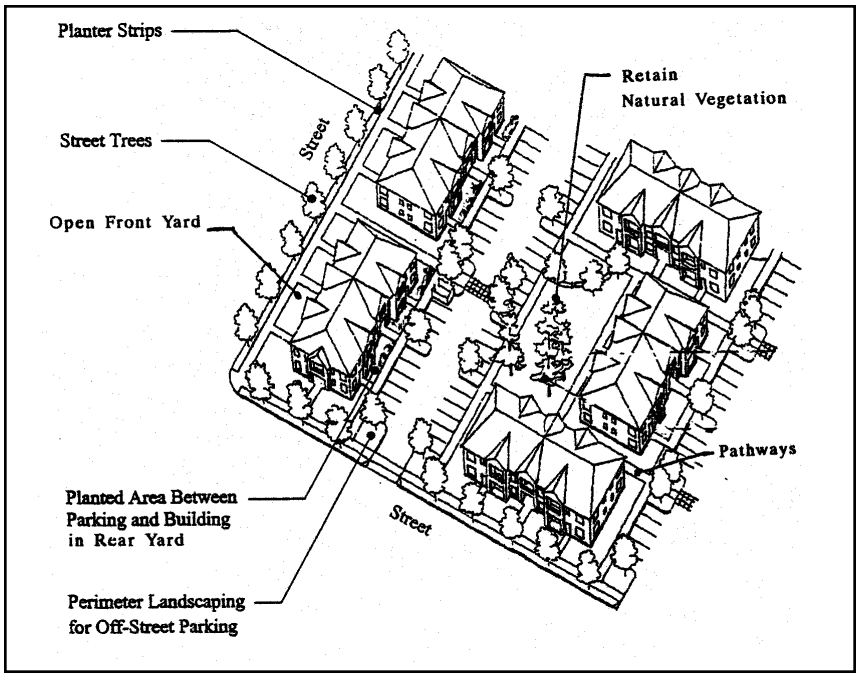
A lighting program should consist of street lighting, pedestrian lighting at intersections and key nodes, and internal illumintation from the storefronts

Guidelines

1. Use a low intensity of high-quality light, which will provide good, uniform visibility while avoiding light pollution.
2. Use decorative bases, posts, luminaries, and bollards in lieu of standard wood poles.
3. A lighting program should consider the illumination of sidewalks and other multi-use pathways using low intensity fixtures that provide an even distribution of light while avoiding areas of intense shadows.
4. To consolidate the number of fixtures placed within the right-of-way, consider the co-location of light fixtures along with other streetscape elements on single poles (i.e. street lighting, pedestrian lighting, and banners).
5. A substantial amount of lighting for pedestrians should be provided from the storefronts using either indirect illumination from within the building or direct illumination under canopies or awnings.
6. All site lighting will be required to meet the City's regulation that discourages glare and reduces light trespass.

The appropriate use of existing and supplemental landscaping fosters unity of design for new development and blends new development with the natural landscape. Quality landscaping is an essential component of the built urban form of the City. Existing landscaping should be retained where possible. Do not assume mass clearing is preferable simply because it may be easiest.

Soften the public realm with landscaping at key pedestrian nodes



Guidelines

1. The City Code specifies site landscaping requirements, including amount and size of plant material, berm dimensions, maintenance, and replacement. These guidelines encourage developers to exceed those standards.

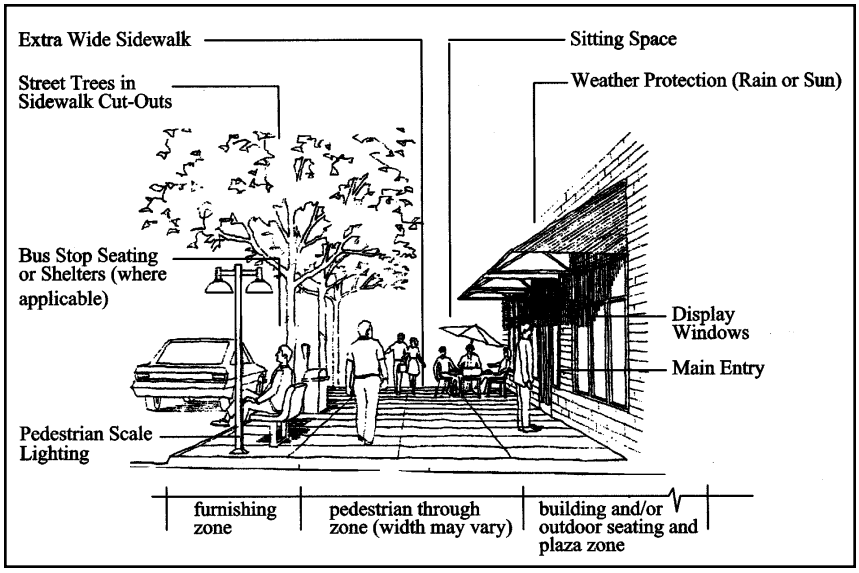
2. The corners of street intersections, particularly gateways and site entries (entries from both street and sidewalk) should be distinguished by special landscape treatments: flower displays, specimen trees and shrubs, accent rocks, low walls, signage, decorative lighting, sculpture, architectural elements, and/or special paving. Features for vehicular entry points must meet the City's sight triangle requirements.

3. Fences are recommended only where they are of complimentary design, materials and construction. Fences should supplement the existing and/or required plantings. The use of chain link or stockade fences visible from any public street within a Mixed-Use Center is strongly discouraged.

4. Consider utilizing drought tolerant plants and other xeriscape techniques. These include: amending the soil, mulching, grouping plants by water need, and utilizing water-efficient irrigation equipment and schedules.

Key Element

Provide a complete network of paths that interconnect building entrances, parking, transit stops, public sidewalks and crossings, adjacent properties, adjoining off-street paths, and other key destinations on or adjacent to the site.



Pedestrian crossings may be visually differentiated from the street using any variety of materials, texture, and/or color

Guidelines

1. Pedestrian pathways should be provided from the street to the parking area between buildings, as necessary to ensure reasonably safe, direct, and convenient access to building entrances and off-street parking. They should be clearly defined and enjoyable to use. To aid pedestrian navigation and comfort, provide the following elements along paths:

   Landscaping, such as rows of trees and shrubs, flower beds, and planters

   Pedestrian scaled lighting, such as lighted bollards

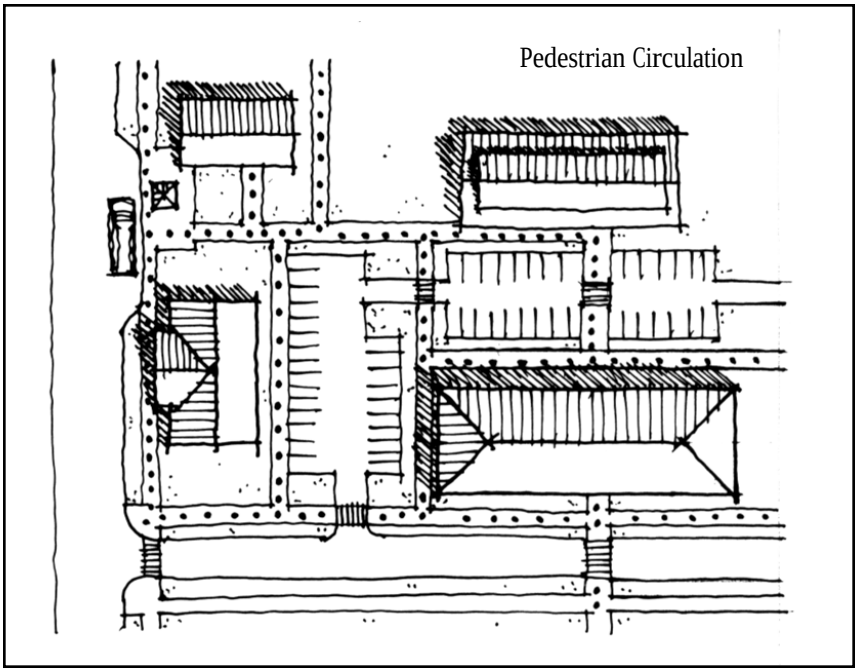
   Small, color-coded way-finding signs, or a directory

   Vertical architectural elements, such as markers or arches

   Seating and resting spots

   Special paving

2. Whenever pathways cross internal drives and curb cuts, provide a highly-visible crosswalk, made of a material that provides strong contrast with the vehicular surface (e.g. concrete in asphalt, unit pavers in concrete). Crosswalk stripes are acceptable, but require frequent repainting. Consider elevating the crosswalk to the level of the connecting walk. Also use standards warning signs and light fixtures (per the Manual of Traffic Control Devices) to alert drivers to crossings.



Bicycle racks should be conveniently located near building entrances and transit stops

Guidelines

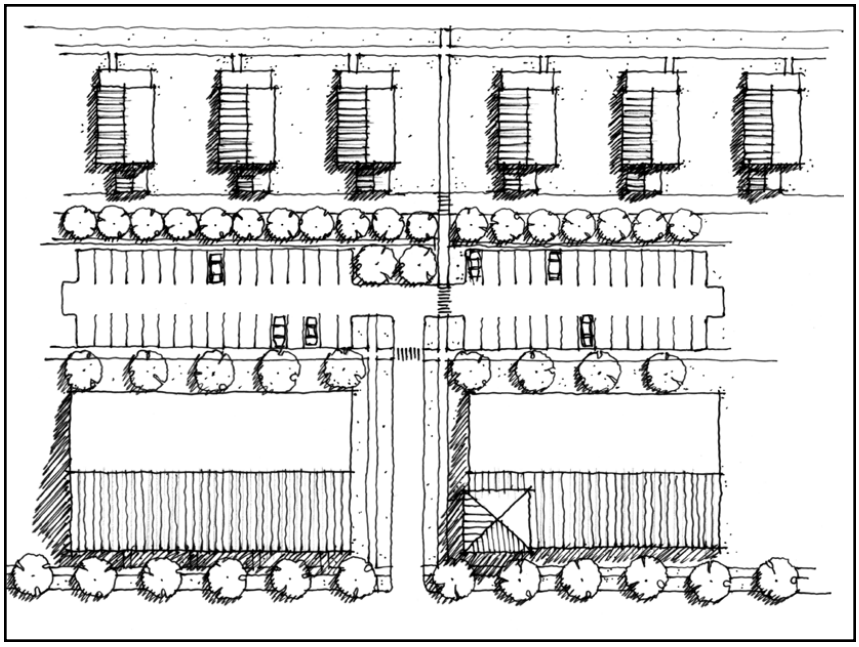
3. Pedestrian routes should be direct and should minimize potential conflicts with vehicles. For pedestrian safety and comfort, where a main pedestrian route must go along or across a parking lot or driveway, provide a separate path with buffer landscaping and other amenities. Where this is not possible, use highly visible crosswalks made of material that provides strong contrast with the vehicular surface (e.g. concrete unit pavers) and use traffic calming devices to slow vehicles at crosswalks.

4. No pedestrian paths should be less than 5 feet in paved width. Multi-use paths (bicycle and pedestrian) should not be less than 8 feet in paved width, though 10 feet is preferred. Whenever any parking abuts a walkway (head-in, diagonal or parallel), add 1.5 feet to the walkway width to accommodate car overhang or opening car doors. A bumper block may be used to prevent car overhang instead.

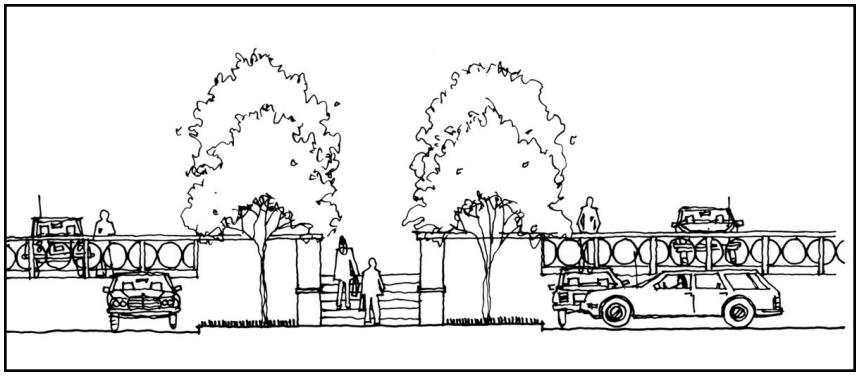
5. For Commercial and Apartment House uses where more than 19 spaces are required under the City Code, provide 1 bike parking space for every 50 car spaces. Inverted U or "Cora"-type racks are suggested though others of similar durability and ease of use may be approved by City staff.

6. Bike racks should be located close to the main building entrance(s) so they are highly visible and convenient. To facilitate access, install a curb ramp in any drive near the bike parking.

Create a positive, active interface with adjacent properties within Mixed-Use Centers.



Preserve pedestrian and bicycle connections where practical between uses that are otherwise visually incompatible (i.e.parking lots and housing) to preserve the integrity of the overall transportation network



Where a grade change is unavoidable, and a vehicular connection is infeasible, provide pedestrian access using ramps or stairs

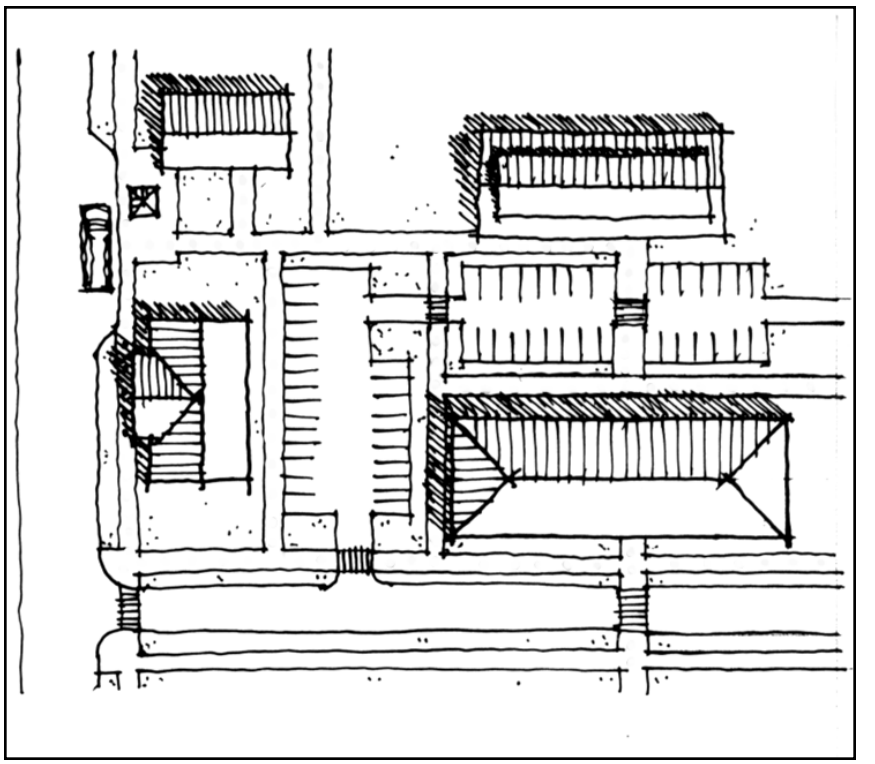
Guidelines

1. Avoid erecting walls, fences, or berms that act as barriers to adjacent properties. At a minimum, create breaks in existing barriers for vehicles and pedestrians. In some cases a fence or wall is required for privacy, security, or mitigation between incompatible uses. In these cases provide parallel fence segments with overlapping gaps or a gate where needed for pedestrian cross-access.

2. Try to match the grade of abutting properties where the properties meet. If there is a significant grade difference, create an attractive transition, using creative grading and landscaping or a decorative retaining wall. Be sure to incorporate vehicular and pedestrian cross-access. Avoid using a blank or unscreened concrete retaining wall or a rock-covered slope.

3. Provide pedestrian and bicycle links to each adjacent property (in addition to the public sidewalk). They should be highly visible and conveniently located. Avoid steps; provide curb ramps to accommodate wheelchairs, bicyclists, and baby strollers. If no immediate benefit can be derived from the pedestrian link, maintain the potential at-grade link and provide a construction easement to the adjoining property.

The vehicular circulation network should maximize both on-street and off-street opportunities for the local transportation system so that some local trips are not forced onto the thoroughfares.



Connect driveways for adjacent properties to improve circulation and eliminate the need for more curb cuts

Guidelines

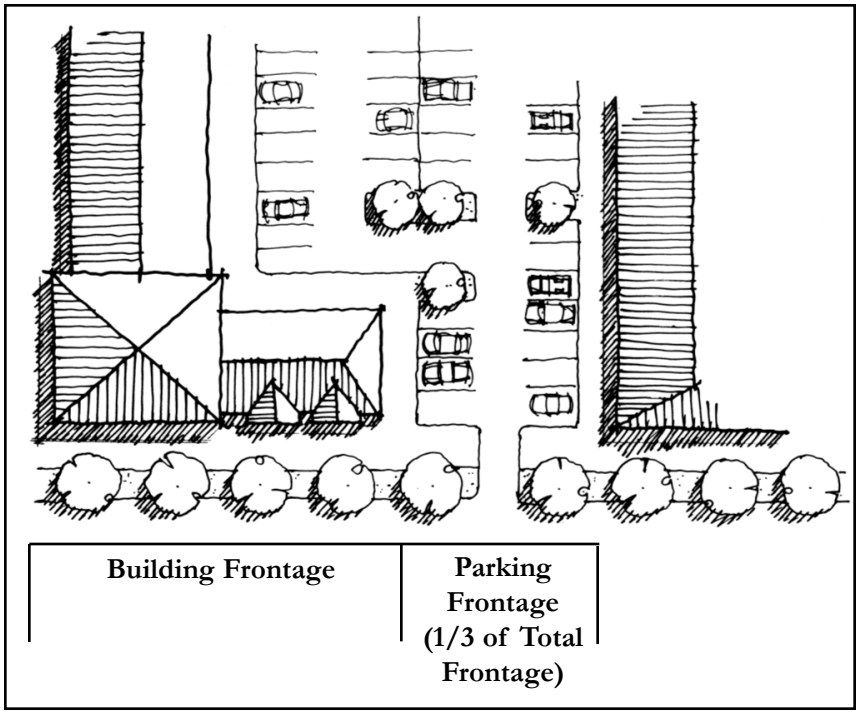
1. Whenever possible, internal access drives should be located to join together existing public streets and/or connect to adjacent private drives, so that the internal circulation functions as an integral part of the surrounding transportation network.

2. Provide at least one vehicular link to each abutting property containing or designated for non-residential, apartment house, or group housing development the the extent practical. This is most often accomplished by joining adjacent parking lots and recording cross-access easements. Provide (at an appropriate grade) part of the connection or maintain the potential for a future link.

3. Minimize or eliminate curb cuts along a public street. Where possible, share vehicular access with adjacent properties and/or utilize alleys for access. For further guidance, refer to the ***Raleigh Streets, Sidewalks, and Driveway Access Handbook***.

Key Element

Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.



When a parking lot is adjacent to a street, screen it using a wall and/or landscaping

Guidelines

Key Element

1. Parking lots should be located behind buildings or in the interior of a block whenever possible. Parking lots should not occupy more than 1/3 of the frontage of the adjacent building or no more than 64 feet, whichever is less.
2. Shared parking as permitted by the City Code is strongly encouraged between adjacent or vertically mixed uses whose peak demand is off-set from each other (e.g. Offices and Housing).
3. Consider the feasibility of providing a parking structure rather than surface parking to conserve land and minimize the impacts on the environment.
4. Parking aisles must be separated from one another by planted medians with shade trees as per the provisions of the City Code. When possible, it is recommended that parking aisles and their shade trees be aligned in a solar orientation to cast shade on parked cars during the summer months, if such an orientation does not compromise other design criteria of these Guidelines.
5. Large surface parking lots larger than 75,000 square feet of vehicular surface should be visually and functionally segmented into several smaller lots in accordance with the City Code.
6. Parking lots along the street must be screened from the adjacent street and sidewalk by walls, fences, or landscaping, to the standards stated in the City Landscaping Ordinance.

Use pervious pavement systems for overflow or peak-season parking

Guidelines

7. For areas that require overflow or peak-seaon parking such as large retail areas, consider the use of pervious pavement systems. This strategy is strongly recommended adjacent to environmentally sensitive areas, in floodplains, or in locations where a parking structure is infeasible.

Parking structures are clearly an important and necessary element of the overall urban infrastructure but, given their utilitarian elements, can have serious negative visual effects. New structures should merit the same level of materials and finishes as that a principal building would, care in the use of basic design elements can make a significant improvement.

Parking structures should be placed in mid-block and wrapped with liner buildings that provide active retail storefronts

Guidelines

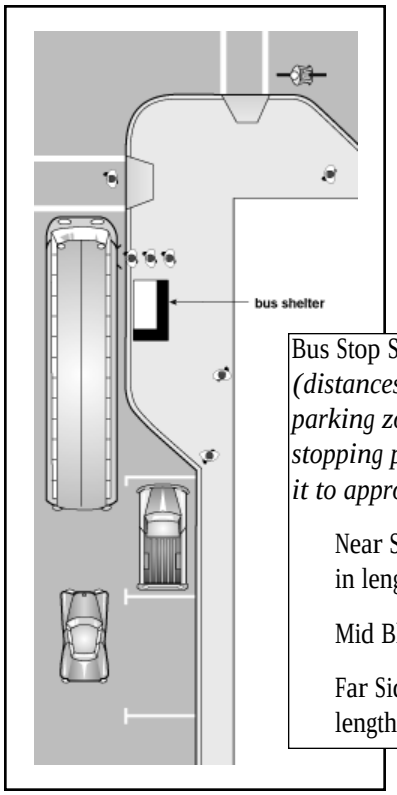
1. The ground-level of a parking structure should be wrapped by retail, office or some other active use along at least the primary façade.
2. Along the pedestrian-oriented street, parking structure facades should be treated with high quality materials and given vertical articulation and emphasis compatible to the principal structure. The façade should be designed to visually screen cars.
3. Pedestrian entries should be clearly visible. The vertical circulation should not be located in the center of the structure so that it is difficult or circuitous to locate.
4. Off-street bicycle rack parking and storage lockers are strongly encouraged inside the structure.

Key Element

Appropriate building densities and land uses should be within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile.

Transit stops should be a basic element in any mixed-use development and should be integrated functionally and architecturally.

Bus stops should be architecturally integrated with the surrounding development and provide such basic amenities as shelter and seating



Bus Stop Standards
(distances represent the appropriate no parking zone to encompass the actual stopping point of the bus, plus room for it to approach and leave the stop)

Near Side of Intersection: 85-100 feet in length (as shown in diagram)

Mid Block: 130-175 feet in length

Far Side of Intersection: 80-85 feet in length

Guidelines

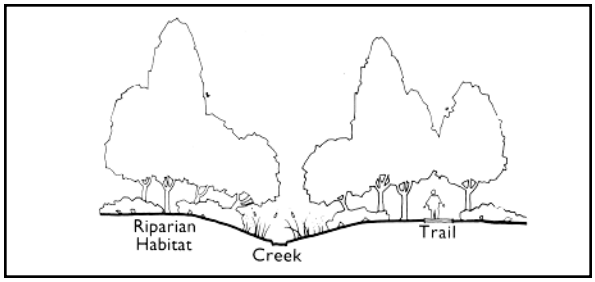
Key Element

1. Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.
2. Bus stops and routes are encouraged to be placed within the Mixed-Use Center and should not be place away from the Core.
3. In general, far-side stops (stops located immediately before the intersection) result in fewer traffic delays, provide better sight distance for drivers and pedestrians, allow more room for maneuvering, and create fewer conflicts between buses and pedestrians.
4. Clearance between the curb and benches or shelters should be no less than 3 feet and no more than 10 feet.
5. Concrete pads for shelters should range in width from a minimum of 10 feet to a maximum of 25 feet in length. Sidewalks should be 10 to 12 feet wide.
6. Provide a curb-side concrete pad for wheelchair loading, 10 feet long by 12 feet deep. This area will also serve as a "clear zone" for passengers to avoid splash from passing vehicles.
7. Where practical, bus stops should be located at or near building entrances and should have identifiable architectural and site elements. They should be provided with basic amenities including pedestrian-scaled lighting, seating, trash receptacles, water fountains, telephones and shelter.
8. Colors, textures and materials used around the stop should be compatible with the adjacent development.

Key Element

All development should respect natural resources as an essential component of the human environment. The most sensitve landscape areas, both environmentally and visually, are steep slopes greater than 15%, watercourses, and floodplains. Any development in these areas should minimize intervention and maintain the nautal condition except under extreme circumstances. Where practical, these features should be conserved as open space amenities and incorporated into the overall site design.

While this bridge permits land-based wildlife to cross underneath the street, the rip-rap destroys any aquatic ecosystem



Tree preservation can add significant value to new development

Guidelines

1. Piping of creeks should be avoided and channelization should be minimized.
2. Where crossing of existing creeks is necessary, a bridge structure is superior to a culvert. Bridges permit the natural ecosystem of the stream to remain unimpeded under the crossing.
3. Multi-use paths can be constructed along creeks and streams, thus serving a dual function of allowing public access to open space and providing paths to destinations along the edges of of linear parks and greenways. The location of such paths should be field-located to minimize environmental impacts such as stream bank degradation and excessive clearing of vegetation in riparian buffers.
4. Existing vegetation and large specimen trees should be preserved and incorporated into the site design in order to create a natural landscape and the impression of a mature landscape.

Key Element

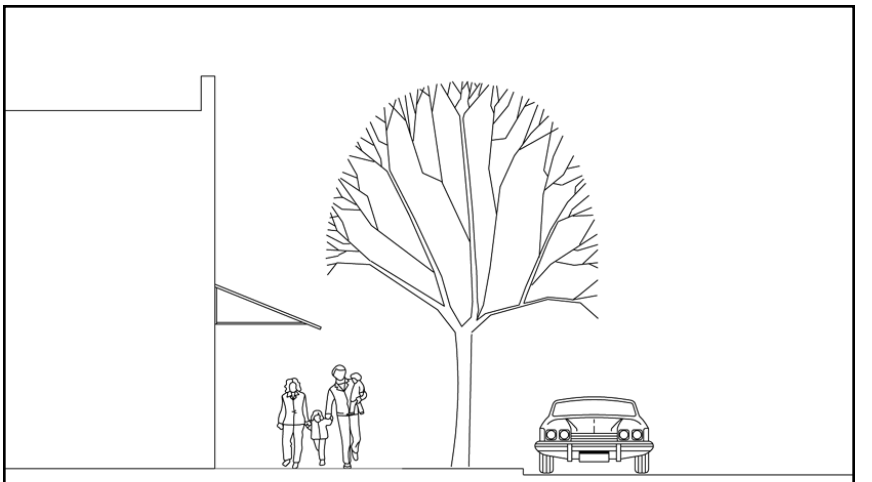
It is the intent of these guidelines to build streets that are integral components of community design. Streets should be designed as the main public spaces of the City and should be scaled to the pedestrian.

The Guidelines encourage the development of a network of interconnecting streets that disperse traffic while connecting and integrating neighborhoods with the existing urban fabric of the City. Equally as important, the Guidelines encourage the development of a network of sidewalks and bicycle lanes within the right-of-way that provide an attractive and safe mode of travel for cyclists and pedestrians.

Pedestrian-Oriented Streets have an activated public realm with formal landscaping where the building frontages open out to the sidewalk.

These Guidelines are applicable to all streets up to and including major thoroughfares, particularly those that enter a Mixed-Use Center. Streets that are within a Mixed-Use Center should be designed and posted as low-speed (20-35 mph) connectors. The Recommended Street Design Standards for these streets are contained in Appendix A.

For additional information on streets in Mixed-Use Centers, refer to the ***Raleigh Streets, Sidewalks, and Driveway Access Handbook****.*



Building Zone	Sidewalk	Landscaping & Trees	On-Street Parking	Vehicular Travel Lanes
	Typical: 6-8 ft Commercial: 12-16 ft	Typical: 6-8 ft	8 ft Minimum	

The Basic Elements of a Pedestrian-Oriented Street

Guidelines

Key Element

1. Sidewalks should be 5-8 feet wide and located on both sides of the street. Sidewalks in commercial areas should be a minimum of 12-16 feet wide to accommodate sidewalk uses such and vendors, merchandising, and outdoor seating.

Key Element

2. Streets should be designed with street trees planted in a manner appropriate to their function. Commercial streets should have trees which compliment the face of the buildings and which shade the sidewalk. Residential streets should provide for an appropriate canopy, which shades both the street and sidewalk, and serves as a visual buffer between the street and the home. The typical width of the street tree landscape strip is 6-8 feet. This width ensures healthy street trees, precludes tree roots from heaving the sidewalk, and provides adequate pedestrian buffering. Street trees should be at least 6 1/4" caliper and should be consistent with the City landscaping, lighting and street sight distance requirements.

3. In Core areas, trees may be planted in tree wells with grates over the top to protect the roots. Irrigation should be provided. Unit pavers are preferred over concrete.

4. Planted medians are encouraged on multi-lane roads to provide additional tree canopy and reduce the visual height-to-width ratio of the overall streetscape. They also provide for safe, convenient pedestrian refuges at crossings.

A Pedestrian-Oriented Street is detailed with interesting storefronts, landscaping, furniture, wide sidewalks, and on-street parking

Pedestrian wayfinding signs and other kiosks give pedestrians advantages over the automobile

Guidelines

5. Wherever possible, street locations should account for difficult topographical conditions, by avoiding excessive cuts and fills and the destruction of significant trees and vegetation outside of street-rights-of way on adjacent lands.
6. Closed or gated streets are strongly discouraged.
7. On-street parking provided should be parallel. Curb or angle parking is permitted only on low-volume, low-speed streets.
8. Where on-street parking is provided, the landscape strip should be planted in grass at-grade. This will enable people to walk directly from their car to the sidewalk. Shrubs, ground covers, trees and raised planters should be located so as not to conflict with opening car doors or pedestrians' access to and from on-street parking.
9. Streets should be designed so pedestrians have convenient and safe means to cross streets. Allowable treatments may include but not be limited to roundabouts, raised pedestrian crosswalks, multi-way stops, "bulb-outs", alternative pavement treatments, and signals at crosswalks when warranted.
10. Streetscape designs should include a system of pedestrian wayfinding signs, kiosks and other environmental graphics to supply directions to the pedestrian. This should be done in a unified and comprehensive manner for Mixed-Use Centers.

Diagonal parking is more convenient and plentiful per linear foot than parallel parking and is encouraged in heavy commercial areas

Guidelines

11. Landscaping and pedestrian features such as bump outs and tree planters need only be placed at the end of the block and at mid-block-crossings. Mid-block crossings are necessary where the block face is more than 200 feet.

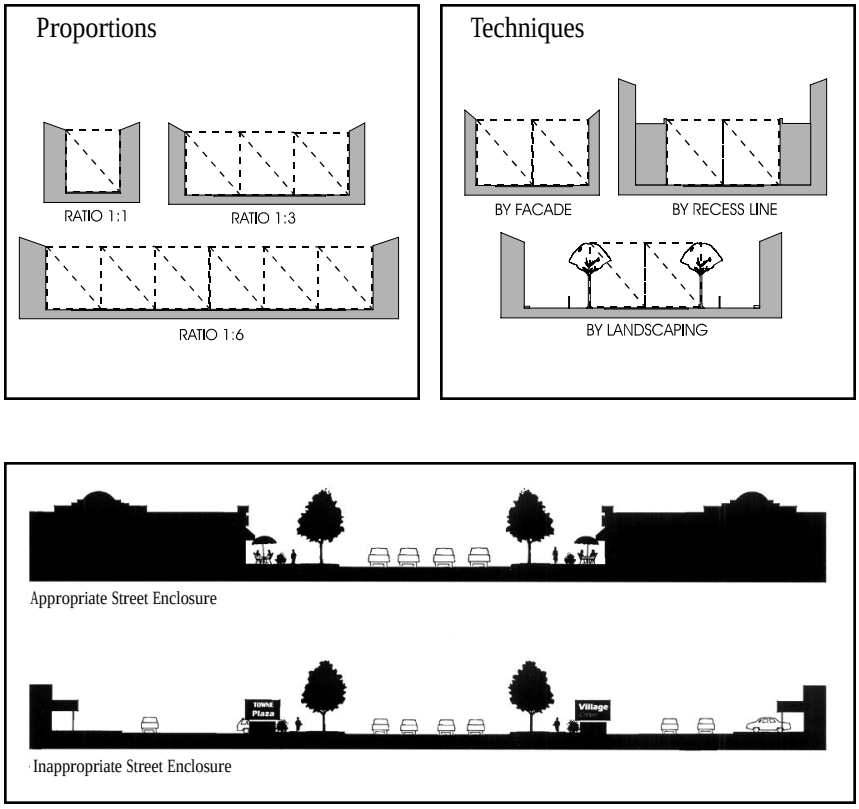
12. Angle parking is encouraged in commercial areas as a way to provide additional, convenient parking spaces for merchants and restaurants.

Key Element

Buildings serve to define streets spatially. Proper spatial definition is achieved with buildings or other architectural elements (including certain tree plantings) that make up the street edges aligned in a disciplined manner with an appropriate ratio of height to width.

The condition of alignment occurs when the facades of buildings cooperate to delineate the public space, as walls form a room. Building articulation must take place primarily in the vertical plane or facade. Appendages such as porches, balconies, and bay windows are encouraged to promote the visual transition.

The condition of enclosure generated by the height-width ratio of the space is related to the physiology of the human eye. If the width of a public space is such that the cone of vision encompasses less street walls than the opening to the sky, then the degree of spatial enclosure is slight.



The enclosure of the street is most effectively accomplished using buildings placed behind the sidewalk

Guidelines

1. A 1:6 height-to-width ratio is the minimum for appropriate urban spatial definition. An appropriate average ratio is 1:3. As a general rule, the tighter the ratio, the stronger the sense of place.
2. Spatial enclosure is particularly important for shopping streets, which must compete with malls that provide very effective spatial definition.

Individual architectural projects should be seamlessly linked to their surroundings. This issue transcends style.

Architecture and landscape design should grow from local climate, topography, history, and building practice. All buildings should provide their inhabitants with a clear sense of location, weather and time.

Commercial buildings can blend into a residential corridor provided the overall design is sensitive to the surrounding conditions

Break larger buildings down into separate volumes

Guidelines

1. Each building should be designed to form part of the larger composition of the area within which it is located.
2. New buildings should strive for a contextual approach to design. A contextual design approach is not intended to necessarily mean a historicist approach, but rather one that is sensitive to the surrounding urban, built and natural conditions.
3. Adjacent buildings should relate in similarity of scale, height, and configuration.
4. Larger buildings (those with facades greater than 64 feet in width) should be broken down in scale by means of the articulation of separate volumes. These should be well proportioned and related to create a satisfactory composition.
5. Drive-through windows and services are discouraged in the Core of mixed-use centers. If provided, they should be accessed at the building facade facing the rear property line away from the pedestrian street.
6. New buildings and the adaptive use of buildings should as much as possible use green building technologies for mechanical systems, energy needs and construction materials.
7. The adaptive use of the valuable historic building stock is an effective sustainable practice and is encouraged.

There are 11 architectural design elements which create urban space. Building compatibility is attained through the incorporation of a combination of these elements within neighboring buildings. A specific project may not need to incorporate all 11 elements to maintain architectural compatibility provided those elements not addressed do not create incompatibility.

1. Building Silhouette: Pitch and scale of roof lines

2. Spacing between Building Facades: Setbacks or notches between primary façade which frame a structure

3. Setback from Property Line: Building setback and/or primary façade setback from property line

4. Proportion of Windows, Bays, and Doorways: Vertical or horizontal elements ties together in bands across façade lengths

5. Proportion of Primary Façade: Size of façades in area and height-to-width ratios

6. Location and Treatment of Entryway: Important visual commonalities between structures

7. Exterior Materials Used: Similar materials and treatment add to compatibility of buildings

8. Building Scale: Building height and configuration

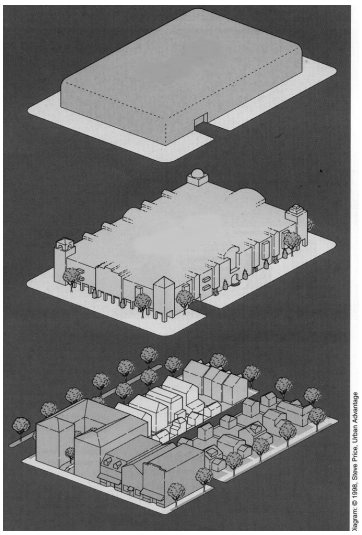
9. Landscaping: Ties together buildings, defines space, and creates a human-scaled pedestrian realm

11. Proportion of Solids to Voids: The perceived permeability of a building façade that is created by the ratio of windows and doors to solid walls

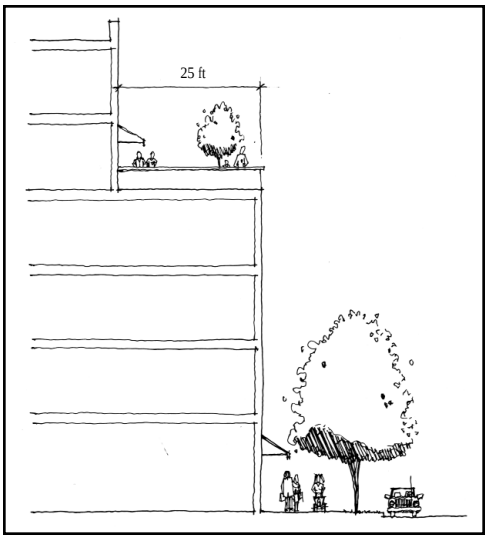
10. Shadow Patterns that Form Decorative Features: The light and dark surfaces from materials used and projections from window bays and setbacks

Massing is defined as the shape or form a building, or assemblage of buildings, assumes through architectural design. All building facades are a composite of horizontal tiers and vertical bays.

The scale and massing of a 6 story building should be designed to create interest along its entire street frontage with street level windows and building entrances.



Consider the use of multiple buildings in lieu of one large monolithic structure



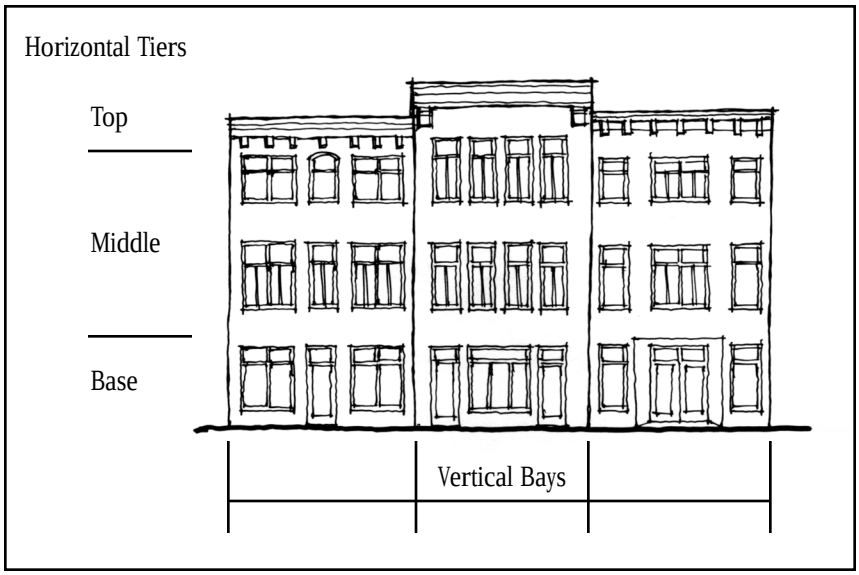
Recess the upper stories to allow sunlight to pass onto the street and minimize the height impact to the pedestrian

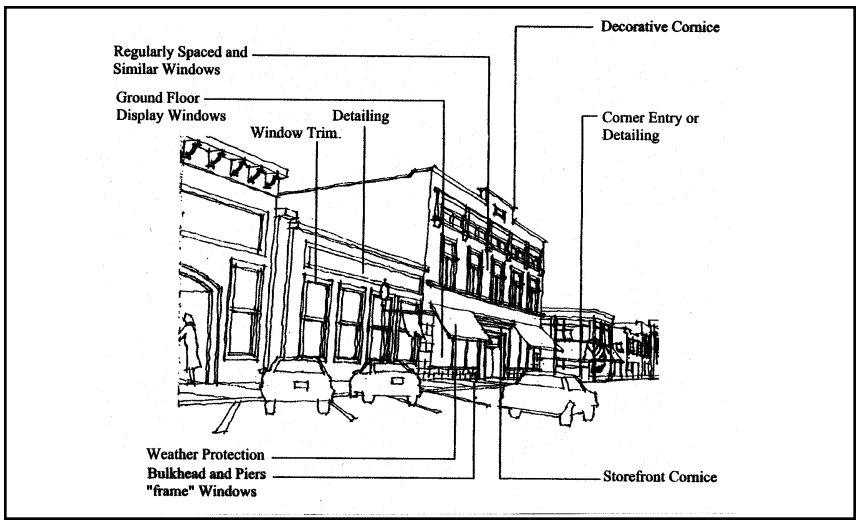
Guidelines

1. For human scale and visual interest, break down the mass of the building, horizontally and vertically, into a hierarchy of volumes. Do not create a large monolithic structure. Within each volume or bay there should be an orderly placement of windows and doors.
2. If a building is long or large, more than one entrance may be needed on the front façade, or entrances may be needed on a number of building sides. In general, for walkability in the Core area, building or store entrances should occur at a minimum every 150 feet.
3. Building heights should not exceed six (6) stories in the Core Areas of Village Centers. In all other places they should not exceed three (3) stories. Building heights should transition to lower heights from the Core to the Edge.
4. Buildings in Village Centers may add up to two (2) additional stories provided the upper levels are recessed a minimum of 25 feet to permit sunlight to enter the street and open up views of the sky to the pedestrian.

Building facades should be varied and articulated to provide visual interest to pedestrians. Street level windows and numerous building entries are encouraged in Core areas. Streets with monotonous and unarticulated facades are hostile to pedestrian activity.

While the predominant vernacular of Raleigh promotes certain styles that are vertical in proportion and defined by clear facade elements such as a base, middle, and top, these guidelines are not intended to exclude other architectural styles which otherwise fulfill the design intent and vision of good urban design.





Guidelines

1. The principal façade of commercial and mixed-use buildings should be divided into a base, middle, and top. Taller buildings are created by adding height in the middle tier.

Key Element 2. The primary entrance shall be both architecturally and functionally designed on the front façade of the building facing the primary public street. Such entrances shall be designed to convey their prominence on the fronting façade.

3. Buildings at street corners should be designed to address the corner - that is, to engage the interest of drivers, pedestrians and bicyclists at the intersection. Provide a building entry, additional building mass, and distinctive architectural elements at the corner.

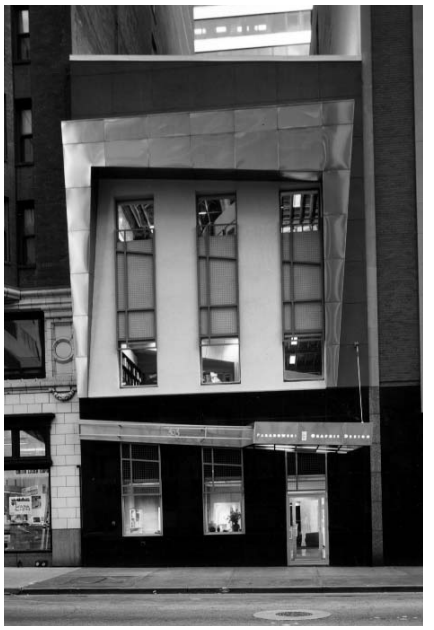
4. Use building massing, special architectural features, and changes in the roof line to emphasize building entrances.

Key Element 5. The ground level of the building must offer pedestrian interest along sidewalks and paths. This includes windows, entrances, and architectural details. Signage, awnings, and ornamentation are encouraged.

6. Storefront windows should be transparent. Mirrorized glass, faux or display casements are strongly discouraged in lieu of exterior window treatments for the frontage elevation.

7. No frontage wall should remain unpierced by a window or functional general access doorway for more than 15 feet.

Windows, bays, and doors openings should be proportioned so that verticals dominate the horizontals



While the predominate architecture in Raleigh is traditional, there is a place for contemporary buildings using the principles of good urban design found in these Guidelines

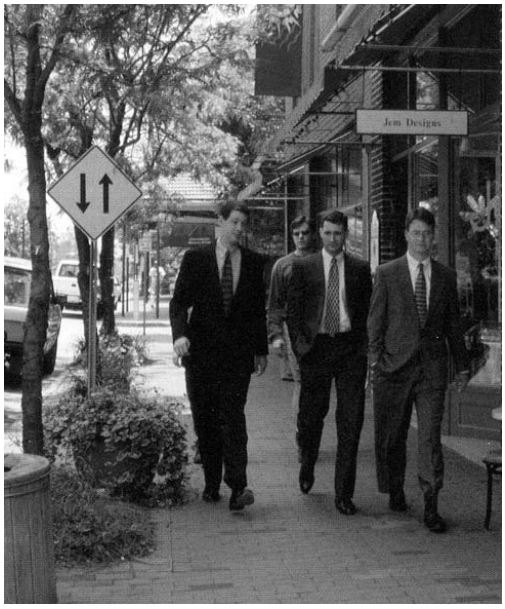
Guidelines

8. Exterior building materials should have a human scale; this helps people relate to the size of the building. Examples include stone and brick. Non-modular exterior materials, such as stucco, and those in large modules, such as concrete panels, will need extra pedestrian-level façade details to reduce the building's bulk and create human scale.

9. Windows, bays, and door openings should be proportioned so that verticals dominate horizontals except for street-level store-front windows, which may be square. Large openings, such as large areas of glass or porches, should be made up of smaller vertically proportioned elements grouped together to create the desired width.

10. Canopies and awnings may be permitted to encroach over a sidewalk as permitted by the North Carolina Building Code.

The sidewalks remain the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary of that function.



Moore Square is a good example of a walkable urban village with a continuing tradition of street-level retail and well-designed façades that create a wonderful place

Guidelines

1. The ground floors of buildings should be encouraged to contain public or semi-public uses such as retail or entertainment uses with direct entry from the street.
2. Retail activities within buildings should be oriented towards the street and have direct access from sidewalks through storefront entries.
3. Open-air pedestrian passageways (with or without overhead cover) are generally more visible and more inviting than interior hallways. This can be an attractive, successful location for store entries, window displays, and/or restaurant/café seating.
4. Take the "indoors" outdoors by spilling interior space (e.g. dining areas, small merchandise displays) onto walkways and plazas and bring the "outdoors" into the building by opening interior spaces (e.g. atriums) to views and sunshine.

Small sidewalk displays help bring the indoors outside and add pedestrian interest

Utilities and services, while essential to urban development should be screened or otherwise hidden from the view of the pedestrian.

A properly screened dumpster using materials matching the principal building

HVAC equipment and meter boxes should not be located on the street-side of a building

Guidelines

1. Locate trash storage, loading, and truck parking to minimize visibility from the street/sidewalk and building entrances. Avoid locating service and loading areas along important view corridors. Since delivery and trash trucks can be noisy, also do not locate service areas adjacent to residential units, hotel rooms, and useable open space.
2. All exterior trash receptacles should be screened from public view on three sides; and, on the fourth side, by a gate that also screens the receptacles from view. The enclosure should be made of materials and colors compatible to that of the principal structure(s).
3. Screen loading docks and truck parking from public view using building mass, free-standing walls, and/or landscaping.
4. Consult with the utility companies early in the design process about the location of utility boxes and meters. Ensure that all utility equipment is located, sized, and designed to be as inconspicuous as possible. All utilities, both new and existing, should be placed underground in conduits and vaults. All utility services shall be underground.
5. Do not locate HVAC equipment on the street-side of the building or, since it can be noisy, adjacent to public open spaces. In addition, locate all building-mounted, non-street utility meters and service equipment to the side or rear of the building. Screen all rooftop equipment from public view.

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The following Principles and Guidelines are the essential elements required for development of pedestrian-scaled, mixed-use urban center and are generally considered non-negotiable in the design review process.

*The required elements are in **italicized bold** text.*

PRINCIPLES			GUIDELINES
2.0	Mixed-Use Centers		
	2.0	Introduction and Overview of Mixed Use Centers	
	2.1.	Link to Comprehensive Plan Classifications	
	2.2.	***Elements of Mixed Use***	1 2 3 4 5
	2.3.	***Transitions to Surrounding Neighborhoods***	1 2 3
	2.4.	***The Block, the Street, and the Corridor***	***1 2*** 3 4 5
3.0	Site Design		
	3.1.	***Building Placement***	***1 2*** 3 4
	3.2.	Urban Open Space	***1 2*** 3 4 5 ***6 7*** 8
	3.3.	Public Seating	***1*** 2 3
	3.4.	Public Art	1 2 3
	3.5.	Outdoor Lighting	1 2 3 4 5 6
	3.6.	Site Landscaping	1 2 3 4
	3.7.	***Pedestrian and Bicycle Amenities***	1 2 3 4 5 6
	3.8.	Interface with Adjacent Properties	1 2 3
	3.9.	Vehicular Circulation	1 2 3
	3.10.	***Automobile Parking***	***1*** 2 3 4 5 6 7
	3.11.	***Parking Structures***	1 2 3 4
	3.12.	***Transit Stops***	***1*** 2 3 4 5 6 7 8
	3.13.	***Environmental Protection***	1 2 3 4
4.0	Street Design		
	4.1.	***General Street Design Principles***	***1 2*** 3 4 5 6 7 8 9 10 11 12
	4.2.	***Spatial Definition***	1 2
5.0	Building Design		
	5.1.	General Building Design Guidelines	1 2 3 4 5 6 7
	5.2.	Element of Architectural Compatibility	1 2 3 4 5 6 7 8 9 10
	5.3.	Massing	1 2 3 4
	5.4.	Façade Treatment	1 ***2*** 3 4 ***5*** 6 7 8 9 10
	5.5.	***Street Level Activity***	1 2 3 4
	5.6.	Service and Utilities	1 2 3 4 5

Part 6 Transit Oriented Development Guidelines

The purpose of these guidelines is to outline the recommended components of a Rail Transit-Oriented Development Strategy for the city as it transitions to a transit-supportive mixed-use environment around the planned Triangle Transit Authority (TTA) stations.

Important building blocks for the proposed regional rail transit corridors are Transit Oriented Developments (TODs). The goal is to have a large, concentrated population which lives and/or works within the service area of the transit stop. Within walking distance of a transit stop (1/4 to 1/2 mile) should be high intensity multiple land uses or high density residential uses or both. A mix of uses near the transit stop minimizes the need to travel outside of the immediate area. All TODs consist of a mix of several land uses. A retail and commercial center will serve as the focus of each TOD, but residential and employment uses are also included. Interconnected grid street systems are very important to allow ease of access for pedestrians to all the services provided in a TOD. The housing within TODs will be built at medium to high densities so that the maximum number of people can walk to the commercial center and transit stop. The highest intensities of development are therefore to be the closest to the transit station. Parks and open space, schools and day care centers, recreation and community centers, all will be important components of TODs. The land use mix and the size and intensity of TODs can vary widely.

OVERALL STRATEGY

The strategy for transit-oriented development outlined in this document consists of the following primary elements.

- Define and designate regional rail Station Areas in the Comprehensive Plan;
- Consolidate all TOD policies into one section of the Comprehensive Plan;
- Establish a standardized process and format for Station Area Small Area Plans in conjunction with a TOD Overlay in the City's Development Regulations as the implementing mechanism for transit-oriented development at Station Areas planned to be on line by 2007; and
- Adopt a Pre-Small Area Plan (SAP) TOD Overlay that establishes standards for Station Areas that will not be on line until 2011 or later.

Each of these elements is discussed briefly below.

Define and Designate Station Areas

The City's Comprehensive Plan includes a hierarchy of "places" – Districts, Centers, Focus Areas, and Corridors – that are used to define the structure of the City. A "Station Area" designation that identifies specific areas surrounding the city's transit stations as a distinct type of place should be added to this hierarchy within the Comprehensive Plan. The Station Area designation would apply generally to those areas within a 5 to 15 minute walk, or ½ mile of a transit station; however, actual boundaries would vary within the context of the distance radius and would be determined during the development of the Small Area Plan based upon the unique physical characteristics of each Station Area (See Section IV, Small Area Plan Framework.)

Within the limits of the Station Area designation, an additional boundary should be defined to distinguish the "Station Area Core". The Station Area Core boundary would apply generally to those areas within ¼ mile of a transit station. As with Station Area boundaries, actual boundaries of the Station Area Core would need to be evaluated and refined as part of the Small Area Plan. Although the ¼ mile boundary serves as a general guide, the highest intensity and greatest mix of uses will typically occur within a much more concentrated area immediately surrounding the transit station, creating a true "Core" that ranges from 20 or 30 to as much as 125 acres. It is within this area immediately surrounding the transit station that the greatest level of public sector involvement will need to occur to ensure that transit-supportive development occurs. While the definition of the Station Area Core is important for the purposes of applying the

recommended TOD policies, it is not necessary to add the Station Area Core as a distinct place within the Comprehensive Plan. These definitions, along with the Station Area designation in the Comprehensive Plan, will ensure that the areas surrounding transit stations are recognized as distinct planning areas, creating a clear frame of reference for the TOD policies and helping to guide future planning efforts for the Station Areas.

In order to recognize the different characteristics of each Station Area it is useful to define the various Station Area types located within the city. These differences need to be reflected in the TOD policies and in the small area plans for each Station Area. The following is a brief description of each of the Station Area types:

Urban Stations

Urban Stations include the Downtown Station and the State Government Station. These stations currently have and will accommodate increased densities and more intense patterns of development than other Station Areas. The proposed Downtown Raleigh station is located partially below Hargett Street near West Street in the "Wye" on the southwestern edge of downtown. The proposed State Government Center station is located east of Harrington Street, partially over Capital Boulevard. This Station Area also includes the Glenwood Avenue corridor.

The Downtown Raleigh Station Area has the capacity to attract new or improved residential and/or commercial development. A central component of the Downtown Raleigh station is an intermodal facility that would accommodate the needs of a variety of transportation systems, including the intercity bus system, local transit systems, airport and other special shuttle systems, and the Regional Rail Transit Project. This facility has a significant amount of potential to serve as a catalyst for public/private opportunities. The State Government Center Station Area has the capacity to attract new or improved residential and/or commercial development. In recent years, the state government area has undergone significant revitalization and redevelopment, particularly along the Glenwood South corridor immediately to the west.

Fairgrounds Station

The proposed State Fairgrounds station is located across Hillsborough Street from Dorton Arena. The area around the station is comprised of the facilities of the North Carolina State Fairgrounds complex, as well as the Raleigh Entertainment and Sports Arena and Carter-Finley Stadium. The *Arena Small Area Plan* recognizes that the proposed State Fairgrounds rail station will serve as a catalyst for development and redevelopment throughout the area.

North Carolina State University Station

The proposed NCSU station is located south of Reynolds Coliseum on the North Carolina State University Campus (NCSU). The Station Area includes the university academic, administrative and residential facilities generally south of Hillsborough Street and commercial/retail and residential neighborhoods north of Hillsborough Street. In general, there is limited opportunity for additional residential and/or commercial development within this Station Area because the area is on the NCSU campus. There, however, are opportunities to coordinate NCSU development and policies through the NCSU Master Plan process and other ways with NCSU.

Suburban Stations

There are two distinct types of suburban stations: Suburban Infill and Suburban Greenfield. Suburban Infill Station Areas may be characterized as areas that are largely built out, and thus have limited near-term transit-oriented development potential. Some of the Station Areas, such as New Hope Church, may have longer-term redevelopment opportunities. Suburban Greenfield stations are located in areas that have significant land available for development, and represent near to longer-term opportunities for new development.

Suburban Infill stations include Highwoods (just north of the Raleigh Beltline, adjacent to the Highwoods Business Park); New Hope Church (south of New Hope Church Road, west of Atlantic Avenue); and Spring Forest (located over Spring Forest Road between Old Wake Forest Road and Atlantic Avenue). Suburban Greenfield stations include West Raleigh (east of Interstate 40 between NC 54 and Hillsborough Street); Northeast Regional Center; and Durant Road. The Northeast Regional Center station may be considered for Urban designation as the Regional Center intensifies and growth in the immediate area redevelops to become an Area of Regional Intensity as designated in the Comprehensive Plan.

Of the Station Areas described above, 3 located in the North Raleigh Cluster will not be on line until 2011. These stations include: Highwoods, New Hope Church Road, and Spring Forest. An additional two stations were included in the Regional Rail Transit System Environmental Impact Statement, but do not currently have a timeframe for implementation. These stations include the Northeast Regional Center Station and Durant Station.

Consolidate Rail Transit-Oriented Development Policies

This strategy recommends that all policies related to TOD (both existing and new policies) be consolidated into the Guidelines section of the Comprehensive plan. These policies will serve as the foundation for more detailed planning for each Station Area. In addition to the TOD Guidelines contained herein, small area plans and developments around the designated regional rail transit stations should also follow and incorporate the policies and recommendations in *Part 5 Urban Design Guidelines for Mixed-Use Neighborhoods and Village Centers* to ensure that sufficient detail is provided to properly guide growth in these areas.

Small Area Plan Development and Implementation Process

With this approach, the Small Area Plan serves as the primary implementing mechanism, and includes specific standards, regulations, and other implementation tools necessary to achieve the desired outcome for the Station Areas as defined by the TOD Policies of the Comprehensive Plan. A standardized framework for the development of Small Area Plans for each Station Area is outlined in Section IV of this document. The intent of this section is to ensure that the Small Area Plan process can be efficiently administered and that the TOD Policies contained in the Comprehensive Plan can be more readily implemented. The intent is that each Small Area Plan contains sufficient detail to address localized issues as well as the manner in which the city's TOD policies will be applied to the Station Area. Recommended components of a Small Area Plan include:

- An inventory and assessment of existing conditions;
- A future land use plan;
- Detailed development and design standards;
- Zoning standards;
- Incentives;
- Infrastructure requirements; and
- Recommended implementation tools.

This approach outlined above would be applied to both Phase I and Phase II station areas, since this document assumes that Small Area Plans and implementing overlay districts for these eight stations can be enacted in the near-term (over the 2 to 3 years). If it is not possible to complete the plans for all of the stations in this timeframe, then it may be appropriate to consider implementing a Future TOD Planning Overlay for some of the Phase II stations

Adopt a Future TOD Planning Area Overlay

The implementation of Future TOD Planning Area Overlay should be considered for the two stations that will not be on line until after 2011 (Durant Road and Northeast Regional Center), as well as Phase II stations for which Small Area Plans cannot be completed in the near-term. This is necessary to ensure that development that may occur prior to station construction is transit supportive and is compatible with the

City's long-term goals for the Station Area. The overlay would remain in effect until a Small Area Plan was adopted and implementing regulations are in place. Recommended components of the Overlay would include:

- Prohibited uses (such as heavy industrial, drive-through restaurants, surface parking lots over 1 acre with the exception of publicly owned park and ride lots, and large-format commercial uses);
- Minimum residential density;
- Minimum floor-area-ratio;
- Permitted uses (to encourage uses such as residential that might not be permitted by underlying zoning, but are desirable as a long-term uses); and
- Limited development standards (basic quality issues to address built form, as well as setbacks, side and rear yards, etc).

Other Government Actions and Initiatives

Successful Station Area development programs have traditionally involved a multi-layered approach towards achieving transit-supportive development. The implementation of regulatory tools such as overlay districts or development standards that help guide the appearance and intensity of station area development will need to occur. In addition, significant involvement from participating government agencies is imperative to ensure that actions, programs, and initiatives necessary to promote and implement station area development are taken or put into place. Consideration should be given to the following:

- Establish Land-Banking Program For Station Areas
- Construct Parking Decks Within Station Areas to Encourage and Support TOD Development Intensities
- Coordinate Station Area Policies With Wake County, Wake County Libraries, Wake County School Board and Other Civic/Government Uses
- Establish a Working Group With State Government
- Establish a Working Group With NCSU
- Pursue State Enabling Legislation to Enable Joint Development Projects

COMPREHENSIVE PLAN TRANSIT-ORIENTED DEVELOPMENT POLICIES

The following section outlines a set of broad TOD Policies that are recommended for incorporation into the Comprehensive Plan. These policies are intended to provide an overview of the key characteristics transit-oriented development should exhibit within the context of the Comprehensive Plan and to provide a "baseline" on which to build the more detailed discussion of TOD within the Small Area Plans. More specific policies will need to be developed as part of the Small Area Planning Process to define specific densities, land uses, site layout and design considerations, parking strategies, and implementation tools that will be used to address the unique features of each Station Area.

For several of the policy areas below, (e.g., site layout and design, street patterns and connectivity) the Comprehensive Plan already contains significant material, especially within the Urban Design Guidelines, that is relevant and transferable in addition to the new recommended policies as part of a consolidated approach towards transit-oriented development.

Identity

Objective: To ensure that Station Area development patterns are compatible with the established framework of the city, each Station Area's identity, in terms of its mix of uses, development intensity and

character, should largely be informed by and relate to the surrounding development context. Small Area Plans should fully describe, in both an illustrative and narrative manner, important physical and visual relationships between the Station Area and the surrounding area as well as the key identifying features that will define and be associated with the Station Area in the future. Policies should address the following:

Build on Key Identifying Features of Each Station Area

Each Station Area should have a distinct identity that sets it apart from other Station Areas and other areas of the city. In several Station Areas, such as the Fairgrounds Station or the NCSU Station as mentioned above, this identity is clearly determined by the Station Area's primary land use, which sets the tone for future development in and around the transit station. Other Station Areas, such as the Suburban Stations, are less easily distinguished and may contain existing land uses and development patterns that do not support transit, such as low-intensity commercial uses, and are likely to be redeveloped into more intensive uses. Where they are clearly distinguishable and transit-supportive, Small Area Plans should build on the identifying features of each Station Area, allowing them to shape future land use patterns, development intensities, and mix of uses.

Build on Surrounding Development Context

The surrounding development context is an important consideration when planning the character, intensity, and types of future uses for each Station Area. Important considerations include the existing pattern of development; for instance, the area may be surrounded by single-family neighborhoods that will require transitions from higher intensity development within the Station Area, or it may be surrounded by intense office or commercial uses, which are more compatible with proposed higher densities. Other considerations related to the existing pattern of development include an assessment of the scale and general character of surrounding development, including building heights, linkage opportunities, and land use mix. Small Area Plans should use an assessment of surrounding development context, in conjunction with the Station Area's identifying characteristics, to develop refined polices for the area and shape long-term plans and strategies for the area.

Infrastructure

Objective: In order to encourage and facilitate successful Station Area development, a full range of public facilities must be in place. A variety of infrastructure improvements will need to be made within each Station Area in order to accommodate the type of urban, mixed-use neighborhood development that is desired. For example, improvements may be necessary to correct the shortcomings of existing development patterns, such as oversized streets, overhead power lines, suburban "superblocks", and a lack of sidewalks and other pedestrian connections. Specific infrastructure needs will vary by Station Area type and location and should be evaluated as a factor in determining Station Area development priorities. Public infrastructure investments should be focused and prioritized where development is most desirable. Policies should include the following:

Coordinate Capital Improvement Plans

Well-designed public amenities and infrastructure will attract development. Individualized and targeted capital improvement plans should be coordinated to facilitate development in Station Areas. This can be done by ensuring that adequate public facilities, including streets and pedestrian amenities, are in place in advance of or can be completed concurrent with development in priority Station Areas.

Plan for Relocation or Reconstruction of Incompatible Facilities

Existing facilities that are incompatible with desired Station Area development, such as utility substations, abandoned freight rail spurs, or overhead utility lines, should be relocated prior to development. In Station Areas where infill and redevelopment is desirable, reconstruction of incompatible facilities such as oversized streets and "superblocks" should also occur to support

transit-supportive development patterns. Short and long-term needs should be evaluated and prioritized based upon the immediate development potential of each Station Area.

Mix of Uses

Objective: Establishing a mix of complementary land uses within a single Station Area allows individuals to meet their day-to-day needs within walking distance of their home or place of work; creating a neighborhood environment that increases transit use, extends hours of activity, and reduces traffic. The overall mix of uses will vary by station type and will be defined in greater detail by each Station Area's Small Area Plan. Policies should include the following:

Encourage a Mix of Complementary Uses

The incorporation of complementary and transit-supportive uses, such as residential, office, restaurants, and retail uses should be encouraged within all station areas. Within the station area core, and particularly in areas surrounding transit stops, a vertical mix of uses is preferred to facilitate higher development intensities. It is anticipated that development within the station core areas will occur at higher densities than that which occurs outside of the core area. Typically, a vertical mix of uses should incorporate active uses, such as stores and restaurants, at the street level and residential or office uses on the upper floors. The appropriate mix should provide a variety of goods and services to the adjacent neighborhood and establish a central gathering space for patrons and residents.

Define Appropriate Uses and Mix for Each Station Area

Each Station Area should contain uses that are transit supportive, compatible with adjacent development, and provide a balance of service, entertainment, employment, and housing options that will make the Station Area a safe, inviting place to live and work. Appropriate, transit-supportive uses may include, among others:

- Medium and high density offices and residential;
- Retail and personal service businesses;
- Hotels;
- Restaurants;
- Urban parks;
- Day care facilities; and
- Public agencies or community uses.

The Small Area Plan for each station area should define an appropriate mix of uses. Typically, this should include a minimum percentage of employment, retail, and residential uses for the overall planning area. These percentages will vary depending on the characteristics of each station area, and would be established by a development phasing and land use mix schedule included in the station area's Small Area Plan. The mix of uses should be monitored over time as each phase of the station area is developed, through a status report included with all development applications that indicates how the proposed development is in compliance with the Small Area Plan phasing/mix schedule.

Along the same lines, it may be useful for Raleigh to consider public intervention in order to accomplish mixed-use prototypes to help educate the local development and finance community and public. The City, alone or in cooperation with TTA, could provide planning assistance, assemble key parcels for development, or undertake cooperative development agreements.

Refine Uses and Mix at the Small Area Plan Level

Differences in Station Area types will dictate the appropriate mix for each Station Area and the primary use around which the area will be crafted. For example, employment will likely remain the primary use in the State Government Station Area, but its Small Area Plan will likely begin to incorporate a variety of support services and housing to allow it to evolve into a more diverse neighborhood with broader appeal. In contrast, housing will likely be the primary focus of suburban Station Areas where existing uses allow more flexibility for change, and future residents can easily reach employment and entertainment destinations using transit. In defining a land use mix for a Station Area, Small Area Plans should consider the proximity of nearby Station Areas, easily accessible by transit, which may already serve a particular market niche; in other words, uses should be targeted towards a market demand for those services within the Station Area rather than to a pre-defined "formula" of land uses.

Discourage Auto-Oriented Uses

Auto-oriented uses such as auto repair and service shops, large-format commercial "super-stores", and drive-through restaurants are generally discouraged within Station Areas; however, the use of creative site layout and design techniques as described in the policies of this plan to develop transit and pedestrian-supportive prototypes that would be appropriate within Station Areas may be considered. Transit-supportive prototypes would include an overall reduction in scale, that accommodated reduced parking areas, building setbacks, and building footprints (for example, "super-stores" and other large commercial uses would be typically be restricted to less than 50,000 square feet). In addition prototypes would seek to minimize conflicts between automobiles and pedestrians and provide attention towards pedestrian orientation and accessibility.

Incorporate a Variety of Housing Types

Incorporating housing as a prominent use within Station Areas not only helps meet citywide demand for homes, but also provides a "built in" population base that supports shops and restaurants, utilizes transit, and will help establish the Station Area as a self-sufficient neighborhood within the city. Station Areas should incorporate a diversity of housing choices that includes a mixture of densities, styles, and price ranges (including affordable housing) to help establish the Station Areas as distinct neighborhoods that appeal to and are attainable by a broad segment of the community's population. Housing mixtures will vary by Station Area type and location, and may vary from a mixture of high-density apartments and condominiums in the urban Station Areas to a more moderate-intensity mixture of apartments, town homes, and single-family attached homes in the suburban Station Areas. Small Area Plans should define the appropriate variety of housing types for each Station Area as appropriate based on existing context and desired development patterns.

Concentrate Mixed Uses in Centrally Located, High Visibility Areas

Concentrate mixed uses in centrally located, high visibility areas such the area surrounding the transit station at the Station Area Core where they will be accessible to a variety of people from a variety of modes. Using transit amenities as a focus helps increase the visibility and marketability of development sites, create a vibrant neighborhood Core with increased hours of activity, and encourage pedestrian activity. Smaller pedestrian scaled mixed use centers are also appropriate and should be located at prominent street intersections.

Encourage Active Uses at the Street Level in Station Area Core

In the Station Area Core, buildings containing a mix of uses should encourage active uses, such as shops and restaurants, to occur at the street level where they can be easily viewed and accessed by pedestrians and transit patrons. In order to maintain an active street presence, residential or office uses should be limited to upper floors wherever feasible. The area or number of blocks that contain active street level uses will vary by Station Area type, depending on the

area's demographics and predominant development pattern and may range from a handful of shops and restaurants surrounding a transit station in a suburban Station Area, to a multi-block shopping and entertainment district in an urban Station Area. The extent and location of these uses will need to be carefully evaluated during the Small Area Planning process to ensure that the amount and mix of non-residential uses are in line with market demand.

Integrate Public Facilities into Station Area Development Patterns

Station Areas can be the ideal location for public facilities given their high visibility, accessibility to a variety of modes, and large concentrations of residents and employees. In Station Areas that are currently underserved, the incorporation of public facilities is strongly encouraged, including: schools, libraries, government service centers, recreation centers, and police substations. Public facilities should be integrated into the Core of the Station Area to help establish the area as the civic "center" of the neighborhood, increase the visibility and accessibility of the services being provided, and to support transit ridership. Public facilities with extensive land requirements, such as a traditional high school with large athletic fields, should be located away from the Core of the Station Area where more intense uses are desirable.

Development Intensity/Density

Objective: Higher density development is one of the key components necessary to create compact, vibrant Station Area neighborhoods that encourage pedestrian activity, support retail businesses, and promote transit usage. Overall intensities of development will vary based on Station Area type and on the surrounding development pattern; however, intensities are typically encouraged to be significantly higher than in other areas of the city to boost accessibility to transit and allow uses to support one another. Policies should include the following:

Establish Residential Density Targets

Residential density targets should be established for each Station Area by Station Area type. To provide flexibility and encourage a variety of development intensities and heights within each Station Area, an average net density range for each Station Area type is specified. Minimum density and height requirements for the Station Area Core ensure that development intensities in the Core are transit-supportive and that early phases of development are not built at densities that are too low. Maximum Station Area heights would be defined by the underlying zoning and by other elements of the Comprehensive Plan, including the Urban Design Guidelines. Additional specificity should be applied as part of the Small Area Planning Process to ensure that heights and densities meet the specific needs of each Station Area. For example, it is possible that some suburban Station Areas, such as Millbrook and Spring Forrest may warrant higher densities. Recommended targets are as follows:

Residential Density Recommendations

Station Area Type	*Net Density Range (Station Area)*	*Minimum Density (Station Area Core)*	*Minimum Height (Station Area Core)*
Urban	**15-45 du/ac**	45 du/ac	**4 stories or 60 feet (with step downs or transitions where appropriate)**
Fairgrounds	**7-15du/ac**	**15 du/ac**	**3 stories or 45 feet**
Suburban Stations	**7-15 du/acre**	15 du/ac	**3 stories or 45 feet**

Establish Non-Residential Density Targets

Non-residential density targets should be established for each Station Area by Station Area type. To provide flexibility and encourage a variety of development intensities and heights within each Station Area, an average net density range is specified for each Station Area type. Minimum density and height requirements for the Station Area Core ensure that development intensities in the Core are transit-supportive and that early phases of development are not built at exceedingly low densities in lieu of building higher intensity development during a later phase to meet the Station Area average. Maximum Station Area heights would be defined by the underlying zoning and by other elements of the Comprehensive Plan, including the Urban Design Guidelines and the Livable Streets Downtown Plan. Additional specificity should be applied as part of the Small Area Planning Process to ensure that heights and densities meet the specific needs of each Station Area. Recommended targets are as follows:

Non-Residential Density Recommendations

Station Area Type	*Net Floor Area Ratio Range (Station Area)*	*Minimum Height (Station Area Core)*	*Minimum Density (Station Area Core)*
Urban	**N/A** *(No Maximum)*	**4 stories or 60 feet (with step downs or transitions where appropriate)**	**2.0**
Fairgrounds	**.50 - .70**	**3 stories or 45 feet**	**.70**
Suburban Stations	**.50 - .70**	**3 stories or 45 feet**	**.70**

Concentrate Highest Development Intensity Adjacent to Transit Station

Although a variation in development intensities is desirable throughout each Station Area, the highest intensity of development should be concentrated within the Core of a Station Area and adjacent to the transit station. Concentrating housing and services within the Core of the Station Area places residents within walking distance of transit, promotes pedestrian activity, transit usage, and an active neighborhood Core. Higher development intensities should also be encouraged along high-frequency bus routes or other feeder transit corridors (i.e., TTA bus, RTA bus, NCSU people mover). To allow for higher development intensities, surface parking lots should be strongly discouraged adjacent to the transit station, except as a temporary or transitional use.

Provide a Transition in Height and Density

Transitions between the more intense heights and densities encouraged at the Core of the Station Areas and those of surrounding development should be provided to ensure compatibility with adjoining neighborhoods. Transitions may be provided by "stepping down" the height of structures, reducing lot coverage, increasing open space, increasing architectural detailing, reducing permitted maximum densities, changes in use, or a combination of these methods.

Encourage Infill and Redevelopment

Infill and redevelopment should be encouraged within Station Areas to achieve higher densities and a greater mix of transit supportive uses. Small Area Plans should identify opportunities for infill and redevelopment, particularly within suburban Station Areas, where existing development patterns consist primarily of a single, low-intensity use, or on vacant or underutilized parcels within more urban Station Areas.

Street Patterns/Connectivity

Objective: Station Area street networks need to accommodate and encourage the use of alternative modes as the preferred method of travel within and between Station Areas. Alternative modes include light rail, walking, and bicycling, in addition to feeder transit services such as: TTA bus, Capital Area Transit bus, NCSU WolfLine, and the NCSU people mover. A clear, direct street network designed with a hierarchy of interconnected streets eases conflicts between modes and encourages the efficient movement of people. Policies should include the following:

Establish a Range of Acceptable Block Lengths

Station Area block lengths should be compact to facilitate pedestrian accessibility and connectivity and to provide a clear framework for development. Appropriate block lengths may vary by Station Area type and context, but should fall within a range of 400 and 660 feet.

Establish an Interconnected Network of Multi-Modal Streets

An interconnected hierarchy of streets should be established to clearly define primary pedestrian and vehicular travel routes between Station Area uses and to uses adjoining the Station Area. Streets should be designed to accommodate all modes comfortably and should provide a separation between incompatible modes, such as bicycles and pedestrians where possible. Cul-de-sacs or other dead end streets are strongly discouraged.

Create a Safe and Inviting Environment for Pedestrians

A safe and inviting streetscape environment should be established to help promote pedestrian activity. Streetscape amenities such as street trees, benches, cross walks, and decorative paving should be used to enhance the pedestrian environment; while paved crosswalks, medians for refuge on large streets, and signal timing should be used to ensure pedestrian safety and manage traffic flow.

Establish a Coordinated Way-Finding and Signage Program

A coordinated way-finding and signage program for Station Areas should be established in conjunction with TTA and other downtown programs to assist transit passengers, Station Area residents, and other patrons. Program elements should include standard directional signage for all Station Areas that provides assistance in locating transit stations and schedules, parking, restrooms, and other public facilities.

Limit Access Points along Major Thoroughfares and Pedestrian Routes

Driveway access points should be minimized along major thoroughfares and pedestrian routes to minimize conflicts between vehicles and pedestrians and maximize the availability of on-street parking spaces. Shared parking and driveway access points should be encouraged where possible.

Pedestrian-Friendly Recommendations

- *A pedestrian grid with fine-grained intersections, preferably every 200′ or less*
- *Direct sidewalk connections to key destinations at safe, convenient points*
- *Visual cues such as sight lines, view planes and orienting landmarks to support way-finding*
- *Sidewalk widths adequate for social use (6′ to 20′ depending on location and use)*
- *Pedestrian plazas provided to create places and tie buildings and uses together*
- *Direct, continuous, buffered sidewalks across any large parking areas*
- *Walkways and sidewalks that are protected from obstructions, such as parked vehicles*
- *Complete provision for the needs of disabled and physically challenged travelers*
- *Crosswalks at driveways and adjacent streets*
- *Canopies, awnings and arcades used to provide shelter from sun and rain*
- *Way-finding information provided at key pedestrian intersections*
- *Appropriate street furniture and lighting on major walkways*

Provide Direct Linkages Between Modes

Clear, direct, and attractive pedestrian connections and linkages should be provided within Station Areas, between primary transit stations, feeder transit stops, and surrounding development. On-street passenger amenities such as shelters and benches should be incorporated into all connections and linkages and all connections should be accessible under the Americans with Disabilities Act.

Site Layout and Design

Objective: Station Areas should be designed as distinct neighborhood centers that are compatible with and are well integrated into the existing framework of the city. Site layout and design within Station Areas should incorporate a variety of urban characteristics, such as reduced setbacks, build to lines, concentrations of building mass and height, and a high level of architectural detail, that will help establish them as vibrant places that invite pedestrian activity and maximize transit ridership.
Policies should include the following:

Concentrate Building Height and Mass at the Station Area Core

The incorporation of a variety of building heights and forms are encouraged to create visual interest and establish a distinct identity within each Station Area. Buildings heights and massing should be most concentrated at the Station Area Core to increase its visibility and reinforce its importance. Concentrations of mass and height are also desirable at key intersections and along

high frequency transit corridors that transport passengers into the Station Area Core. Outside of the immediate Station Area Core and away from key intersections and corridors, building heights and massing should transition towards the lower development intensities in adjoining areas.

Building Orientation

Buildings within Station Areas should be oriented towards the primary street frontage so that entrances are visible and accessible to pedestrians from the sidewalk. Buildings located at intersections should be oriented so that the primary entrance is at the corner.

Use Architectural Detailing to Reinforce the Pedestrian Environment

Although specific architectural styles will vary by Station Area location and type, generous architectural detailing, including the articulation of building facades, use of stone and other masonry materials, and incorporation of fenestration, awnings, balconies, and other details, should be incorporated to provide a high level of interest at the street level, where pedestrian activity is desired, and to establish a high standard of quality for Station Area development. "Blank" walls, absent of architectural detailing described above should not be permitted.

Establish Build-To Lines and Reduce Setbacks

Traditional suburban development patterns typically site buildings away from streets and place them behind broad setbacks of landscaping or parking. These types of development patterns are not appropriate within Station Areas where a more compact pattern of development is desired. Build-to lines that anchor buildings at the sidewalk edge should be established for the Station Area Core to achieve more intense, compact patterns of development desired in the Core. Build-to lines also encourage pedestrian activity by creating a comfortable public space along the street frontage and clear site lines between destinations, providing an element of clarity and continuity in the streetscape. Within the Station Area Core, selective variation in build-to lines in key areas along a block is encouraged to allow for outdoor restaurants or plazas and to add visual interest to the streetscape. Outside of the Station Area Core, or in lower-intensity residential areas, where a more flexible pattern of development is appropriate, reduced setbacks should be established in place of build-to lines for different uses.

Parking

Objective: The accessibility of transit within Station Areas, as well as the desire for more intense development patterns typically permits parking ratios lower than those found in areas not served by transit as well as a number of alternative parking solutions, such as shared parking. The location, treatment, and type of parking used are also important considerations and may vary by Station Area type and location. For instance, surface parking may be acceptable in outlying or terminus Station Areas where transit patrons are being drawn from surrounding communities not accessible by transit and lower development intensities are typical; while a centrally located parking structure may the most appropriate solution in an urban Station Area where higher development intensities are typical and land values are elevated. In any case, parking supplies and demands should be monitored and adjusted to address changes in Station Area dynamics over time. Policies should include the following:

Identify Key Sites to "Land Bank" for Future Development

Although surface parking within the Station Area Core is discouraged, the use of surface parking as an interim use to "land-bank" property for future development is strongly encouraged should immediate development of the parcel not be feasible. Sites identified for this purpose must have appropriate regulations in place to facilitate higher intensity, transit-supportive development in place of surface parking as market forces warrant. Sites that are "land-banked" for longer periods of time should be required to meet parking lot landscaping requirements in the interim.

Establish Parking Management Strategies

Parking management strategies should be developed to ensure efficient use of limited Station Area parking facilities. Specific strategies should include establishment and enforcement of parking time limits within the Station Area Core, coordinated signage programs to increase the visibility and accessibility of public parking areas, and coordination of these programs with available feeder transit systems.

Establish Station Area Parking Program

A program should be established that monitors parking supply and demand within Station Areas and identifies opportunities for and monitors the construction of public or joint-venture (public/private) parking structures within the Station Area Core.

Integrate Surface Parking and Parking Structures into the Surrounding Neighborhood

Surface parking and parking structures should be designed to be compatible with the scale and architectural character of the surrounding neighborhood. In fact, if well-designed, the primary use of parking structures is sometimes not readily apparent. This can be accomplished by incorporating retail, restaurants, dry cleaners, and other uses into the ground floors of parking structures and by incorporating a similar level of architectural design and detail into parking structures as is used on adjacent buildings. Surface parking should be located to the side or rear of buildings where feasible. When site constraints dictate that parking be placed adjacent to the sidewalk, low screening walls should be used to minimize visual impacts and provide a safe environment for pedestrians.

Use Small Area Plans to Establish Reduced Parking Requirements

To maximize Station Area development potential and to promote the use of alternative modes, Small Area Plans can be used to establish parking ratios for Station Areas that are a minimum of 25% lower than those applied citywide. Appropriate tools for implementing this policy may vary by Station Area type and location and should be accomplished through the implementation of one or more of the following:

ALLOW DEFERRED PARKING ON A LIMITED BASIS

On larger sites or where site layout permits, installation of required parking in increments should be considered. After a specified length of time (such as on an annual basis), parking supply and demand would need to be evaluated by the developer to ensure that additional parking is not needed. Should parking supply remain adequate upon evaluation for a specified number of years, areas designated as "holding areas" may be developed for more intense uses, provided parking demand will continue to be met.

REDUCE PARKING REQUIREMENTS ON A PROJECT-BY-PROJECT BASIS

Within the Station Area Core, off-street parking requirements should be reviewed and reduced by up to twenty-five percent where it is plausible that residents, employees, customers, or visitors will utilize the transit system or walk to their destinations. Reductions of between twenty-six and fifty percent should be considered, either on a project level or on a Station Area level, provided that information supporting the reduction is provided in the form of a shared parking analysis, trip reduction strategy, or transportation management plan. Required spaces for persons with disabilities shall not be reduced.

ENCOURAGE SHARED PARKING

Shared parking for multiple-use developments or adjacent uses can be effective when uses have different peak parking demands and operating hours and should be encouraged within Station Areas to help meet overall parking needs. A reduction in the number of required parking spaces should be considered provided that a shared parking analysis is provided which:

- Clearly establishes which uses will make use of the shared spaces at different times of the day, week, month, or year;
- Addresses the composition and hours of operation of the uses;
- Rate of turnover for proposed shared spaces;
- Distances of shared spaces from the uses that they serve;
- Availability of on-street parking spaces in the public rights-of-way;
- Anticipated peak parking and traffic loads for the site; and
- Availability of transit facilities and modes of available transit serving the site, including both public and private transit (e.g., car and vanpooling).

The total number of parking spaces required for each uses should not be reduced by more than fifty percent. Required spaces for persons with disabilities shall not be reduced.

EXPLORE USE OF PARKING DISTRICTS

The use of special tax districts or other tools can be an effective means of funding one or more strategically located parking structures within a Station Area to help minimize individual parking requirements placed on developers or business owners. This strategy is strongly encouraged and allows parking requirements for individual projects to be met through the purchase of credits for garage spaces or by contribution into a fund to be put towards the construction of additional structures. Establishing centralized parking areas is especially important in urban Station Areas where vacant land available for surface parking may be limited and the demolition of existing structures is undesirable.

CONSIDER THE IMPACTS OF PARK AND RIDE FACILITIES

Particularly for stations located outside of the downtown area, park-and-rides can be an appropriate means of increasing access to the rail transit system. However, while providing parking at suburban stations is important, expansive surface parking lots can deter transit-oriented development and can make walking to transit unpleasant. Careful consideration should be given to the size, location, and design of park-and-ride facilities to ensure that they do not adversely impact station area development. One possible solution may be the use of surface parking initially, with structured parking phased in as the area develops with higher intensities (see policy 1 above).

Development Phasing

Objective: Some Station Areas consist of large vacant or "green field" sites, while others contain a complex network of existing uses that will be redeveloped in a more incremental fashion. Transit system development will occur over the next 4-7+ years, and market forces may seek to develop in these areas prior to commencement of transit operations. Policies will need to be in place to facilitate this transition and ensure that long-term goals are achieved.
Policies should address the following:

Establish Public/Private Partnerships

Partnerships should be fostered between the private development community, area lenders, the city, state, TTA, and other local jurisdictions and agencies to encourage the implementation of Station Area development opportunities on both a project-by-project and a Station Area wide level. Partnerships should promote a common understanding about what types of development

are desirable within Station Areas and help identify potential financial or regulatory hurdles that need to be addressed in order to encourage and achieve them.

Establish Procedures for Development Phasing

Appropriate phasing procedures should be developed for large development sites to ensure that the desired mix of uses will be achieved at build out and that complementary uses can be successful (i.e., implementing retail services prior to the completion of surrounding residential can lead to business turnover or ultimately to vacant storefronts). Small Area Plans should define an appropriate ratio of uses for each Station Area and should include a phasing plan that identifies a targeted use ratio for each phase of development. Interim reports would be required as part of each phase to track targeted use ratios against those that ultimately get built to ensure that a balance between housing, retail, and other commercial development is realized.

Public Space and Greenways

Objective: Station Area neighborhoods should be organized around a hierarchy of public spaces and greenways. These spaces are shared by the neighborhood, encouraging community interaction and identity, providing opportunities for recreation, and appropriate spaces for civic buildings. Policies should include following:

Use Public Spaces as an Organizing Feature For Development

Public spaces, such as parks, natural features, and plazas, should be utilized as an organizing feature for Station Area development and as a focal point for the Station Area neighborhood. In addition, public spaces provide easily accessible open spaces for Station Area residents, offsetting the sometimes negative perception of high density neighborhoods. Public spaces should be incorporated into the design of transit stations when feasible to increase the functionality and visibility of the space.

Establish a Hierarchy of Open Spaces

Station Areas should contain a hierarchy of open spaces that range from public parks to smaller outdoor rooms and plazas. Spaces should transition from smaller urban parks and open spaces near the Core to larger parks on the fringe of the Station Area. Community amenities, such as fountains, sculpture and other public artwork, seating, and other features that help create identifiable gathering spaces, should be incorporated as part of the public open space hierarchy.

Establish Clear Linkages between Public Spaces

Clear pedestrian and bicycle linkages should be provided within public spaces. Linkages should be provided along primary streetscape corridors and should be designed as urban "greenways" with enhancements such as street trees, benches, pedestrian-scaled lighting, landscape plantings, and other amenities.

OTHER GOVERNMENT ACTIONS AND INITIATIVES

Successful Station Area development programs have traditionally involved a multi-layered approach towards achieving transit-supportive development. The implementation of regulatory tools such as overlay districts or development standards that help guide the appearance and intensity of Station Area development will need to occur. In addition, significant involvement from participating government agencies is imperative to ensure that actions, programs, and initiatives necessary to promote and implement Station Area development are taken or put into place. Policies should include the following:

Establish Land-Banking Program For Station Areas

A working group should be established with TTA and the FTA to identify options for establishing a land-banking program that would allow publicly-owned land around transit

stations to be designated for parking as an interim use, but that would stipulate the eventual conversion of the parcel to a more transit-supportive mix of uses.

Coordinate Station Area Policies With Wake County School Board

Coordination with the Wake County School Board should occur to ensure that the location and design of new educational facilities are consistent with the mixed-use policies of this plan (e.g., encouraging the location of magnet schools within walking distance of stations).

Establish a Working Group with County Government

Coordination with the County should occur since they plan and fund libraries. There also might be other public buildings the County is responsible for providing that it would make sense to locate around transit stations.

Establish Working Group With State Government

A working group with appropriate state government representatives should be established to encourage the development of state-owned lands around State Government Station in ways that are consistent with adopted transit station policies for mixed-use development. Efforts of the working group should focus on identifying appropriate transit-supportive uses and development intensities.

Establish Working Group With NCSU

A working group should be established with NCSU to ensure that NCSU policies in the campus master plan support adopted transit policies and promote student use of transit at the NCSU station. Efforts of the working group should focus on the review and adjustment of the campus master plan, and on the identification of incentives for NCSU students who use transit.

Pursue State Enabling Legislation to Enable Joint Development Projects

The city presently has a limited number of other tools to assist in supporting transit and transit-supportive development around the stations and funding the needed infrastructure. Lands can be acquired and used for parking around the transit stations, and assessments could potentially be used for sidewalk and related street improvements and other infrastructure. Otherwise, the city must look toward its general revenue sources for funding. In addition, the city has limited or no authority to become a more active participant in shaping development actions, like MARTA in Atlanta who are authorized to acquire land around the stations, and either joint venture desired development projects with the private sector, or sell the land to the private sector for the development of projects that further transit-supportive goals. Furthermore, the city has limited capacity to use alternative sources of financing like transit development impact fees or assessments or special districts in a more broad-based way, to assist in the funding of needed transit-supportive infrastructure around the stations (e.g., sidewalks, streetscape improvements, landscaping, parking to support transit, etc). If pursued, it would logical for all local governments that are part of the TTA system to be authorized to exact transit impact fees, and for the transit impact fee system to be funded on a comprehensive basis.

Such authority, which would allow the city to be a more pro-active participant in supporting transit, will require additional state enabling legislation. In undertaking this initiative with the state legislature, it would be useful to broaden the effort to include as many other jurisdictions as possible. Potential candidates might include Durham, Cary, and Charlotte.

Obviously, authorization for the city to establish a development corporation to joint venture development projects around transit stations would provide opportunities to encourage desired types of transit-oriented development, and provide additional financial incentives to the private sector to joint venture desired projects. Transit impact fees and a more broad-based and flexible

assessment or special district law (possibly geared toward the transit stations) would provide expanded opportunities to fund the necessary infrastructure around the stations to support transit-supportive development.

Consider Construction of Parking Garages

The city should consider the construction of parking garages in appropriate station locations, possibly through joint efforts with TTA and/or with private sector development. Participation by the city could be structured as part of an incentives program to encourage transit-oriented development in targeted station areas.

STATION AREA SMALL AREA PLAN FRAMEWORK

Small Area Plans should be used as the primary means of articulating and implementing the city's vision for each of the Station Areas. A TOD Overlay District should then be used to implement the Small Area Plans, superseding existing single use zone districts in Station Areas and providing the policy and regulatory framework to allow the implementation of a broad mix of transit supportive uses.

In order to be effective, the policies and standards contained in the Small Area Plans need to be sufficiently detailed to ensure that they provide specific direction for development in the Station Area. This would require a higher level of detail and specificity than is presently contained in the city's Small Area Plans. A standardized process and framework for Station Area Small Area Plans is provided below. While the actual contents of each Small Area Plan may vary, this strategy recommends that each plan contain policies and development standards that provide specific details about how the area is to be developed. The framework will also need to include a basis for determining the area that the Plan will cover. This likely will include the area directly surrounding the Station Area, as well as a transition area that will need to be determined on a case-by-case basis for each station.

It is recommended that each Station Area Small Area Plan include the following:

Existing Conditions Inventory: Opportunities and Constraints

An inventory of existing conditions within and adjacent to the Station Area will help define opportunities and constraints that will need to be addressed within the Small Area Plan. While the focus of the Small Area Plan will be within the Station Area, an appropriate area of influence outside the Station Area should be identified as part of the Existing Conditions Inventory to provide context. This area of influence should be incorporated as part of all analysis and should be visible on all mapping provided as part of the Plan. In addition to informing the creation of the Small Area Plan, the Existing Conditions Inventory will also serve as a tool for the identification of priority development areas and infrastructure improvements for the transit corridor as a whole. The inventory should include:

- *Identification of Station Area and Station Area Core Boundaries*—Although each Station Area will generally encompass those properties within ½ mile of the transit station, a more "tailored" boundary will need to be determined within the context of the distance radius as part of the Small Area Plan process. The boundary should expand or contract as needed to respond to the key elements and physical characteristics of the Station Area. For example, logical natural or manmade features, such as roadways or stream corridors should be used as boundaries where possible to avoid splitting individual properties or excluding key properties that contribute to the Station Area. The Station Area Core should be defined in much of the same way, falling primarily within ¼ mile of the transit station, but varying where necessary to include key features or uses that contribute to the more intense nature of the Core.

- *Current Ownership*—Ownership patterns will play an important role in the development of polices and implementation strategies for the Land Use Plan and must be considered early in the planning process. Potential hurdles such as non-participating property owners on priority sites, large tracts of public land, or

the need for extensive property assemblage are several potential issues that may arise from an ownership analysis.

- *Environmental Features*—Environmental features such as rivers, drainages, or steep topography should be identified and evaluated as potential opportunities or constraints. In many cases, environmental features can provide a framework on which to base the development aspects of the Land Use Plan and its associated open space and greenway network.

- *Infrastructure Assessment*—An inventory and assessment of existing infrastructure conditions, including street cross-sections and conditions; availability and adequacy of water, sewer, and electrical systems should be conducted to identify short and long-term needs to be addressed by the Small Area Plan.

- *Existing and Planned Transit Facilities*—The location and frequency of transit service within the Station Area will help shape land use patterns, mix of land uses, and development intensities within the Land Use Plan. In addition, the inventory will serve as a valuable tool for discussing ongoing coordination issues related to transit and feeder-transit services.

Land Use Plan

A key component of each Small Area Plan should be a concept plan that defines the desired land use pattern, mix, and intensity of uses for the Station Area. The Concept Plan should include:

- *Station Area Identity*—A written narrative, accompanied by illustrations or photographs, should be provided to convey the distinctive features of the Station Area as supported by the Concept Plan. The narrative should describe the relationship of the planned development concept to the existing Station Area and its surrounding development context.

- *Land Use Concept*— A written and illustrative description of the proposed Land Use Concept should be provided and should include a land use map that illustrates proposed land uses at a block level and an accompanying narrative description of the primary land uses and their relationship to each other, to the surrounding development context, and to the Station Area as a whole.

- *Street Hierarchy and Circulation Concept*—A street hierarchy and circulation concept should be provided that includes primary transit and auto corridors within the Station Area and to the surrounding area, as well as bicycle and pedestrian corridors and linkages to parking areas.

- *Open Space and Greenway Concept*—An open space and greenway concept should be provided that identifies the size, location, designation (public vs. private), of Station Area open space and greenways, including urban parks, greenway connections and urban open spaces, and illustrates its relationship and linkage to the citywide open space system.

Population and Employment Projections

Population and employment targets should be prepared for each Station Area, based on anticipated land use patterns. The forecasts prepared by Basile Baumann Prost Associates for the TTA can serve as a starting point for the forecasts, but more refined estimates should be prepared based on proposed land use patterns.

Specific Station Area Policies and Development Standards

The Small Area Plans should contain detailed policies and design standards that detail how the recommended "baseline" TOD policies (Section II, above) will be applied within each Station Area. Detailed policies and design standards should address the following:

- *Identity*—Key characteristics of Station Area and/or surrounding development context as they apply to the overall Land Use Plan

- *Infrastructure*—Unique infrastructure requirements or specifications

- *Mix of Uses*— Overall and block level land use mix, relationships between uses

- *Development Intensity/Density*—Appropriate densities and height; ranges of proposed densities by use expressed as floor area ratio for non-residential uses and as units/acre for residential uses, density changes or transitions necessary at the periphery of the Station Area if necessary to achieve compatibility with surrounding development patterns, infill and redevelopment

- *Street Patterns/Connectivity*— Recommended block lengths; recommended street widths and cross sections, specifications for pedestrian and bicycle travel routes, way-finding and signage program

- *Site Layout and Design*— Build-to lines and setbacks for the Station Area and Station Area Core by use, Station Area specific design standards, including architectural character and detail, building widths, wall articulation, and roof forms

- *Parking*— Parking reduction strategies, parking management strategies

- *Development Phasing*— Specific strategy for meeting targeted mix of uses

- *Public Spaces and Greenways*— Station Area specific design standards

Phasing Plan

Based on proposed land use patterns, a Phasing Plan should be prepared that identifies priority development areas and the anticipated timing of each phase of development. Key public/private partnerships and ongoing coordination that will need to occur at each phase should also be identified as well as any infrastructure or other requirements on which development would be contingent.

Implementation Strategies

The Small Area Plans should include an implementation program that outlines future actions to be taken, which may include:

- *Application of an Overlay District*—an Overlay District should be established to activate the Small Area Plan as the implementing document for station area development. The Overlay District should contain a baseline set of prohibited uses, such as heavy industrial uses, drive through restaurants, and large warehouse commercial uses, as well as a cross reference to the Urban Design Guidelines to address basic quality considerations.

- *Incentives for Development*—incentives should be used to encourage station area development. Incentives could include investment in targeted public facilities and improvements or funds for streetscape enhancements.

- *Designate the Station Area Core and Area of Highest Intensity Development* - Within the limits of the station area designation, an additional boundary should be defined to distinguish the "station area core". The station area core boundary would apply generally to those areas within ¼ mile of a transit station. As with station area boundaries, actual boundaries of the station area core would need to be evaluated and refined as part of the Small Area Plan. Although the ¼ mile boundary serves as a general guide, the highest intensity and greatest mix of uses will typically occur within a much more concentrated area immediately surrounding the transit station, creating a true "core" that ranges from 20 or 30 acres to as much as 125 acres. It is within this area immediately surrounding the transit station that the greatest level of public sector involvement will need to occur to ensure that transit-supportive development occurs.

- *Required Infrastructure Improvements*—ongoing coordination should be occurring to ensure that adequate public facilities are in place to accommodate desired development intensities and relocation of incompatible facilities (i.e., substations, overhead utility lines) within priority station areas. Coordination with capital improvements plans will also help ensure that planned infrastructure improvements coincide with priority development areas.

- *Other Government Actions and Initiatives,* including local/state agency coordination, joint development initiatives, etc.

- *Establish Streamlined Development Process for Station Area Development,* including rezoning procedures that facilitate mixed-use development, such as city-initiated up-zonings and streamlined zoning procedures.

- *Pursue State Enabling Legislation to Enable Joint Development Projects*, including the authority to acquire land around stations, and either joint venture desired development projects with the private sector, or sell the land to the private sector for the development of projects that further transit-supportive goals, and the authority to transit development impact fees or special districts to assist in the funding of needed transit-supportive infrastructure around the stations.

APPLICATION OF A FUTURE TOD PLANNING AREA OVERLAY DISTRICT

The implementation of a Future TOD Planning Area Overlay District should be considered for those Station Areas that will not be on line until 2011.This is necessary to ensure that development that may occur prior to station construction is transit supportive and is compatible with the City's long-term goals for the Station Area. The Future TOD Planning Area Overlay District would remain in place until a Small Area Plan was adopted and implementation measures are in place. Recommended components of the Overlay would include:

- Prohibited uses (such as heavy industrial, drive-through restaurants, surface parking lots over 1 acre with the exception of publicly owned park and ride lots, and large-format commercial uses);
- Minimum residential density;
- Minimum floor-area-ratio;
- Permitted uses (to encourage uses such as residential that might not be permitted by underlying zoning, but are desirable as a long-term uses); and
- Limited development standards (basic quality issues, as well as setbacks, side and rear yards, etc).

PART 1 WATER SYSTEM PLAN

This plan describes water supply and distribution facilities that will be needed to accommodate expected growth and to upgrade the existing systems. The purpose of this plan is to provide sufficient water for residential and nonresidential use and for fire protection. The water system plan is based on projections of water consumption within the City and for those areas outside the City that are likely to be served by the City of Raleigh's system. The Raleigh water system plan was prepared in coordination with the Wake County water plan.

Goal 1: Provide a water treatment facility to meet the requirements of the Safe Drinking Act Amendment of 1996.

Goal 2: Renovate minor local mains as required by increased demand, deterioration or the need for coordination with street and sewer improvements.

Goal 3: Expand the water distribution system to serve potential annexation areas, urbanizing areas and long-term growth areas.

Goal 4: The water system should be regionally coordinated, and utility system mergers should be pursued with other jurisdictions as directed by City Council.

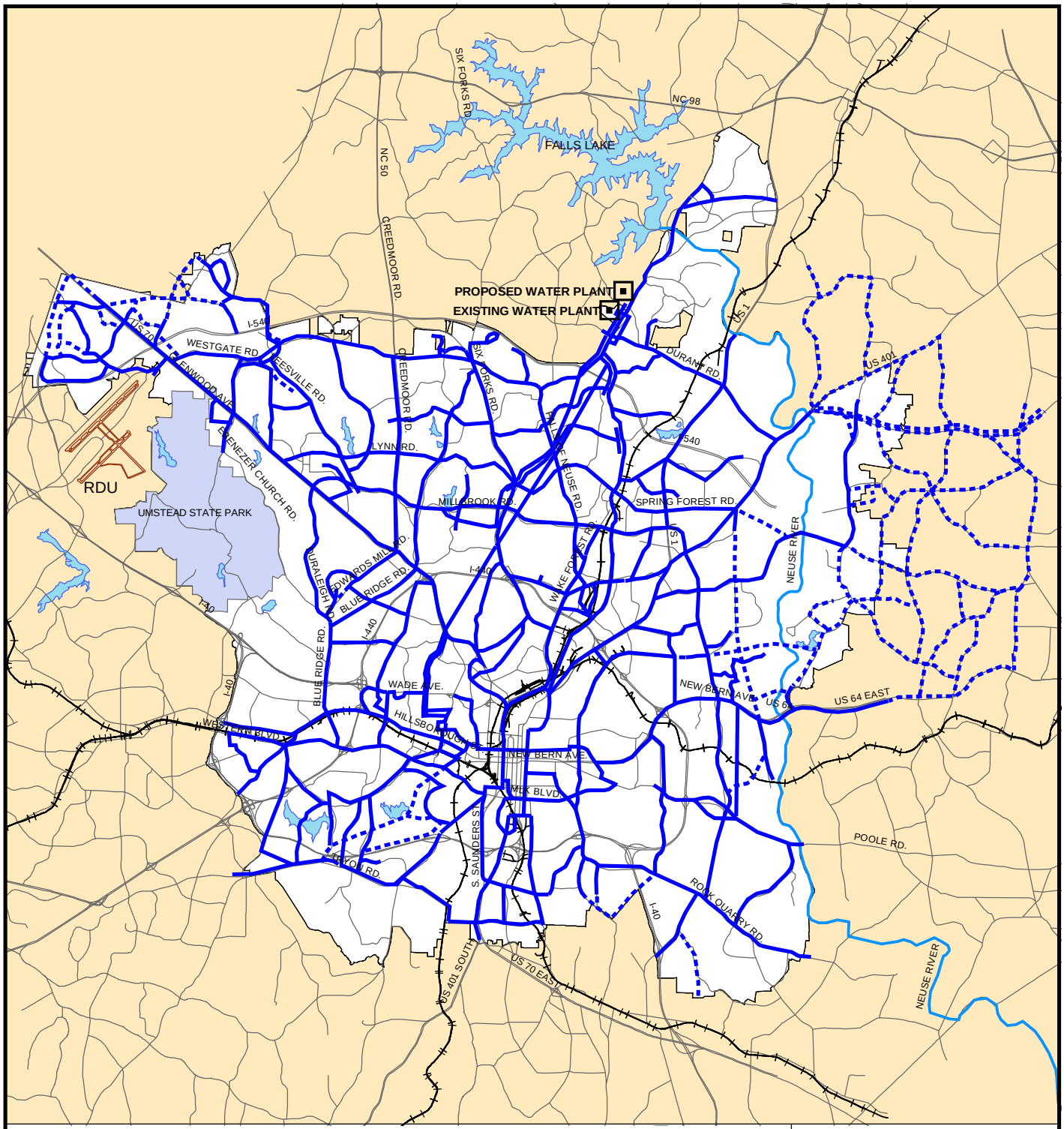
Policies

- The City should provide water service to all lots inside the City.
- The City should install or permit a property owner to install extensions to the water distribution system outside the City when such extensions are in the best interest of the City. Proposals to extend water service outside the City should be approved by the City Council when the proposals are consistent with service expansion plans, sufficient capacity exists to accommodate the extension, City standards are met and the logical development of the City is enhanced.
- Water mains installed by a property owner should extend through the entire property to permit further extension to adjacent properties.
- Developers should provide service to all lots within subdivisions.
- The water system should be financially self-sustaining with users of the system paying the direct cost associated with their individual usage and with users paying a proportional share, based on consumption, of general costs shared by all users, including the capital, operations and maintenance costs of providing treatment, pumping, storage, major transmission facilities, distribution, metering and general administration.
- Property owners should pay for local service facilities, connections and a proportional share of major mains that serve their property as well as other properties.
- The City of Raleigh should consider participating in a Research Triangle area inter-connected emergency water transmission system.
- The City should continue water system planning with surrounding jurisdictions, including interlocal agreements related to Swift Creek, Kerr Lake, Middle Creek and the Little River watershed.
- The City should pursue mergers with other municipal jurisdictions as set forth in the Wake County Water/Sewer Plan, and within the Council-adopted framework of two Wake County utility systems—a Raleigh system serving eastern Wake County and a Cary system serving western Wake County. A utility system merger with Garner was effective March 1, 2001.

WATER SYSTEM EXPANSION/IMPROVEMENTS

Construction of the City's D. E. Benton Water Treatment Plant on Lake Benson is anticipated by the Year 2010. This project will provide a plant with treatment and transmission facilities of 20 million gallons per day. This will provide a total water supply greater than the anticipated demands in the next 15 years.

This plan also includes the expansion of the City water service to outlying areas as these areas develop and become part of the City, as well as replacement of older water mains which have become substandard or insufficient in capacity and adversely affect water quality they distribute.



Water System

EXISTING WATER LINES

PROPOSED WATER LINES

WATER TREATMENT PLANT

RALEIGH ETJ

1 0.5 0 1 Miles

PART 2 WASTEWATER SYSTEM PLAN

The plan for wastewater facilities provides additional collection and treatment capacity to serve anticipated growth in population and business activity during the next 30 years. Wastewater discharge is expected to grow to approximately 60 million gallons per day by the year 2025. The wastewater plan has been designed to serve projected demands in an economical manner with the minimum use of pumping facilities. The City has prepared its wastewater system plan in coordination with Wake County.

Goal 1: The City should provide wastewater facilities that meet growth needs and governmental requirements.

Policies

•Wastewater plant modification - Increased capacity of the wastewater treatment plant to 60 mgd should carry the City through 2025; however, plans will have to be made at the end of this period to increase the plant capacity to 75 mgd.

•Wastewater main paralleling - Increase capacity of Crabtree Creek and Neuse River mains by installing parallel piping.

•Comply with revised water quality discharge standards from the State for the Neuse River, such as total nitrogen.

•Continue to use existing methods of sludge processing, including distribution and sale of alkaline stabilization sludge to the public and the addition of thermal drying.

•Maintain the sewer collection system to minimize sanitary sewer system overflows.

Goal 2: Expand the wastewater collection system to serve potential annexation areas, urbanizing areas and long term growth areas by gravity sewer extensions and minimal use of pump stations.

Goal 3: The wastewater system should be regionally coordinated, and utility system mergers should be pursued with other jurisdictions as directed by City Council.

Sanitary Sewer Extension Policies

•The City should install or permit a property owner to install extensions to the sanitary sewer system outside the City when such extensions are in the best interest of the City. Proposals to extend sewer service outside the City should be approved by City Council when the proposals are consistent with the service expansion plan, sufficient capacity exists to accommodate the extension, City standards are met and the logical development of the City is enhanced.

•Sanitary sewer installed by property owners should extend through the entire property to permit further extension to adjacent properties.

•Developers should provide service to all lots within the subdivision.

•The wastewater system should be financially self-sustaining with users of the system paying the direct cost associated with their individual uses and with users paying a proportional share, based on the amount of uses, of general cost shared by others, including the capital, operations and maintenance cost of providing treatment, major interceptors, collection sewers and general administration.

•Property owners should pay for local service facilities, connections and a proportional share of major mains that serve several properties.

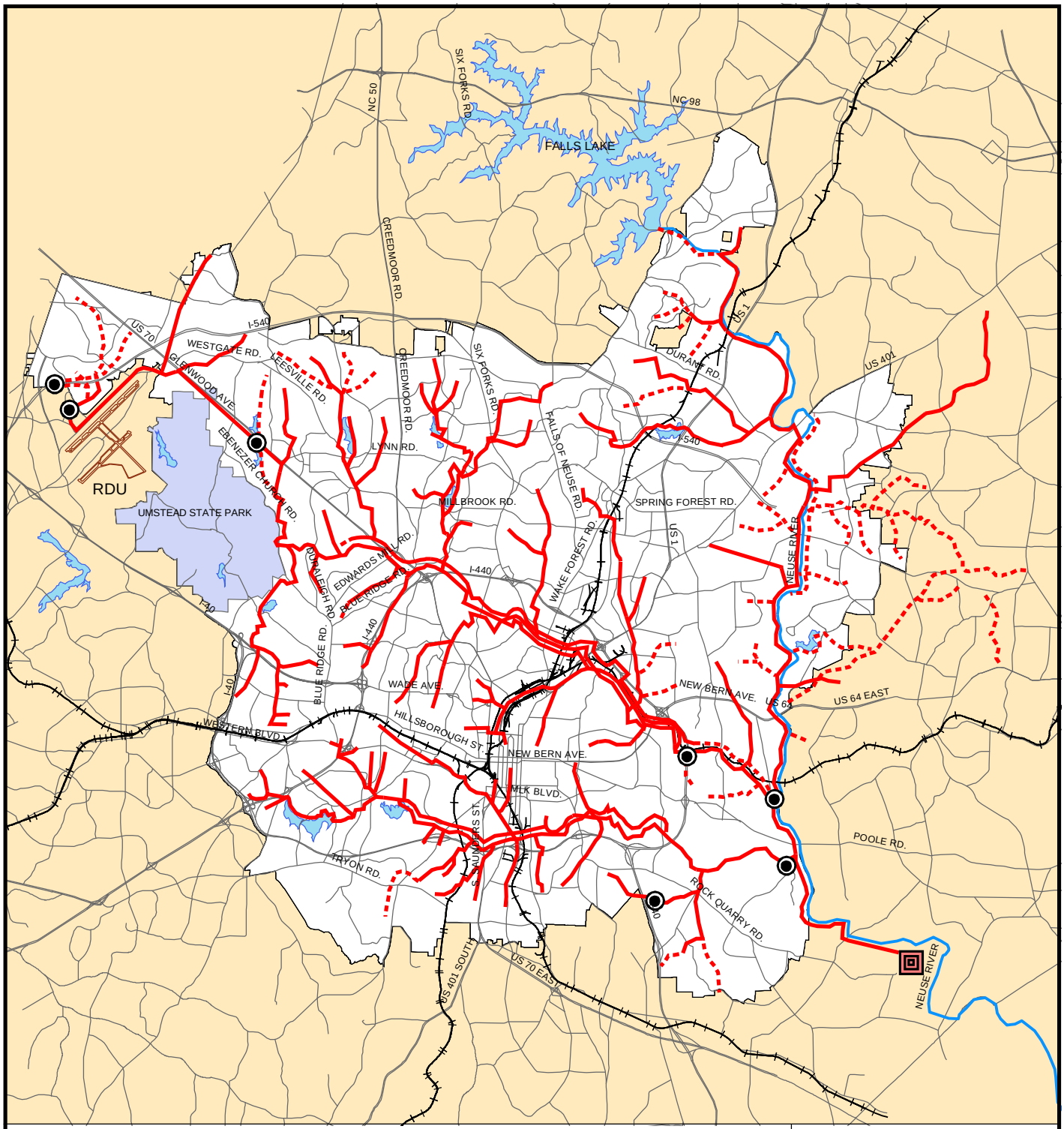
•The City should pursue mergers with other municipal jurisdictions as set forth in the Wake County Water/Sewer Plan, and within the Council-adopted framework of two Wake County utility systems—a Raleigh system serving eastern Wake County and a Cary system serving western Wake County. A utility system merger with Garner was effective March 1, 2001.

Goal 4: The City encourages the use of gravity flow sewers.

Policies:
•Pump stations and force mains can only be used if provided with on-site emergency diesel-powered electric generators, and they are environmentally sound and operationally efficient. These are preferably temporary facilities that can be replaced by gravity sewers.
•No package wastewater treatment plants will be allowed in City service and jurisdictional areas.
•No new pressure collection system sewer will be allowed in City service and jurisdictional areas.

Goal 5: The City encourages the reuse of wastewater treatment plant effluent.

Policies:
•The City will construct major water reuse transmission and distribution facilities pursuant to a Master Plan being developed by the City.
•The City will develop and provide standards for private development to extend water reuse distribution mains.
•The City will require water reuse for non-potable water uses (irrigation, cooling water, etc.) in City service and jurisdictional areas.



Wastewater System

- PROPOSED WASTEWATER LINES
- EXISTING WASTEWATER LINES
- RALEIGH ETJ
- PUMP STATIONS
- NEUSE RIVER TREATMENT PLANT

1 0.5 0 1 Miles

PART 3 STORMWATER MANAGEMENT PLAN

Introduction

Policies are presented to address issues in three primary areas of concern: (1) managing the stormwater effects of new development, (2) managing stream water quality and (3) correcting existing drainage deficiencies. Performance standards for stormwater discharge are applied to new development to prevent downstream degradation. These standards are to be initially imposed through regulation, but alternative methods such as developer contributions to public facilities will be provided when feasible alternatives can be identified. Detailed drainage system studies are proposed to identify feasible off-site discharge control opportunities and to identify other drainage conditions which warrant City action. Adjustments to floodprone area regulations and to standards for private drainage facilities are also proposed to prevent conditions, which may be problems and possibly public issues in the future. The effects of stormwater on stream water quality are generally known, but deficiencies, causes and feasible remedies are not well defined. A stream water quality plan which focuses on sources of pollution has been developed to meet the National Pollutant Discharge Elimination System permit requirements, the Neuse River Nutrient Sensitive Waters (NSW) Strategy as well as locally perceived needs. More general policies for preserving water quality include the protection of natural drainage corridors and the incorporation of water quality considerations into various aspects of stormwater management. Many drainage issues involve conditions that raise questions concerning the division of public and private responsibility. Policies concerning existing conditions emphasize a thorough study to identify conditions which may warrant City action either to correct problems on City property or to assume a new level of responsibility for those that are now considered private. The creation of a framework for informed decisions concerning the expansion of the City role is proposed. The City has also determined that regional stormwater management facilities can provide a viable alternative to individual on-site controls and will work with the State for authority to include regional facilities as an important component of the citywide stormwater management program. Until such time, regional or community facilities should be evaluated and approved on a case-by-case basis.

In summary, the Stormwater Management Policy represented in this section emphasizes prevention of future problems and the development of information and procedures necessary for a proper evaluation of stormwater management practices. Consistent with the nature of the Comprehensive Plan, the policy is general and is intended to be a guide for more specific implementation actions.

Stormwater Discharge Control

Objectives

- To prevent significant increases in the potential for property damage, nuisances or other negative impacts of stormwater by controlling stormwater discharge from new development.
- To apply discharge control methods which are economically, aesthetically and environmentally acceptable, as well as effective in stormwater management.
- To equitably allocate the costs of controlling increases in stormwater discharge to properties which are the sources of the increase.

Policies

- Develop a system for stormwater discharge control which emphasizes regional/community facilities In addition, appropriate levels of on-site control for new development should be applied to a particular site where immediate downstream degradation or flooding issues exist.

This general policy related to discharge is intended to combine the strengths of on-site and off-site approaches, while minimizing the weakness of either approach. Accomplishment may require studies to create a fee in lieu of on-site facilities when plans have been approved for better off-site improvements. These improvements may include strategically located lakes and drainage system improvements. Design criteria for the discharge control system will be subject to further detailed consideration, but the following are appropriate:

Control both two and ten year storms
No increase in peak discharge after development
Management practices that enhance water quality
Provisions for future maintenance
Authority and standards for the City to either require on-site performance, to accept alternative methods, or require fees in lieu of performance
A fee system base on the average cost of site control

•Continue drainage basin studies to identify feasible minor regional facilities and other facility improvements that may be constructed as alternatives to on-site discharge control.
Relatively small lakes that have been referred to as minor regional facilities in this report may provide a reasonable alternative to on-site discharge control. Large regional facilities are under consideration in some jurisdictions, but they do not address the small stream, collector system problems which have been identified in Raleigh. The ongoing program of detailed drainage system study will be necessary to establish the location and feasibility of lakes as part of the discharge control system. The drainage basin studies also identify actions which can be taken to expand the capacity of the existing drainage system to accommodate increased flow. Structural modifications and channel improvements may be the preferred management approach in some situations

Drainage on Private Property

Objectives
•To reduce future property damage, nuisance flooding and requests for public assistance by applying appropriate standards for the alteration of private drainage facilities.
•To protect water quality and reduce the potential for flooding and erosion damage by preventing encroachment into natural watercourse areas and by preserving the natural character of drainageway.
•Continue drainage basin studies to identify existing and future flooding and erosion damage.

Policies
•Evaluate the existing floodplain regulations to determine if amendments are needed to reduce the exposure of new structures to flooding.
•Work with the State on upgrading the City's floodplain mapping to provide more accurate data on future flooding elevations.

Water Quality

Objectives
•To sustain a stream water quality program which meets federal stormwater discharge permit requirements and locally perceived needs.
•To preserve the natural character of drainage ways.
•To incorporate water quality considerations into City actions related to public facilities and development regulations.

Policies

•Continue to evaluate the City's stream water quality plans to meet State Neuse River NSW standards and federal stormwater discharge permit requirements, as well as and local needs. Components of the City plans include discharge controls on new development; drainage basin and regional impoundment studies; illegal discharge identification and control; retrofit projects; water quality monitoring; and public education and participation programs.

•Preserve the natural character of drainage ways by greenway acquisition, floodprone area regulation, drainage corridor protection, public design and construction, and the application of other public resources that may be identified in the future. The intent of this policy is to apply the various powers and resources of the City to the preservation of natural features which prevent pollutants from entering streams. This is to be directly accomplished through the acquisition, design and use of public lands, and indirectly through the development and administration of regulations which encourage preservation in private design and development.

•Incorporate water quality management practices into discharge control regulations and City design, construction and maintenance practices. Water quality should be considered during the design, construction and maintenance of drainage facilities on City property. Water quality should be fully considered as one of the factors which may justify assumption by the City of responsibility for the maintenance of drainage systems, including existing lakes, on property which is currently privately owned.

Existing Stormwater Problems

Objectives

The current understanding of existing stormwater problems does not indicate a level of severity which demands substantial immediate action by the City. The current system of responsibility provides remedies either by the affected party or through legal measures to obtain relief from a party causing the problem. Nevertheless, requests for City assistance can be expected, and considerable opinion that the City should expand efforts exists. Any actions to expand City responsibilities for the correction of existing stormwater problems should be supported by a thorough analysis of needs, proper solutions and appropriate levels of public and private responsibility. These conclusions support the following objectives for policy related to existing stormwater problems:

•To provide a high level of performance for drainage facilities on City property and for facilities necessary to manage the off-site effects of drainage from City property.

•To establish the financial capacity, information base and decision procedure necessary for the assumption by the City of currently private drainage responsibilities when conditions warrant such intervention.

•To recognize the continuing validity of private responsibility for a large portion of the drainage system and to maintain a consistent, understandable and supportive posture regarding private responsibilities.

Policies

The policies recommended below are intended to retain aspects of current practices which are working well, to adjust certain policies to minimize conflict over responsibilities, and to initiate expansion of City responsibilities for existing drainage systems when such expansion serves the public interest. The following policies are recommended:

•Continue studies necessary to identify deficient drainage structures and conditions on City property, evaluate the effect of these conditions both on and off City property, identify appropriate corrective measures, and establish priorities for implementation. The purposes of

this policy may be accomplished as a part of the drainage basin studies recommended in other elements of the overall Stormwater Management Policy.

•Initiate studies necessary to identify feasible drainage projects on private property, establish the justification for City assumption of responsibility for these projects, and establish priorities for implementation. This policy may also be accomplished as a part of a comprehensive drainage basin study which serves many purposes.

•Maintain annual capital budgeting for drainage improvements. Based on the limited number of feasible projects which have been identified, an annual budget level should be established. As the results of drainage basin studies identify additional ends, the budget level may be increased accordingly. Annual general revenues appear to be an appropriate source of initial funding. If widespread needs and major costs, possibly $2,000,000 per year, are identified and accepted for public action, consideration should be given to the development of a drainage utility approach to funding and the issuance of bonds to be retired by utility fees. Any program of sufficient magnitude to justify the creation of a drainage utility will probably require bond funding to support major capital costs in the early stages.

•Use guidelines which recognize need, equity and public purpose in determining the appropriateness of the City assuming responsibility for privately owned drainage facilities. These guidelines may limit City involvement to those acquisition, construction and maintenance activities that:

--Provide protection to at least 50 acres of developed property with at least 5 separate property owners.

--Provide benefits that have value at least equal to the cost of acquisition, construction and maintenance.

--Are selected through normal capital improvement programming processes according to priorities determined by drainage basin studies.

--Can be accomplished within the constraints of available resources.

--Will result in easements or other measures to permit long-term City maintenance without excessive liability for damage to private property.

•Continue the City drainage petition policy that provides limited City support for the resolution of private drainage problems along drainage ways which do not meet criteria for inclusion in the public drainage system. Developed lots are eligible for assistance.

•Develop an information program to increase citizen awareness of private drainage responsibilities and potential stormwater effects.

Stormwater Management Financing

Objective

To develop an equitable system of stormwater financing based on relative contributions to the stormwater problem.

Policies

•Develop a system for financing the public costs of controlling stormwater discharge from <u>new</u> development. A development fee system and/or stormwater utility district confined to basins with regional controls may provide financing for public facilities to be used instead of on-site controls.

•Use general City revenues to finance the correction of drainage deficiencies affecting <u>existing</u> development until annual costs reach a level that justifies a drainage utility approach to financing. Sufficient needs have not been identified to justify the creation of new financing methods for improving and maintaining existing drainage facilities. The proposed drainage basin studies could identify additional needs and could lead to a substantially expanded City role in drainage facility construction and maintenance. If such an expansion should occur, the creation of a drainage utility approach to annual financing may be feasible. A drainage utility may be justified if widespread needs and a long-term annual funding requirement of

approximately $2,000,000 are identified. Drainage utility fees would be charged to each property in the City based on the amount of uncontrolled runoff from the property as indicated by impervious area. The cost of establishing and maintaining a database for impervious areas and runoff controls for all property can be justified only if annual revenue needs are high. The creation of a drainage utility should be considered a long-range prospect because considerable time will be required to complete drainage basin studies and to substantially modify the role of the City if such a modification is warranted. Enabling legislation is required before a drainage utility may be created.

Lake Preservation

Objectives

- To protect and preserve existing lakes and wetlands, recognizing that lakes and wetlands:
    - Provide for the most pollutant reduction at a lesser cost than other options.
    - Capture a greater volume of pollutants than on-site control facilities.
    - Have more impact on the overall water quality in a drainage basin than on-site devices.
    - Require less frequent high cost maintenance than on-site facilities.

- To promote, where appropriate and cost-effective, the creation of new "regional" lakes and wetlands.

Policies

- Pursue water quality management using a drainage basin by drainage basin approach, focusing on performance-based strategies to enhance water quality rather than applying a rigid City-wide standard regardless of general conditions. Continuation of the Stormwater management studies is necessary to pursue this strategy for all drainage basins through the Capital Improvement Program.

- Pursue the possibility of preserving lakes and/or wetlands if they exist in a drainage basin. Base decisions of whether or not to preserve specific lakes or wetlands on water quality benefits, flood control benefits, dam safety issues, potential elimination of the lake or wetlands, stormwater benefits, cost effectiveness, and available City funding.

- Pursue, through agreements and easements negotiated with private property owners, the preservation of existing private lakes or wetlands. Preservation of these existing lakes or wetlands will be pursued when such lakes or wetlands are not fully protected by state or federal water quality programs. In exchange for preservation of a lake by a private property owner, the City may discuss participation in the funding of initial upgrades, repairs to the lake and maintenance dredging of the lake as needed for pollutant removal related to water quality or flood control, but not sediment removal for aesthetic purposes.

- Preserve lakes or wetlands, when possible, through incentive approaches such as development density transfers, open space tradeoff requirements and conditional use zoning cases by monitoring proposed zoning cases as well as site and subdivision plan approval through the Planning Department.

- Consider, when acquiring park sites, those sites which have existing lakes or wetlands, particularly if the lake provides public benefits in terms of stream water quality enhancements.

- Study the cost effectiveness of building new "regional" lakes or wetlands, when needed for water quality management.

- Consider public access to a facility and other public benefits whenever City funding and assistance is proposed to be used for preservation projects.

- Rank lake, wetlands and ponds for preservation as a guide for future capital funding projects to improve water quality within the City of Raleigh. The ranked list of waterbodies will be maintained by the Stormwater Management Division of the Department of Public Works, and will be made available on the Division's web site.

- Give priority to projects on City owned property with public safety issues over other recommended projects.

- Consider future funding potential projects that are not included in the proposed capital improvement program and are included on the ranking of lake, wetlands and pond preservation list as that list is updated. Base priorities on available City funding, water quality benefits, flood control benefits, dam safety issues, potential elimination of the lake, and access for the public.

- Update priorities for the lake preservation program as additional watershed and water quality studies are completed throughout the City. Results from those studies will be included in the ranking of recommended stormwater management facilities for preservation or construction.

- Utilize non-structural best management practices (BMP's) in an effort to improve water quality. Such would include public education programs, monitoring and control of illicit discharges to the stormwater system, the continuation of the greenway program, and continuation of the sediment control program. These non-structural BMP's will be required as part of the City's effort to meet the stormwater permitting requirements of the Clean Water Act.

PART 4 PARKS, RECREATION AND GREENWAYS PLAN

Introduction

The purpose of the Parks, Recreation and Greenways Element of the Comprehensive Plan, referred to as the *Parks Plan,* is to set a framework for City park planners to use as they chart the course for the programming, maintenance and development of the park system over the coming two decades. This component of the Comprehensive Plan is meant to be a working document that grows and evolves as the park system develops and changes. This summary includes by reference the entire body of the Parks Plan, its Appendix, and City Council adopted updates as necessary to keep the Plan current. Using a combination of national planning guidelines in combination with broad community and City participation, this plan provides the City with a vision for its park system to the year 2025. This Parks Plan also continues to promote the notion of Raleigh as a "park with a city in it" for future generations.

Vision

This Plan envisions and seeks to accomplish a system of aesthetically pleasing, conveniently located and inter-connected parks, greenways and public open spaces that provide opportunities for recreation and the enjoyment of nature for all citizens of Raleigh. This vision connects both City residents and park system facilities to Wake County and the Triangle region through greenway corridors and trails. The system actively supports the health and well being of people, wildlife, and the environment and fosters a strong sense of community, ownership and pride. Flexible, user-sensitive and innovative facilities and programs that provide a broad range of opportunities and are responsive to citizen interests are the hallmark of Raleigh Parks and Recreation.

Plan Goals and Objectives

The goals and objectives below enable this vision to be carried out by City staff, elected officials, and community volunteers.

Goal 1: Provide park and open space opportunities to all residents.

Objectives

- Provide adequate land for future development by placing a priority on land acquisition.
- Develop a system of parks and recreation facilities that meet current and future needs of the citizens of Raleigh.
- Provide facilities and programs that serve a broad cross-section of the City's residents.
- Develop recreational facilities that are universally accessible (ADA compliant) to all citizens.
- Develop recreational facilities that are within close proximity of all residents.

Goal 2: Provide a diverse, well-balanced, well-maintained range of recreational facilities.

Objectives

- Develop park and recreational facilities that provide a wide range of recreational opportunities and that offer varied experiences to residents within close proximity to their home.

- Encourage effective and citizen-responsive use of City recreational facilities and programs
- Capitalize on the value of park and recreation facilities to improve the overall aesthetic character of the City and as a means of promoting livability.

Goal 3: Optimize the appreciation, use and stewardship of Raleigh's historic, cultural and natural resource heritage.

Objectives

- Promote and ensure stewardship of Raleigh's natural resources
- Develop and maintain parks and greenways using nationally-accepted sustainable design principles and best management practices.
- Promote preserve and ensure protection of Raleigh's cultural and historic resources.
- Develop environmental education and interpretive facilities.

Goal 4: Provide the opportunity for community involvement.

Objectives

- Ensure meaningful public participation in the planning of park facilities.
- Inform citizens of plans and available services to promote active participation in the success and future direction of the parks system.
- Develop leisure opportunities that are responsive to the needs of Raleigh's citizens.
- Encourage volunteerism and other forms of private sector involvement.

Goal 5: Encourage intergovernmental collaboration.

Objectives

- Continue to pursue additional opportunities to coordinate and cooperate with Wake County, the Wake County Public School System, neighboring municipalities, the State of North Carolina and Federal agencies (e.g. US Army Corps of Engineers and Federal Highway Administration) in the acquisition, development and use of parks and recreational facilities.

Goal 6: Encourage private recreation initiatives to supplement public facilities.

Objectives

- Explore opportunities to encourage the private sector, both for-profit and not-for-profit, to provide additional depth and breadth of recreational facilities and activities.
- Partner with the private sector to provide recreational needs that the public sector cannot or is not providing.

Background

Demographics The City of Raleigh is one of the fastest growing areas in the country. From 1970 to 2000, the population of Raleigh more than doubled. In the past decade, the population of Raleigh and its planning jurisdiction grew by 28.2 percent, from 237,056 to 303,971. It is projected that the area within Raleigh's extraterritorial jurisdiction will grow by approximately two percent each year in the foreseeable future and that by the year 2025, Raleigh's population will exceed 541,000.

Citizen Survey A Recreation Participation Preference Survey was mailed to a random sample of 5,500 Raleigh households. The total response rate formed a statistically sound sample. The survey provided

an unbiased account of what activities Raleigh citizens participated in over a one-year period and documented what their desired level of participation was.

Needs Analysis Recreation facility needs were determined in this plan by calculating three estimates: latent demand, population service requirement, and level of service. The first estimate indicates a possible level of latent demand that exists; this is the difference between the proportions of the participants using facilities in Raleigh and the proportions of those residents in the community that have a high to very high interest in an activity but are not currently participating in a given activity. Next, a population service requirement was determined to provide an estimate of the number of individuals served annually by the current facilities and services. Finally, the level of service (LOS) that current facilities provide for the current population was determined. These calculations are evaluated to determine the quantity of facilities needed to satisfy participation of residents with a high to very high interest in an activity who are not currently participating. As a means of verifying the accuracy of the results of these three calculations, interactive input received during public meetings, written comments submitted, staff reports and discussions with the Parks, Recreation and Greenway Advisory Board were reviewed with respect to the facility needs to ensure that plan recommendations would reflect the desires of the community.

Estimates of needed facilities for activities, as well as overall parkland acreage by park classification are projected for future needs based on projected population growth. In establishing the current LOS for a given activity, results from the resident survey were used to estimate participation and interests in various activities. These results will require ongoing evaluation by park planners to determine optimal strategies for meeting unmet demands; these strategies will likely include a combination of facility development, program expansion, and partnering opportunities to expand programming to satisfy unmet demand.

Capital Area Greenway In 1976 Raleigh adopted the Capital Area Greenway Master Plan. Subsequently updated in 1986 and 1989, the basic framework for this system of linear parks are the natural stream corridors and tributaries of the Neuse River, Walnut and Crabtree Creeks. The established goals of this system are:

1. Preserve the natural characteristics of the land
2. Preserve wildlife corridors
3. Preserve riparian buffers as a means of protecting water quality
4. Preserve stream corridors to manage storm water runoff
5. Provide buffers for multiple land uses
6. Provide opportunities for passive recreation
7. Provide multiuse trails for recreation and safe alternatives-transportation routes.

The designated greenway corridors, including upland "connectors" that link them, have changed little since the Capital Area Greenway was first envisioned. Originally planned with varying widths, corridors are recommended to be a minimum width of 100 feet from each side of the top of creek bank or the entire delineated 100 year floodplain, whichever is greater. The Neuse River corridor is recommended to be 150 feet or the delineated 100 year floodplain, whichever is greater. Corridors and connectors are added to the Plan as new areas are annexed by the City. More detail is available in the map section of each District Plan. Following is a list of the designated corridors:

Neuse River

Neuse River Trib. A
Neuse River Trib. B
Neuse River Trib. C
Neuse River Trib. G
Neuse River Trib. H
Branch #1 of Trib. H
Neuse River Trib. I
Beaver Dam/Neuseoca Lake
Trib. A of Beaver Dam Lake
Buffalo Creek
Buffalo Road Branch of Buffalo Creek

Falls Lake Trib. A
Honeycutt Creek
Trib. A of Honeycutt Creek
Trib. B of Honeycutt Creek
Knightdale Creek (Mingo Creek)
Macon Road Trail
Mt. Vernon Church Road Trail
Trib. A of Mt. Vernon Trail
Trib. B of Mt. Vernon Trail
Perry Creek
Trib. A of Perry Creek
Trib. B of Perry Creek
Sanford Creek
Trib. A of Sanford Creek
Trib. B of Sanford Creek
Simms Creek
Trib. A of Simms Creek
Tom's Creek
Wake Crossroads Lake (Harris Creek)
Trib. A of Wake Crossroads Lake

Crabtree Creek

Crabtree Creek Trib. A (Big Branch)
Crabtree Creek Trib. B
Branch #1 of Trib. B
Branch #2 of Trib. B
Crabtree Creek Trib. C (Reedy Creek
Branch #1 of Trib. C
Crabtree Creek Trib. D
Crabtree Creek Trib. E
Branch #1 of Trib. E
Beaver Dam Creek-SW (Dixie Trail)
Beaver Dam Creek-SE (Gardner Stream)
Brier Creek
Trib. A of Brier Creek
Trib. B of Brier Creek
Trib. C of Brier Creek
Trib. D of Brier Creek
Branch #1 of Trib. D of Brier Creek
Cedar Hills Park Trail
Fallon Park Branch
Hare Snipe Creek
Trib. A of Hare Snipe Creek
Trib. B of Hare Snipe Creek
House Creek
Leadmine Creek
Trib. A of Leadmine Creek
Trib. B of Leadmine Creek
Trib. C of Leadmine Creek
Trib. D of Leadmine Creek
Trib. E of Leadmine Creek
Trib. F of Leadmine Creek
Lake Park Branch of Leadmine Creek
Snelling Branch of Leadmine Creek
Marsh Creek
Trib. A of Marsh Creek
Trib. B of Marsh Creek
Trib. C of Marsh Creek
Trib. D of Marsh Creek
Marsh Creek Park Trail
Pigeon House Creek Trib. of Crabtree Creek
Richland Creek
Trib. A of Richland Creek

Branch #1 of Trib. A
Trib. B of Richland Creek
Trib. C of Richland Creek
Sycamore Creek
Trib. A of Sycamore Creek
Turkey Creek
Trib. A of Turkey Creek

Walnut Creek

Walnut Creek Trib. A
Big Branch Creek
Walnut Creek Trib. B
Branch #1 of Walnut Trib. B
Branch #2 of Walnut Trib. B
Walnut Creek Trib. C
Walnut Creek Trib. D
Walnut Creek Trib. E
Biltmore Hills Trail
Gatling Branch Trail
Little Rock Trail
Rocky Branch Creek

Swift Creek

Trib. A of Swift Creek
Trib. B of Swift Creek
Trib. A of Lake Wheeler/Benson
Branch #1 of Trib. A Lake Wheeler
Swift Creek-Lake Wheeler/Lake Benson
Southwest Branch
Trib. A of Southwest Branch
Trib. B of Southwest Branch
Trib. C of Southwest Branch

Neuse River Regional Park Master Plan In 1996 Raleigh adopted this long range plan for 18 miles of the Neuse River, from it's headwaters at Falls Lake to Poole Road. Major features of the Plan include the greenway corridor and trails, arrival parks, and gateways. Specific park sites, Anderson Point and Milburnie, were Master Planned as part of the effort. Strategic initiatives to protect and institute responsible management of one of Raleigh's most recognizable and important natural features was boosted by a grant from North Carolina's Clean Water Management Trust Fund in 1998. It is recommended this plan be extended south, downriver to the Wake-Johnston County line.

Recommendations

The recommendations of this plan have been organized to respond to the goals and objectives summarized above. These recommendations are intended to:

- provide guidance to elected officials, city-appointed bodies, citizens, staff, as well as private sector participants in coordinating Parks and Greenway planning with other city planning and development efforts
- establish a structure by which park facilities can be developed with a consistent level of quality yet allow for flexibility and variation at the master planning level for each park unit;
- set the appropriate number of parks, by classification, that will be required by the year 2025 in order to meet LOS targets;
- identify specific ways in which the City can strive to develop or enhance stewardship programs, community involvement and partnership opportunities; and,
- provide the planners and officials within the Parks and Recreation Department with the necessary tools to further evaluate and weigh the needs of the community on balance with physical and financial constraints as they strive to provide the best possible facilities to the citizens of Raleigh.

Specific recommendations include:

Place a Priority on Land Acquisition: Recognizing that prime lands for Natural Areas and park development are disappearing quickly within the ETJ, it is recommended that the City seek every opportunity to acquire these prime lands as they become available.

Provide a Balanced Dedicated Usage of Parkland: The City needs to institute a process by which the System Integration Plans (SIP) and Master Plans of all existing and future parklands clearly delineate the intended use for the park, and set aside lands for future recreational development and resource conservation. Delineated use areas within a park should include the following: 1) areas currently used or planned for active recreation; 2) areas currently used or planned for passive recreation; 3) areas reserved for future active and/or passive recreation; and 4) areas reserved for Natural Areas in perpetuity for which a stewardship plan is developed.

Provide an Equitable Distribution of Facilities Across the Community: This recommendation addresses the rationale for the spatial distribution of recommended parks across the City. It also recommended that, while still maintaining a long-term goal of providing Neighborhood Parks within ½ mile of all residents, an initial goal of providing Neighborhood Parks within one mile of residents be instituted first. The City's Planning Districts are used as the basis for examining existing parks and expected population growth, and thus new parks needed.

Table 4. City-Wide New Parks Needed to Fulfill 2025 LOS by Planning District

	Existing Parks				Potential Parks			Total Parks Goals			
Planning District	Mini	Neighborhood (*)	Community	Metro	Neighborhood	Community	Metro	Mini	Neighborhood	Community	Metro
Umstead	0	0	0	0	5	2	0	0	5	2	0
Northwest	0	5	3	0	2	0	0	0	7	3	0
North	0	3 (1)	3	2	7	2	1***	0	10	6	3
North Hills	1	5	0	0	0	1	0	1	5	1	0
Northeast	0	5 (3)	6	1	11	0	0	0	16	5	1
Central	9	5	2	0	3	1	0	9	8	2	0
East	0	1	1	0	1	0	0	0	2	1	0
Southeast	1	3	4	2	7	0	1***	1	10	4	3
University	1	8	1	1	1	1**	0	1	9	2	1
Southwest	2	7 (1)	1	2	6	1	0	2	13	3	2
Totals	14	42	21	8	43	8	2***	14	85	29	10***

(*) indicates the number of School Parks serving as Neighborhood Parks in this district
** Assumes upgrade of Kiwanis Park from a Neighborhood to a Community Park
*** Includes potential Metro Parks on Falls Lake and in the extreme Southeast of the ETJ that are recommended for acquisition as these opportunities become available.

Plan For Flexibility: This recommendation outlines a parks classification system that includes a recommended base set of facilities to be included in each park within a classification and additional recreational facilities that would be appropriate for each classification but would be intentionally varied between parks in order to provide a greater range of activities to users within a given area of the City. The delineation of land within a park for future active or passive recreation, through the master plan process, is a method that provides flexibility to address future trends and opportunities.

Incorporate Universal Design: All phases of new park facility planning and implementation should reflect universal design principles as a primary goal. Existing parks should also be examined for their ADA compliance; and a process should be developed within renovation and maintenance programs to bring all parks into compliance.

Recommended Parks Classifications: Five basic park classifications are recommended to meet the diverse recreational needs of Raleigh's citizens into the future.

Natural Areas:	Both Conservation Areas and Greenway Corridors are contained within Natural Areas to ensure that Raleigh's natural and cultural resources be conserved for future generations. Conservation Areas will be implemented as an overlay concept that allows portions or entire units of existing and future parklands within other classifications to receive a stewardship plan. No Level of Service (LOS) standard is recommended for Conservation Areas. However, the opportunity to delineate Conservation Areas in new and existing parklands should be approached carefully to achieve a balance between the principals of Landscape Ecology (patches, edges, corridors and mosaics) and the need for future use of the land. While no service area distances are identified for Greenway Corridors, corridor widths are recommended to include the lands on either side of the stream top of bank at a distance of 100', or the entire delineated floodplain area on either side of the stream centerline, whichever distance is greater.
Neighborhood Parks:	Serve the daily recreational needs of citizens. Range in size from 5 to 25 acres. Serve residents within a ½ -mile radius and a LOS of 2.6 acres per 1,000 population is recommended. Three levels of development potential can be considered for Neighborhood Parks: Low, Moderate and High, depending on available space and program needs. This classification also has the potential of utilizing existing Mini Parks as a supplement to Neighborhood Parks where land of sufficient size is not available. Enhancing existing Mini Parks to provide recreational opportunities at a level comparable to other Neighborhood Parks could allow them to serve, and be counted as, Neighborhood Parks.
Community Parks:	Provide many of the features of Neighborhood Parks as well as additional features that meet expanded or unique recreational needs. Range in size from 30-75 Acres. Serve residents within a two-mile radius and a LOS of 3.1 acres per 1,000 population is recommended. Two levels of development potential can be considered for Community Parks: Moderate and High, depending on available space and program needs.
Metro Parks:	Provide a leisure or recreational opportunity, which, either by size or scale or theme, will appeal to a majority of citizens. Examples include Lake Wheeler and Pullen Park. Sizes of Metro Parks vary and a LOS of 4.2 acres per 1,000 population is recommended.
Special Parks:	Includes facilities such as Cultural and Civic Centers and remnant City parcels. Special Parks often fulfill important recreational niches, but due to their wide variety of facilities, do not carry level of service, size or proximity requirements.

Develop New/Upgraded Parks: The following tables summarize the recommended new parks by classification, based on Level of Service and spatial distribution goals.

City-Wide Current and Proposed LOS Goals and Needs

Classification	Existing Acres	Existing Number of Parks	LOS Standard (Ac/1000)	Additional Needed Acres by 2025	Projected Park Size	New Parks Needed to Meet 2025 LOS	Total Parks Needed by 2025
Neighborhood Parks	518.16	42*	2.6	860.76**	20 ac	43	85
Community Parks	1203.78	21	3.1	476.09	60 ac	8	29
Metro Parks	2268.52	8	4.2	7.44	300 ac	0	8
Special Parks	918.33	101	N/A	N/A	N/A	N/A	101
Greenway Corridors	2578.52	N/A	N/A	3450	N/A	N/A	N/A
Total	7487.31	172	9.9	4794.29	N/A	51	223

***** Includes five School Parks that are recognized as currently serving community needs as Neighborhood Parks
** Presumes six acres equivalent for each of five school parks currently functioning as Neighborhood Parks

City-Wide New Parks Needed to Fulfill LOS by Year

Classification	New Parks Required to Meet LOS				Total New Parks Needed by 2025 to meet LOS
	2002	2005	2015	2025	
Neighborhood Parks	12	7	12	12	43
Community Parks*			3	5	8
Metro Parks*					0

***** Consider acquisition of Community and Metro parklands if opportunities and/or conditions are appropriate and consistent with anticipated future needs.

Utilize Recommended Facilities Per Park:

The recommendations for Facilities Per Park are based on estimations of the type of facilities that should typically be included in each park type. These recommendations represent guidelines for facility development within parks. They do not represent minimum facility standards for any single park, thus, they should not be used in an arbitrary way to set minimum development standards for a given park. As guidelines, these recommendations are most appropriately used for planning and cost estimating purposes. A matrix of these facilities, as well as the entire body of the Park Plan should be an education component for citizen master plan committees.

There are three levels of development identified for Neighborhood Parks due to the high demand and limited land resources available. Limited land resources will likely limit the development potential of such parks at least some of the time. Thus, it is anticipated that some flexibility will be needed based

on site capabilities. Community Parks and Metro Parks, at least from a modeling standpoint, serve as the major framework for facility development. Conservation areas and Greenway Corridors, the two types of Natural Areas identified in the Parks Classifications, have important, specific, but limited facilities associated with them. Special parks are opportunities to focus upon extraordinary, unique recreational opportunities and/or upon ways to accomplish recreational objectives in creative and atypical ways.

Evaluate the Need for Public Swimming Pools:

The City currently maintains seven outdoor pool facilities (including Optimist Pool) and the year round Pullen Aquatic Center. Optimist Pool, constructed as an outdoor facility, is covered with a temporary bubble each winter making it available for year round use.

Though there is an expressed need that appears in the Recreation and Participation Preference Survey there are yet several unclear market-related issues that need to be ascertained before the City commits to developing new pools. These issues include:

- Need for indoor versus outdoor facilities;
- Type and character of each potential facility (i.e. swimming only, tournament quality swimming and diving, family waterpark/spraygrounds);
- Effect of private, non-profit and Wake County Public School System facilities on user demand;
- Desired locations of facilities to target high demand areas and address appropriate spatial distribution;
- Relative priority of meeting this latent demand versus meeting unmet demand for other facilities; and
- Cost-benefit evaluation of providing for this costly facility type versus less costly facility types to satiate unmet demand for other activities.

In light of the above issues, and given the significant potential capital investment and long term maintenance commitment in pool facilities, further detailed study by the City is recommended. This study is recommended to be comprehensive in nature and consider all existing public, private and non-profit facilities, current demands on facilities, costs and economic feasibility. This study is recommended to include:

1. A full survey of the inventory of existing public and private pools and programming available should be conducted.:

2. Estimated projections of future pool and aquatic center needs based upon population projections.

3. Potential costs of pool development for various sizes and types of facilities.

4. Economic feasibilities of facility developments over time.

In the near term, in order to help alleviate some of the immediate demand for new pool facilities, the City is encouraged to seek ways to optimize the use of its current facilities (e.g. through extended hours or conversion of seasonal facilities to year-round facilities). The City is also encouraged to develop an inventory of private facilities and seek creative public-private partnerships to better serve the current needs of citizens.

Utilize Facility Space Guidelines: Space requirements for each activity typically found in parks and recommendations regarding orientation of fields and field size options to meet various sports regulations have been identified and should be used as new parks are planned and existing parks are improved.

Enhance Access to and Awareness of Raleigh's Recreation Opportunities:
Raleigh parks system currently includes a wide variety of recreational opportunities of which many residents may not be aware. The City needs to set a primary goal of increasing awareness of these to promote public involvement in the park and recreation system and encourage active living, which can offer significant health benefits.

Improving the Aesthetic Character of the City and Promoting Livability: The ultimate livability of the City of Raleigh depends upon numerous factors, many of which have ties to parks and recreation opportunities and the overall aesthetic quality of City-owned lands. These recommendations stress that by treating elements such as urban rights-of-way, alternative transportation routes and trails and natural areas as high-quality urban amenities Raleigh can become a more livable community.

Encourage Stewardship of Parklands and Awareness of Ecological Principles:
A dedicated focus on parkland Stewardship within the Department is recommended to become one of the key elements in both the continued maintenance and upgrading of existing facilities as well as in the System Integration Planning and Master Planning processes of all new parkland. The City's environmental stewardship and conservation efforts should complement similar efforts being undertaken by Wake County and adjacent municipalities. These recommendations recognize that while the City of Raleigh has the immediate responsibility for resources within its City limits, ecological systems do not recognize these boundaries; thus there is great benefit to coordinated, complementary efforts by entities throughout the region.

Promote, Preserve and Ensure Protection of Raleigh's Cultural and Historic Resources: Cultural and historic resources within the community also provide a unique opportunity for the Raleigh parks and recreation department to provide varied recreational and leisure opportunities for its citizens. Facilities such as historic homes, performing arts and arts education centers and public places with cultural themes can provide alternative opportunities to active recreation facilities and represent prime opportunities for community interaction and partnerships with other agencies and organizations.

Provide Environmental Education Opportunities: In conjunction with a commitment to the conservation and stewardship of natural lands, environmental education efforts will help to educate the Citizens of Raleigh about the ecological systems and processes within their own neighborhood. More affective advertisement to make citizens aware of these current opportunities is also recommended.

Encourage Public Involvement: The success of the parks and recreation system depends upon the support and involvement of the entire community. Recommendations in this Park Plan and the master plan process will help to ensure that parks planning engages surrounding neighborhoods and addresses community needs. Both national and local trends should also be tracked to encourage new park development and renovations to remain synchronized with public demand.

Utilize School Parks: The City should capitalize on the great opportunity to partner with the Wake County Public School System in order to provide Neighborhood Park facilities to underserved areas of the community while enhancing school lands.

Collaborate and Partner with other Communities and Agencies: The City of Raleigh is committed to providing a very broad range of recreational opportunities and the best possible service; however, every service or facility that residents' request cannot be provided. It is important to recognize that parkland and recreation facilities belonging to adjacent communities, as well as County, State and Federal agencies, can often fulfill some of these needs. Partnerships with non-profit groups and athletic clubs and with private corporations can also meet some of this demand. These collaborations and partnerships are very important to the success of the Parks Plan. Building strong

partnerships will alleviate some demand for resources and allow the City to allocate funds to other needed facilities in its effort to provide a diverse and well balanced parks and recreation system

Collaborate with Non-Profit Groups, Athletic Clubs and the Private Sector: As it may not be possible or desirable to satisfy the recreational needs of the community with City resources alone, the City is recommended to explore ways in which non-profit groups and athletic organizations can support the City's initiatives to meet Level of Service (LOS) goals.

Priorities for Implementation

The following priorities are intended as a guide to the City as it pursues the LOS goals and recommendations of the Parks Plan. The implementation of the Parks Plan will simultaneously require systematic approaches on many fronts in order to succeed. This will also require the City to seize opportunities as they arise to secure parklands, funding and partnerships that become available.

	POLICY	ACQUISITION*	DEVELOPMENT*
SHORT RANGE - 1 – 2 YEARS	Adopt the Parks Plan	Develop strategy and acquire land for new Neighborhood Parks to achieve the goal of one-mile service area coverage throughout the ETJ and in keeping with population growth	Evaluate Schools parks and identify potential improvements in collaboration with Wake County Public School System
	Adopt Greenway Corridor modification	Acquire land for new Community Parks when opportunities arise	Evaluate existing park system marketing programs and develop strategies to increase awareness of Raleigh's extensive existing facilities and program opportunities
	Implement revised Facility Fee structure	Acquire land for new Metro Parks when opportunities arise	
	Implement Land Dedication and Fees-in-Lieu of dedication		
	Identify strategies that enable protection of natural resources through environmental stewardship and sustainable design practices		
	Continue reinvesting in existing parks to maintain facilities		

* Acquisition and Development priorities are graphically depicted in the table "City-Wide New Parks Needed to Fulfill LOS by Year"

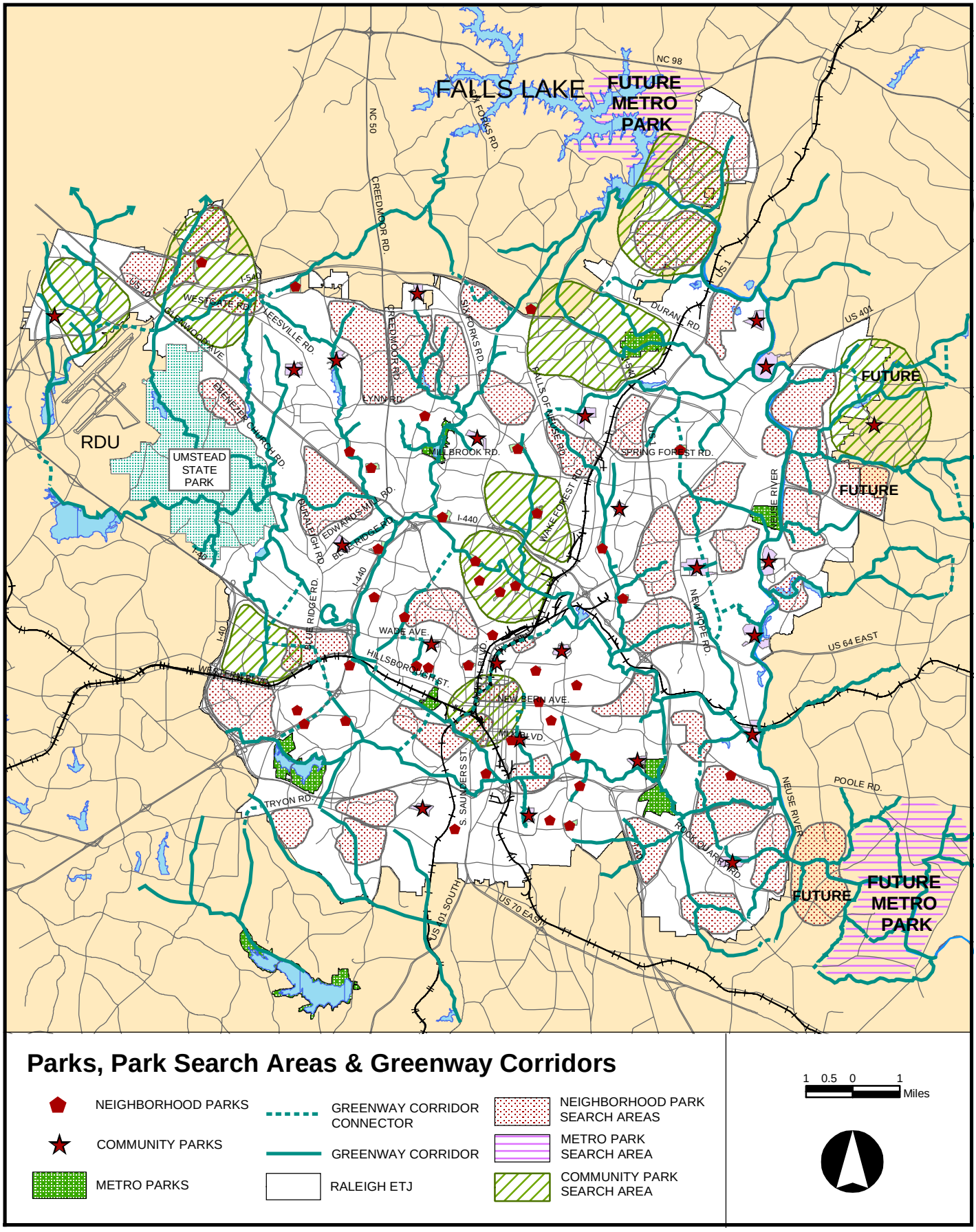
	POLICY	ACQUISITION*	DEVELOPMENT*
MEDIUM RANGE – 1- 10 YEARS	Implement strategies for assessing and addressing citizen expectations and revising the Parks Plan and funding levels	Continue acquiring land for Neighborhood Parks to fill in gaps of service areas	Delineate Natural Areas (Conservation Areas within existing parks, and new Conservation Areas in acquisitions
	Conduct the recommended pool study	Acquire land for new Community Parks	Prepare and implement stewardship plans for Conservation Areas
	Continue reinvesting in existing parks to maintain facilities	Acquire land for new Metro Parks when opportunities arise	Upgrade selected Mini Parks to Neighborhood Parks
			Develop twelve new Neighborhood Parks to meet the current deficit, giving priority to areas that are underserved
			Develop Multi-Use trails within Greenways to expand recreational opportunities and to create a complete trail system

* Acquisition and Development priorities are graphically depicted in the table "City-Wide New Parks Needed to Fulfill LOS by Year"

	POLICY	ACQUISITION*	DEVELOPMENT*
LONG RANGE – 1-20 YEARS	Utilize the Parks Plan, Master Plan and System Integration Plan process in all new park planning efforts	Pursue a dedicated, persistent strategy of acquiring parklands	Develop Neighborhood Parks to achieve the goal of ½ mile service area coverage throughout the ETJ
	Ensure public involvement in all Master Plan and System Integration Plan endeavors	Seek and acquire land with outstanding natural resources	Seek additional opportunities to make the outstanding resources of State and Federal agencies accessible to Raleigh residents
	Utilize the development of new park facilities and upgrading of existing facilities to enhance the aesthetic character of the City and to promote livability	Continue acquiring land for Neighborhood Parks to reach the ultimate goal of one-half mile service areas	Develop new parks in a manner that ensures universal access to recreation facilities

	Continue reinvesting in existing parks to maintain facilities	Acquire land for new Community Parks	Develop swimming facilities per the results of the swimming pool study
	Actively promote, preserve and protect Raleigh's historic and cultural resources	Acquire land for new Metro Parks when opportunities arise	Develop Forest Ridge Park on Falls Lake as a Metro Park in coordination with USACE
			Evaluate existing parks with respect to ADA compliance and develop a process for upgrading these facilities

* Acquisition and Development priorities are graphically depicted in the table "City-Wide New Parks Needed to Fulfill LOS by Year"


FALLS LAKE
FUTURE METRO PARK
NC 98
NC 50
CREEDMOOR RD
N FORKS RD.
US 1
DURANT RD.
US 401
FUTURE
FUTURE
FUTURE
FUTURE METRO PARK
RDU
UMSTEAD STATE PARK
WESTGATE RD.
GLENWOOD AVE.
LEESVILLE RD.
EBENEZER CHURCH RD.
LYNN RD.
SIX FORKS RD.
FALLS OF NEUSE RD.
I-540
MILLBROOK RD.
SPRING FOREST RD.
WAKE FOREST RD.
NEUSE RIVER
I-440
EDWARDS MILL RD.
BEDDINGFIELD RD.
RALEIGH RD.
GLENWOOD RIDGE RD.
I-40
WADE AVE.
HILLSBOROUGH ST.
WESTERN BLVD.
CAMPUS DR.
NEW BERN AVE.
MLK BLVD.
S. SAUNDERS ST.
NEW HOPE RD.
US 64 EAST
POOLE RD.
ROCK QUARRY RD.
TRYON RD.
US 401 SOUTH
US 70 EAST
Parks, Park Search Areas & Greenway Corridors
NEIGHBORHOOD PARKS
COMMUNITY PARKS
METRO PARKS
GREENWAY CORRIDOR CONNECTOR
GREENWAY CORRIDOR
RALEIGH ETJ
NEIGHBORHOOD PARK SEARCH AREAS
METRO PARK SEARCH AREA
COMMUNITY PARK SEARCH AREA
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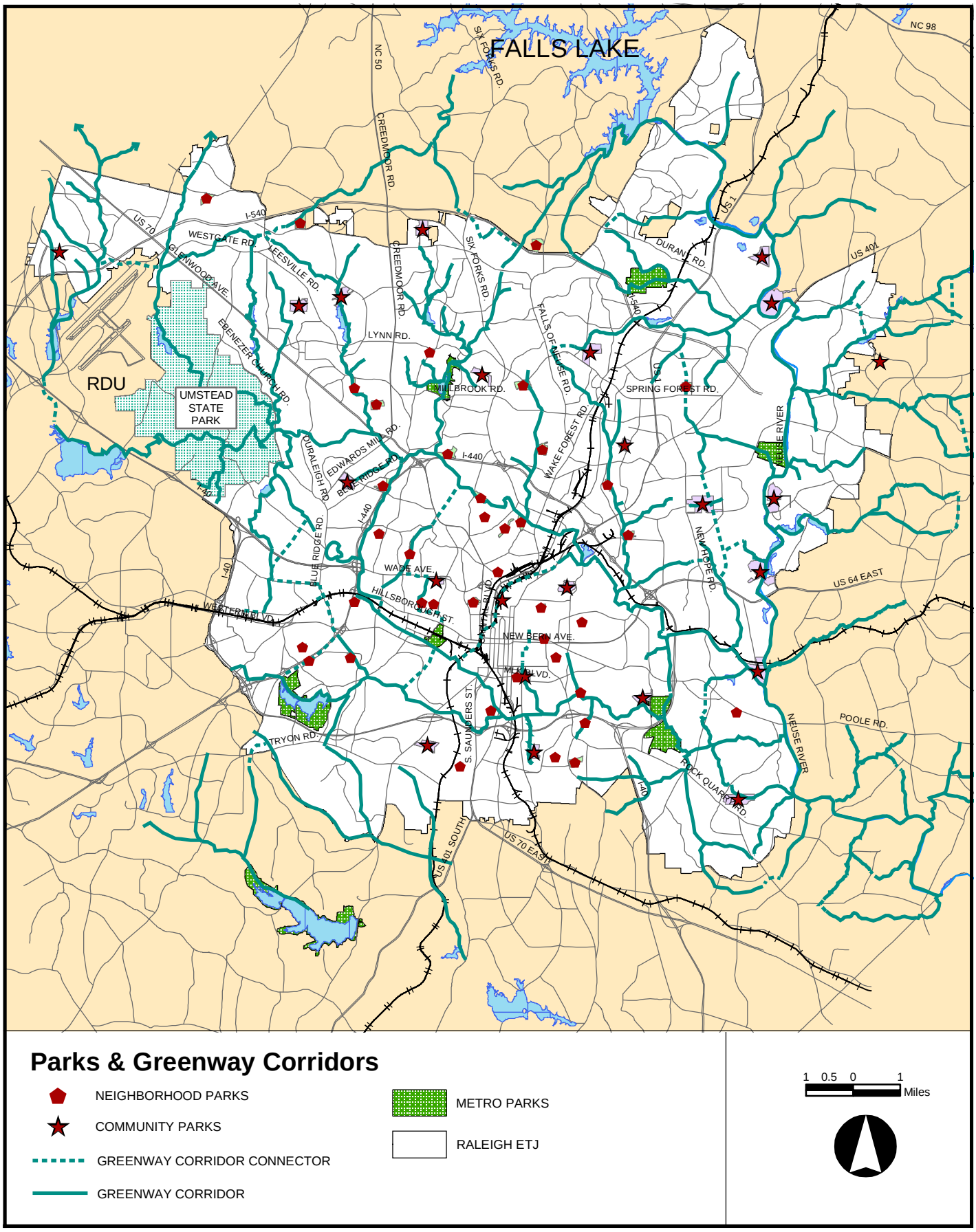


Parks & Greenway Corridors

- NEIGHBORHOOD PARKS
- COMMUNITY PARKS
- GREENWAY CORRIDOR CONNECTOR
- GREENWAY CORRIDOR
- METRO PARKS
- RALEIGH ETJ

1 0.5 0 1 Miles

PART 5 ECONOMIC DEVELOPMENT STRATEGY

Introduction

The Raleigh City Council is committed to sound economic development that is sensitive to the need to preserve and enhance the city's high quality of life, while ensuring its long-term economic and fiscal strength.

To achieve this end, Raleigh needs a strong and developing economic base. That base will best be maintained and strengthened by the pursuit of an active economic development policy. That policy should be carried out through the identification of the components of economic strength and through the vigorous encouragement and application of strategies and actions to improve functioning in those elements.

The five elements of economic strength are physical resources, human resources, financial resources, community resources and institutional resources.

Physical Resources

Raleigh has an adequate highway network and good air transportation, while public utilities are reliable and have capacity for growth. The area has a stable, diversified employment base. While there is a good supply of vacant land, there is a more limited supply of available, properly zoned sites, particularly attractive sites in business park settings. The price of vacant land is comparable to most urban areas in the region. Raleigh needs to expand base employment uses in its jurisdiction. Base employment uses are uses whose primary activity is to produce goods or services that are sold outside of the community of production.

Goal 1: Ensure an adequate supply of land for base employment type development. The City should:

- Continue to work with the Chamber of Commerce in maintaining an inventory of parcels suitable for base employment uses that are in Comprehensive Plan designated regional centers and employment areas.
- Zone such parcels for a classification that will permit base employment uses.
- Continue to pursue extensions of its planning jurisdiction.
- Continue to participate in redevelopment projects in redevelopment areas.

Goal 2: Maintain a supply of available vacant buildings suitable for base employment uses. The City should:

- Continue to participate with the Chamber of Commerce in maintaining an inventory of existing available buildings for use as a marketing tool.

Goal 3: Maintain adequate capacities in public utilities to supply forecast growth. The City will:

- Plan for, design and schedule in its Capital Improvement Program water and sewage treatment capacity expansions to serve forecasted needs.
- Develop adequate funding sources to implement the Capital Improvement Program.

Goal 4: Extend public utilities and transportation facilities into all areas planned for base employment uses. The City will:

•Plan, design and schedule in its Capital Improvements Program the extension of water and sewer lines and transportation facilities into unserved portions of designated regional centers and employment areas.
•Size water and sewer lines and transportation facilities with adequate capacity to serve expected base employment needs.
•Schedule replacement of inadequately sized utilities and expansion of inadequate transportation facilities with utility lines and facilities that are adequately sized for base employment uses in regional centers.
•Accelerate construction of public utilities and transportation facilities where it can be demonstrated that development will produce a future net revenue gain.

Goal 5: Maintain the capacity of the transportation network to handle traffic demands at adequate service levels. The City should

•Work with N. C. Department of Transportation and other transportation agencies, such as the Triangle Transit Authority and the Raleigh Transit Authority, to increase emphasis on alternative transportation modes (mass transit, public transit, bicycle, pedestrian) as a means of expanding network capacity.
•Enhance the capacity within the transportation network by stressing the integration of various transportation modes.
•Link the implementation of transportation improvements to developments that increase traffic demands.
•Work with the development community to encourage land use patterns and development styles, such as mixed-use developments, that provide for the close relationship of residential and nonresidential uses that make possible increased use of transportation alternatives to the automobile.
•Continue to increase road capacities with new construction, widening and transportation system management improvements with the N. C. Department of Transportation and through local bond initiatives.

Goal 6: Maintain a diverse transportation system. The City should:

•Support retention and expansion of an intermodal transportation system, including air, rail, bus, pedestrian and bicycle systems.
•Be a leader in regional efforts to improve transit service and support the Triangle Transit Authority in its programs to provide transit service to Research Triangle Park and other urban centers in the Triangle Region.
•Promote the development of transportation-related goods and services as a special focus of Raleigh's economic base. Jobs in construction, maintenance, operations, support and manufacturing could result from a commitment to fixed guideway transit.
•Protect existing rights-of-way for future mass transit uses.

Human Resources

Raleigh and the region's numerous universities, colleges and technical colleges provide a wide range of education and training opportunities. Raleigh's work force has a high proportion of skilled persons, including scientists, professionals and technicians. However, a large portion of the work force lacks basic education skills. While Wake County Public Schools have performed well in recent years, the demands of advancing technology and increasing competition will require improved educational performance in the future, and the demand for a more highly skilled work force will require improved educational performance in the future. Housing is expensive. Only minimum public transportation is available. The low unemployment rate has resulted in some labor shortages.

Goal 1: Utilize the availability and skill levels of the work force as an economic development marketing technique. The City should:

•Identify size and skill levels of the work force in Raleigh and adjoining areas.

•Work with the Chamber of Commerce to develop an area work force summary for marketing and promotion.

Goal 2: All Wake County children who will graduate from Wake County Public Schools should have adequate basic education skills and preparation for further education and training. The City should:

•Encourage establishment of programs both in and out of schools to encourage students to stay in school until graduation.

•Encourage Wake County Public Schools to improve the quality of public education so that each student graduating has basic education skills.

•The City should encourage Wake County Public Schools to provide programs in public schools that will prepare students for post secondary education and training.

Goal 3: Provide education and training programs that reflect local employment needs at local universities, colleges and technical colleges. The City should:

•Provide a local employment profile to local universities, colleges and technical schools.

•Encourage cooperative efforts between local employers and universities, colleges and technical colleges to develop education, training and research programs.

•Cooperate with other organizations to make high school students aware of local employment needs and education and training programs that provide needed skills.

Goal 4: Encourage graduates of local educational institutions to take employment in Raleigh and the surrounding region. The City should:

•Cooperate with other organizations to make students preparing to graduate from local educational programs aware of current local employment opportunities.

• Support "career events" where local employers can meet students preparing to graduate from local education programs.

Goal 5: Create a work force whose members will have basic education skills. The City should:

• Support efforts to identify current work force members who need remedial education and literacy training.

• Support efforts to make remedial education and literacy training programs available to those persons in need.

Goal 6: Remove obstacles to participation in the work force. The City should:

•Increase the availability of public transportation between residential and employment areas, as well as to regional facilities such as RDU International Airport and TTA Regional Rail Transit Stations.

•Support efforts to increase the availability of convenient, affordable child care.

•Continue to increase the supply of housing that is affordable to moderate income persons.

Goal 7: Capitalize on existing employment strengths to attract additional employment. The City should:

•Identify those types of existing employment that have significant growth potential and are the types of employment that the City would like to see increase.

•Maintain a cooperative arrangement with the State Department of Commerce and the Chamber of Commerce so that the types of employment that the City wants to see increase are targeted by them as part of their business recruitment programs.
•Encourage local economic development organizations to use the education and research capabilities of NCSU, Wake Technical Community College, St. Augustine's College, Shaw University, Meredith College, Peace College and other Triangle colleges and universities as a marketing tool.

Goal 8: A recognition by the Raleigh City Council that an increasingly better educated work force is necessary to continued economic development and to a commitment to the improvement of the education of its citizens. The City should:

•Identify an appropriate city role in economic development programs offered by other educational institutions.
•Continue coordination efforts with Wake County Schools and Government and Wake Technical Community College through the Wake Public Facilities Coordinating Committee in the planning and construction of needed public school, community college and other educational facilities.

Financial Resources

Adequate financial resources must be available to provide the public facilities and services needed for a growing economy. All citizens must contribute to the financing of public facilities and services, but the contributions should be in accord with the ability of each to pay. Justice implies fairness with respect to opportunity to benefit from public facilities and services provided. A diversified revenue base helps prevent over-reliance on a single source and provides methods by which the burden of taxation may be distributed fairly. The City over-relies on residential property taxes that put too much emphasis on ad valorem taxes. Future revenues may be inadequate to pay for needed public services and facilities, and the distribution of the tax burden is not as fair or equitable as it should be. The payment of current taxes is not fairly related to ability to pay and is not relative to benefits received. Many who benefit from the City's facilities and services do not live in the city and do not pay City taxes.

Goal 1: Ensure that the City has sufficient revenue to support desired public service levels and build needed public facilities. The City should:

•Make increased efficiency in City government an on-going means of reducing the City's revenue needs.
•Continue its incentive program for employees who make suggestions for saving money in some facet of City operation.
•Continue to identify more efficient and more effective ways to deliver City services.
•Constantly review staffing levels in light of changing workloads due to a changing economy.
•Obtain revenue in a manner that does not place an undue burden on any sector of the City.
•Develop an evaluation process to evaluate revenue production and tax burden on different types of taxpayers resulting from various combinations of taxes and fees.
•Use this process to prepare a tax structure that produces needed revenue while meeting objectives of fairness, equity and competitiveness to other cities.
•Try to maintain a lower property tax rate relative to competitive cities.
•Identify cities that are Raleigh's chief competitors for development and conduct an annual survey of their tax rates and fees for an annual report.
•Periodically update fees based on survey information consistent with policies to stay competitive.
•Consider tax rates of competing cities when establishing revenue sources during budget adoption.

•Obtain additional tax and fee authority.
•Identify potential new taxes and fees and seek authority to levy those that produce additional revenue while meeting objectives for competitive tax rates and an equitable tax burden.
•Negotiate a payment-in-lieu-of-taxes from the State government as compensation for services provided by the City, conduct a survey of such payments to other State capitals and update studies of the value of services provided to State government facilities by the City.

Goal 2: Promote land uses that produce a net revenue gain for the City, consistent with the Urban Form guidelines in Chapter 3 of the Comprehensive Plan. The City should:

•Identify development patterns for higher density uses that produce a net revenue gain and meet the City's development objectives.
•Prepare target strategies in key locations to promote higher-intensity mixed uses that make efficient use of City infrastructure.

Goal 3: Make adequate financial resources available for business start-up and expansion. The City should:

•Become a source of information about available financial resources.
•Encourage private sources to increase the availability of business financing.
•Participate in public-private financial resource programs in situations where a City role is critical to establishing or expanding financial resources.

Community Resources

Physical, social, cultural and political characteristics of Raleigh contribute to the nature and level of economic activity and to the quality of life for the people of the city and the surrounding region. Raleigh has an attractive physical environment with a good parks system and recreational facilities. A variety of cultural programs and facilities are available in the area. Raleigh's crime rate is low, and there are few significantly blighted areas. While Wake County Public Schools have performed well in recent years, the demands of advancing technology and increasing competition will require improved educational performance in the future, and the demand for a more highly skilled work force will require improved educational performance in the future. Housing is expensive, and air quality is becoming a problem.

Goal 1: Maintain and improve the city's quality of life. The City should:

•Continue to support, maintain and expand cultural facilities, programs and events.
•Continue to plan for and construct cultural facilities such as the Walnut Creek Amphitheater, Entertainment and Sports Arena and BTI Performing Arts Center in Raleigh.
•Expand parks and recreation facilities.
•Continue to implement the recommendations of the Parks Plan, making recommended specific plans and scheduling acquisition and improvements in the Capital Improvements Program.
•Continue to provide recreation programs that meet the needs of the City's residents.
•Pursue a greater State and County role in providing regional facilities.
•Continue crime prevention efforts to maintain the low crime rate.

Goal 2: Maintain and improve the city's physical environment. The City should:

•Address air pollution by incorporating into its development regulations requirements that land use patterns and development styles reduce the need for automobiles and the length of automobile trips.

•Require development to be compatible with the natural land form, including vegetation, topography, drainage ways and tree preservation.
•Continue its efforts, through both voluntary compliance and regulation, to produce attractive developed and developing areas.

Goal 3: Explore alternative policies and programs by which local communities can become more viable socially, culturally, politically and economically. The City should:

•Consider this goal in relation to the physical aspects of the city's urban form.
•Consider ways for the City to strengthen its community relations through such approaches as making closer ties between education and reduced crime and drug use, and through neighborhood improvement programs for stabilizing *at risk* communities.
•Determine how the provision of public services and facilities can positively influence community stabilization.
•Recognize that the viability of local communities is an important aspect of City organization and government.

Institutional Resources

The City's development regulations are very complex, particularly for small business. While many citizens agree that the City has done a good job in streamlining government processes and simplifying regulations, the City must always be aware of the potential effects of its regulations on future growth and balanced economic development. City policies should not be perceived as being overly burdensome or anti-growth.

Interdepartmental coordination and cooperation with private development organizations should always be a goal of the City. The City should consistently consider the economic impact of growth and development regulations in its development approach and control processes.

Goal 1: Maintain an economic development program for the City of Raleigh. The City should:

•Continue its economic development planning activities and implement it through its regulations, programs, policies and activities.
•Continue to work with and support the Chamber of Commerce in its business relations and recruitment programs, and consider annual appropriations to the Chamber or other appropriate economic development agencies to fund an aggressive economic development program for Raleigh.
•Collect and disseminate information independently or through the Chamber of Commerce describing the local economy that is useful for identifying and understanding economic opportunities.
•Encourage government agencies and their staffs and the business development organizations identified above to work together to generate effective regulations and the means to make them work.
•Cooperate with other government agencies involved in regulation to achieve consistency while meeting regulatory responsibilities in a cost affective manner.
•Assist in coordinating marketing and promotion programs of both government and private organizations;
•Continue involvement with activities and programs of the Wake County Economic Development Commission.

•Continue the refinement and expansion of the City's and particularly the Planning Department's web page to provide information and support for economic development.
•Identify sections of the City in need of special economic development efforts, such as Southeast Raleigh, and develop a strategic program to focus public and private resources to address problem areas.

Goal 2: Emphasize assistance to small and minority and women-owned businesses. The City should:

•Assist individuals and small businesses in complying with development regulations.
•Continue to support the Raleigh Business and Technology Center and encourage the continued development and growth of small businesses in Raleigh.
•Maintain its Business Assistance Program for minority and women-owned businesses.

Goal 3: Make the development review process more efficient and effective. The City should:

•Simplify development review requirements for small projects.
•Make development policies and requirements clear and consistent.
•Prepare and make readily available information and provide assistance to individuals and small businesses in particular about the development review and approval process.
•Have a positive, helpful attitude regarding development review.
•Consider development standards that relate development to the adequate provision of infrastructure and public services, especially schools.

Goal 4: Recruit business that is compatible with local objectives. The City should:

•Determine what types of business developments and industries are consistent with its land use objectives in the Comprehensive Plan and update such information as necessary to keep it relevant in a changing economy. Specific types of businesses and industries have been recommended in the 1996 Wadley Donovan Study and the 2001 Strategic Planning studies by Hammer, Siler and George for Southeast Raleigh.
•Support recruitment efforts by the State Department of Commerce and Chamber of Commerce that target these types of businesses.

Goal 5: Improve City government's relationship with local business. The City should:

•Continue to support the Raleigh Economic Development Marketing Committee through the Chamber of Commerce and its efforts to promote a positive business environment and a diversified economic development recruitment and expansion program in Raleigh.
•Maintain open communications with the local business community through publications and other devices.

Goal 6: Increase intergovernmental cooperation. The City should:

•Support efforts to address economic development issues cooperatively.
•Consider the opportunities for realizing a regional or extra-jurisdictional benefit in providing for local needs.

Goal 7: Be aware of the activities of local economic development organizations in the region. The City should:

•Collect information on the work programs and activities of local economic development organizations in the region that would be useful in building the best possible economic development program in Raleigh.

PART 6 HOUSING PLAN

Introduction

The City of Raleigh believes that every city resident should be able to afford decent, safe and sanitary housing within the City limits.

The City recognizes that it must be an active provider of housing for low and moderate income households. However, the City assumes this greater responsibility with the understanding that provision of housing for economically disadvantaged people can only be accomplished within an effective intergovernmental framework and in partnership with the private sector. The City of Raleigh believes that affordable housing choices should be available to all citizens, regardless of racial, social, economic or physical characteristics. The City recognizes that many families have been priced out of the new housing market due to rapidly escalating prices. The City recognizes that solutions to the housing problem must encompass other efforts, including neighborhood revitalization, provision of jobs and economic opportunities and social considerations.

Goals and Policies

Goal 1: To provide adequate housing for low/moderate income city residents who cannot afford to provide it for themselves.

Policies

•The City will provide a broad range of housing assistance programs benefiting low/moderate income persons, by supplementing existing federal and state programs.

Raleigh currently offers several programs to assist low/moderate income persons to obtain standard and affordable housing. These programs are funded by several different sources of revenues, including federal and local dollars. The programs are targeted at a variety of client groups, including low and moderate income homeowners, renters and investors, regardless of their incomes. The programs support both housing rehabilitation and new construction; units supported include both publicly and privately owned units. It is proposed that the City carefully monitor the effect of federal cut backs and make program modifications as necessary to assure that available dollars are used effectively. It is proposed that the city supplement existing programs with local funds as federal funds decrease.

•The City will target low income renters, homeowners in substandard housing and potential home buyers as its primary clients.

Recent housing studies indicate that low income renters particularly have problems finding affordable standard housing. Many of them pay excessive proportions of their income and still cannot afford standard housing. Given this high level of need, it is proposed that the City direct funds toward the purchase/construction of rental units for low-income families. The City should work with the private sector and nonprofit corporations by providing financial incentives to encourage the development of housing for low income renters. Affordable housing rehabilitation programs address the needs of homeowners and renters in substandard housing. It is recommended that the Community Development Department reviews its rehabilitation loan programs on an ongoing basis to assure that the rates and terms of loans are flexible enough to allow participation by deserving low/moderate income families. A third client group needing City assistance is the first time homebuyer. The first time homebuyer group has become larger

due to the rapidly escalating cost of housing in the Raleigh area. The City should encourage programs that foster home ownership.

•The City will serve low/moderate income persons who have lived in Raleigh for at least two years or who have worked in the city for one year or more.

This policy ensures that City funds are directed toward city residents and employees of companies/agencies located within the City limits.

•The City will advocate a strong role for both the federal and state government in the solution of the housing problems.

Solutions to housing problems must be provided in an intergovernmental framework, with all levels of government contributing financial and technical resources.

•The City will strengthen its partnership with the private sector in order to increase the private sector's role in addressing low and moderate income housing needs.

The City will consider proposals from the private sector to develop affordable low/moderate income housing units. The City currently has programs that encourage private investment in the construction and rehabilitation of housing units for low/moderate income families. The City should review both its rehabilitation and new construction incentive programs to assure that private revenues are used to the maximum extent.

•The City will support the efforts of nonprofit organizations to address housing needs in Raleigh.

Nonprofit organizations can use funds from both the public and private sector to support housing activities. In addition, nonprofit organizations can undertake activities that public entities may be prohibited from doing.

•The City will support City-owned housing as a primary mechanism for the provision of temporary rental housing stock for families earning 50 percent or less of the median income per year.

Public housing is a transitional resource. Candidates for this resource should strive to transition to privately-owned housing. Federally funded public housing, owned and operated by the Raleigh Housing Authority, has been an important source of rental housing for low-income families in Raleigh. Currently the Housing Authority operates units that are primarily occupied by persons earning less than 50 percent of the Wake County median income. As federal funds decrease for the construction and maintenance of public housing, the City recognizes the need to continue this important program with local revenues. A program of locally supported, publicly-owned units can be either a construction or purchase program or both. In the future the choice between purchase or new construction should be made on a cost basis.

•The City will explore new revenue sources that can be permanently dedicated to the provisions of low/moderate income housing.

Cutbacks in federal housing assistance over the years have left the City with fewer programs for low income housing production. The City may wish to explore the feasibility of tax increment financing through the NC General Assembly as a means of raising revenues. The City may also want to advocate a state funded grant program that makes housing funds available to all cities and counties in the state.

•The City will make housing opportunities available to low/moderate income families throughout the city.

The City has developed scattered-site location criteria that promote the location of City funded housing activities throughout the city. Factors such as the proximity of other publicly owned housing units and the number and percentage of low income families and persons in the general area are important considerations in the location of new assisted units.

•The City will require that quality design and appearance be an important factor in the review of low and moderate income housing developments.

The City will encourage attractive design of low/moderate income housing developments and compatibility with existing neighborhoods, to the extent that this can reasonably be achieved within economic constraints.

•The City will recognize the publicized efforts of all groups and individuals involved in the provision of low/moderate income housing.

•The City will encourage and support voluntary groups and other governmental agencies that provide shelter for the homeless.

These efforts have been funded primarily by voluntary contributions. In addition, the City has adjusted and updated its code requirements as necessary to assure that the needs of special populations can be addressed. This City also continues to work with Wake County in providing temporary shelter facilities for the homeless in Raleigh.

Goal 2: To encourage the renewal and revitalization of blighted neighborhoods.

Policies

•The City will maintain its community development revitalization efforts and programs at existing levels.

The City will continue to support neighborhood renewal efforts as neighborhoods age and need revitalization. The City will consider using local revenues for these activities to supplement federal funding, should the need arise. The City should consider using Community Development Block Grant funds for these projects when principal benefit to low/moderate income families can be established. Neighborhood revitalization and redevelopment will be planned and implemented in conjunction with neighborhood residents. Redevelopment efforts will be planned and implemented in a way as to minimize the displacement of existing residents. If relocation is necessary, those displaced will be given the opportunity to relocate in the neighborhood from which they are displaced whenever possible.

•The City will support the minimum housing code and increased enforcement efforts.

City staff will review the minimum housing code on an ongoing basis to assure that the code is current and is addressing major health and safety considerations. Community Development staff should continue to coordinate the marketing and use of its rehabilitation and new construction programs with code inspections.

•The City will encourage the preservation of existing housing units whenever it is feasible, especially contributing structures of historic or architectural significance.

In an effort to prevent the further reduction of the City's low income housing stock and to preserve elements of the City's history, the City will make every effort to rehabilitate or relocate units rather than demolishing them. Primary factors in making a decision on individual units will be the cost of rehabilitation and the condition of the unit, its historic and/or architectural significance of the structure, as well as alternative uses proposed for the property.

•The City will encourage the rehabilitation of vacant and abandoned housing, if they are structurally sound and economically feasible for rehabilitation.

•The City will use its inventory of available sites as a resource for new residential development and will provide incentives for the development of new housing on vacant sites.

To encourage the development of City-owned or City-selected sites for low and moderate income housing, the City has a program funded by both federal and local revenues that provides incentives to developers. This program is flexible and offers a variety of financial incentives, including below market financing, land cost write downs and second mortgages to prospective low income homeowners.

Goal 3: To make good faith efforts to maintain reasonable housing costs for everyone.

Policies

•The City will review its development regulations and procedures to determine ways to reduce the cost of housing without jeopardizing the quality of life.

The City will review its development approval procedures to assure that unnecessary processing time is not increasing the cost of housing. The City may wish to consider reviewing its density regulations to allow increased density in certain situations which allow greater affordability of low/moderate income housing. The City has worked with a pilot developer on a manufactured housing demonstration project using design compatible architecture. This project has resulted in a mechanism by which more affordable manufactured housing can be constructed within the City.

•The City will encourage the development of more affordable housing through the promotion of a variety of energy conservation techniques.

Such methods as building orientation, use of natural energy, use of windows and screen doors to allow natural ventilation and heating/cooling, and efficient use of building materials are means to reduce the long-term costs of energy.

Implementation Strategy

CITY FUNDED PROGRAMS TO ASSIST LOW/MODERATE INCOME HOUSEHOLDS

It is the intent of the City to use City funding resources to provide housing for low and moderate income households. The types of assistance programs, decision procedures and objectives are discussed below.

PROGRAM TYPE AND DECISION PROCEDURE

City efforts to assist low/moderate income households will include three major programs, which are described below. The annual budget is the vehicle through which the City will make annual decisions on the levels of City funding for housing and the types of program activities to be accomplished with City funds.

Rehabilitation
Rehabilitation of existing substandard units is an important way to maintain an adequate supply of housing stock for low/moderate income families. Efforts will be made to reduce the commitment of public funds for rehabilitation programs by encouraging the use of leveraging private funds wherever possible.

Public-Private Partnership Housing Projects
Public-private partnership projects are those in which both the City, the private sector and possibly a nonprofit group work together to develop housing for low/moderate income households. The housing will be a variety of types: single-family, multi-family, owner-occupied or rental. A primary emphasis of this program will be on the construction of rental units available to low-income renters. A secondary focus of this program will be home ownership opportunities for low and particularly moderate income families. Public funds to support these projects will be used in a variety of ways: site acquisition, infrastructure improvements and loans of public dollars to private developers at favorable rates and terms for a variety of uses, including land, buildings and required improvements. The City's program is based on a principle that leveraging of private dollars is essential to its success.

Publicly Owned Units
The third major City program is the purchase of existing units and/or the construction of new units. These units will remain publicly owned and will become part of the City housing stock that is permanently available for low-income households. Rents for these units will be set so that low-income families are required to pay no more than 30 percent of income for rent and utilities. The City contracts with a private property manager to manage these units.

PROGRAM LEVEL AND FUNDING OBJECTIVES

Annual and multi-year decisions for City funded housing programs will be made each year through the adoption of the Capital Improvements Program and the Annual Budget. The City has set the following annual goals as projected accomplishments of the housing program. The City will support the construction and/or purchase of rental units per year for households with incomes of less than 80 percent of the median income, with a majority of the units serving families with incomes of less than 50 percent of the median income. The City will also finance the rehabilitation of 25-30 substandard units and provide potential homebuyers with bond, city and federal financing for second mortgage loans to those households. These goals will be achieved through the implementation of the three major programs-- housing rehabilitation, public-private partnership projects and the provision of publicly-owned units for low income rental households.

Existing Revenue Sources
The Community Development Block Grant Program has historically been the primary source of funding. However, the City has also committed general funds derived from sales tax and property tax revenues to support the housing program. Additionally, the City uses the federal HOME program as preferred resource for housing rehabilitation.

Financing Techniques
To date the City has funded its housing program through annual appropriations from Community Development funds and general fund revenues. Assuming the continuation of the Community Development Program at the existing level, the City's annual housing program should be funded at the level of 2.5 to 3 million dollars. The City may wish to continue using some of its general fund revenues to support payments for housing bond issues. General obligation and/or taxable bond issues continue to be a good source of capital funding for affordable housing.

While funds from all revenue sources could be applied to our housing programs, it may be appropriate to apply bond funds to purchases or construction of new units with a long economic life or to loans where repayments returned to the City may be used to assist in bond amortization. Annual general fund revenues, as well as loan repayments, would be used for debt service on the bond issue.

Tax Exempt and Taxable Bonds
Tax exempt and taxable revenue bonds for housing have been a part of the City's downtown revitalization and housing efforts. The City shall continue to seek and use this funding source. Bond financing for multi-family developments can be used to attract investors interested in using new low income tax credits.

BorrowingAgainst Existing Equity
The City currently holds equity in its portfolio of housing rehabilitation loans and will have additional equity that offers the City collateral against which short-term loans may be secured. The funds generated from the loans can be used to support additional housing activities.

Future Revenue Sources Alternative
Securing new funding sources for City housing programs is an essential part of the program objectives. Possible new sources include an excise tax, other local option taxes or a statewide tax allocation to local governments through a mechanism such as a State housing trust fund.

LOCATION OF LOW/MODERATE INCOME HOUSING

Raleigh has a policy that governs the location of assisted units. The plan outlines priority areas and is reviewed and updated every three years. The following criteria are to be used in the preparation and administration of all future City-funded low/moderate housing location programs:

- Rehabilitation of existing substandard units will be done in existing redevelopment and conservation areas, as well as low-income census tracts. In addition, the City may identify new areas where units are in need of rehabilitation.
- City emergency rehabilitation funds will be used throughout the city, as needed.
- Public-private partnership projects are projects which arise in response to the City disposing of property it has acquired for redevelopment purposes or in response to opportunities that arise as a result of private sector initiatives. Given the opportunities and nature of these projects, they may be located throughout the city.
- The purchase or construction of publicly owned units will be done throughout the city. Priority will be given to locations/areas that have not previously had publicly owned units for low-income households or in older neighborhoods where improved standard housing stock is needed.

Additionally, the City will consider the following criteria in the location of new units:

•proximity to employment opportunities, retail shopping facilities and public transportation;
•availability of public water and sewer and other necessary infrastructure; and
•availability of appropriate sites, with the exception of units needing rehabilitation work.

INTERGOVERNMENTAL RESOURCE DEVELOPMENT

It is the intent of the City to encourage the use of external resources, as well as to increase the use of local funds for housing purposes. Recommendations for the development of intergovernmental resources are:

Federal Resources
The federal government has the greatest resources to bring to the problem of low-income housing and neighborhood revitalization. It also has the appropriate geographic jurisdiction and responsibility for comprehensive assistance for economically disadvantaged persons that is essential to a complete resolution of housing and other poverty-related needs. The City encourages support for federal housing and Community Development programs that complement the City's housing priorities.

State Resources
The active financial involvement of the State of North Carolina in housing programs is required if a significant impact on the housing needs of low and moderate-income families is to be realized. The form of this participation may vary from the provision of State revenues to local governments, either directly or through a housing trust fund, to the increased use of tax exempt financing by the N.C. Housing Finance Agency or directly by local governments. In any case, securing increased State involvement is essential to the long-term success of the City's housing objectives.

County Resources
The Council will support County and regional level solutions to the housing problem through support of new revenue sources for county and other local government jurisdictions for housing programs. The City will also provide technical assistance to the County and other local jurisdictions in addressing housing and Community Development issues in the region; and support of regional solutions to housing problems.

Private Resource Development

The City Council will encourage the use of private resources in addressing housing problems through continued support for nonprofit and neighborhood housing initiatives and developing housing programs which leverage private resources to the maximum feasible extent. There are a variety of ways that private resources can be tapped and used. One example of private involvement could include the establishment of a private loan pool that provides financing at favorable rates and terms for low/moderate income families. Another example of private involvement is construction/rehabilitation of a housing unit that is done by a private individual or group. Habitat for Humanity is an example of a group that works with individual low-income families to obtain housing. The identification of mechanisms to receive private contributions and to involve private citizens and agencies is an area needing additional work.

AFFORDABLE HOUSING

The City has a responsibility to provide for a diverse community that offers housing at a wide range of prices. Housing costs in Raleigh have generally risen faster than incomes. The City has a responsibility not to burden its citizens with unreasonable housing costs. Higher densities generally make possible the provision of more affordable housing, since land costs per unit are significantly reduced. The City Council should investigate opportunities for the provision of more affordable housing through density increases by having a planning study prepared which identifies strategies to increase density, while assuring that other community values are appropriately addressed. Required land development improvements such as water, sewer, curb and gutter, and landscaping also contribute to the cost of a home. The City may have a limited opportunity to influence the cost of a home by carefully considering the amenities required. The City Council should look into the cost implications of amenity improvements by having a study prepared which evaluates the cost and need for currently required improvements.

COMMUNITY DEVELOPMENT ACTIVITIES

The City has been involved with an ongoing neighborhood revitalization program. The City has eight primary redevelopment areas: Rock Quarry Road, New Bern/Edenton, College Park/Idlewild, Thompson/Lucille Hunter School, Downtown East, South Park and Jamaica Drive. These areas are characterized by substandard buildings and inadequate investment in maintenance. Redevelopment plans for each of the areas have been developed; the plans propose public improvements and rehabilitation or demolition of existing substandard buildings. Redevelopment projects are in various stages of completion. However, rehabilitation will continue to be needed in these areas, although to a reduced extent. The City also has thirteen conservation areas that have a majority of low/moderate income residents. They differ from the redevelopment areas in that they have less deterioration of their building stock. The City offers below-market rate loans to rehabilitate residential structures in conservation areas.

INFORMATION, PUBLIC AWARENESS

Information is needed for an awareness of housing needs, program monitoring and informing the public on the progress in dealing with housing issues in the City. Community awareness and support of the City's housing and redevelopment activities are critical to the program's success.

Public Information
In order to inform citizens of housing needs and programs, the City will consider the preparation of biannual reports on the state of the housing market and the progress and results of City housing efforts. The City will make these reports available to all citizens and to Citizen Advisory Committees.

ORGANIZATION - ROLES

The City's Community Development Department will have responsibility for ongoing administration.

Raleigh Housing Authority
The Housing Authority owns and operates over 2,000 housing units. The Housing Authority will be responsible for soliciting available federal resources for support of public housing programs.

Community Development Department
The City's Community Development Department has the lead responsibility for assessing, administering, coordinating and monitoring the programs that provide housing assistance. The department advises the City Manager and City Council on the housing needs of low/moderate income households; strategies and program proposals to eliminate shortages in the housing supply; possible new revenue sources; the status and results of City programs for low-income households; and necessary legislative efforts. The department also implements City housing programs such as housing rehabilitation, second mortgages for low/moderate income households, and developer's incentive subsidies.

LEGISLATIVE PROGRAM

The City's efforts to update necessary state and local legislation should be directed toward two concerns-- broadened and more flexible enabling legislation and legislation for additional revenue sources. As the City's role emerges and activities are proposed to be undertaken with City general fund revenues, additional State enabling legislation may be needed in order for Raleigh to act with clear legal authority. The primary need for enabling legislation relates to the clarification of the authority to use City revenues for housing purposes. The City's role in the provision of low-income housing is a partial response to the declining responsibility and revenues from the federal government. As part of its response to this situation, the City must search out new partners, including the State and County governments, to work with in the provision of housing. The City will seek and support legislation which provides a new source of revenue for City housing activities and which provides revenues for housing programs of the State and other local governments.

Wake County Affordable Housing Recommendations

In September of 1999, the Wake County Commission adopted a series of recommendations prepared by the Wake County Affordable Housing Task Force that outline several principles towards maintaining and increasing the supply of affordable housing throughout the county. These recommendations have been incorporated into the Raleigh Comprehensive Plan to further the overall goal of providing decent, safe and sound affordable housing for Raleigh citizens of Wake County.

RECOMMENDATION 1: Increase the number of families who purchase their first home. Create an additional 100 affordable single family homes each year throughout the County for a period of five years.

Strategies: County provides 2nd mortgages to eligible buyers. County provides infrastructure development loans. County acts as general contractor and builds houses. County initiates Center for Homeownership (clearinghouse for home ownership resources).

RECOMMENDATION 2: **Increase the supply of affordable rental units. Create an additional 80- 100 units each year throughout the County for a period of five years**.

Strategies: County provides loan funds to developers of rental housing through competitive Request For Proposal (RFP) process.

RECOMMENDATION 3: **Locate affordable housing near new public schools. Create 40-100 units near public schools each year for a period of five years (single-family homes, town homes or apartments).**

Strategies: Revise zoning regulations to require that developments include affordable housing units within them. When the School Board acquires land for new schools, purchase adjacent land for affordable housing. Zone land near school sites appropriately for affordable housing.

RECOMMENDATION 4: Improve the existing stock of affordable housing by rehabilitating substandard owner- and renter-occupied units. Repair an additional 50 dilapidated housing units each year for a period of five years.

Strategies: Supplement existing rehabilitation loan programs with additional funds to repair substandard homes occupied by low-income families. Coordinate rehabilitation loan programs with local housing code enforcement activities. Partner with utility companies and agencies that provide weatherization assistance.

RECOMMENDATION 5: **Provide services necessary to help families obtain and maintain affordable housing. Provide support services to 350 families each year.**

Strategies: Provide support services, such as credit counseling and budgeting, through public and private agencies (non- and for-profit). Create a clearinghouse for information about and referral to housing programs and support services (expanded version of home ownership center listed above).

RECOMMENDATION 6: **Consider changing local land use regulations, guidelines and practices to encourage the development of affordable housing units.**

Strategies: Work with municipal governments to ensure that they:
- Pre-zone land in accordance with land use plans for ultimate densities, where services are available;
- Extend services and improve transportation access to areas targeted for growth.
- Allow multi-family developments as permitted uses, with multi-family developments controlled by Floor Area Ratios instead of dwelling units per acre.
- Eliminate standards and processes that unnecessarily add to the cost of housing.
- Provide incentives for the development of affordable housing

RECOMMENDATION 7: **Improve the physical, public infrastructure of low income communities over the next five years (e.g. pave or repair streets, install water and sewer lines, build or repair sidewalks).**

Strategies: Identify communities with public infrastructure needs (Consolidated Plan process offers opportunity for 1-5 year planning). Meet with residents and municipal officials to list needs in order of priority. Identify resources to meet infrastructure needs. Coordinate with local governments to oversee and implement infrastructure improvements.

RECOMMENDATION 8: **Create and enforce a minimum housing code throughout the County**.

RECOMMENDATION 9: **Consider the following:**

- Consolidating government housing programs into an independent agency serving all the jurisdictions in Wake County;
- Creating a clearinghouse function for housing programs and resources; and
- Out-sourcing housing activities to private (both for- and non-profit) vendors.

PART 7 OTHER MUNICIPAL FACILITIES PLAN

This plan describes policies related to municipal facilities that are not included in other sections of the Comprehensive Plan. Included are land acquisitions and additional facility expansions or buildings necessary to maintain the urban services required under Federal and State mandates. Long range plans for fire protection, solid waste disposal and recycling, chemical collection and disposal, police facilities, emergency communications needs, municipal building and municipal annex expansion needs, downtown parking facility needs and the expansion and construction of other major facilities are included.

Fire Protection

Goal 1: Maintain the Class III fire protection rating.

Policies

•Maintain a 1 1/2 mile response distance for stations which are responsible for the initial service response.
•Maintain a 2 1/2 mile response distance for ladder truck service.
•Have a maximum response time of 4 minutes.
•Provide for the systematic expansion of coverage as the City expands during the next 30 years.
•Have the ability to serve as first responder for emergencies and handle special situations that could present harm to Raleigh and its environment.
•Continue to utilize local volunteer fire departments as the expansion of Raleigh continues into these areas until it is appropriate to establish new City fire stations.

Goal 2: Construct fire stations as needed throughout the City.

Policies

New fire station facilities are needed in the following areas:
•Construct a fire station in the general area of the Falls community (low priority).
•Construct a fire station in the general vicinity of the proposed Skycrest Drive Extension east of the Neuse River and between Buffaloe Road and U.S. 64 (medium priority).
•Construct a fire station in the vicinity of Wake Cross Roads and U. S. 401 (high priority).
•Construct a fire station in the area along Buffaloe Road, west of the Neuse River and east of New Hope Road (high priority—construction July 2001).
•Construct a fire station in the vicinity of Jones Sausage Road, Rock Quarry Road, and Barwell Road (high priority—construction July 2001).
•Construct a fire station in the vicinity of Harrington Grove and Dominion Park (high priority).
•Continue to evaluate fire station needs within the Raleigh Urban Service Areas as growth continues in these outlying areas.

Police Facilities

Additional office space will be necessary as the City of Raleigh grows. The City's population will increase significantly between now and 2025 and the police protection force would need to increase to approximately 1,000 positions, situated near the Municipal Building and at sites beyond Downtown.

Goal 3: Maintain the current level of police service as the City expands.

Policies:

•A space needs analysis during the early portion of this planning period will be necessary to determine office space, parking, and support facilities to maintain the Department well into the next century.

•Continue to develop plans for and operate field operation units in combination with other public facilities. This would require areas for roll call, supervisory space, fueling, and other appropriate activities. These sites are generally located in the northwest, northeast, southeast and southwest portions of the Raleigh metropolitan area and are typically part of outlying Municipal Service Centers.

Solid Waste Management Plan

A solid waste plan, as required by North Carolina State statutes, was adopted by Council in June of 2000. Copies of the plan are available from the Raleigh City Manager's Office and from the Raleigh Planning Department.

Goal 4: The City is committed to making a good faith effort to meeting the State's goal for waste reduction as set forth in the 2000 Solid Waste Management Plan.

Policies

•Waste reduction goals have been established of 32.15% through the period ending June 30, 2006 and 32.40% for the year 2010.

Goal 5: The recycling program should continue as an integral element of Raleigh's solid waste management program.

Policies

•Continue to enhance residential recycling programs through the collection of additional materials when feasible.

•Continue public education and outreach to encourage interest in low participation areas serviced by the curbside recycling program.

•Expand the multi-family programs to all multi-family complexes. Raleigh intends to expand multi-family recycling to all remaining non-served areas willing to accommodate recycling containers.

Other Essential Municipal Facilities

The purpose of this section is to describe policies related to various municipal facilities and properties that cover general administrative, maintenance and special facilities. The major existing facilities include the Municipal Building and its various annexes, the Convention and Civic Center/BTI Performing Arts Center complexes, City parking decks, and several maintenance facilities.

Goal 6: Provide other essential municipal facilities as needed.

The following is a list of proposed facilities:

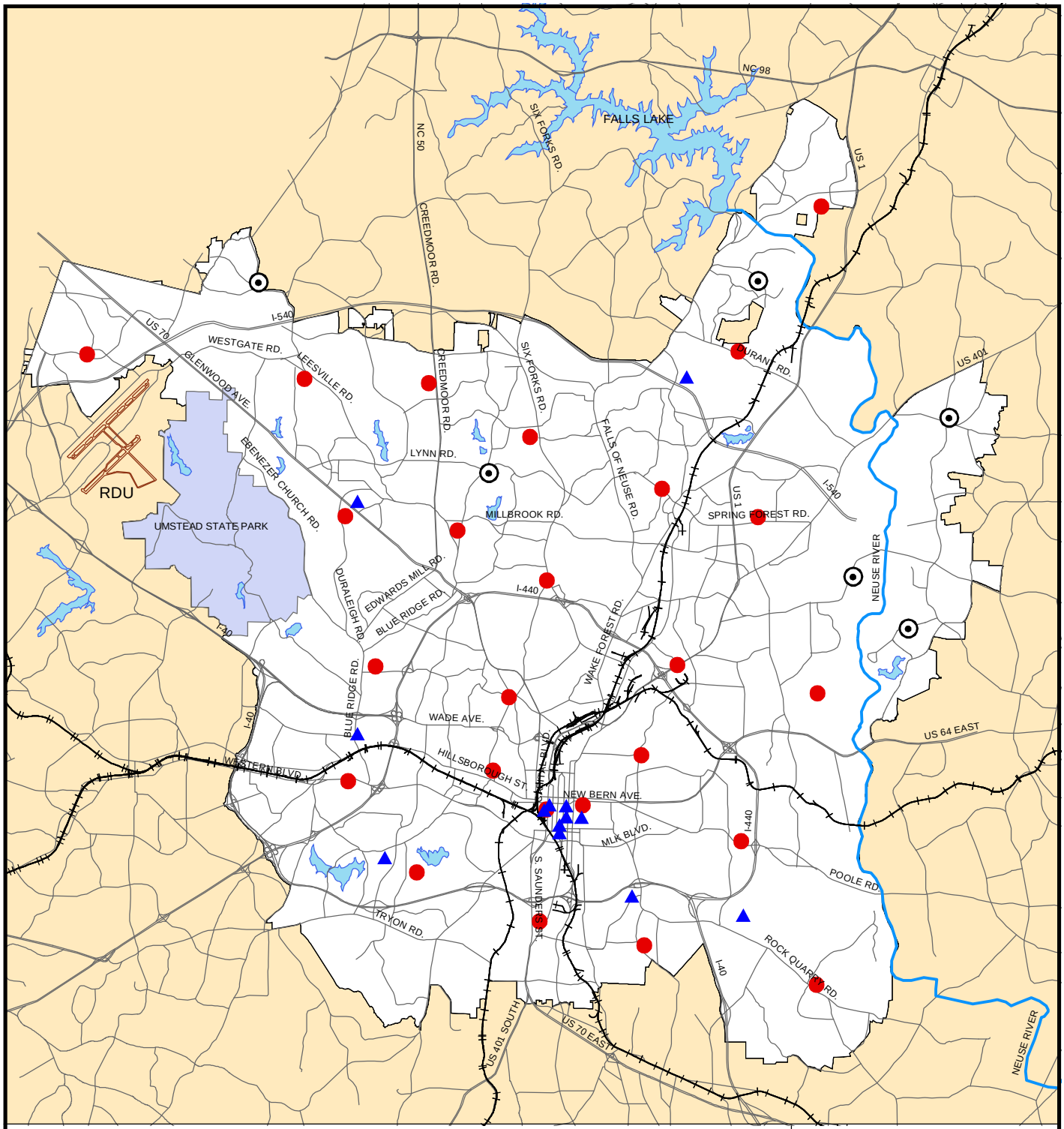
•Additional administrative office space and parking for the existing municipal buildings complex. Since 1983, when the Municipal Building opened and the Police Department expanded into the Municipal Building Annex, the City has used all available floor space within the two buildings. The City purchased an existing building at 301 Hillsborough Street for existing and future expansion needs, and continues to occupy the Dillon Building at 310 W. Martin Street for City use. During the next 20 to 30 years, certain departments will grow proportional to Raleigh's

population and must have the ability to maintain a particular level of service. Therefore, office space and parking needs studies should be undertaken periodically to establish these functions on or near the existing complex.

•Construct towers for emergency communications purposes and upgrade consoles and equipment in the communications center as necessary during this planning period to reflect improving technologies and to provide the best emergency communications services possible.

•Continue the operation and maintenance of major new facilities, including the BTI Center for the Performing Arts completed in 2001 and the expanded Convention and Civic Center, and continue to participate through the Arena Authority in the operation and maintenance of the Entertainment and Sports Arena completed in 1999.

•At Morgan and Person streets, construct additional parking if needed on land remaining from the expansion of the Exploris Museum/IMAX complex. Explore the feasibility of a public parking deck on West Hargett Street with the News and Observer Company as part of its expansion. Plan for a future parking deck in the block bounded by East Martin, South Blount, East Davie and South Wilmington Streets. The City has constructed parking decks downtown in conjunction with major public and private developments and events facilities, including S. Wilmington Street north of E. Hargett Street, Moore Square Station, S. Wilmington at E. Cabarrus Street, S. Salisbury at W. Cabarrus Street and S. Dawson at W. South Street. Additional deck facilities may need to be evaluated for the developing Westside/Warehouse District, possibly in conjunction with the proposed Intermodal Transportation facility and for the Glenwood South area. New deck construction should be in conformance with Council Resolution (1990) 713 Parking Deck Plan outlining the location of downtown deck facilities and with Council Resolution (1990) 678 Design Guidelines for Structured Parking.



Essential Municipal Facilities

PROPOSED FIRESTATIONS

EXISTING FIRESTATIONS

MUNICIPAL FACILITIES

RALEIGH ETJ

1 0.5 0 1 Miles

PART 8 TRANSPORTATION PLAN

Introduction

The Transportation Plan has five parts:

•**Roadway System Plan** that serves as a basis for the coordinated implementation of roadway improvements to protect the integrity and safety of the street and highway network and provide an acceptable level of mobility to the citizens of Raleigh.

•A **Public Transportation Plan** that serves as a guide for the provision of desirable transit and paratransit modes of travel.

•A **Pedestrian and Greenways Plan** that provides for increased walking opportunities as an alternative to the automobile and for recreational purposes.

•A **Bicycle Plan** that also provides recreational and alternative opportunities for non-automotive travel.

•The **CAMPO Transportation Plan Update 2025** that provides regional recommendations and a multi-modal approach to transportation planning in Wake County through the Capital Area Metropolitan Planning Organization.

Roadway System Plan

The plan contains recommendations for maintaining and improving the city's street and highway network. The roadway system has several components that are categorized according to their function. The Roadway System Plan is comprised of three elements: the Thoroughfare System, the Collector Street System and the Local Access System. Road design details can be found in the City of Raleigh "*Streets, Sidewalks and Driveway Access Handbook.*"

THOROUGHFARE SYSTEM

The adopted Thoroughfare Plan for the urbanized area is mutually approved by the governing bodies of all local jurisdictions in the region through the Capital Area Metropolitan Planning Organization and the North Carolina Department of Transportation. It serves as a long-range plan for the coordinated development of a regional roadway system that can adequately provide for anticipated future travel desires. The Thoroughfare System is composed of the Arterial and Non-Arterial Systems. It includes those roadways that are considered the most important corridors for safe and efficient travel throughout the city and region.

•**Arterial System**

The most important major thoroughfares are in the Arterial System. Composed of both principal arterials and secondary arterials, this system's purpose is to provide for safe and efficient travel through the area, as well as to the major activity centers within the region.

Principal Arterials are the most important major thoroughfares, comprised of limited-access freeways and expressways, as well as major, non-access controlled facilities, also referred to as gateway arterials. These regionally-important highways, generally Federal Interstate and U.S. primary routes, have extensive state-wide continuity and are the predominant routes used by

non-local traffic, as well as the city's motorists. Due to high traffic demand, these facilities require sufficient right-of-way for as many as four travel lanes in each direction, medians and frontage roads, if provided. There are three general types of principal arterials:

--Freeways are multi-lane, median-divided highways designed to the highest possible standard. Access is provided through grade-separated interchanges due to the complete control of access along these facilities. No perpendicular access via at-grade intersections or driveways is allowed. Examples of this type of roadway are Interstate 40 and the Raleigh Beltline I-440.

--Expressways are multi-lane, median-divided highways with lower design standards than freeways. Access restrictions still apply, however. Capital Boulevard between Wade Avenue and Wake Forest Road is an example of an expressway.

--Gateway arterials are typical of most of the U.S. routes serving the city. These highways are similar to expressways except that there are driveways and at-grade intersections. Gateway arterials are U.S. 1 and U.S. 401 North, U.S. 64 East, U.S. 70 East/401 South and U.S. 70 West.

Secondary Arterial Major Thoroughfares have somewhat lower levels of regional significance and continuity than principal arterials. These roadways are important arteries serving predominantly locally-generated traffic. Access limitations are less strict than for principal arterials, as these facilities also must provide access to adjacent land. Separate turning lanes at all major access points should be provided to reduce impediments to smooth travel flow. The land uses along secondary arterial major thoroughfares can be either primarily residential or primarily non-residential. Design guidelines for thoroughfares vary accordingly. Examples are Millbrook Road and Western Boulevard.

•Non-Arterial System

Non-Arterial Major Thoroughfares are typically undivided 5 lane streets or 4 lane streets with medians on 90 feet of right-of-way. These roadways are advantageous where the adjacent land use is nonresidential or where existing driveways indicate a need for a continuous center turn lane. Non-arterial major thoroughfares can have either residential or non-residential land uses in their corridors. Design guidelines for thoroughfares vary accordingly. Examples are Spring Forest Road and Rock Quarry Road.

Minor Thoroughfares are typically undivided four-lane streets on 80 feet of right-of-way. These roadways are appropriate where adjacent land uses are low- to medium-density residential or where existing driveways are limited, such that a continuous center turn lane serves no useful purpose. Examples are North Hills Drive and St. Mary's Street. Minor thoroughfares through commercial, or higher intensity nonresidential or residential areas, may require additional lanes and rights-of-way depending on the traffic-generating nature of the surrounding land uses.

COLLECTOR STREET SYSTEM

This intermediate street system is designed to provide the primary connections between the thoroughfare system and the remainder of the local street system. In most areas, collector streets should provide a travel lane in each direction, with additional width for turning lanes at intersections. Where high density residential or commercial development is proposed, greater capacity may be required.

Collector streets that connect residential neighborhoods should provide reasonable continuity to facilitate movement and provide public services, such as transit and emergency vehicles. Collector streets in commercial areas collect and distribute traffic to nearby thoroughfares and aid

traffic movements around thoroughfare intersections. Such streets should provide for adequate travel lanes, turning lanes and accommodate large vehicles.

Proposed collector streets are shown on the "*Arterials, Thoroughfares and Collector Streets Map*" found in each of the ten District Plans. Proposed collector streets shown on these maps illustrate the need for such a facility within a general area, not a specific location. The exact locations of new collectors will be determined as development occurs.

RESIDENTIAL ACCESS SYSTEM

With relatively low traffic volumes, residential streets are designed to connect individual residences to the larger street system and disperse traffic throughout a system of interconnected roadways. It is important that the residential street system be well interconnected to help relieve traffic burdens on individual collector streets and thoroughfares and to provide alternative routes for traffic within and between neighborhoods. Connectivity standards are further outlined in the *"Streets, Sidewalks and Driveway Access Handbook"*

Residential streets are relatively narrow, with two lanes, designed for the intensity of abutting development. Private streets, which are not allowed in new single family subdivisions, are permitted where public streets are not needed to link developments. Private streets are not maintained by the public, but rather are the responsibility of the adjacent property owners.

Goal 1: Reduce Vehicles Miles of Travel (VMT)

In the Triangle, increasing numbers of people choose to reside in one community and work in another, resulting in people traveling farther to reach their work place, homes and other service areas. This increase in average trip length is a major contributor to increasing traffic congestion. The longer the trip, the more intersections and roadway elements each vehicle will use, thereby increasing congestion, stops, delays and air pollution attributable to mobile sources. A useful statistic for measuring travel demand is known as overall system-wide vehicle-miles of travel, which is comprised of the total number of trips made, multiplied by their length. If average trip lengths could be reduced by fifty percent, twice the number of trips could be made with no aggregate increase in traffic or overall congestion.

Policies

•The City should encourage land use development patterns that shorten the average length of vehicle trips as a means of reducing congestion and delay throughout the city. The reduction in VMT can be accomplished by encouraging land use patterns to provide all types of services within a short distance of residential areas, ideally within walking distance.

•For Principal Arterials, maintaining high levels of travel service by such means as restricting perpendicular, at-grade access, particularly those requiring traffic signals, is most important.

Goal 2: The Thoroughfare Plan should provide a system of thoroughfares which will operate at acceptable levels of service not less than Level D during peak travel periods.

Policies

•Roadway planning standards should be used as a general guide for decisions related to the construction of new roadways, the improvement of existing roadways and the use of development regulations related to the Roadway System Plan.

•Widening of any existing roadway or construction of any new roadway shall be considered on a case-by-case basis, with consideration given to social, economic, cultural and environmental

impacts. On projects constructed by the City, ideas and concerns of interested citizens and agencies shall be sought for consideration in the design process.
•The design of new roadways or widening of existing roadways in sensitive natural areas shall follow proper engineering practices and design standards for protecting the environment. These design standards shall include shoulder/swale designs to filter pollutants from storm water runoff. These roadways would generally be located in the Falls Lake Watershed, Swift Creek Watershed, in the immediate vicinity of Umstead Park and the Crabtree Creek flood plain, and wherever runoff will flow directly into primary streams.
•Median roadway cross-sections should be considered on all new roads included in the Thoroughfare Plan. Medians on roadway widening projects should be considered on a case by case basis, but generally should be included on primarily residential corridors and areas of scattered non-residential land uses where right-of-way is not restricted. The installation of medians should be considered for new roads in residential areas and areas of clustered nonresidential development.
•All major crossing movements on expressways should be handled by grade-separated interchanges. Minor at-grade intersections are allowable; however, those with sufficient future traffic volumes should be planned for the construction of future interchanges.
•No direct driveway access is allowed on principle arterials. Frontage roads and/or nearby collector streets should be used to serve the access needs of adjacent property.
•Residential Access System streets should provide flexible and efficient vehicular and pedestrian movement among neighborhoods and allow residents to leave or enter their neighborhood by several routes. Street design should discourage traffic from nearby commercial land uses.

Public Transportation Plan

The following recommendations for the Capital Area Transit (CAT) System are based on the future needs of the City. Coordination with the planned implementation of the regional rail system (Triangle Transit Authority/TTA) is a part of these needs. Implementation of the regional rail system will activate planned modifications to the structure of the Raleigh transit system (CAT) and will require the establishment and enhancement of Regional Intensity areas and focus areas at or near the planned regional rail stops. The transit plan is supportive of all the desired urban form changes as defined in the Comprehensive Plan.

The transit plan is being initiated as a five-year transit development program, modifying the existing route structure incrementally. The five-year result of this plan is shown for the purpose of identifying more long-term changes (page 4-8.H).

The public transit plan maintains a multiple-market approach, but shifts the focus of the markets to be served in response to comments received in the public outreach program. It maintains service for transit-dependent riders, and it seeks to enhance the value of services for all riders by directing services to locations with the greatest concentration of activities. The plan identifies locations where transit can be most competitive, and focuses the City's transit efforts and investments into those locations.

Goal 3: To improve mobility for Raleigh residents and visitors by providing safe, affordable and customer-oriented transportation while pro-actively promoting economic opportunity, intermodal connection and sustainable regional development.

Objectives
•Continue to provide transit service for the transit dependent population.
•Serve major destinations.

•Provide access to jobs for workers, as well as access to workers for employers.
•Provide a transit system structure, using fixed routes and fixed schedule service design, that serves the desired travel demand and provides access to regional travel demand through connections with the regional transit system.
•Provide a public transit system that is easy to use by both the regular and casual rider.
•Prioritize transit system resources in locations with the potential for maximum ridership.
•Provide a public transportation system that supports the desired urban form of Raleigh as defined in the Comprehensive Plan.
•Integrate land use and transportation plans so that the residents of Raleigh may choose a residential location that can be served efficiently by public transportation and walking, thereby reducing the level of dependence on the private automobile.

FIVE-YEAR TRANSIT PLAN
The Five-Year Transit Plan was developed by the Raleigh Transit Authority (RTA) to fulfill the transit plan goal, identify CAT customer needs, service opportunities, and an implementation schedule to commence service changes.

Current Service Area Demographics and Transit System Overview
This component of the plan included the development of (a) baseline CAT and transportation services in the City, (b) demographic and socio-economic profile, (c) identify and map major transit generators, (d) identify future growth corridors and areas, and (e) in-depth profile of CAT operations and service trends.

Public Participation
The study process was guided by a comprehensive public participation plan. The multi-faceted public participation strategy was implemented throughout the planning process to continually consult the public on the study's progress.
The initial public input sessions were held to understand attitudes toward CAT's services and to address needs. The remaining sessions concentrated on receiving public comment on the plan's initial, preliminary, and final recommendations. The public input received assisted to define the overall plan. The public input process consisted of the following elements:
•Stakeholder Interviews (23 one-on-one interviews);
•Advisory and Technical Committee Meetings (at study milestones);
•Drop-in Sessions: A total of six sessions were held at locations including Moore Square Transit Station, Wake Med, Crabtree Valley Mall, and the Avery C. Upchurch Municipal Building;
•Seven (7) public meetings were held at Chavis Heights Community Center, Wake Med, Pullen Arts Center, and Northwest Satellite Services Center;
•RTA meetings;
•Five-Year Transit Plan Website;
•Presentations to multiple organizations including the Raleigh Citizen Advisory Council (CAC), neighborhood CAC's, Capital Area Metropolitan Planning Organization, Wake County Transportation Advisory Board, and the Triangle United Way;
•Market Research;
•Other communication including e-mail, telephone, direct mailings, and CAT bus driver meetings.

Market Research
A major market research and data collection effort was undertaken to develop a database of information with regard to CAT rider and non-rider patterns and attitudes. Four efforts were undertaken to develop this database which included:
•Passenger Counts: Conducted ridership counts to identify passenger demand by route and bus stop location.

•On-Board Survey: 3,171 on-board passenger surveys were completed. Responses highlighted a need for Sunday CAT services, keep existing riders, and a critical component to the local economy for lower wage employees.
•Telephone Survey: A 400-person in-home, random, telephone survey was conducted. The responses highlighted targeting young riders (18-29), passenger retention, and improving services to compete with the automobile.
•Employer Survey: Assisted by the Greater Raleigh Chamber of Commerce, an on-line employer survey of Chamber members and representatives of NCSU, the City of Raleigh, Wake County, and N.C. State Government was conducted. In general, respondents believed transit improvements would benefit the economy.

Service Analysis
During the planning process, numerous analysis techniques were utilized to examine CAT's routes and services for their strengths and opportunities, and develop a profile of route performance through which a needs assessment could be developed. The analysis techniques utilized were Peer Group, Route Diagnostics, Service Standards, and Congruency.

Needs Assessment
Based on the public input received, market research conducted, and service analysis, the following were identified as findings for the development of service recommendations for CAT:
•Simplify the CAT service design;
•Improve route on-time performance;
•Reduce transfers;
•Improve bi-directional route service;
•Reduce travel times;
•Reduce service duplication downtown;
•Initiate Sunday and holiday service;
•Extend fixed routes earlier in the morning and later in the evening;
•Changing travel patterns; and
•Local and regional growth.

Long Range Plan Coordination
A long range transit plan for the City of Raleigh was developed to guide the five-year planning efforts. The plan is considered an incremental step towards the design of transit that will provide the necessary links required in the future, as transit becomes an ever-more integral part of the economic landscape in Raleigh. The introduction of Triangle Transit Authority (TTA) Regional Rail service, increasing congestion, and continued sprawl are expected to present challenges to CAT service, which will need to be addressed with long-range planning. The strategies in this long range plan include:
•Primary & Secondary Hub Service
•Trunk Line Routes
•Radial Routes
•Crosstown Routes
•Circulator & Feeder Service
•Park & Ride/ Express Bus

Marketing, Economic Benefits, and Technology Assessments
There were four companion reports that accompany the plan. These were a marketing assessment, an economic benefit analysis, and a technology review. These companion studies provided an assessment of important facets of CAT operations. A summary of each item includes the following:
•Marketing Plan: An assessment reviewed CAT's current marketing efforts and provided strategies for marketing, outreach, and advertising to be utilized during the five-year

implementation period. Marketing strategies provided in the plan encompass four basic goals: to enhance CAT's awareness, image, and brand; to build community support for CAT; to increase user friendliness of CAT services; and to build usage and market share for transit services. The result of the marketing plan is a set of recommended actions that CAT can undertake to accompany the service plan that will constitute an overall strategy for success.

- Economic Benefit Analysis: An economic benefit analysis was performed to identify the effects CAT service has on the City and the economy. This effort resulted in showing that *EVERY $1 INVESTED LOCALLY IN TRANSIT IN RALEIGH YIELDS $3 OF COMMUNITY & ECONOMIC BENEFIT.*
- Technology Review: A technology review was undertaken to investigate existing and emerging technologies that are applicable to the CAT system.

Implementation Plan

This section presents the recommended implementation plan for the five year period. The implementation plan highlights the following service changes:

- Improve route on-time performance;
- Service to new destinations including Martin Luther King, Jr., Blvd., The Shoppes at Pine Hills, near the Garner Rd. YMCA, Perry Creek Rd., Lynn Road and Glenwood Avenue, Poole and New Hope Roads, Hillsborough Road, the RBC Center, and Edwards Mill Road Extension;
- Provide a greater directness of service;
- Increased service frequencies;
- Replace demand responsive cat connectors with fixed route extensions.
- Add new Sunday and holiday service;
- Future connections to the five Triangle Transit Authority Regional Rail Stations including West Raleigh, Fairgrounds, NCSU, downtown, and state government; and
- New express routes along Glenwood Avenue, Six Forks Road, Litchford Road/Atlantic Avenue, and New Bern Avenue to/from downtown.

Service Impact Projections

- Annual Ridership: Increase from 3.3 to 5.2 million passengers for an addition of 2 million riders or 58%;
- Additional Peak Buses: Increase from 50 to 81 buses for an addition of 31 buses or 62%;
- Annual Operating Expenses: Increase $10 to $16 million for an addition of $6 million or 59%; and
- Annual Revenues: Increase from $2.6 to $4.1 million for an addition of $1.5 million or 59%.

Key Growth Areas to Monitor

- New Bern Avenue;
- Poole Road;
- New Hope Road;
- Brier Creek/US 70;
- Tryon Road;
- Hillsborough Street and NC 54; and
- Capital Boulevard

On-going Plan Monitoring and Evaluation

The Five-Year Transit Plan shall be re-evaluated on an annual basis by the RTA to determine if the recommendations contained within remain valid or need revision.

Pedestrian and Greenways Plan

Grouping different land uses so that necessary activities of urban lifestyles are within walking distance of each other can be a very effective means of reducing vehicular travel within the city. The purpose of sidewalks is to separate the vehicular and pedestrian traffic. Sidewalks should be

included as part of the construction of all streets included in the thoroughfare plan, collector street plan and other access roads. Sidewalks should be required on other local access streets, especially in residential areas. Sidewalks and greenways should be well interconnected.

Pedestrian connections between and within residential, employment and focus areas, as well as transit oriented, urban developments, lessen the reliance on vehicular trips to and within these centers of activity. Internal pedestrian access within activity centers and within residential areas and employment areas is essential to interconnect neighborhoods, as well as individual retail and employment facilities, as a means of lessening internal vehicular trips. Planning for the city's remaining rail lines and corridors should be based on potential uses that may not be clearly defined when a rail right-of-way is in danger of being lost. No rail corridor should be abandoned without first considering its potential for regional rail transportation, local transit service, greenway, bicycle and pedestrian activities.

A major update of the Park, Recreation and Greenways Plan is currently underway that will analyze the existing greenway plan and make recommendations on future greenway needs, and should be available in 2003. Reference is also made to the CAMPO Transportation Plan Update 2025 for additional recommendations on greenway system planning.

Goal 4: Provide for Other Transportation Modes

Policies

•The role of air transportation to move people and goods is increasing and should become a more significant element in the overall Transportation System of the city.
•Existing thoroughfares and future transit facilities between the city and the Airport should be improved and expanded.
•The design process for all public and/or private developments should consider, where appropriate, provisions for facilitating transit, bicyclists and pedestrians. The Thoroughfare Plan, Collector Street Plan, the Public Transportation Plan, the Bikeway Plan and the Pedestrian/Greenways Plan should be used in determining the appropriate improvements.

Bicycle Plan

Goal 5: Promote the use of bicycles for transportation and recreation

An increase in bicycling will provide many benefits to the citizens of Raleigh and the environment of the City. Increased use of bicycles will conserve energy, reduce traffic congestion and the need for automobile parking facilities, enhance air quality, reduce noise pollution and improve the quality of life in Raleigh. Individuals will also benefit from the health and fitness benefits of riding bicycles.

Goal 6: Provide facilities that create a functional, complete and efficient system for bicycling

Facilities should be provided which enable bicycling between nodal points such as neighborhoods, parks, employment centers, shopping areas and schools. Facilities also should be developed to enable bicycling to adjoining destinations like towns and recreation sites.

Goal 7: Provide improvements to increase opportunities for commuter and utilitarian riding.

Major bicycle corridors should be established to connect residential, business and commercial areas.

Goal 8: Provide more opportunities for recreational riding

Raleigh should increase the opportunities for recreational riding on all kinds of facilities, including streets, greenways, multi-purpose pathways and other special bicycle facilities.

Goal 9: Provide a safer bicycling environment in Raleigh

Efforts should be made to both reduce conflicts between cyclists, motorists and pedestrians and to make facility improvements which enable safe bicycling. Raleigh should strive to accommodate people who would like to bicycle, but consider present conditions too hazardous.

EXISTING FACILITIES

Bike Paths
The bike paths in Raleigh are two-way sidewalk paths that are multi-use facilities serving cyclists, joggers and walkers. They are paved with asphalt and are usually eight to 10 feet wide. These paths were developed in response to community desires to enhance cycling conditions in the 1970's and early 1980's, but are considered less than optimum by today's engineering standards. A disadvantage of this facility is that conflicts occur between cyclists and others on the path and also with cars at driveway and street crossings.

Bike Lanes
Raleigh's designated bike lanes are indicated by white stripes on both sides of the street, three to seven feet from the curb. They are marked with "Bike Lane" signs. Some restrictions on auto parking are established along streets with bike lanes, thus providing more room for cars and bicycles. This design is less than optimum by today's engineering standards because of the potential for conflicts with motorists at intersections where lanes end.

Bike Routes
There are two systems of numbered bike routes in Raleigh. One is a system of cross-town routes for long distance cyclists, the other is a recreational loop system for shorter leisure rides. The streets chosen for the bike routes generally have less auto traffic and are wider for easier and safer travel. The signed route systems are less extensive in more recently developed portions of the City.

Greenways
The Capital Area Greenway System's paved greenways are eight to 10 foot wide trails generally in linear parks along creek corridors and through natural areas. Greenways can provide vital links across barriers such as highways and creeks where viable road routes do not exist for bicyclists. Access is limited from streets and driveways, but these are multi-use facilities traveled by joggers and walkers also. Currently the greenway system is not continuous for more than a few miles over most segments, providing limited riding opportunities. Because greenway paths follow waterways, they do not always provide direct routes for commuting and utilitarian cyclists.

Multi-Purpose Paths
Multi-purpose paths are a newer component of Raleigh's pedestrian and bicycle facility system. They are generally eight-foot wide asphalt paths located where sidewalks might otherwise be placed. They accommodate all kinds of users and are of benefit to slower paced or less experienced riders. Multi-purpose paths are being built to connect neighborhoods, greenways, parks, schools and shopping centers. Often these paths are the only kind of facility possible for

safely accommodating bicycles along narrow streets with high traffic volumes. Conflicts may occur between fast riding bicyclists, between cyclists and pedestrians and between cyclists and cars at driveways and intersections.

BICYCLE SYSTEM PLAN

Two bicycle system plans have been developed to provide guidance for creating a safe, functional, complete, efficient system for bicycling and to provide more opportunities for recreational riding. First a transportation system plan was developed to address the needs of commuters and utilitarian riders. Secondly a neighborhood recreational loop plan was developed after laying out the transportation network.

Reference is also made to the CAMPO Transportation Plan Update 2025 for additional recommendations on bicycle system planning.

Transportation System

The transportation system plan is designed to address the needs of commuters and utilitarian riders. It represents an ideal long-term network for bicycling that should be developed over the next 25 years. The plan shows a network of primary and local corridors designed to enable cyclists to travel throughout the city. Generally the network follows the street system. Where possible it is planned along streets with lower traffic volumes, such as collector streets. It also follows some thoroughfares where future opportunities may exist or where no other choice is available.

Although the corridors are most often identified along roadways, it is important to note that this map of the future bicycle transportation system does not imply that a particular kind of facility should be designed for a given location. A chosen corridor indicates that some provision should be made for cyclists. The most appropriate design should be chosen on a case by case basis. Each street, greenway, railroad bed or other corridor should have its own design and appropriate facility to safely accommodate bicyclists.

This long- term plan for the ideal bicycle transportation network is divided into three phases for implementation. Each corridor is assigned to a phase based on two factors--the amount of improvement needed for safe bicycling, and the time in which implementation could reasonably be accomplished. Corridors are identified as either short-term, mid-term or long-term corridors for development.

The short-term corridors are those that may be improved within one to five years. These largely include existing streets with minimal improvements necessary for safely accommodating bicyclists. Improvements such as posting or relocating signs ("Share The Road," "Bicycle Crossing," etc.), replacing drainage grates, widening embankments and improving site distances could be done relatively soon to enhance cycling.

The mid-term corridors are those targeted for improvements within two to 10 years based upon known road improvement projects or the need for substantial construction work. Improvements on mid term corridors could include posting signs, paving shoulders or widening outside lanes by differential striping.

The long-term corridors are those along proposed streets or those which require major improvements like road widening. These corridors could be improved over a period of five to 30 years.

Neighborhood Recreational Loop System

The neighborhood recreational loop plan was designed to provide safe opportunities for recreational riding. Several loop routes of four or more miles were laid out to show the potential for leisurely rides by slower paced or less experienced riders. Some of the loops are along bicycle corridors presented in the transportation network plan. Many are intended to incorporate future extensions of the greenway system. Others follow existing residential and collector streets or greenway and multi-purpose pathways. All show potential connections between parks, greenways, recreational facilities, shopping centers and other attractions.

The recreational loop plan is divided into two phases for development. Again, the phases of development are a function of the amount of improvements needed and the anticipated time for accomplishment. The first phase shows loop routes that may be developed in the near future using existing facilities like greenway paths and neighborhood streets. The second phase is a long-term plan proposing use of future greenways, multi-purpose paths, streets and other facilities. It will evolve through expansion of the greenway network and the use of future opportunities like available rail corridors.

It is important to note that this plan is a conceptual one. Although specific streets, greenways and other courses are identified on the corridors for the recreational loops, chosen routes may differ somewhat when established. Modifications may occur because of changes in the transportation network, differing rates of development of the greenway system, or because of unanticipated opportunities which may arise (such as the availability of long sections of rail corridors for public uses).

Design Considerations for Facilities

Bicycle facilities should be planned in accordance with the guidelines of the American Association of State Highway and Transportation Officials (AASHTO), the Manual on Uniform Traffic Control Devices (MUTCD) and the North Carolina Department of Transportation. Several kinds of bicycle facilities have potential for use in both the Citywide Transportation and Neighborhood Recreation Bicycle Systems.

This plan proposes the use of on-street facilities as the preferred design for the Citywide Transportation network. Streets are usually the first choice for cyclists since bicycles have the legal status of vehicles, and an extensive street network already exists for them. Per North Carolina State Law, bicycles legally have the right to use all roads, except fully controlled, limited-access highways like the Raleigh Beltline.

Adequate width should be provided so that motorists can pass cyclists easily without endangering either. An optimum width for a travel lane designated for bicycling is 14 feet according to North Carolina Department of Transportation guidelines. At times designated bicycle lanes or "Share the Road" signs may be appropriate improvements to upgrade streets to promote safer bicycling.

Other Recommendations for Bicycle Facilities

The Transportation System and the Neighborhood Recreation Loop System are general guides for planning improvements for bicycling. On streets included in the corridor plans, the following improvements are recommended where appropriate as facilities are developed:

- Intersection traffic control signs favoring bicycles,
- On street parking removal or reduction,
- Repair and replacement of unsafe drainage grates,
- Increased frequency of street sweeping,
- Bicycle parking at popular public places controlled by the City,
- Railroad crossing retrofitting for better bike crossing.

Signs/Markings for All Bicycle Corridors
Adequate signs and marking are essential as corridors are developed to alert cyclists to potential hazards and to convey regulatory messages to all vehicles. Directional signs to indicate routes, destinations, distances and route names or numbers should be used in the same manner as they are on highways for motorists.

Signs/Markings for Recreational Loops
Unique signs designed specifically for Raleigh should be developed for recreational routes. Other criteria that may be used in planning signs for recreational loops include:
- Consistency in overall sign design,
- Distinct names and color differences to distinguish each recreational loop,
- Placement of the route name, a mileage key, a route map, directional guidance (arrows) or any other special information for safety or convenience on signs or markers,
- Appropriate location of signs or markers at intersections and at path and greenway crossings.

Naming Recreational Loops
Guidelines to be considered in naming loops include:
- Using the name of a natural feature in the area,
- Using the name of parks or other significant community features,
- Using historic names.

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION (CAMPO) TRANSPORTATION PLAN UPDATE 2025

In April of 2002 a major update of the CAMPO Transportation Plan was adopted. This document serves not only as the guiding transportation plan for Wake County and its twelve municipalities through the Year 2025, but is a federally mandated plan that must address the following items:

- The plan must be "multi-modal."
- The plan must have a horizon of at least 20 years
- The plan must be financially constrained; that is, the sum of all projects and programs can't cost more than the forecasted revenues.
- The plan must be sensitive of air quality such that the forecasted emissions coming from all vehicles on the future transportation system cannot exceed the area's emissions "budget."
- The plan must involve the public in the decision-making process, ensuring that special attempts are made to contact those traditionally overlooked in the transportation planning process, namely low-income and minority populations.

A major element of the CAMPO Plan is its Vision statement that serves as the overall mission for transportation planning in Wake County, and the goals that will guide this planning:

VISION: ***The CAMPO vision is a multi-modal transportation network that is compatible with the area's growth, sensitive to the environment, improves quality of life and is accessible to all. The Transportation Plan Update 2025 commits the Triangle region to transportation services and patterns of land use that contribute to a more attractive place where it is easier for people to pursue their daily activities.***

GOALS AND OBJECTIVES:

GOAL ONE: **DEVELOP A REGIONAL TRANSPORTATION NETWORK THAT IMPROVES QUALITY OF LIFE AND THE ENVIRONMENT.**

Objective A: Encourage local and state governments to manage growth more proactively by linking land use patterns, plans and policies with transportation networks, plans and policies.
Explanation: The region's transportation facilities are not adequate for the existing and planned development patterns. Current growth management policies contribute to transportation problems. Local and state governments are reactive instead of proactive, and there is not enough emphasis on regional coordination between land use and transportation development. Land use policies and the resulting development patterns must better address transportation issues and implications.

Objective B: Encourage equitable funding from Federal and state sources for a system that satisfies the region's transportation needs. **Explanation:**
Due to the area's dramatic growth, there is a substantial need for transportation improvements, especially for highway construction. Primary funding sources for highway construction and improvements are the state and Federal gasoline taxes. A significant amount of the gasoline taxes that are collected here are not used to fund local projects. This objective expresses the desire to increase the proportion of state gasoline tax revenue that is used to fund projects in this MPO. There is also a desire to improve the state distribution formulae to insure that Federal highway funds are spent in areas of critical need.

GOAL TWO: PROVIDE CONVENIENT, SAFE, RELIABLE AND AFFORDABLE TRANSPORTATION CHOICES, AND PROVIDE PUBLIC EDUCATION ON THOSE CHOICES.

Objective A: Provide policies and infrastructure that make walking and bicycling more viable modes of transportation.
Explanation: The local land use plans have not adequately integrated the walking and bicycling modes of transportation. The region needs to develop more facilities, policies and programs to make these modes of transportation more viable.

Objective B: Promote the benefits of walking and bicycling as practical modes of transportation.
Explanation: The region needs to begin new efforts to realize bicycling and walking as viable modes of transportation. Promoting the health, environmental and economic benefits of these modes of transportation would help the region realize those benefits.

Objective C: Increase funding for alternative modes of transportation.
Explanation: Funding for alternative transportation modes (including transit) is inadequate. Alternative transportation modes need more funding to give people a choice of transportation other than the single occupancy vehicle. Innovative ways of providing increased funds should be explored.

Objective D: Promote land use policies that encourage transit alternatives in local and regional plans.
Explanation: The local land use plans and policies and their implementation do not adequately accommodate transit-oriented development or other alternative transportation modes. Local and regional plans and policies should support transit alternatives.

GOAL THREE: ENHANCE CONNECTIVITY BY DEVELOPING A MULTI-MODAL TRANSPORTATION NETWORK THAT PROMOTES ECONOMIC GROWTH THAT IS COMPATIBLE WITH THE ENVIRONMENT AND LAND USE PATTERNS.

Objective A: Improve mobility by planning facilities that enhance interconnectivity and accessibility.
Explanation: There is a need to plan for and design interconnected facilities due to the region's growth. Facility planning for the region involves the need for interconnecting points to be accessible. These points should be linked to provide timely travel for all people in a seamless manner.

Objective B: Improve the coordination of the metropolitan area governments, public and private transportation agencies, freight carriers and transportation users in order to plan for a seamless, interconnected transportation network.

Explanation: There is a need to better coordinate the interconnectivity of the region. Transit needs to aid the roadway system in this region and there should be an effort to seamlessly coordinate the different companies that serve the Triangle. Because there will be transit route redirection due to the rail/transit relationship in the future, some degree of coordinated planning needs to occur. The key element to this issue is regional coordination for people and goods movement. A major reformation of the transit systems in the Triangle should be reviewed. All parties, including the public, should work to achieve a seamless connection between the systems.

Objective C: Develop a better process for identifying, evaluating and prioritizing transportation projects.
Explanation: The process for locating and prioritizing transportation improvements is not always successful. It does not adequately address public input, is not equitable and is not always technically defensible. The process for selecting projects to be funded needs to be reviewed and overhauled. The objective is to ensure that appropriate ways of measuring the need for each project are used. It was felt that public input was only received when the project had been under study for some time. It would be better to receive public input from the beginning of the project's conception. The inability to schedule projects equally across the metropolitan area was also recognized as a shortcoming to project selection. The location of these projects needs to be communicated to the public with a more up front approach.

GOAL FOUR: DEVELOP AN EFFICIENT TRANSPORTATION NETWORK THAT IS BOTH AFFORDABLE AND RELIABLE FOR THE MOVEMENT OF PEOPLE AND GOODS.

Objective A: Identify new and alternative funding sources for constructing and maintaining transportation infrastructure.
Explanation: Funding sources are inadequate and are not effectively or efficiently meeting the needs for transportation improvements and maintenance. There is too much reliance on state and Federal funds. There is too little promotion of innovative funding sources. There is a need for additional funding sources to handle the tremendous amount of traffic that is increasing in our metropolitan area. These new funding sources can come from locally added revenues, statewide efforts, regional efforts and private initiatives. It may be possible for the users of a facility to consider paying fees for specific improvements. There is a need to research the various methods used to fund new facilities, programs and transportation system management tools.

Objective B: Maximize the highway system efficiency using means other than adding general-purpose traffic lanes.
Explanation: When evaluating major expansion of the transportation systems, other methods of improving system efficiency should be addressed. New technologies should be tested in our transportation system. Improvements to transit services and education to the public should work toward common goals to improve transportation efficiency. The metropolitan area needs improvements to provide better access to transportation facilities and programs. There is a need for improved access to facilities that have been constructed. New intelligent transportation technologies should help with allowing balanced access and mobility.

RECOMMENDATIONS:

With these goals in mind, a series of ten transportation and land use options were developed, modeled and analyzed to help determine the best approach for the CAMPO region. From these ten options, three potential strategies were developed: Capacity Focus, Choice Focus and Managed Choice. After public review and continued CAMPO member analysis, a **Managed Choice Strategy** was selected as the preferred alternative. This strategy includes recommendations for roads, transit and managed demand as included below.

FINANCING *Every two years, the Capital Area MPO asks for and receives many priority projects from its member agencies. This exercise serves the purpose of prioritizing funds, and also establishing a set of*

recognized needs well beyond what Federal, state, and local resources can accommodate. The following recommendations address some of these issues.

1. Individual municipalities should expect to pay a larger share of secondary road improvement costs. While the amount of money in the MTIP has increased in recent years, these funds have gone to an ever-shrinking number of large freeway projects. CAMPO recognizes, and should support, local efforts to acquire funds through development impact fees and other mechanisms. The inclusion of Wake County in these efforts is vital to ensuring that new development isn't exported away from areas that have existing transportation and other public infrastructure, and thus working against the defined goals in this plan. The Financing Section of this report describes some of the potential for various taxation measures that could be used to increase revenue streams for all modes of transport, including mass transit. The Regional Transportation Alliance has identified a $10.1 billion shortfall in revenues just in Durham, Wake, and Orange counties. The need for new revenue sources extends to transit, bicycle, and pedestrian modes of travel as well. Again, refer to the Financing Section for more information on this study.
2. CAMPO should direct its available STP-Direction Allocation funds to projects that adhere to the goals of the LRTP. The following items shall receive priority consideration in future Unified Annual Work Programs (UPWP):
   - Corridor studies
   - Education programs targeted at safety, mode choice, and air quality improvement
   - Peak period trip reduction programs
   - Intersection capacity and safety improvements
   - "Greenprinting," a map that shows high priority natural and man-made features (e.g., historic)
   - Growth management and economic development guidance and/or implementation
   - Collector street plans

Unless otherwise amended by the CAMPO boards, these tasks should receive priority funding attention in future work programs.

ROADS *Although about 93% of our trips are made in cars, the roadway serves people traveling in private cars, taxis, buses, bicycles and walking. CAMPO is committed to providing high quality roadway service to its member agencies and public. The construction of new and widened roads must be performed in context with the existing natural, historic, and economic frameworks that have helped to create the demand for the new service. Safety for all modes of transportation is also a high priority, and is accomplished through sound engineering practice, education, and intelligent design.*

1. Implement selected roadway projects already on the Metropolitan Transportation Improvement Program (MTIP), define additional projects that may be constructed by 2025, and identify projects that may be constructed if sufficient funds become available (post-2025) as shown on the most recent CAMPO Thoroughfare Plan. Proposed cross-sections and posted speeds should be noted for each facility, their primary purpose (e.g., mobility or congestion relief, economic development/land access, safety) as well as their significance to air quality standards. These projects' location and specifications should be internally consistent (e.g., a road whose primary purpose is throughput of traffic should consider access controls like medians and higher driveway spacing standards) and conform to the guidelines listed in the Land Use provisions of this plan. Future exceptions must be approved individually by the CAMPO boards during an annual review, or during the triennial update process.
2. Encourage local collector street systems by providing financial support of these efforts. Collector streets enhance the economic development potential of an area, provide an alternative to traveling on major arterials, and improve short-range transportation as well as distribution of traffic from high generation facilities and special events. A collector street plan should not only consider physical layout of streets, but also municipal methods of acquiring rights-of-way through development assessments.
3. Encourage appropriate management of access, and increase access restrictions where appropriate. The impacts from cross-streets, traffic signals, and driveways are the single largest determinant (after number of traffic lanes) of roadway capacity. Encouraging cross-access between adjacent properties, deceleration lanes, longer driveway spacing on arterials, purchasing access rights and properties, and

the utilization of medians all promote a better transportation system. Done correctly, access management not only has no impact to existing businesses, but even promotes more business development due to safer and less congested conditions. Agencies supporting these actions should be given higher priority in project selection than those that do not. CAMPO recognizes two criteria that would call for additional levels of access control (excluding localized conditions such as those at intersections):

- Environmentally sensitive areas (wetlands and natural heritage sites) such as those shown on the adopted "greenprint" map; and
- The purpose and need of the roadway is such that mobility is placed at a substantially higher level of importance than adjacent land access and development.

4. Increase the efficiency of the existing system and new projects. The advent of Intelligent Transportation Systems provides new opportunities to increase capacity without increasing impervious surface area. The following projects have been identified as priorities:
   - IMAP Expansion
   - Freeway Management System Upgrades
   - Ramp Metering at I-40 (4 locations), I-440 (4), and I-540 (2)
   - Control Center Interconnection (underway)
   - Operations & Maintenance Plan (NCDOT)
   - Signal System Upgrades in Cary, Raleigh & Garner
   - Web-based information systems (NCDOT)
   - Quarterly regional ITS meetings

   Often these improvements translate into the betterment of our air quality as well. New project proposals should note what measures have been considered and should be part of the "built-in" cost of any new major arterial or freeway facility. Additional training and education should be sought to CAMPO staff and member agencies to familiarize them on the benefits, costs (including maintenance), and integration of these technologies.
5. Initiate and complete a study to identify unsafe intersections with high incidences of automobile and/or pedestrian and bicycle accidents; engineer solutions, and costs in FY 2003 of the annual Unified Planning Work Program. (A second phase should also look at freight movements to make important truck and rail shipping less costly and safer.) The outcome should be a set of recommended improvements, costs, and implementation schedule for adding these intersections to the Transportation Improvement Program.
6. Re-examine, in detail, the benefits and costs associated with constructing sections of the I-540 Outer Loop as opposed to upgrading secondary roads. The complete scope of this work is to be developed by the TCC or appointed subgroup and approved by the Transportation Advisory Committee this year.

CHOICE PROVISIONS *In the previous section on roadways, it is noted how important the private car and its use have become here. In this section, the importance of providing choices is recognized, for at least three reasons: (1) capacity expansion of roadways do not necessarily lead to long-term traffic solutions, especially in an economically viable community like ours; (2) the examination of, and reaction to, roadway service levels ("congestion") does not address the needs of the elderly, disabled, or persons who cannot depend on having a reliable automobile at their disposal; and (3) great metropolitan areas have great ways of getting around, providing economic benefit, reducing car travel and emissions, and helping to bind us together as a region.*

1. Adopt a high level of commitment to providing regional transit choices in those corridors that are already congested and are not resolved by additional roadway capacity. Although specific forms of transit technologies, alignments, service levels, and stop locations may shift as a result of more detailed corridor-level studies, CAMPO should commit to providing a premium transit service in these corridors. The following studies should consider a range of environmental impacts, costs, and alternatives such that they meet the criteria for a Phase I Environmental Impact Statement (EIS), thereby reducing potential planning costs in the future. Each study should look at roadway improvements, transit, bike/walk, and alternative land use scenarios designed to maximize the usage of any alternative mode considered.

- I-40 Corridor (NCDOT-underway): Managed lanes, allowing bus and carpool users access during peak periods. Automated tolling may be considered to allow single-occupant users (SOVs) to "buy in" to the managed lanes, should there be sufficient available capacity. A final system and phasing will be determined through the NCDOT I-40 Congestion Management Study and in partnership with the Durham-Chapel Hill-Carrboro MPO.
- Western Wake/NC 55 Corridor: Perform a detailed corridor study to determine transit viability, a preferred technology, costs based on preliminary design, mitigation, land use modifications, and station concerns, as well as a funding and implementation schedule. Public involvement should be a feature in determining preliminary design elements (including bike/walk access), along with detailed discussions with local government and impacted agency staff. The towns of Apex, Cary, Holly Springs, Morrisville, and Fuquay Varina are directly impacted and should be co-sponsors of the project. The Research Triangle Foundation, Triangle Transit Authority, and Raleigh-Durham Airport Authority should also co-sponsor the project, having a direct interest in its eventual outcome.
- US 1 North/Falls-of-Neuse Road Corridor: Perform a detailed corridor-level study to determine the costs of conversion of US 1 to a freeway facility (preliminary design), including managed lanes. The study should also determine the viability of rail and bus rapid transit in this corridor. Impacted governments and co-sponsors in this effort are Wake Forest, Rolesville, and Raleigh.
- Eastern Wake/US 64 East Corridor: Perform a detailed corridor study to determine the costs and viability of rail, managed lane (US 64 Bypass), and bus rapid transit in this area, serving Knightdale, Wendell, Raleigh, and Zebulon.
- US 70 South Study: Determine rail and bus rapid transit viability in between Raleigh and Garner, including future state expansions to Fayetteville. Garner, NCDOT, and Raleigh are logical co-sponsors of the study; Johnston County should also participate.
- US 401 South Study: Determine rail transit viability between Raleigh and Fuquay Varina, including future state expansions of service to Fayetteville. NCDOT, Raleigh, and Fuquay Varina should be project sponsors; Harnett County and/or Angier may also participate financially in the study.

2. Continue to support Triangle Regional Rail Project, Phase I. Although one of the most difficult transit corridors in which to plan and design a rail project in the area, the Triangle Transit Authority is nearing completion on a preferred system for the Raleigh-to-Durham line. Portions of this system are to be in place by 2008, while other extensions will be provided at a later date.
3. Support plans and specific actions that increase connectivity between different transit systems and other modes of travel. Seamless farebox collection, coordinated scheduling, and joint projects such as intermodal stations should all be supported either directly or indirectly by CAMPO. Pedestrian and bicycle accommodations at transit stations and on transit vehicles should also be supported.
4. Increase the viability of existing transit services through technological improvements. A number of projects can be implemented in the short-term (5-10 years) using existing technologies that would improve on-time performance and access to existing and proposed transit systems. The following are noted as priorities for implementation:
   - Smart Cards
   - Bus Arrival IS/Vehicle Preemption for EMS, TTA, CAT and other transit service providers
   - Regional Traveler Information Center

5. Actively encourage the preservation of transit rights-of-way. Without the use of existing rights-of-way, impacts from new rail service and its costs increase dramatically. Once lost, it is often prohibitively expensive to re-acquire. Although difficult to "cost out," this task is critical to keeping a rail and other transit options viable.

DEMAND, LAND USE, AND ENVIRONMENT *These elements, although not directly controlled by transportation infrastructure or programs, are nevertheless often indirectly or directly influence the cost, location, and reaction to proposed transportation services. It is becoming commonplace for a transportation project to be delayed or increased in cost due to unforeseen environmental or community damages; indeed, it is becoming more commonplace as the built environment encroaches on natural areas. These issues – people, the use of land, and the scenic, historic, and important natural areas – are a part of what makes our place so attractive to people and employers.*

1. Considerable efforts are now underway to provide water and sewer service to our urban areas, as well as to protect the remaining undeveloped or agricultural lands in the Capital Area. Transportation should support these efforts, not work at cross-purposes to them. Major arterials and freeways constructed on new location should be limited to the high growth corridors. Roadway widenings should likewise be restricted to these areas; where this is not considered feasible, then the procurement of access rights to limit secondary growth and development adjacent to the new roadway shall be exercised by the appropriate agencies with jurisdiction in these areas.
2. CAMPO should be a major partner, and occasionally the lead agency, in the development of growth guidelines and specific actions that all of our member agencies can use to extend the life of transportation infrastructure and that promote economic vitality. Triangle J Council of Governments and local Chambers of Commerce are visible partners in this task.
3. CAMPO and its member agencies should increase their support of effective travel reduction measures. CAMPO has allocated funds for the past three years to encourage other member agencies to undertake new or improved trip reduction programs. Other considerations should be a county-wide ordinance for major employers and a standing coordinator to help promote and organize efforts CAMPO-wide.
4. Be a partner in, and actively support, the development and maintenance of a "greenprint" of the Capital Area. (CAMPO) A greenprint shows areas or features that are sensitive to new development. Knowing where these locations are, disseminating that information, and then acting to avoid and preserve them creates cost-effective transportation solutions and enhances other agencies' preservation efforts. The Triangle Land Conservancy is an obvious partner in this effort, having already developed a greenprint showing open spaces, agricultural and forested lands in the Triangle Region. Wake County, Triangle J COG, and local governments will be allowed to participate in this effort. Other additions would be historic sites, low-income and minority communities, stream and wetland features, natural heritage sites, 4-F sites, and parks.
5. CAMPO will support directly station area planning efforts for transit projects that are part of a regional system and otherwise adhere to the recommendations contained in this report. These efforts may include planning, design, right-of-way procurement, and construction of intermodal terminals. Financing shall be worked out in conjunction with procedures for updating the CAMPO annual work program.
6. Working with its local government members, CAMPO will undertake an exercise to better delineate proposed roadways as shown on the existing Thoroughfare Plan. These alignments should consider fair and equal treatment among property owners as well as avoidance of natural areas as identified in the greenprint (see Recommendation #4). The resulting product will be minor adjustments to roadway alignments that can be justified and match a purpose and need statement for the proposed project.
7. CAMPO, with the help of citizens and community leaders, will serve as a strong advocate to integrate bicycle and pedestrian transportation as an integral component of the region's transportation system. Bicycling and pedestrian travel will serve to seamlessly link pedestrians, bicyclists, mass transportation users and motorists to fulfill their daily travel needs.

FINANCING:

As a result of Federal transportation authorization bills passed in the 1990's, the CAMPO is required to develop a financial plan component of the transportation plan to demonstrate the consistency of proposed transportation investments with already available and projected revenue sources. Because CAMPO is designated as an air quality maintenance area for carbon monoxide and non-attainment for ozone, the financial plan needs to address the specific financial strategies required to ensure the implementation of projects and programs to reach air quality compliance. Several components of the financial plan are presented in addition to those required aspects, including:

- Funding will be broken out by horizon year and major category;
- Possible areas of funding shortfall have been quantified, if possible;
- Operations and maintenance funding have been broken out separately from capital expenditures; and
- Alternative, non-traditional sources of revenue have been reprinted, adjusted to reflect year 2000 dollars and conditions, and summarized. The Capital Area MPO has not made significant progress on these alternative revenue schemes since the last plan update, although some additional bond referendums and increased impact fees (Cary) are reflected herein. Some discussion on the work of the Regional Transportation Alliance's in this area is discussed herein.

Revenues have been outlined in the adopted CAMPO plan and are available for use in projects and programs set forth in the transportation plan, which identifies costs and compares these to the revenue streams developed. In this way, components of the long-range transportation plan can be updated independently as needed. Where possible, CAMPO has noted funding restrictions on certain revenue streams; for example, Capital Improvement Program funds should be matched to that municipalities' road projects.

The contents and framework of the financing component are based on federal rulemaking and guidance received in part during previous triennial certification reviews. Substantial input from local jurisdictions was used in the projection of local revenues, just as the NCDOT Division Five Office was instrumental in providing CAMPO with recent maintenance costs, by year. Reference is made to the adopted CAMPO Transportation Plan Update 2025 and its Part IV Revenues section for more details.

FUTURE ISSUES:

It is important that at the end of each plan update cycle, the staff and the boards can identify additional issues that may play a role in the success of our plan. The following are recognized as issues that will play a more significant role in the successful implementation of area transportation plans.

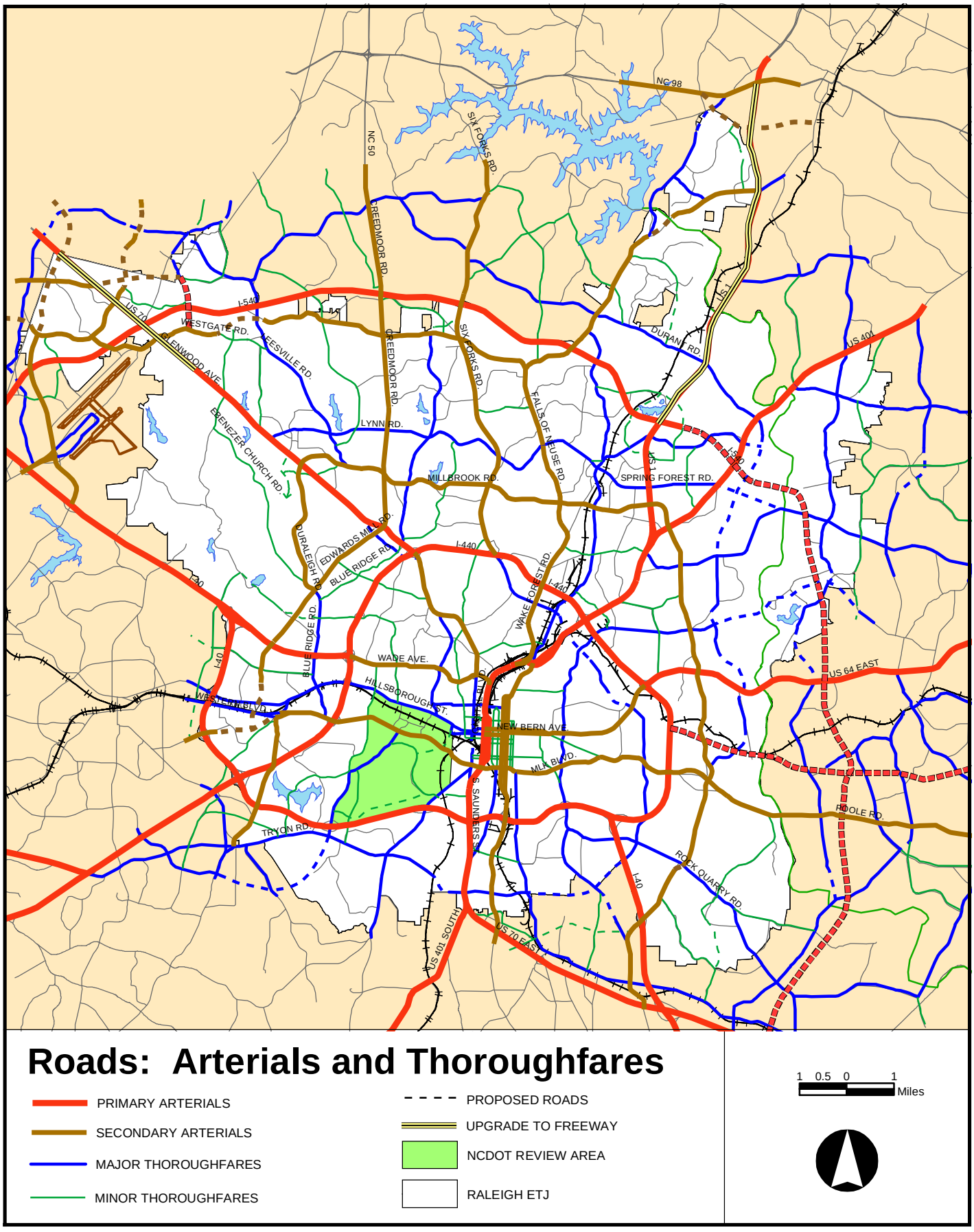
1. **Housing and Job Distributions Across the Region.** Affordable housing is increasingly being recognized across the country as a major player in the implementation of economic goals. Additionally, this is an issue in transportation, since the location of affordable (here suggested as being defined as less than the median home price) affects the location of workers, commute distances, and travel choices. The location of high-quality jobs inside of built corridors but located in the north, south, and eastern parts of the county can accommodate reverse flows of traffic.
2. **Regional Cooperation to Achieve Economic and Transportation Goals.** This plan takes steps to help ensure the viability of local economies through a more localized set of improvements that can be constructed faster. Much of the area's traffic and transportation issues cross municipal boundaries, through Research Triangle Park and the RDU Airport, and into adjacent counties. Only by considering new private development and public infrastructure in conjunction with local objectives can these issues be fully addressed. We cite as an example the progress that the Piedmont Region (4 MPOs) is making in developing its Transit-Land Use Plan, as well as the regional agency formed in the Triad Region (3 MPOs) several years ago.
3. **Planning and Process.** The Capital Area MPO needs to consider several improvements in its design and relationship with its members, part of which can be addressed in an organization study. Some of the ways to improve efficiency and quality are starting earlier with transportation plan updates, and providing annual opportunities for minor updates (i.e., adjustments that do not trigger a new air quality conformity determination).
   - Keep public involvement active between plan updates.
   - Update the cost estimation spreadsheet with new linear costs and additional cross-section types.
   - Integrate the Project Priority List process with the update of the Long-Range Transportation Plan update. Due to a (slight) mismatch in schedules, this was not able to be completely done this cycle, although priorities were considered in the transportation plan recommendations. This long range vision plan will integrate the more fiscally constrained list of priority transportation projects with multi-modal recommendations for the long-term future. This plan should be completed within the next three-year update cycle.
   - Demographic forecasting is difficult, but can be made easier and more timely if base year data is updated more frequently and outside of plan update cycles.

Description of Future Roadways (CAMPO) See Map 4-8.F

ID	Facility Name	Segment From	Segment To	Miles
A1	Southall Road	US 401	Buffaloe Road	3.24
A10	Old Wake Forest Road	Litchford Road	Capital Blvd	1.2
A100	Strickland Road Extension	Westgate Road	East of Leesville Rd	2.2
A101	US 70	Duraleigh Road	Triangle Drive	3.3
A102	Edwards Mill Road Extension - part III	Western Blvd	Western Blvd Ext	0.6
A11	Falls of Neuse Road	Strickland Rd	Raven Ridge Road	1.9
A117	New Hope Road extension	Poole Road	Jones Sausage Rd	1.9
A12	Falls of Neuse Road	Raven Ridge Rd	Falls of Neuse Blvd	0.6
A120	Tryon Road Extension	Old Garner Road	Rock Quarry Road	2.9
A123	Old Garner Road	Tryon Road	Walnut Creek	2.1
A125	Forestville Road	Burlington Mills	Horton Rd.	6.5
A13	Falls of Neuse Boulevard	Falls of Neuse Rd	Capital Blvd	2.1
A130	Mitchell Mill Road (West)	US 401	Jonesville Road	3.0
A136	Lake Wheeler Road	Tryon Road	US 401 South	5.3
A138	Timber Drive & Extension	NC 50 South	Jones Sausage Rd	8.7
A14	Ray Road	Leesville Road	Strickland Road	2.7
A15	Blue Ridge Road	Duraleigh Road	Glen Eden Drive	1.0
A151	Aviation Parkway	I-540	Airport Blvd	4.8
A152	Eastern Durham Parkway	US 70	Leesville Rd.	1.0
A155	T.W. Alexander Drive	US 70	New Leesville Road	2.5
A16	Rock Quarry Road	Southgate Drive	Holloway Road	2.0
A160	Skycrest Drive	New Hope Rd	Southall Road	1.0
A161	Skycrest Drive	Southall Road	I-540	2.7
A162	Buffalo Road	Southall Road	I-540	2.4
A176	Dillard Drive	Dillard at I-40,e/Jones F		0.4
A18	Newton Road	Falls of Neuse	Six Forks	1.5
A194	Litchford Road	Old Wake Forest	Falls of Neuse	3.0
A195	Creedmoor Road	Glenwood Ave	Strickland Road	3.9
A196	Lynn Road Extension	US 70	Duraleigh Road	2.2
A197	Cent Campus Conn & Interchange	Centennial Pkwy	I-40/I-440	1.0
A198	Tryon Road Extension	Old Garner Rd	Wilmington Street	1.7
A199	Pullen Road-Centennial Connector	Pullen Road	Centennial Pkwy	0.4
A2	Southall Road	Buffaloe Road	New Bern Ave	3.31
A20	Hillsborough St Enhancement Project	Gorman Street	Oberlin Road	1.4
A200	Tryon-Sausage Connector	Tryon Road	Jones Sausage Rd	1.1
A201	Rock Quarry Road	I-40	Auburn-Knightdale	6.6
A205	Six Forks Extension	Atlantic Avenue	Capital Blvd	0.6
A208	Cary Pkwy/Gorman Connection	Cary Pkwy Ext	Gorman Street	1.9
A209	New Leesville Road	Westgate Road	US 70 (Durham Co)	1.6
A21	Lake Boone Trail Extension	Blue Ridge Road	Edwards Mill Ext.	0.4
A211	Old Buffalo Road	Near US 1	New Hope Road	0.5
A212	Buffalo Road	New Hope Rd	Southall Road	1.0
A213	Duraleigh Road	Ebenezer Ch Rd	US 70	2.7
A22	Lake Boone Trail Improvement	I-440	Wycliff Road	0.3
A23	Edwards Mill Road Extension	Trinity Road	Duraleigh Road	3.2

Description of Future Roadways (CAMPO) See Map 4-8.F

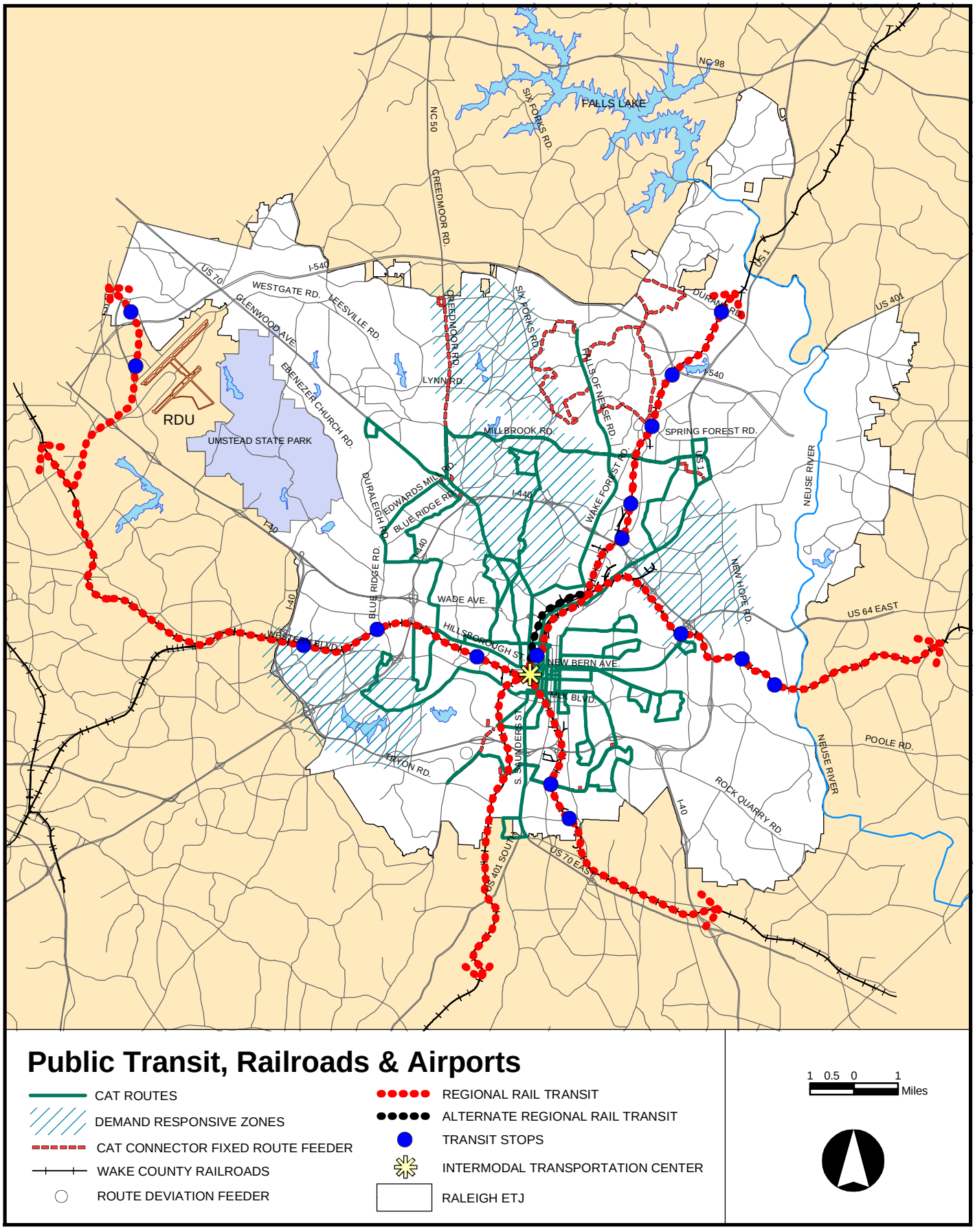
ID	Facility Name	Segment From	Segment To	Miles
A231	Trinity Road	Edwards Mill Rd Ext	Cary Parkway	1.1
A233	Walnut Street Extension	Walnut Street	Holly Springs Road	0.8
A234	Western Boulevard	Gorman Street	Avent Ferry Road	0.7
A235	U.S. 1A	U.S. 1	NC 98 Bypass	1.7
A24	Edwards Mill Road Extension - part II	Trinity Road	Chapel Hill Road	1.5
A3	Spring Forest Road Extension	US 401	Buffalo	1.48
A31	NC 54	Trinity Road	Maynard Road	0.8
A37	Walnut Street	US 1 (South)	Tryon Road	1.1
A4	Rogers Lane Extension	Rogers Lane	New Hope Road	1.38
A43	Lake Wheeler Road	I-40/I-440	Tryon Road	1.3
A44	Tryon Road	Dillard Drive	Walnut	0.9
A45	Tryon Road	Dillard Drive	Lake Wheeler Road	2.3
A46	Tryon Road	Lake Wheeler Rd	S. Wilmington Street	2.1
A47	Sunnybrook Road	Poole Road	New Bern Avenue	0.6
A48	New Hope Road	Willow Oak	Buffalo Road	1.7
A49	Poole Road	Maybrook Dr.	Barwell Road	1.1
A54	Pleasant Valley Road	Duraleigh Road	Glenwood Avenue	0.3
A55	Perry Creek Road	US 1	US 401	1.6
A56	NC 98 Bypass	SR 1923	SR2053	4.7
A57	Sandy Forks Road	Falls of Neuse	Six Forks Road	1.3
A59	N.E. Regional Center	Capital Blvd	Old Wake Forest Rd	2.5
A62	Skycrest Drive	Trawick Rd	New Hope Road	0.7
A65	Trinity Road	Trenton Road	NC 54	0.9
A68	Holly Springs Road	Tryon Road	Cary Parkway	5.6
A7	Leadmine Road	Strickland Rd	Six Forks	0.5
A73	Jones Franklin Road	I-40	Walnut	0.8
A79	Glenwood Ave\Crabtree Ave Conn	Glenwood Ave	Crabtree Avenue	1.6
A8	Strickland Road	Creedmoor Road	Falls of Neuse	3.4
A80	New Hope Road	US 64	Poole Road	2.0
A81	Western Boulevard Extension	Western Blvd	I-40	1.5
A82	Trinity Road Extension	NC 54	Cary Towne Blvd.	1.1
A83	Durant Road	US 1 (North)	Falls of Neuse	1.1
A85	Leesville Road	Millbrook Road	Lynn Road	0.8
A86	Leesville Road	Lynn Road	Westgate Road	2.8
A87	Edwards Mill Road	Blue Ridge Road	KiddsHill Plaza	1.8
A9	Strickland Road	Leesville Road	Creedmoor Road	2.6
A90	US 401 Widening	Ligon Mill Road	NC 39 (Louisburg)	18.5
A91	Jones Sausage Road	Rock Quarry Rd	I-40	1.4
F1	I-540 (Northern Wake Expressway)	NC 55 (Morrisville)	US 64 (Knightdale)	29.0
F10	I-40 Widening	US 1/64	Wade Avenue	3.5
F11	US 1 (Upgrade to Freeway)	I-540	NC 98	7.8
F16	I-440	I-40/US 1-64	Wade Avenue	4.3
F17	US 64/Knightdale Bypass	I-440	Rolesville Road	10.2
F2	I-540 (Eastern Wake Expressway)	US 64	US 64 Bypass	2.1



Roads: Arterials and Thoroughfares

- PRIMARY ARTERIALS
- SECONDARY ARTERIALS
- MAJOR THOROUGHFARES
- MINOR THOROUGHFARES
- PROPOSED ROADS
- UPGRADE TO FREEWAY
- NCDOT REVIEW AREA
- RALEIGH ETJ

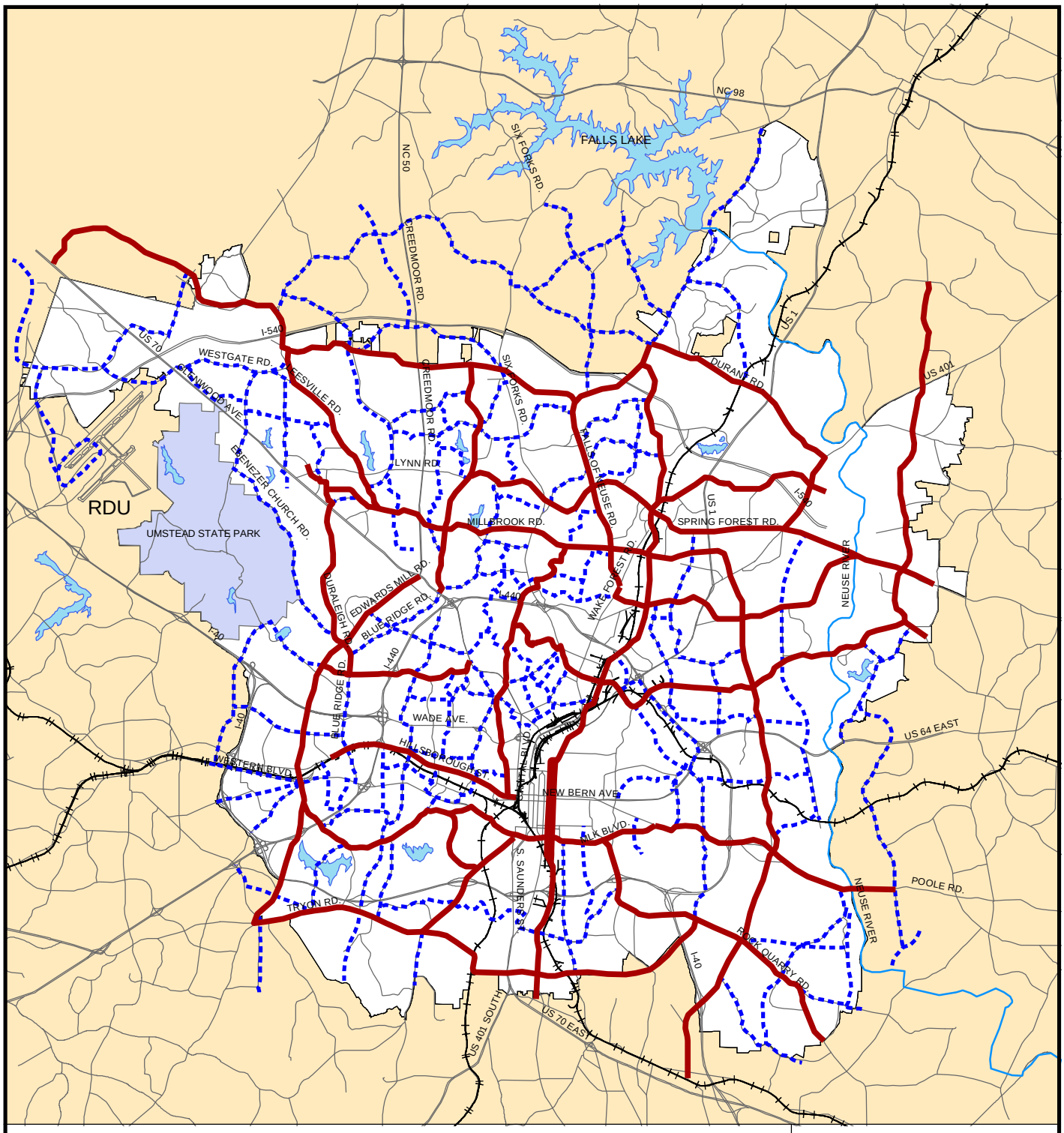
1 0.5 0 1 Miles



Public Transit, Railroads & Airports

- CAT ROUTES
- DEMAND RESPONSIVE ZONES
- CAT CONNECTOR FIXED ROUTE FEEDER
- WAKE COUNTY RAILROADS
- ROUTE DEVIATION FEEDER
- REGIONAL RAIL TRANSIT
- ALTERNATE REGIONAL RAIL TRANSIT
- TRANSIT STOPS
- INTERMODAL TRANSPORTATION CENTER
- RALEIGH ETJ

1 0.5 0 1 Miles



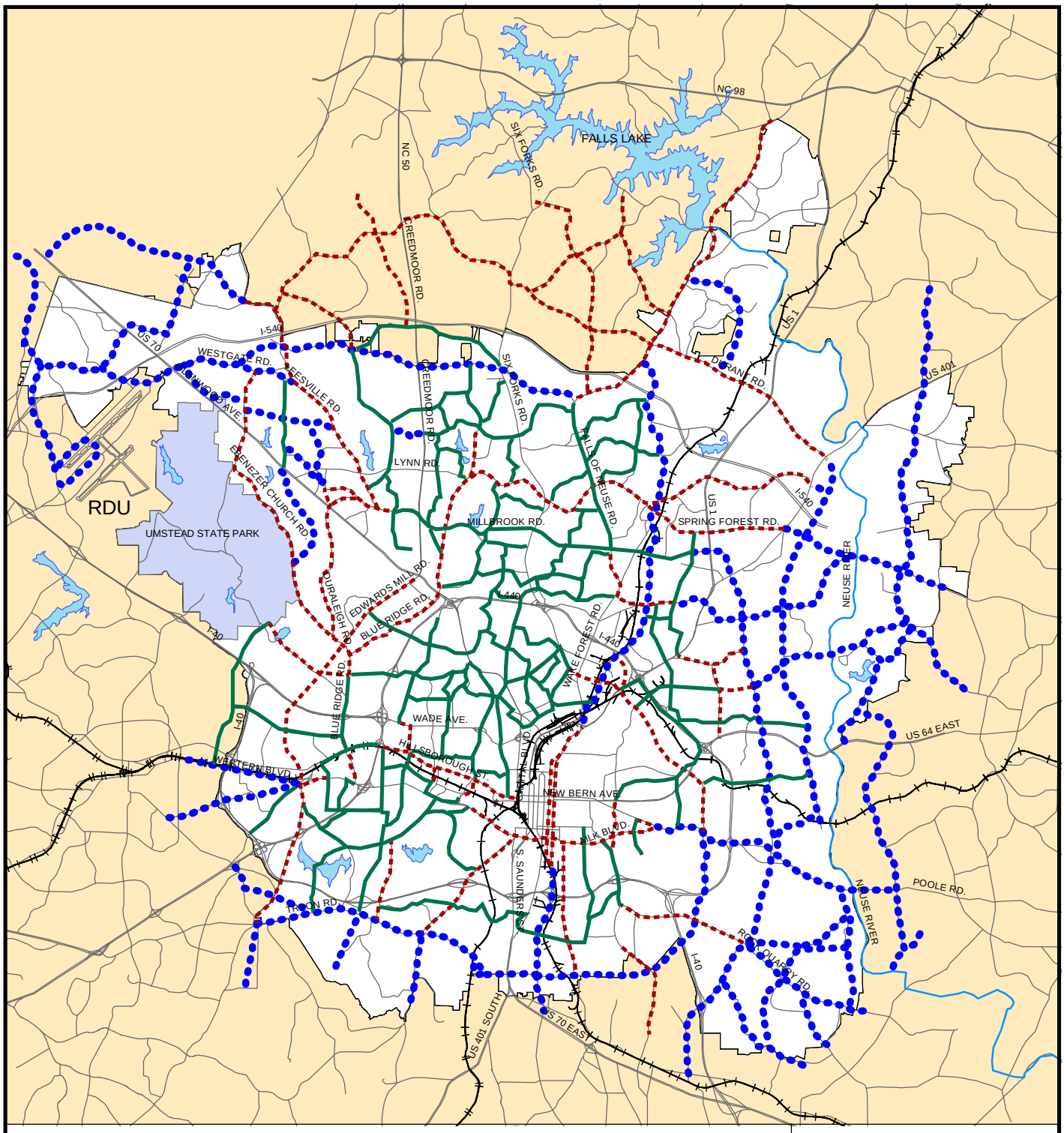
City-Wide Bicycle Transportation Network

CORRIDORS_PRIMARY

CORRIDORS_LOCAL

RALEIGH ETJ

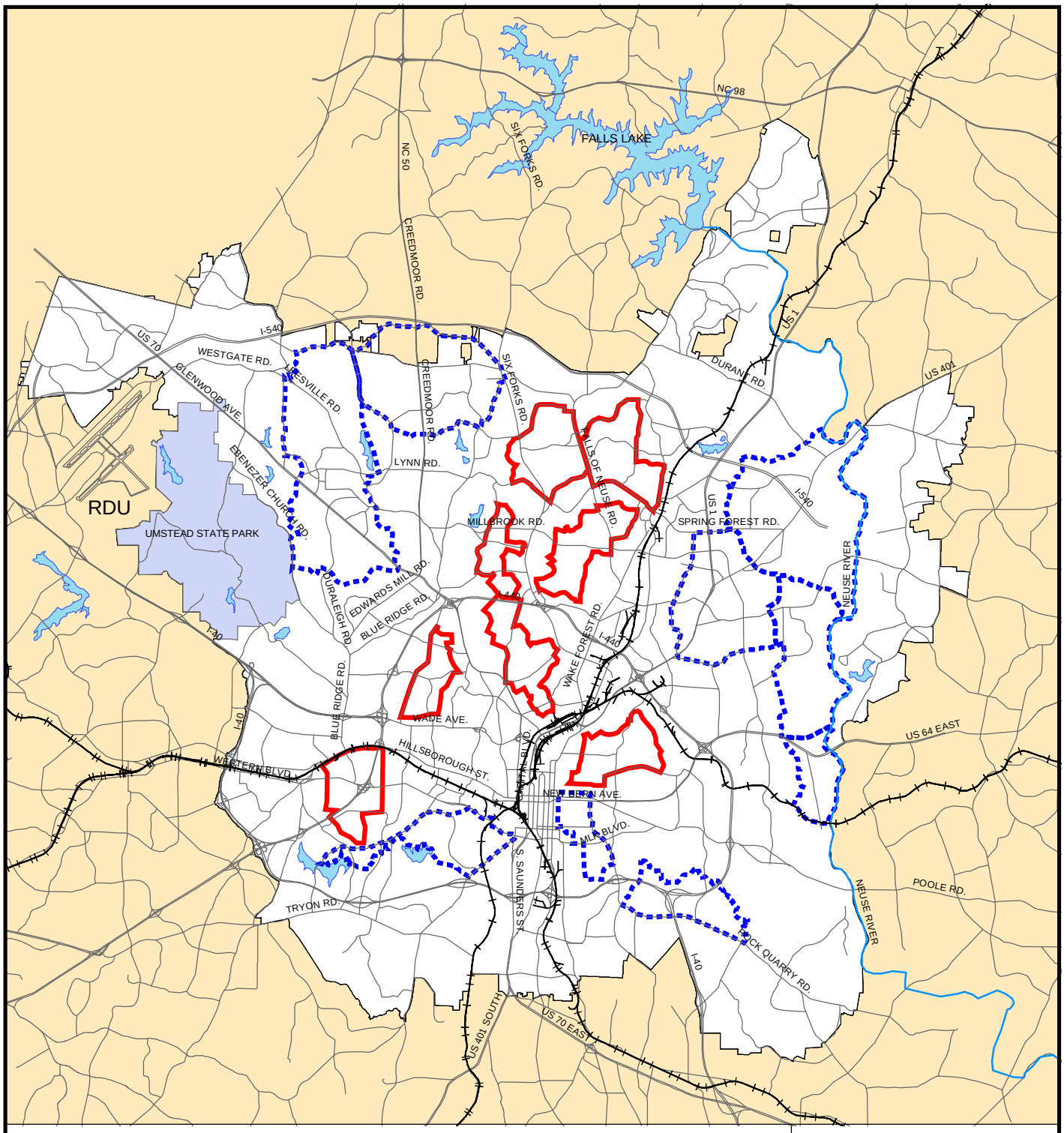
1 0.5 0 1 Miles



City-Wide Bicycle Transportation Network Phases of Development

- SHORT TERM CORRIDORS
- MID TERM CORRIDORS
- LONG TERM CORRIDORS
- RALEIGH ETJ

1 0.5 0 1 Miles



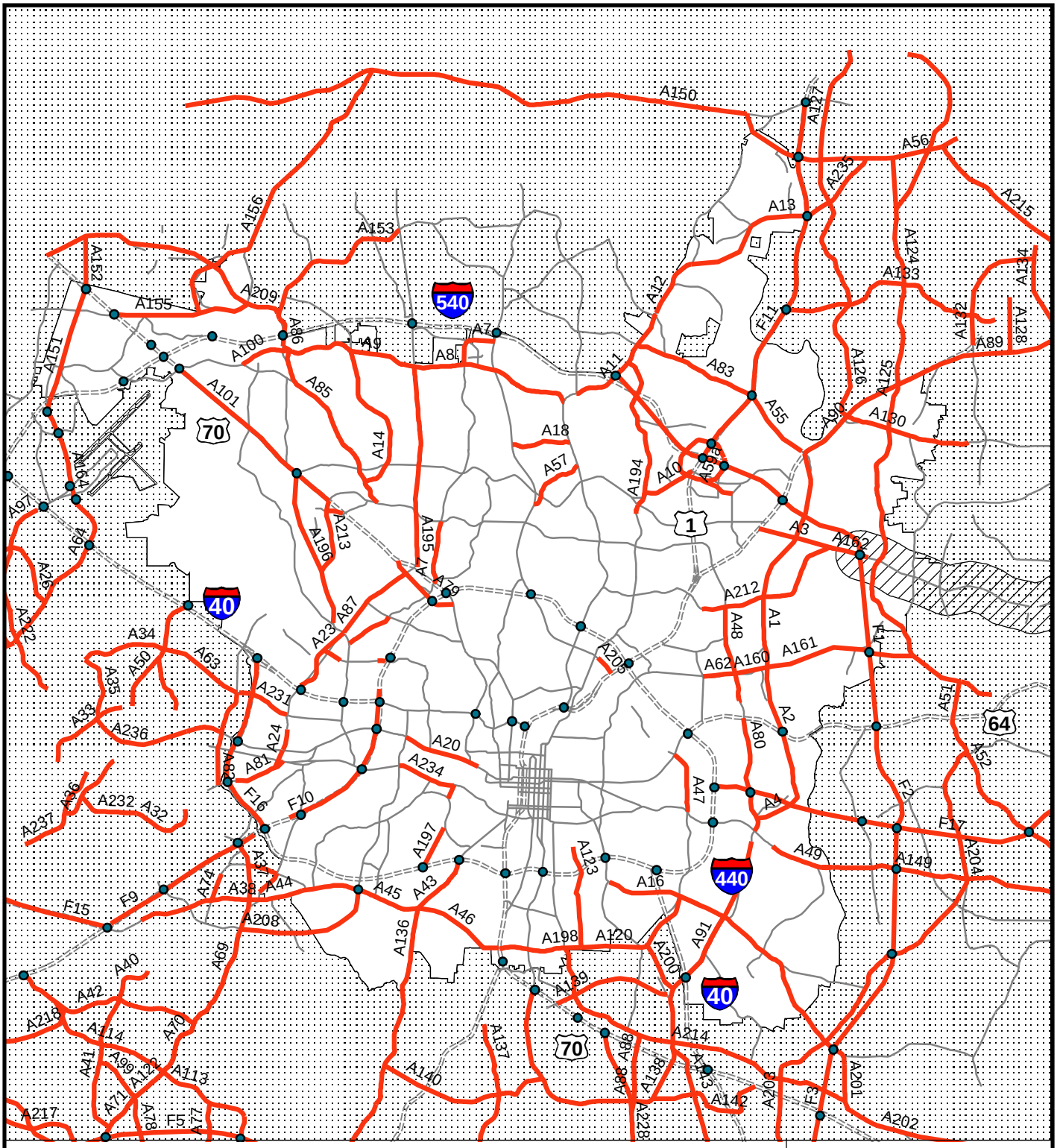
Bicycle Recreation Loop System

SHORT-TERM LOOP

LONG-TERM LOOP

RALEIGH ETJ

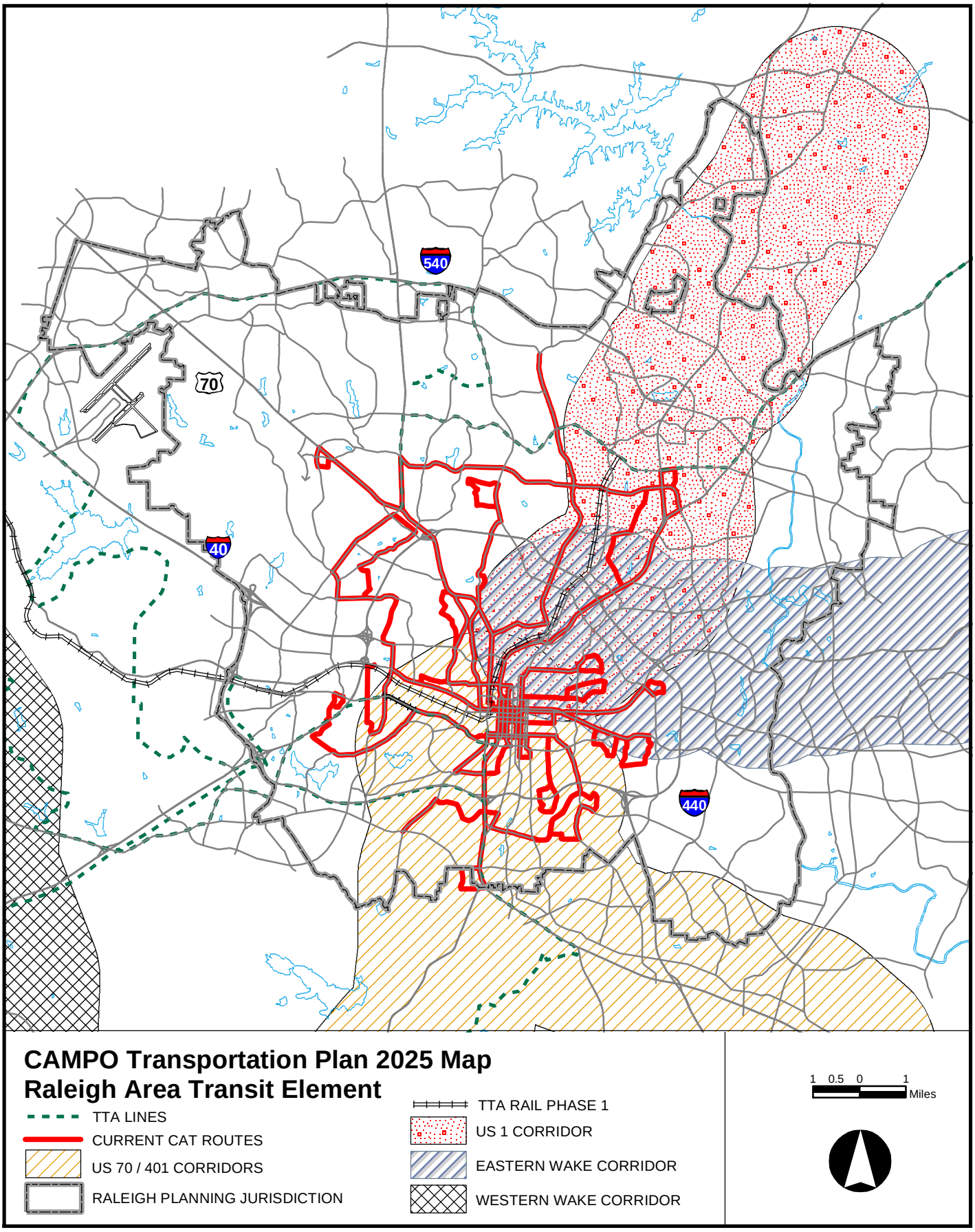
1 0.5 0 1 Miles

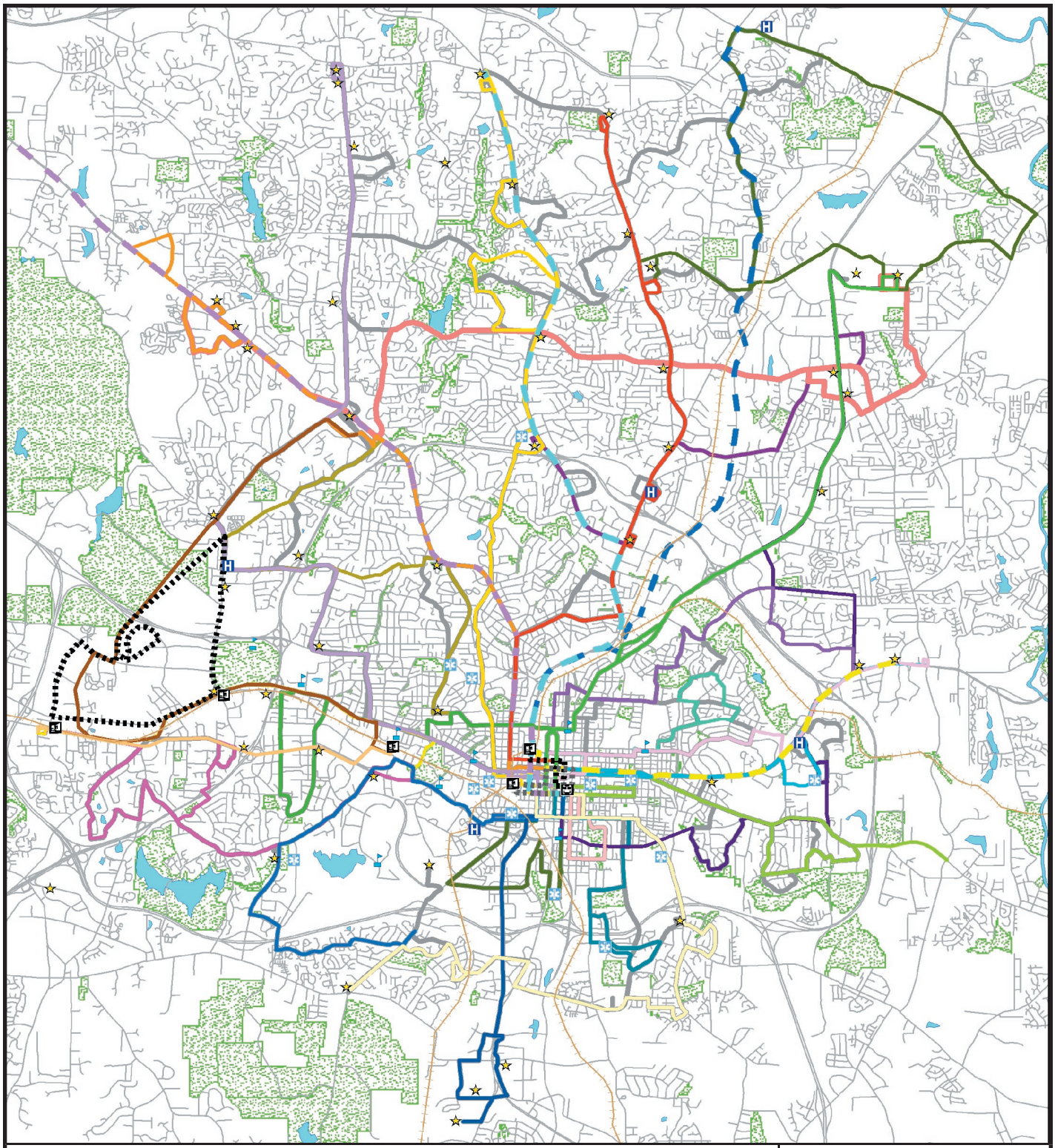


CAMPO Transportation Plan 2025 Map
Raleigh Area Adopted Roadways

- EXISTING AND PLANNED INTERCHANGES
- CAMPO PLAN 2025 - PROJECTS
- FUTURE ALIGNMENT STUDY
- RALEIGH PLANNING JURISDICTION

Numbers on the map correspond to specific road projects identified in the Table called "Description of Future Roadways", page 4-8.20 of the Raleigh Comprehensive Plan.


540
70
40
440
CAMPO Transportation Plan 2025 Map
Raleigh Area Transit Element
TTA LINES
CURRENT CAT ROUTES
US 70 / 401 CORRIDORS
RALEIGH PLANNING JURISDICTION
TTA RAIL PHASE 1
US 1 CORRIDOR
EASTERN WAKE CORRIDOR
WESTERN WAKE CORRIDOR
1 0.5 0 1
Miles



Five Year Transit Plan

Dashed color lines — Express bus routes

Solid color lines — Regular bus routes

Short black dashes — Rail shuttle routes

Rail Corridors

Rail Stations

Parks/open spaces

Retail Center

1 0.5 0 1 miles

PART 9 HISTORIC PRESERVATION PLAN

The Historic Preservation Plan includes three appendices that contain background information. In order to conserve space, these appendices are not included in the comprehensive plan three-ring binder. They are, however, an integral part of the Historic Preservation Plan and are incorporated into the document by reference. The appendices are available upon request at the Planning Department.

INTRODUCTION

The City of Raleigh has a unique heritage. It was created in 1792 as the planned site for the capital city of North Carolina. Through two centuries of growth, Raleigh's status as the capital city has shaped its evolution. As a seat of biennial legislative government, its growth was slow. Raleigh's only business for decades was state government and the services needed to support it. Raleigh came late to industrial development, and then on a small scale; to this day its economy revolves around white collar and service activities. Having escaped destruction by General William Sherman during the closing days of the Civil War, the city still enjoys the visual aspect of its original plan, parks, and built environment. It is therefore remarkably blessed with cultural resources that illuminate the economic eras, styles of fashion, and ways of life that characterize the path traveled from Joel Lane's fields of 1792 to today's Research Triangle. Raleigh possesses a treasure that few can claim: a continuous sense of its character that, as the Capital City, the Historic Southern City, and the City of Trees, is visually documented in its monuments and squares, streets and buildings, hills and streams.

Historic preservation is not new. It began with an eye toward preserving the great manor house, the "Capital A" high-style Architecture, along with the homesteads of our founding fathers and the birthplaces of presidents. And Raleigh has greatly benefited from this early preservation philosophy that focused on individual landmarks.

Preservation today has a broader view. It seeks to preserve our quality of life – the special character and scale that distinguishes Raleigh from other places and gives it a special southern-style Raleigh livability. The broader view does not diminish the importance of continuing to protect significant landmarks. Rather, it reaches out beyond landmarks to gather the essence of the Capital City, the Historic Southern City, and the City of Trees (the three good images for Raleigh cited in the Urban Form Plan), conserve that essence, and recognize its value as the prototype shaping the urban form of the Raleigh of tomorrow. Preservation seeks to capitalize upon and nurture those distinctive places, neighborhoods, and landscapes that make our city unique. Preservation seeks to ensure that we do not overlook our existing cultural amenities: the built and natural environments that give three-dimensional physical evidence of our cultural identity.

Historic preservation is a growth strategy. Modern day preservation recognizes the need for new development in a growing city, and does not view preservation and new development as an either/or proposition. In fact, preservation and development are close kin; preservation preserves the history of our development. Modern day preservation looks toward developing a growth strategy that creates opportunities for growth in ways that complement and enhance our historic cultural resources, one that will foster stewardship of cultural and historic landscapes to include places, spaces, and neighborhoods. It looks toward opportunities that weave new threads into the existing city fabric, pulling it together, rather than sewing a patch to the edges of a hole left in the city fabric by demolishing historic resources. Preservation means working with the development community in promoting rehabilitation and adaptive use of existing structures and in the careful planning of new development that will enhance the city's neighborhoods and landscapes.

Preservation strengthens the economy. It is a positive contributor toward an expanding and diverse economic community. One example is tourism, which is projected to become the state's number one industry during the next decade. Historic preservation is a central aspect to the development of tourism in our local economy. Lacking beaches and mountains, our primary attraction is our status as North Carolina's capital city. Visiting historic sites consistently ranks high in tourism surveys, and heritage tourists rank above average in daily spending. Thus it is in the city's best interest to nurture the historic sites, structures, neighborhoods, and landscapes that give physical presence to our heritage as state capital.

Preservation creates business opportunities. Adaptive use of existing buildings can serve the small entrepreneur and the larger developer in housing a new business and in working with valuable tax incentives for rehabilitation and affordable housing. Preservation is perfect for small business development in the creation of an industry to undertake rehabilitations, and it is labor intensive, creating jobs in the local economy.

Preservation provides affordable housing. With proper planning and sympathetic, knowledgeable contracting, the reuse of existing structures, whether they be modest vernacular working class homes or more architecturally expressive buildings, usually costs less per square foot than comparable new construction. The same is true for the adaptive use of larger structures such as former mills and school buildings. Re-using existing buildings respects the cultural landscape and preserves for residents the sense of place and familiarity of their neighborhood.

Preservation is environmentally sound. Conservation of our natural resources means reusing materials. Preservation conserves the materials in existing buildings. It saves the energy invested by previous generations in producing building materials and in constructing the building. It reduces pressure on landfill volume and capacity; the material in a building that is not demolished does not have to be hauled to a landfill. "Preservation is the ultimate recycling."

Preservation is a vital element of the Comprehensive Plan. The City seeks to ensure that its historic resources are conserved for the enrichment of its citizens. Quality of life; livability; cultural amenities; future urban form; growth strategy; economic development; affordable housing; recycling – these terms define historic preservation's role in sharpening *Vision 2020: Raleigh's Focus on the Future*.

HISTORIC PRESERVATION GOAL

The City will promote a growth strategy for the City of Raleigh that will recognize and preserve its historic cultural resources and foster stewardship of neighborhood, place and landscape.

Objectives

•To catalog existing documentation on historic resources for ease of reference during planning phases of both public and private projects.
•To develop a methodology for evaluating historic resources.
•To identify organizations and roles in the public, private and non-profit sectors with an interest in and/or an impact on historic resources.
•To outline relationships and partnerships among existing role players to maximize preservation effectiveness and minimize duplication of resources.
•To identify existing City services, programs, projects and funding that interact with historic resources; to recommend changes that will incorporate preservation values in meeting primary needs, thus maximizing public benefit.
•To analyze the regulatory environment and make recommendations that will further encourage restoration, rehabilitation and adaptive use.

•To identify and minimize disincentives for preservation.
•To identify funding sources and financial incentives for historic preservation.

Policies: Organizations and Roles

•*Maintain Certified Local Government Status.* The Raleigh Historic Districts Commission should continue to be the designated CLG Commission for the City of Raleigh. Adequate staff resources should be maintained and commission member appointments should continue to meet requirements for CLG status, thus qualifying the city for federal CLG grant funds to support its preservation planning program.

•*Strengthen interdepartmental coordination between the Planning Department and the Community Development Department.* The Community Development (CD) Department's programs constitute the City's largest financial resource for implementing historic preservation goals. Planning Department preservation staff should assist the CD Department in identifying historic resources that can be successfully used in meeting the City's housing goals. The preservation staff should also assist in the preparation of technical specifications that will be sympathetic to the fabric of historic structures and neighborhoods as they are rehabilitated.

•*Strengthen interdepartmental coordination between the Planning Department and the Parks and Recreation Department.* The Parks and Recreation Department has management oversight for numerous historic resources, including Mordecai Historic Park, Pullen Park, the Tucker House, the Bishop's House at Fletcher Park, and others. Planning Department preservation staff should assist the Parks Department in developing planning, management, capital, and operational plans whenever these plans involve historic resources.

•*Expand the partnership with Capital Area Preservation, Inc. (CAP) to advance the City's historic preservation goals.* The City presently has a contractual relationship with CAP for the management of Mordecai Historic Park. CAP is the primary non-profit advocate for historic preservation in Wake County. The City should build upon its existing relationship with CAP and take advantage of the organization's expanded mission to advance the City's historic preservation goals.

•*Establish a non-profit preservation development corporation.* These corporations have been successful when they have had the resources, business leadership, professional staff, public/private partnerships and government incentives to carry out complex revitalization programs. CAP should be the lead organization for implementing this recommendation.

•*Provide technical preservation capacity within Community Development (CD) Department housing rehabilitation programs.* Building upon the recommendation for interdepartmental coordination between the Planning Department and the CD Department, the CD Department should work toward the development of internal staff capabilities to identify historic resources, prepare technical specifications for historic rehabilitation, and generally implement the City's historic preservation goals identified and adopted in this comprehensive plan element.

Policies: Planning and Zoning

•*Support neighborhood efforts for historic designation.* In recent years, the Mordecai, Brooklyn/Glenwood, Five Points, South Blount and South Person streets, and University Park neighborhoods have approached the city for project support in researching and establishing historic district status for their communities, both National Register and local historic overlay district. National Register listing qualifies properties for certain federal and state investment tax credits for certified rehabilitation, thus encouraging private investment in these historic resources. The Planning Department and Raleigh Historic Districts Commission should continue to support and assist these efforts.

•*Apply criteria for roadway design within the historic fabric of Raleigh.* New roads are difficult to insert into an existing historic fabric and inevitably something will be lost. Widening roads can have a similar impact. The following criteria for the placement and design of roads within the historic fabric of Raleigh should be considered when evaluating the need for new roads and widening existing roads:

1. Protect the integrity and scale of neighborhoods during road construction.
– Through streets should be minimized.
– Traffic speeds should be reduced if possible.
– Such roads should be in scale with existing roads in the area. The effects of road improvements on the streetscape, and front yard setbacks particularly, should be evaluated.
– Buffer zones should be created between new roads and neighborhoods, and the potential impacts of new retail development brought by better access should be considered during project planning.
2. Protect the functional connections between a neighborhood and the rest of the historic fabric of Raleigh.
– Greenways, bikeways and pedestrian connections should be protected.
– Views should be protected and enhanced.
3. Protect the public environment within the historic fabric.
– Retain any adjacent and contributing open space and access to it, and protect significant natural features such as streams, mature trees and hills.
– Air, noise and vibration pollution should be minimized. Federal Highway Administration regulations regarding air and noise levels should be studied before the plan is finalized and complied with in final road construction.

•*Enter historic resource data into the Geographic Information System (GIS) database.* Data accumulated during the comprehensive survey should be entered into the GIS database. Surveyed properties, local landmarks, and State Study List and National Register listings (both individual and district) should be included, to supplement the information already available for historic overlay districts. This will assist in current planning efforts with regard to preparing staff reports for development proposals, identifying existing and potential historic district boundaries, locating designated individual resources, etc. It will enable other City departments and the public to have access to such information more easily.

•*Incorporate preservation information into development review procedures.* The Planning Department review procedures for rezonings, subdivisions and site plans should include information for decision-makers regarding historic resources that may be affected by the action.

•*Undertake a comprehensive review of planning and zoning ordinances.* This systematic analysis should identify and remove conflicts between historic resources and permitted uses, zoning densities, floor area ratios, front, rear and side yard requirements, etc. Zoning densities should be tailored to match the prevailing pattern of development for areas built-up prior to the adoption of the zoning code. Floor area ratios within areas built-up prior to the adoption of the zoning code should be tailored to match the existing building envelope for identified historic resources. Front, rear and side yard revisions are necessary to permit new construction to better fit the prevailing pattern of development for areas built-up prior to the adoption of the zoning code.

Policies: Building and Housing Codes

•*Utilize alternate means of compliance sections of the building code for historic resources.* The Southern Building Code, with North Carolina amendments, has been adopted by the State as its standard building code. Major changes in building code enforcement procedures took effect in January 1991. The City Inspections Department should continue to be receptive to and encourage alternate means of compliance for proposals as they relate to historic resources being rehabilitated.

•*Apply the housing code to ensure the preservation of historic resources.* Diligent application of Housing Code provisions is encouraged to prevent excessive deterioration of historic resources beyond feasible repair. In applying the ordinances, the Inspections Department should coordinate its enforcement activities with the Planning Department's preservation staff in identifying and determining public hazards that involve historic resources. When historic resources are found to violate the minimum housing standards of the Housing Code, or are determined to be Unsafe Buildings, the City should encourage the owner to abate the violation

through repair, not demolition. Potential Unsafe Building determinations should be evaluated against the Code of General Ordinances Division II, Part 10, Chapter 6., Article J. "Demolition by Neglect of Historic Landmarks and Structures within Historic Overlay Districts" to determine which enforcement tool would most likely result in abatement of the violation and preservation of the resource. In those instances when the owner is uncooperative in eliminating a violation and the City must take action, the resource should be repaired by the City, not demolished.

Policies: Finances

•*Maintain funding on an annual basis for continued preservation planning.* During recent years, the City has provided supplementary funding to the Raleigh Historic Districts Commission for preservation planning projects. These funds have been used to match CLG grants. This funding should be maintained to continue planning for preservation of historic resources. This would include the Planning and Zoning projects identified above, as well as preparing National Register nominations, historic landmark and district designation reports, and other planning activities as they are identified.

•*Re-capitalize the City's Revolving Preservation Fund.* This fund was established following the adoption of the Historic Preservation Plan in 1991. Revolving preservation funds are an important tool when historic resources are endangered. Monies invested in endangered historic resources are structured to be returned to the fund upon sale of a property or conclusion of a loan agreement. In this way, the city's initial investment can be leveraged many times over to meet continuing preservation needs. Further, any reallocation or use of revolving fund money for purposes other than making loans must be repaid or replaced as soon as possible to keep the fund fully capitalized. An aggressive, well-capitalized revolving fund can make the difference between demolition and preservation, with its ability to assume development risks beyond those acceptable to the private sector market.

•*Encourage non-profit preservation organizations to use the City's Revolving Preservation Fund.* The City should coordinate with local groups to ensure that the fund's resources are fully utilized to advance historic preservation objectives.

•*Consider a mechanism to reimburse impact fees for certified rehabilitation of designated historic resources.* Rehabilitation of an already existing historic structure generally carries a minimal impact to the City in the provision of public services. Utility services are usually already provided to an existing historic building, parks have already been established in most areas of the City already developed, major road improvements are not necessary. In some respects, impact fees on rehabilitation of an already existing historic structure provide a subsidy to newly developing areas that do not have the infrastructure in place. Providing a mechanism to reimburse impact fees can offer a positive incentive for the rehabilitation of designated historic resources at minimal cost to the City.

•*Support continuation of the State investment tax credit program for rehabilitation of income and non-income producing property.* This has been a powerful incentive for rehabilitation of numerous commercial and residential properties within Raleigh that have aided community revitalization, such as in the Glenwood South and City Market areas. The City should work with the local legislative delegation to ensure that these programs are renewed by the NC General Assembly and continue in effect into the future.

•*Support State enabling legislation to create a property tax freeze program for certified rehabilitation of designated historic resources.* This has been a powerful incentive for rehabilitation in states that permit property tax freezes. The property tax freeze is designed to expire after a certain period, ranging from 5 to 20 years. This incentive program does not require up-front funding from local government, but offers the promise of increased revenues on the improved property once the freeze expires. Many of these properties would otherwise continue to deteriorate and lose value, costing the government revenue. The incentive is important to the developer of such marginal properties, because the negative market forces that led to or were accelerated by the property's deterioration and/or abandonment are often what make it difficult to "turn a property around."

Leasing is often slow in such marginal areas until confidence is restored that market trends are positive. This leads to cash flow difficulties that are exacerbated by higher property taxes brought about by the investment in the property.

Listing of Historic Landmarks and Districts

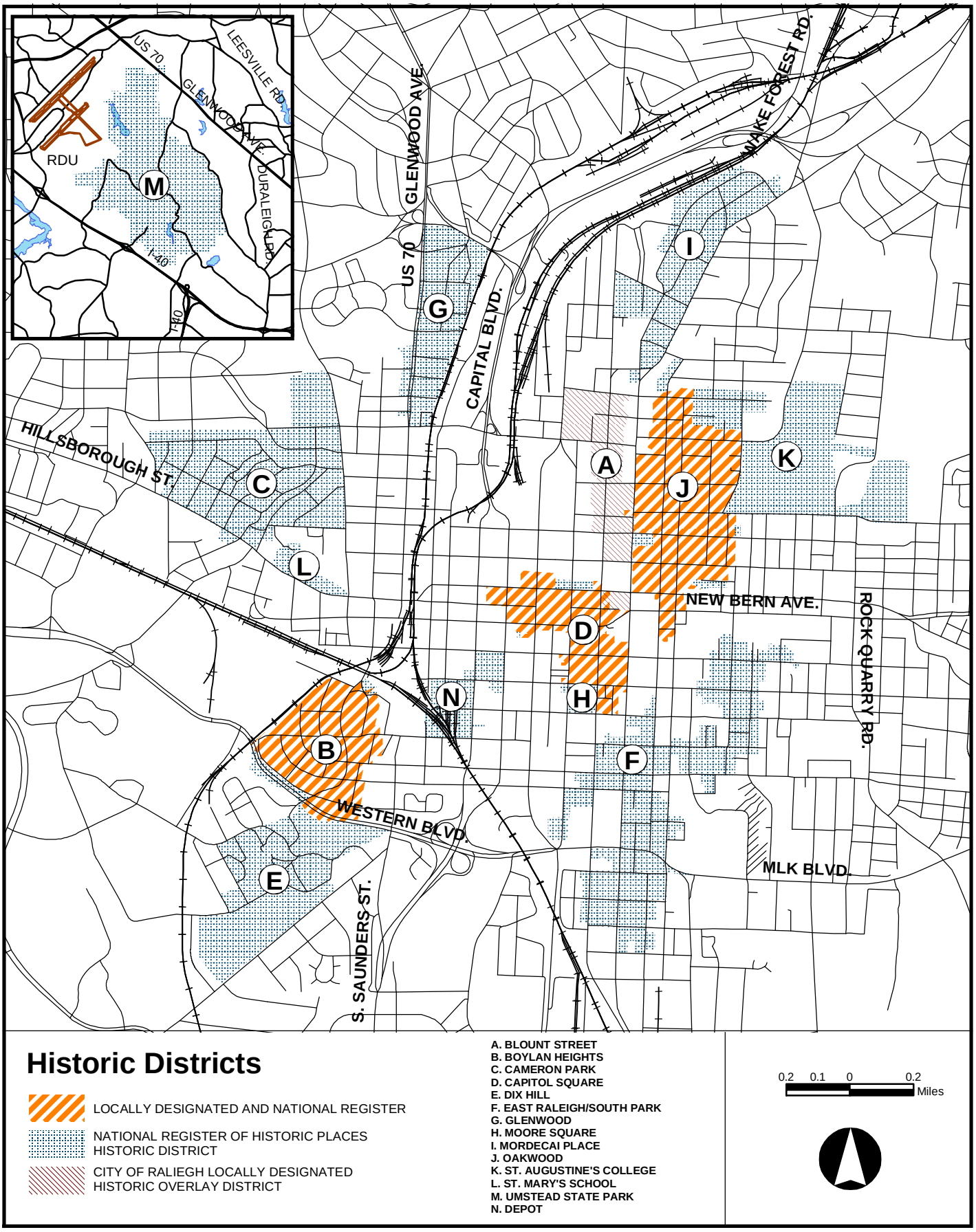
Table of Individually Listed Historic Resources

Map Reference Number	Name of Historic Resource	Local Historic Landmark	Individually Listed, National Register	National Historic Landmark
1	Not Used			
2	Yates Mill, Lake Wheeler Rd.	•	•	
3	Joel Lane House, 728 W. Hargett St.	•	•	
4	Lane-Bennett House, 7408 Ebenezer Church Rd.	•	•	
5	Mordecai House, 1 Mimosa St.	•	•	
6	Crabtree Jones House, 3017 Wake Forest Rd.	•	•	
7	Haywood Hall, 211 New Bern Ave.	•	•	
8	White-Holman House, 206 New Bern Ave.	•	•	
9	Andrew Johnson Birthplace, Mordecai Historic Park	•		
10	Badger-Iredell Law Office, Mordecai Historic Park	•		
11	State Bank of North Carolina, 123 New Bern Ave.	•	•	
12	Elmwood, 16 N. Boylan Ave.	•	•	
13	Theophilus Hunter House (Spring Hill), 705 Barbour Dr.	•	•	
14	East Rock, St. Mary's School Campus	•		
15	West Rock, St. Mary's School Campus	•		
16	Smedes Hall, St. Mary's School Campus	•		
17	State Capitol, Union Square	•	•	•
18	Early Office Building, Mordecai Historic Park	•		
19	Alpheus Jones House, 6512 Louisburg Rd.	•	•	
20	Henry Porter House, 555 New Bern Ave.	•		
21	Christ Church, Union Square	•	•	•
22	Richard B. Haywood House, 127 E. Edenton St.	•	•	
23	Lewis-Smith House, 515 N. Blount St.	•	•	
24	Rogers-Bagley-Daniels-Pegues House, 125 E. South St.	•	•	
25	St. Mary's Chapel, St. Mary's School Campus	•	•	
26	Montfort Hall, 308 S. Boylan Ave.	•	•	
27	First Baptist Church, Union Square	•		
28	Peace College Main Building, 15 E. Peace St.	•	•	
29	Seaboard Coastline Railroad Building, 413 N. Salisbury St.	•	•	
30	Heck-Andrews House, 309 N. Blount St.	•	•	
31	Early Store Building, 137 S. Wilmington St.	•		

Map Reference Number	Name of Historic Resource	Local Historic Landmark	Individually Listed, National Register	National Historic Landmark
32	Heck-Lee House, 503 E. Jones St.	•	•	
33	Heck-Wynne House, 511 E. Jones St.	•	•	
34	Heck-Pool House, 218 N. East St.	•	•	
35	Estey Hall, Shaw University	•	•	
36	Andrews-Duncan House, 407 N. Blount St.	•	•	
37	Briggs Hardware Building, 220 Fayetteville Street Mall	•	•	
38	Century Post Office, 300 Fayetteville Street Mall	•	•	
39	All Saints Chapel, 21 S. McDowell St.	•		
40	Merrimon House, 526 N. Wilmington St.	•	•	
41	Higgs-Coble-Helms House, 417 N. Blount St.	•		
42	Dodd-Hinsdale House, 330 Hillsborough St.	•	•	
43	Tabernacle Baptist Church, 219-223 E. Hargett St.	•		
44	Hawkins-Hartness House, 310 N. Blount St.	•	•	
45	Water Tower, 115 W. Morgan St.	•	•	
46	Holladay Hall, NCSU campus	•		
47	Executive Mansion, 200 N. Blount St.	•	•	
48	Leonidas L. Polk House, 531 N. Blount St.	•	•	
49	Pilot-Crompton Mill, 1121 Haynes St.	•	•	
50	St. Augustine's Chapel, St. Augustine's College Campus	•		
51	Capehart House, 424 N. Blount St.	•	•	
52	NC School for the Blind and Deaf Dormitory	•	•	
53	Lumsden-Boone Building, 226 Fayetteville St. Mall	•	•	
54	Norburn Terrace, 212 Lafayette Rd.	•	•	
55	Tucker Carriage House, 114 St. Mary's St.	•	•	
56	Lee House, 422 N. Blount St.	•		
57	Borden Building, Fletcher Park	•		
58	First Presbyterian Church, 112 S. Salisbury St.	•		
59	Marshall-Harris-Richardson House, 116 N. Person St.	•	•	
60	Andrew W. Goodwin House, 220 Hillsborough St.	•		
61	Montgomery House, 214 New Bern Place	•		
62	Eliza Battle Pittman Auditorium, St. Mary's School Campus	•		
63	First Baptist Church, 101 S. Wilmington St.	•		
64	Masonic Temple Building, 427 S. Blount St.	•	•	
65	Masonic Temple Building, 133-135 Fayetteville St. Mall	•	•	
66	St. Agnes Hospital, St. Augustine's College Campus	•		
67	St. Paul's A.M.E. Church, 402 W. Edenton St.	•	•	

Map Reference Number	Name of Historic Resource	Local Historic Landmark	Individually Listed, National Register	National Historic Landmark
68	Bloomsbury Park-Pullen Park Carousel, Pullen Park	•	•	
69	Leonidas R. Wyatt House, 109 S. Bloodworth St.	•	•	
70	Montague Building, 128-138 E. Hargett St.	•		
71	City Market, 214 E. Martin St.	•		
72	Tucker House, 419 N. Person St.	•		
73	Murphey School, 443 N. Person St.	•		
74	Capital Apartments, 127 New Bern Ave.	•		
75	Andrews-London House, 301 N. Blount St.	•		
76	Josephus Daniels House, 1520 Caswell St.	•	•	•
77	Bailey-Bunn House, 302 N. Blount St.	•		
78	Agriculture Building, 2-20 W. Edenton St.	•	•	
79	Sir Walter Hotel, 400-412 Fayetteville St. Mall	•	•	
80	Professional Building, 123-127 W. Hargett St.	•	•	
81	Berry O'Kelly School Agriculture Building, Method Park	•		
82	NC State Fair Commercial and Education Buildings	•	•	
83	Needham B. Broughton High School, 723 St. Mary's St.	•		
84	Capital Club Building, 16 W. Martin St.	•	•	
85	Isabelle Bowen Henderson House & Garden, 213 Oberlin Rd	•	•	
86	J. S. Dorton Arena, State Fairgrounds	•	•	
87	Raleigh Little Theater, Amphitheatre, Rose Garden, Pogue St.	•		
88	Not Used			
89	Wake County Home, 401 E. Whitaker Mill Rd.	•		
90	Oak View, northeast corner Poole Rd. and I-440	•	•	
91	Delany Building, 133 E. Hargett St.	•		
92	Grosvenor Garden Apartments, 1101 Hillsborough St.	•	•	
93	George Lane House, 728 E. Davie St.	•		
94	Wilson Temple United Methodist Church, 1023 Oberlin Rd.	•		
95	Gray-Fish-Richardson House, 530 N. Blount St.	•		
96	Willis Graves House, 802 Oberlin Rd.	•		
97	Plummer T. Hall House, 814 Oberlin Rd.	•		
98	Latta University (Rev. M. L. Latta House), 1001 Parker St.	•		
99	Raleigh Banking and Trust Co. Building, 5 W. Hargett St.	•	•	
100	Odd Fellows Building, 19 W. Hargett St.	•	•	
101	Fadum House, 3056 Granville Dr.	•	•	
102	Paschal House, 3334 Alamance Dr.		•	
103	Ritcher House, 3039 Churchill Rd.	•	•	

Map Reference Number	Name of Historic Resource	Local Historic Landmark	Individually Listed, National Register	National Historic Landmark
104	Small House, 310 Lake Boone Trail	•	•	
105	Matsumoto House, 821 Runnymede Rd.	•	•	
106	G. Milton Small & Assoc. Office Building, 105 Brooks Ave.	•	•	
107	Dr. Z. M. Caveness House, 1804 Hillsborough St.	•		
108	Dr. Hubert Benbury Haywood House, 634 N. Blount St.	•	•	
109	Raleigh Cotton Mills, 614 Capital Boulevard	•		
110	John T. and Mary Turner House, 1002 Oberlin Rd.	•		
111	Raleigh Nehi Bottling Company, 3210 Hillsborough St.	•		
112	Station Number 4, 505 Jefferson St.	•		
113	Washington Graded and High School, 1000 Fayetteville St.	•		
114	Prairie Building, 113 South Wilmington St.	•		
115	Raleigh Electric Co. Power House, 513-515 West. Jones St.	•	•	
116	CP&L Car Barn and Automobile Garage, 116 North West St.	•	•	
117	Pine State Creamery, 414 Glenwood Ave.	•	•	
118	E. L. & Ruth Fogleman House, 1807 Wills Ave.	•		
119	E. B. Bain Water Treatment Plant, 1810 Fayetteville Rd.	•	•	
120	Raleigh Water Works, 1810 Fayetteville Rd.		•	
121	Dr. M. T. Pope House, 511 S. Wilmington St.		•	
122	Carolina Pines Hotel, 1526 Tryon Rd.	•		
123	Mahler/Carolina Trust Bldgs., 228-232 Fayetteville St. Mall	•	•	
124	Henry L. Kamphoefner House, 3060 Granville Dr.	•	•	
125	Tupper Memorial Baptist Church, 501 S. Blount St.	•		
126	Dr. E. N. Lawrence House, 2121 Lake Wheeler Road	•		

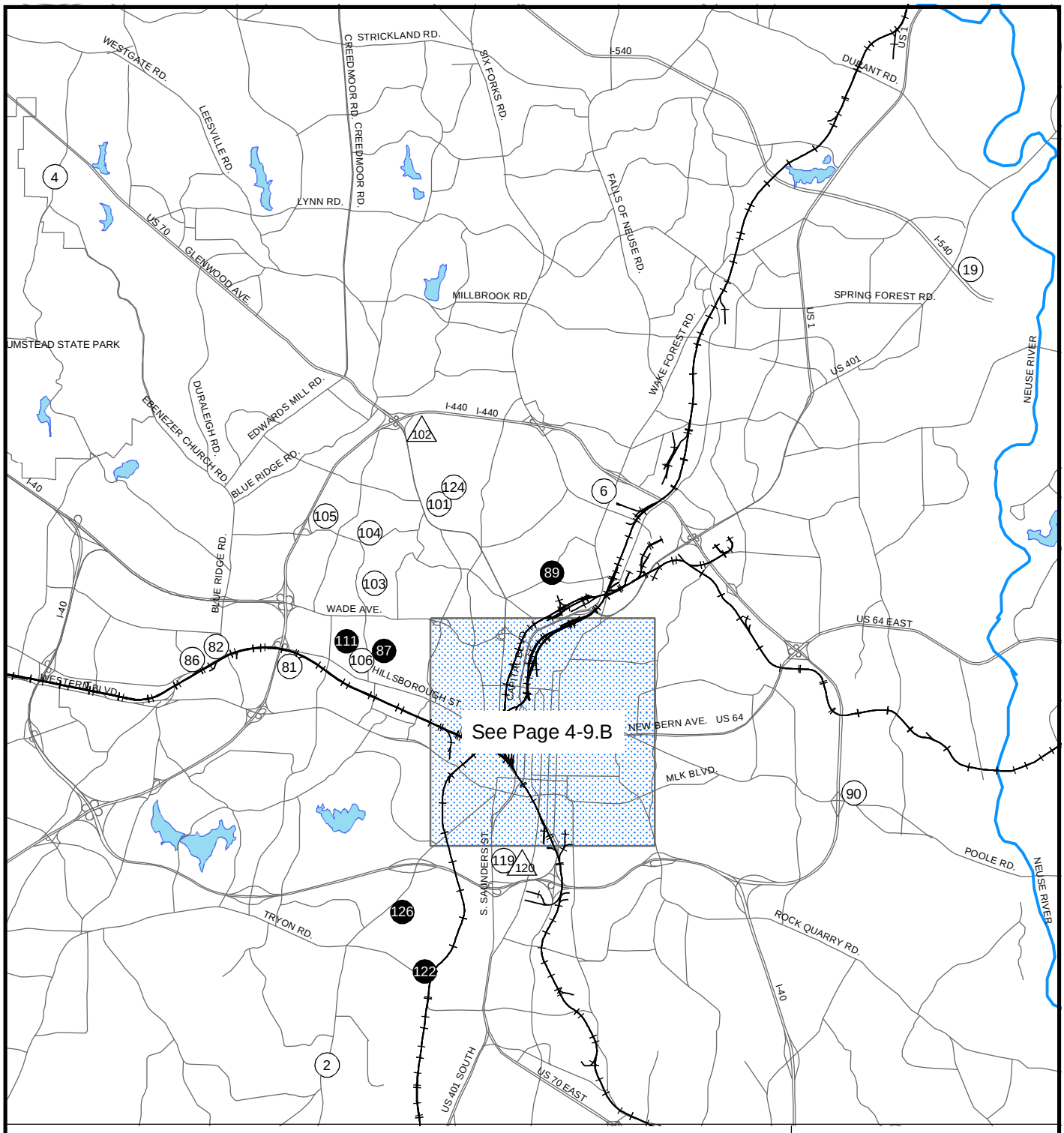


Historic Districts

- LOCALLY DESIGNATED AND NATIONAL REGISTER
- NATIONAL REGISTER OF HISTORIC PLACES HISTORIC DISTRICT
- CITY OF RALIEGH LOCALLY DESIGNATED HISTORIC OVERLAY DISTRICT

A. BLOUNT STREET
B. BOYLAN HEIGHTS
C. CAMERON PARK
D. CAPITOL SQUARE
E. DIX HILL
F. EAST RALEIGH/SOUTH PARK
G. GLENWOOD
H. MOORE SQUARE
I. MORDECAI PLACE
J. OAKWOOD
K. ST. AUGUSTINE'S COLLEGE
L. ST. MARY'S SCHOOL
M. UMSTEAD STATE PARK
N. DEPOT

0.2 0.1 0 0.2
Miles

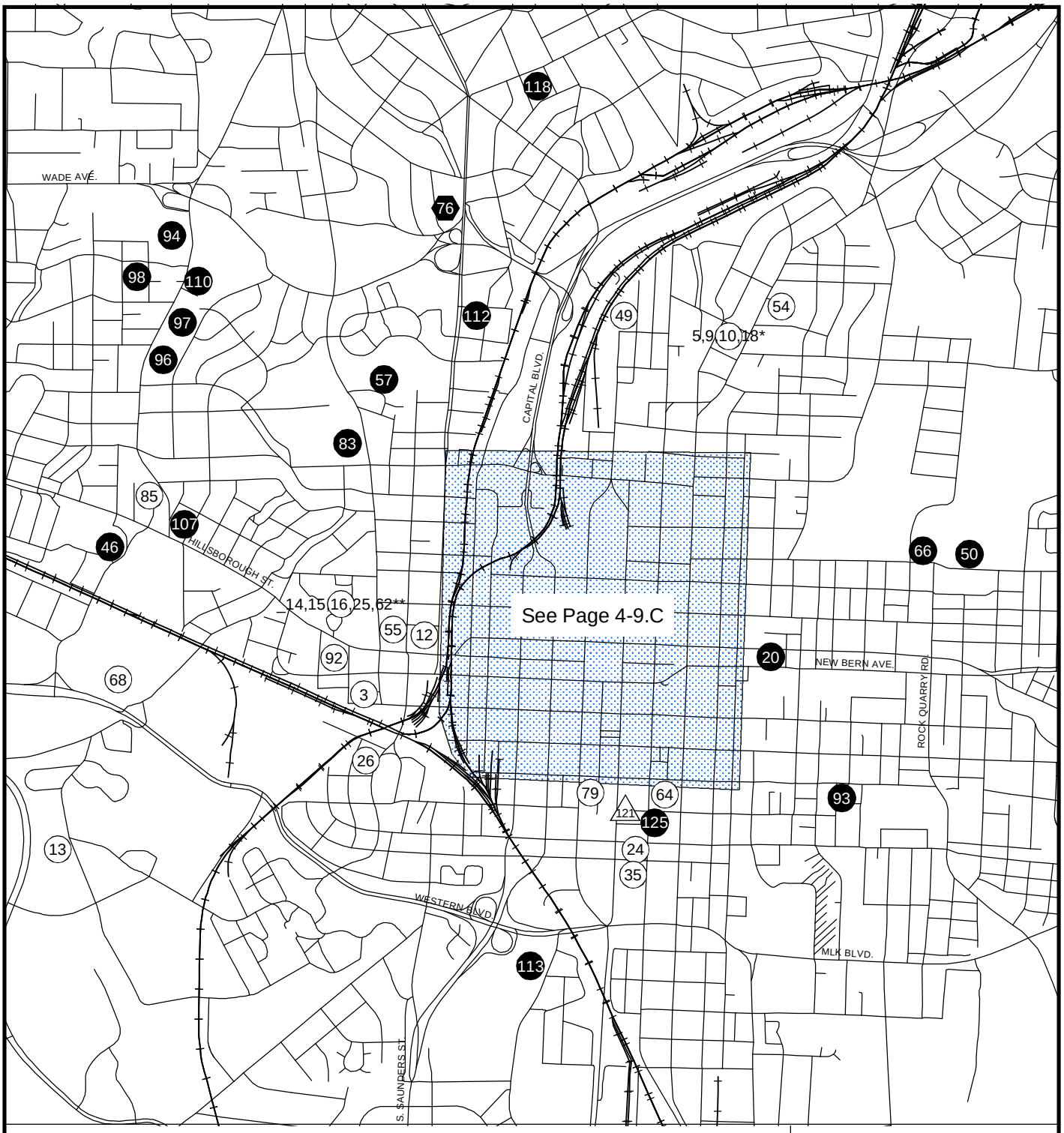


Individual Historic Resources (Part 1 of 3)

- LOCALLY DESIGNATED AND NATIONAL REGISTER LISTED
- NATIONAL REGISTER OF HISTORIC PLACES (INDIVIDUALLY LISTED)
- CITY OF RALIEGH LOCALLY DESIGNATED HISTORIC LANDMARK

*NOTE: SEE LIST PRECEEDING MAP SECTION FOR NUMERICAL IDENTIFICATION

1 0.5 0 1 Miles

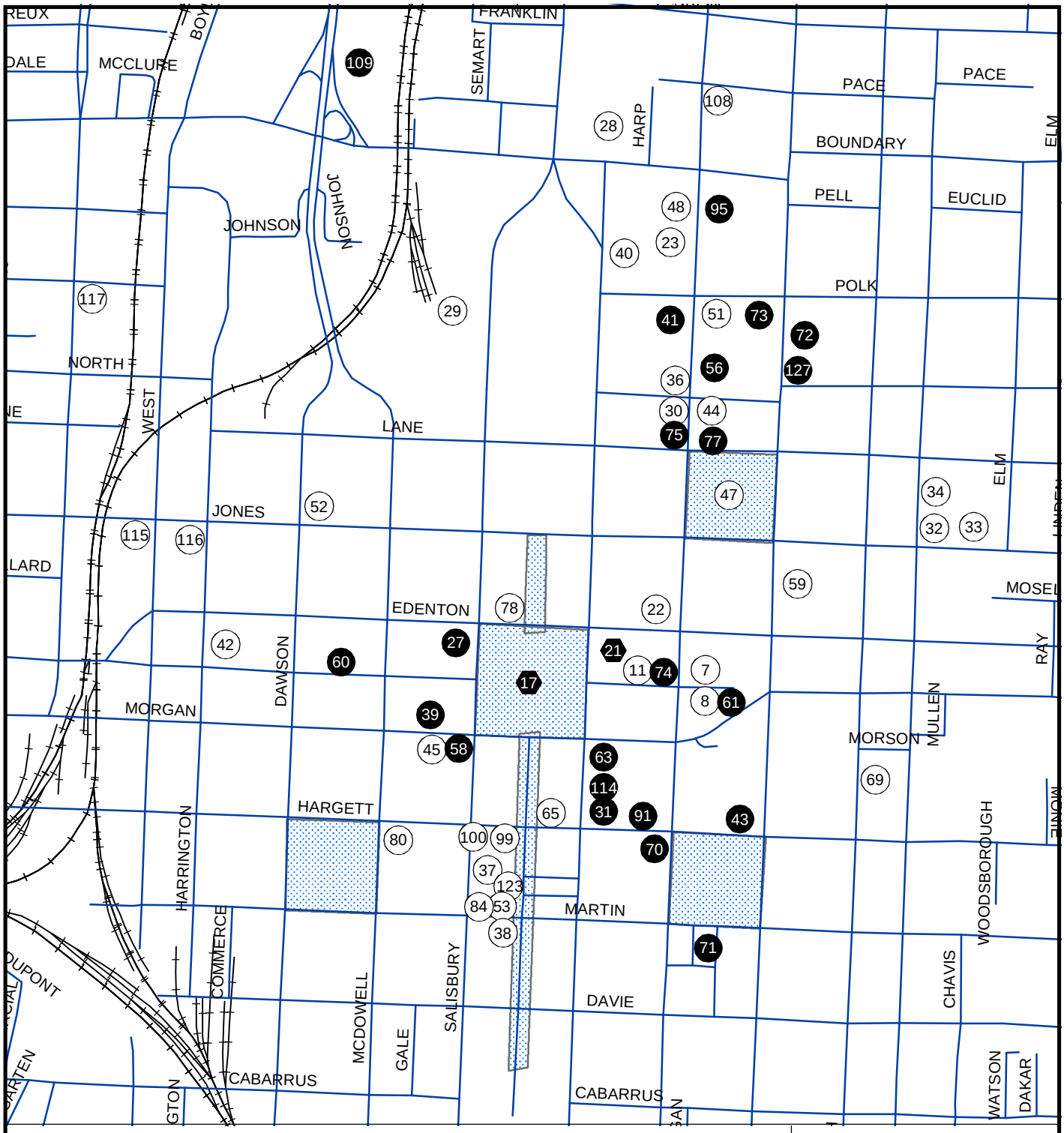


Individual Historic Resources (Part 2 of 3)

- LOCALLY DESIGNATED AND NATIONAL REGISTER LISTED
- NATIONAL REGISTER OF HISTORIC PLACES (INDIVIDUALLY LISTED)
- CITY OF RALIEGH LOCALLY DESIGNATED HISTORIC LANDMARK
- LOCALLY DESIGNATED AND NATIONAL HISTORIC LANDMARK LISTED

NOTE: SEE LIST PRECEEDING MAP SECTION FOR NUMERICAL IDENTIFICATION
*NO. 5 IS A LOCALLY DESIGNATED RALEIGH HISTORIC LANDMARK AND NATIONAL REGISTER LISTED; NOS. 9, 10, AND 18 ARE RALEIGH HISTORIC LANDMARKS ONLY
**NO. 25 IS A LOCALLY DESIGNATED RALEIGH HISTORIC LANDMARK AND NATIONAL REGISTER LISTED; NOS, 14, 15, 16, AND 62 ARE RALEIGH HISTORIC LANDMARKS ONLY

0.2 0.1 0 0.2 Miles



Individual Historic Resources (Part 3 of 3)

- LOCALLY DESIGNATED AND NATIONAL REGISTER LISTED
- LOCALLY DESIGNATED AND NATIONAL HISTORIC LANDMARK LISTED
- CITY OF RALIEGH LOCALLY DESIGNATED HISTORIC LANDMARK

*NOTE: SEE LIST PRECEEDING MAP SECTION FOR NUMERICAL IDENTIFICATION

550 275 0 550 Feet

PART 1 CENTRAL DISTRICT PLAN

CONTENTS

BACKGROUND
Orientation
Existing Land Use and Zoning
Central District Population and Employment Projections

SYSTEMS PLANS
Transportation
Water/Wastewater
Parks, Recreation and Greenways

URBAN FORM, LAND USE, POLICIES

SMALL AREA PLANS
See Section 2 for these small area plans: Downtown Plan, New Bern/Edenton Plan, South Park Plan, College Park/Idlewild Neighborhood Plan, Mordecai Neighborhood Plan, Blount/Halifax Small Area Plan, Oakwood Park Neighborhood Plan.

MAPS

Background

Orientation

The Central District is bounded by Rocky Branch Creek and the railroad on the west; Brookside Drive, Glascock Street, Raleigh Boulevard and Gatling Branch Creek on the east. The southern boundary runs along Exum Drive, Cumberland Street, Bragg Street, Garner Road and Branch Street. The northern boundary generally follows the railroad. The district lies inside the Beltline and contains 2000 acres or over three square miles. Although much of the district is residentially developed, the downtown area is the core of Raleigh's Central Area Regional Center and contains many governmental, cultural, commercial, banking, retail and service uses. Industrial and commercial/service uses are also concentrated along the railroad in the western section of the district. Recent positive changes have created interest in redevelopment in the Central District. Redevelopment activities have emphasized the strengths of the downtown area as the center of government, banking, cultural and convention activities.

Existing Land Use and Zoning

Residential uses account for 44 percent of land in the Central District. Single family uses take up 782 acres or 28 percent of the total land area, while multifamily uses occupy 438 acres or 16 percent of the district. The majority of the 215 acres of office development is government related and located within the State Government Complex. Federal, county and city government offices are also concentrated downtown. Three percent of the total land area is devoted to parks and recreation, particularly Tarboro Road Park, the downtown squares, Fayetteville Street Mall and Rocky Branch Greenway. Service related uses, which include the educational facilities of St. Augustine's and Peace Colleges and Shaw University, comprise 15 percent or 405 acres. Wholesale and retail trade uses occupy 121 acres, or 4 percent of the land. Cemeteries occupy 116

acres in the district. Manufacturing, industrial and other uses are each less than 3 percent of the total.

Residential zoning categories take up 56 percent, or 1,551 acres in the Central District. There are 198 acres, or 7 percent of the total, in the Business Zoning District. This is the zoning that applies to most of downtown. The combined retail/business zoning districts take up about 172 acres, or 6 percent, while industrial zoning occupies 436 acres, or 16 percent of the total. Much of the Central District is also under one of the following overlay districts: the Downtown Residential Housing, the Historic, the Neighborhood Conservation, or the Pedestrian Business overlay district.

Population and Employment Projections

In 1991 the Central District had a population of 18,438 or approximately 8 percent of Raleigh's total population. By 1998 the district had grown to 21,715, making it the seventh most populous district. Between 1990 and 1998, population increased by 17.8 percent. Due to the lack of land suitable for residential development, the Central District is not projected to increase greatly in population during the 1991 to 2025 period.

In 1995 there were 27,615 jobs in this district; 3 percent highway retail, 4 percent retail, 17 percent industrial, 23 percent service, and 53 percent office.

Systems Plans

Transportation

Direct access to and through downtown will be improved by extending Glenwood Avenue to South Saunders Street. In addition to planned improvements to the street system, the elimination of parking along some Central District thoroughfares would improve their use for through traffic, thus alleviating the use of residential streets for through traffic. Short range public transportation goals include additional transit services to redevelopment areas such as Hillsborough Street, Dorothea Dix Property and Downtown East. Regional rail transit corridors converge in the downtown area at the proposed location of an intermodal transportation center. These fixed guideway corridors should have a significant impact on the Central District with increased residential densities and mixed use opportunities.

Water/Wastewater

To provide increased wastewater capacity to the Central District, projects are planned to rehabilitate some existing major wastewater mains. As urban uses in the Central District intensify, wastewater subsystems will be monitored for necessary improvement as shown on the Water and Wastewater Plans, Chapter 5 of the Comprehensive Plan.

Parks, Recreation and Greenways

The Central District needs an active recreation facility as an amenity for residential development. Appropriate vacant land for recreation and open space should be considered for purchase whenever available. Possible park sites include: E. B. Bain and Washington school properties and the old water treatment plant property. Specialized facilities, such as the trails proposed along both sides of Capital Boulevard and the one connecting Oakwood Cemetery with the City Cemetery should be pursued aggressively. The private sector should be encouraged, through performance standards and incentives, to integrate recreation and open space into redevelopment

site plans, particularly downtown. Through innovative approaches, the City should obtain or create open space or recreational facilities or redevelop existing areas to meet the projected need for one additional community park. For more information see the Parks, Recreation and Greenways Plan, Chapter 5 of the Comprehensive Plan.

URBAN FORM AND LAND USE POLICIES

•Promote Higher Density Housing
An urbanizing land use pattern with a variety of affordable, quality living environments can be achieved by promoting higher density housing with appropriate public amenities. Incentives may include special use permits which allow high density in nonresidential zones. The density credit system could be extended and allowable densities applied to the existing Special High Density Residential District could be used in other sections of the planning district, such as along regional rail corridors at transit stations. Conditional Use Zoning could be creatively applied, and mixed use developments encouraged. Existing buildings could be adaptively reused as residential developments. Compatible higher density, large tract residential infill should be encouraged.

•Protect Established Neighborhoods
Infill policies should protect the character of established residential neighborhoods. Neighborhood planning can establish guidelines and suggest rezonings that bring zoning into conformity with existing residential development patterns. Overlay zoning may be an option in these rezonings. Urban design standards in the Comprehensive Plan can ensure the compatibility of new development with its surroundings, while zoning and subdivision design standards can encourage amenities. Adequate transitions between the more intensive land uses of the downtown and adjacent residential districts should be provided, and policy boundary lines can stabilize neighborhoods adjoining nonresidential uses. Neighborhood cut through traffic is discouraged, and the quality and quantity of recreational spaces within residential areas should be increased. Any adverse effects that major capital projects might have on neighborhoods should be identified. The cooperative partnership between the City, neighborhoods and developers should be strengthened. A workable site plan review process for infill development projects should be established. The City could assist developers in assembling land in the central city for new development where appropriate, while using redevelopment planning techniques to define the special needs of declining neighborhoods and their residents.

•Preserve the Historic Center of the City
The 1792 patterns of streets and public squares and architectural styles of various periods remain today as vivid reminders of the past. Historic preservation planning should also address the restoration and maintenance of historic sites and districts and the adaptive re-use of older structures. Large houses can be sensitively re-used for multi-family purposes.

•Conserve Neighborhood Services
City strategies which stimulate private reinvestment and commercial redevelopment should be applied to these locations: North Person Street, New Bern Avenue from Tarboro Road to Raleigh Boulevard, Wake Forest Road at Brookside, Rock Quarry Road south of Lenoir Street and South Street at South Saunders. In order to remove some of the constraints which prevent new investment in these neighborhood service areas, Business District Plans and Pedestrian Business Overlay Districts should be applied to provide for greater flexibility of performance standards and controls for these areas.

•Encourage Mixed Use Developments
New development in the Central district should be integrated with the existing fabric of the built environment. Mixed use developments are strongly encouraged. Where large infill sites are designated for commercial development, the current zoning of these parcels should be re-evaluated, with special attention to housing possibilities, to determine the most desired land use. Among those areas which should be reviewed are the tract on New Bern Avenue east of Swain Street and the site at Person and South Streets. New development should be compatible with surrounding structures and strengthen the sense of visual order and stability of the area.

•Establish and Use Urban Design Guidelines
Good urban design can enhance those distinctive qualities that make the Central district an attractive place. Urban design guidelines should recognize and emphasize the economic value of good design. Guidelines should encourage redevelopment, infill, re-use of existing structures and development of public spaces. Existing development regulations should be revised. New, flexible performance standards should encourage creativity in site plans, including increased use of higher densities, protection of established neighborhoods, recognition of the importance of compatibility in size and scale among buildings, and improved site plan review requirements. Educational programs should be developed, including urban design promotional materials, design guidelines for both public and private development projects and design awards programs and competitions.

•Expand the Employment Base
In order to achieve economic growth and revitalization in the years to come, expansion of the district's employment base will be necessary. Material processing and packaging, distribution, data processing, higher education, research and development, and state and federal government are encouraged in the Central District. Such development should be located and designed to minimally affect adjacent neighborhoods and the environment. Clean industries that integrate well with other uses are encouraged in sections of the Central District other than downtown.

Economic growth requires a reinvestment strategy that identifies, evaluates and eliminates barriers to growth. Reinvestment and redevelopment should be emphasized primarily in the downtown and Capital Boulevard areas. Reinvestment strategies can accomplish several objectives. Income and tax base can be retained, while providing jobs, particularly for the unemployed and area residents. Expansion and recruitment of retail and service jobs can be improved, while retaining existing firms and fostering their expansion. The City can conserve the built urban environment and improve the aesthetic quality of the district. The hazards of vacant buildings can be curtailed by reuse.

The City's Economic Development Strategy seeks to improve under-used and/or deteriorating employment areas. This strategy targets downtown for economic development programs such as urban design assistance, streetscape programs and a business loan pool. The strategy includes policies which establish public funding priorities for water, wastewater and transportation improvements that would support planned growth. Coordinated public-private organizational and marketing efforts to support redevelopment and reinvestment are encouraged by the strategy, as well as appropriate zoning that would support growth.

The current Economic Development Strategy should be expanded to identify other areas where reinvestment programs are needed. Specific business location strengths and weaknesses, as well as job needs, should be examined, as should new and additional reinvestment approaches.

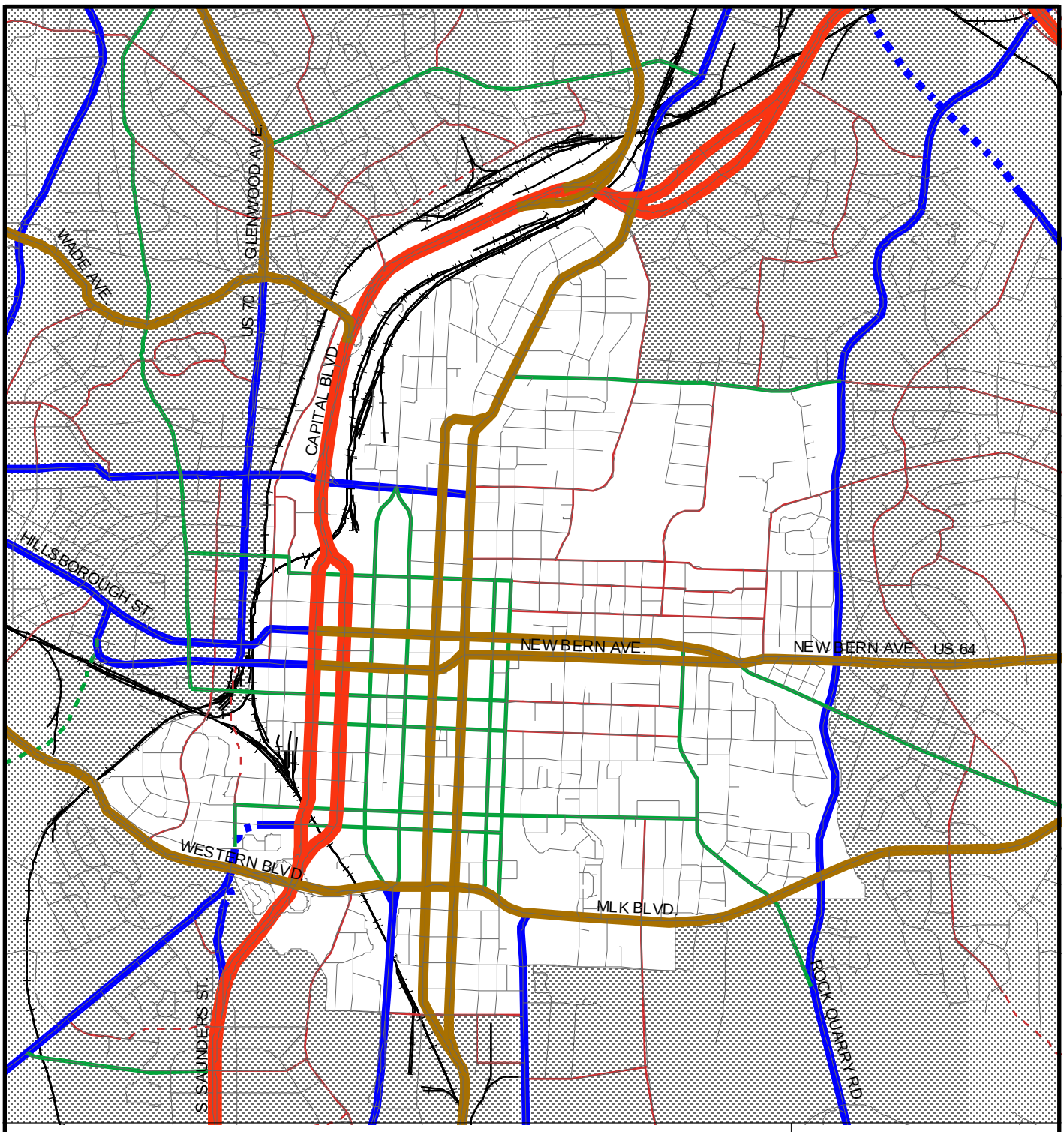
The possibilities of further use of creative financing techniques from both public and private sources to support reinvestment efforts should be explored. A study should be conducted to review financial incentives and mechanisms which could be used to encourage economic redevelopment and reinvestment in the Central District. Creative uses of the capital market, financial institutions and private foundations should be formulated and pursued. In addition, the City should continue its efforts to acquire more authority from the State to allow greater flexibility in generating revenue to support economic growth in developed areas of the City.

Small area plans should be prepared as needed to address land use needs and unique conditions of potential redevelopment areas. Small area plans may propose specific land use actions needed to stimulate economic growth. Proposals and strategies for area improvements address necessary land use changes and emphasize the compatibility in use, size and scale of new construction with surrounding uses in development and infill locations. Business district and corridor plans for deteriorating retail service areas should also be prepared. These plans must find solutions for the blight of deteriorating commercial/employment areas and must stimulate reinvestment.

A coordinated public-private marketing program should be developed that addresses the district's image and increases private sector awareness of redevelopment and reinvestment opportunities. The marketing program may include awards for business excellence, design competitions for infill sites, and publicity of successful reinvestment projects.

Small Area Plans

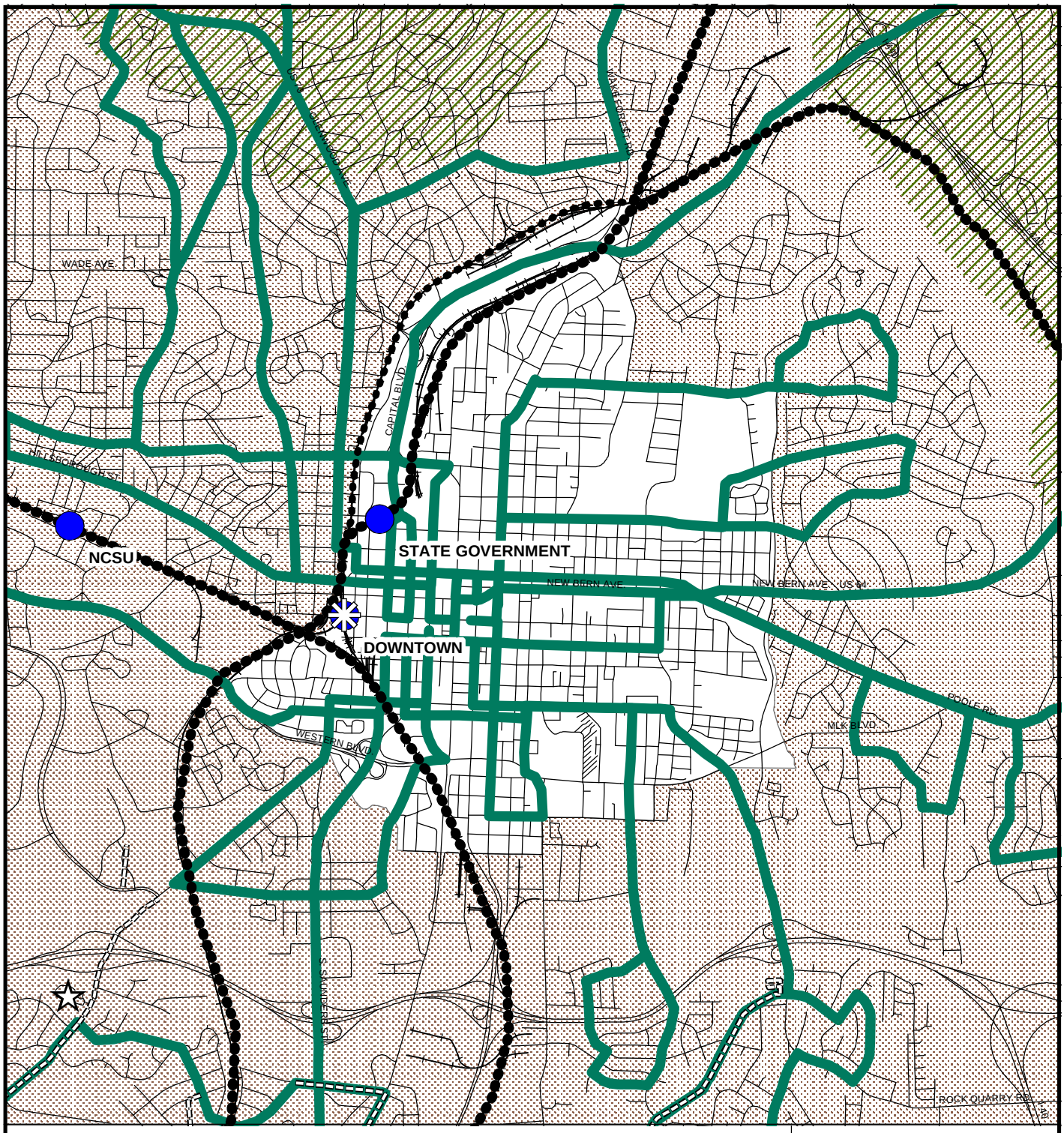
These small area plans apply to areas within the Central District and are found in Section 2 of the Comprehensive Plan: Downtown Small Area Plan, New Bern/Edenton Corridor and Neighborhood Plan, South Park Neighborhood Plan, College Park/Idlewild Neighborhood Plan, Mordecai Neighborhood Plan, Blount/Halifax Small Area Plan, Oakwood Park Neighborhood Plan.



Arterials, Thoroughfares & Collectors - Central District

- PRIMARY ARTERIALS
- SECONDARY ARTERIALS
- MAJOR THOROUGHFARES
- MINOR THOROUGHFARES
- COLLECTORS
- PROPOSED ROADS
- DISTRICT

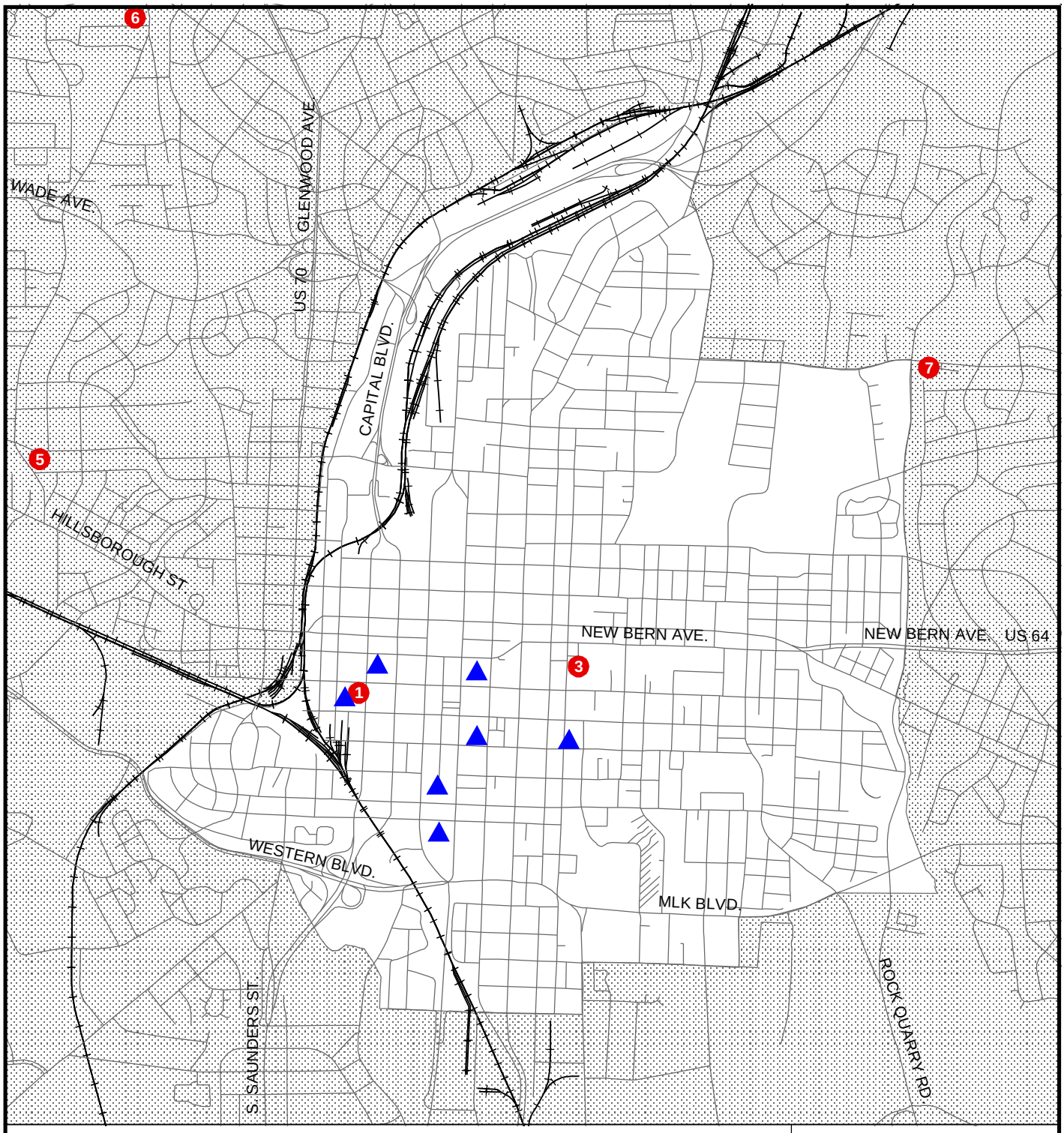
0.25 0.125 0 0.25 Miles



Public Transit, Railroads & Airports - Central District

- CAT ROUTES
- DEMAND RESPONSIVE ZONES
- CAT CONNECTOR FIXED ROUTE FEEDER
- WAKE COUNTY RAILROADS
- ROUTE DEVIATION FEEDER
- REGIONAL RAIL TRANSIT
- ALTERNATE REGIONAL RAIL TRANSIT
- TRANSIT STOPS
- INTERMODAL TRANSPORTATION CENTER
- DISTRICT BOUNDARY

0.3 0.15 0 0.3 Miles



Municipal Facilities - Central District

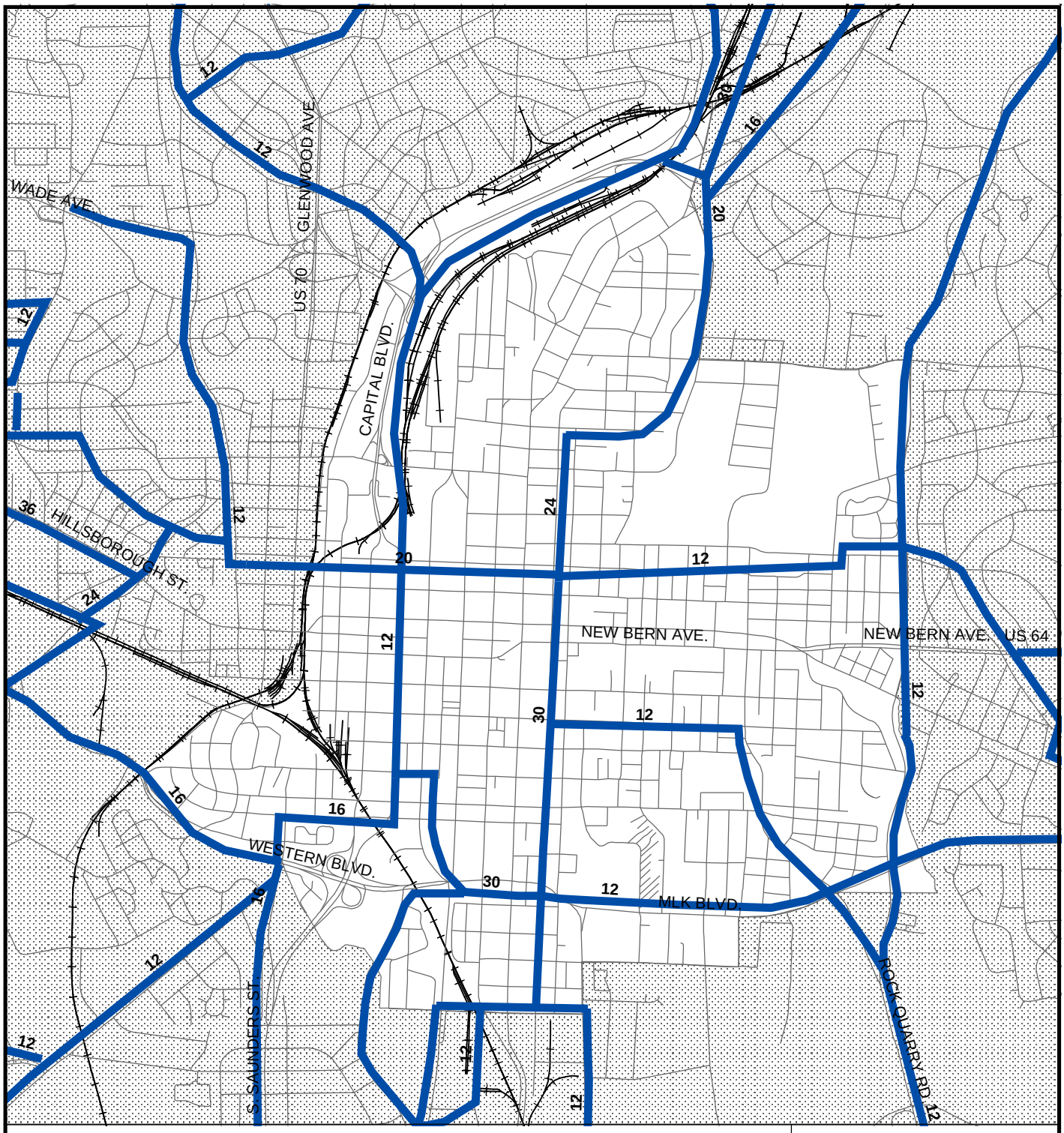
PROPOSED FIRESTATIONS

EXISTING FIRESTATIONS

MUNICIPAL FACILITIES

RALEIGH ETJ

0.2 0.1 0 0.2 Miles



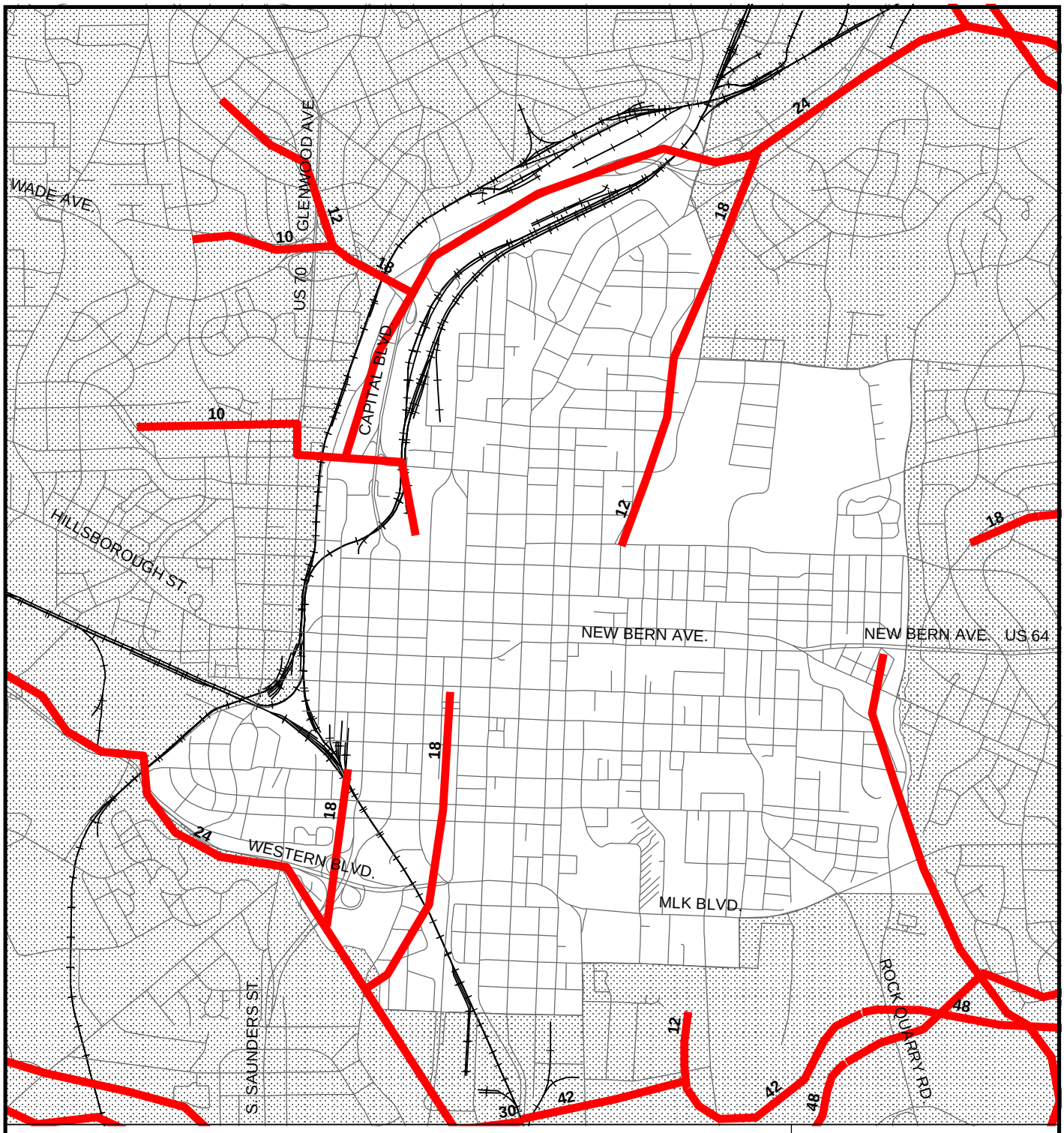
Water System - Central District

PROPOSED WATERLINES

EXISTING WATERLINES

DISTRICT

0.2 0.1 0 0.2 Miles



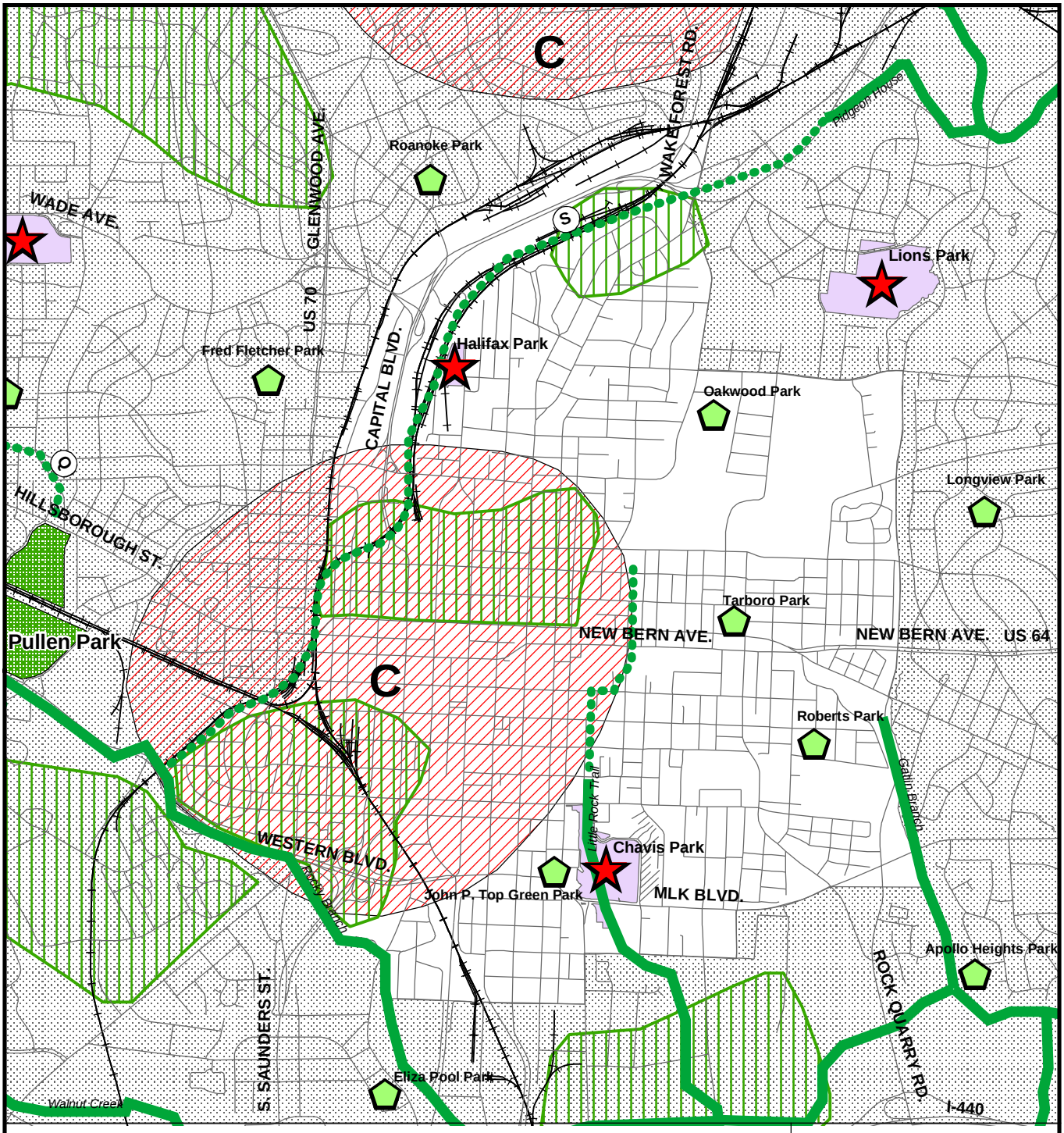
Wastewater System - Central District

PROPOSED WASTEWATERLINES

EXISTING WASTEWATERLINES

DISTRICT

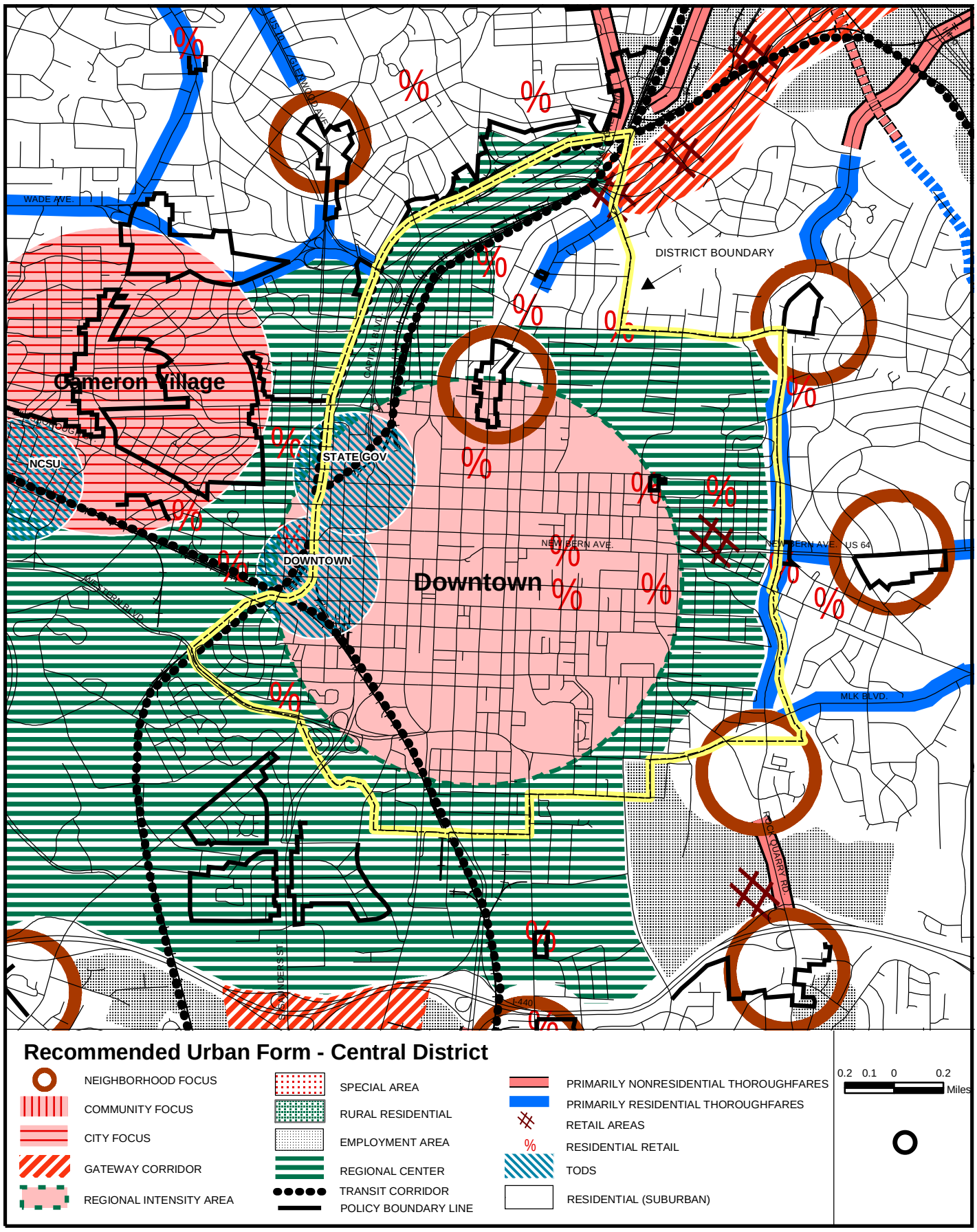
0.2 0.1 0 0.2 Miles

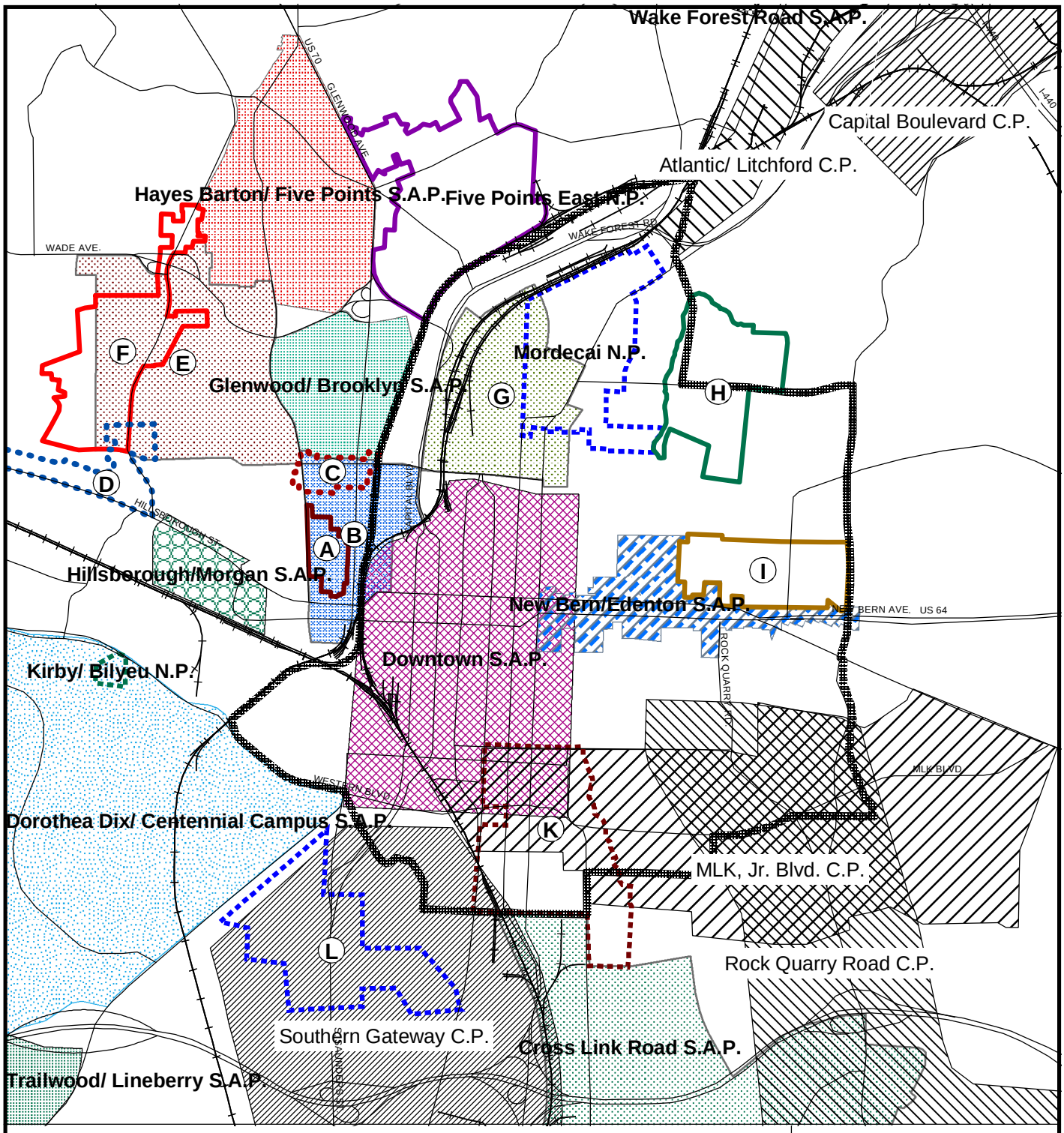


Greenway Corridors, Parks & Park Search Areas
Central District

NEIGHBORHOOD PARKS
COMMUNITY PARKS
METRO PARKS
NEIGHBORHOOD PARK SEARCH AREA
COMMUNITY PARK SEARCH AREA
DISTRICT
GREENWAY CORRIDOR CONNECTORS
GREENWAY CORRIDORS

0.3 0.15 0 0.3 Miles


Cameron Village
Downtown
DOWNTOWN
STATE GOV
NCSU
DISTRICT BOUNDARY
WADE AVE.
NEW BERN AVE.
NEW BERN AVE. US 64
MLK BLVD.
ROCK QUARRY RD.
I-440
Recommended Urban Form - Central District
NEIGHBORHOOD FOCUS
COMMUNITY FOCUS
CITY FOCUS
GATEWAY CORRIDOR
REGIONAL INTENSITY AREA
SPECIAL AREA
RURAL RESIDENTIAL
EMPLOYMENT AREA
REGIONAL CENTER
TRANSIT CORRIDOR
POLICY BOUNDARY LINE
PRIMARILY NONRESIDENTIAL THOROUGHFARES
PRIMARILY RESIDENTIAL THOROUGHFARES
RETAIL AREAS
RESIDENTIAL RETAIL
TODS
RESIDENTIAL (SUBURBAN)
0.2 0.1 0 0.2
Miles



Key to Small Areas - Central District

S.A.P.	SMALL AREA PLAN	TEXTURE FILL
C.P.	CORRIDOR PLAN	ANGLE HATCH
N.P.	NEIGHBORHOOD PLAN	DASH OR SOLID OUTLINE
B.D.P.	BUSINESS DISTRICT PLAN	DOTTED OUTLINE
W.P.	WATERSHED PLAN	FILL + OUTLINE
R.C.P.	REGIONAL CENTER PLAN	FILL + OUTLINE
	DISTRICT BOUNDARY	

A. NORTH BOYLAN N.P.
B. GLENWOOD SOUTH S.A.P.
C. PEACE STREET B.D.P.
D. UNIVERSITY VILLAGE B.D.P.
E. WADE/OBERLIN S.A.P.
F. OBERLIN VILLAGE N.P.
G. BLOUNT/HALIFAX S.A.P.
H. OAKWOOD PARK N.P.
I. COLLEGE PARK/IDLEWILD N.P.
J. NEW BERN/EDENTON S.A.P.
K. SOUTH PARK N.P.
L. CARALEIGH N.P.

0.2 0.1 0 0.2 Miles

PART 2 EAST DISTRICT PLAN

BACKGROUND
Orientation
Existing Land Use and Zoning
Population and Employment Projections

SYSTEMS PLANS
Transportation
Water/Wastewater
Parks, Recreation and Greenways

URBAN FORM AND LAND USE
Specific Land Use Recommendations

SMALL AREA PLANS
Wake Medical Center Subarea Plan can be found in Section 2 Small Area Plans

MAPS

Background

Orientation
The East District is bounded by Crabtree Creek on the north and east, Poole Road on the south, and Raleigh Boulevard, Glascock Street, Brookside Drive and the Seaboard Railroad on the west. The 2,585.37 acres that comprise the East District lie totally inside the Raleigh Beltline, east of Downtown.

Existing Land Use and Zoning
Residential uses occupy 49 percent of land in the East District. Single family dwellings comprise 1,065 acres or 41 percent of the total land, while multifamily uses occupy 194 acres, or 8 percent. Vacant land accounts for just under 14 percent, or 354 acres. Service related land uses occupy just over 10 percent of the total land, as does recreation and parks. Manufacturing/industrial and other uses are each less than 5 percent of the total. There are 1883 acres of residentially zoned land in this district, or about 73 percent of the total. Industrial zoning occupies about 338 acres, or about 13 percent of the total. Office and institutional zoning applies to 277 acres, or about 11 percent of the total land. About 87 acres, or about 3 percent of the total, are zoned for retail/commercial.

Population and Employment Projections
In 1991 the district had a population of 9,486 persons, or approximately 4 percent of Raleigh's total population. By 198 the district had grown to 10,459 persons, making it the ninth most populous district. Between 1991 and 1998, population increased by 10.3 percent. Due to the small amount of vacant land in this district, it is projected that the population here will not increase significantly between 1991 and 2025 In 1995 there were 9,292 jobs located in the East District; 2 percent were highway retail, 3 percent office 5 percent retail, 7 percent industrial, and 83 percent service.

Systems Plans

Transportation
The thoroughfare plan for the East District includes connecting Crabtree Boulevard to Six Forks Road on the north and to Sunnybrook Road at New Bern Avenue. Public transportation services in the district meet the current demand. A possible regional rail transit corridor crosses the district, connecting downtown with eastern Wake County.

Water/Wastewater
The Crabtree Creek wastewater main will accommodate growth farther up the basin and provide additional capacity for new development in the East District as uses intensify. Renovation or paralleling of other existing lines may be necessary in the East District.

Parks
The large tract of flood-prone land along Crabtree Creek could meet the future neighborhood park needs of the East District. For more information, see the Parks, Recreation and Greenways Plan, Chapter 4 of the Comprehensive Plan.

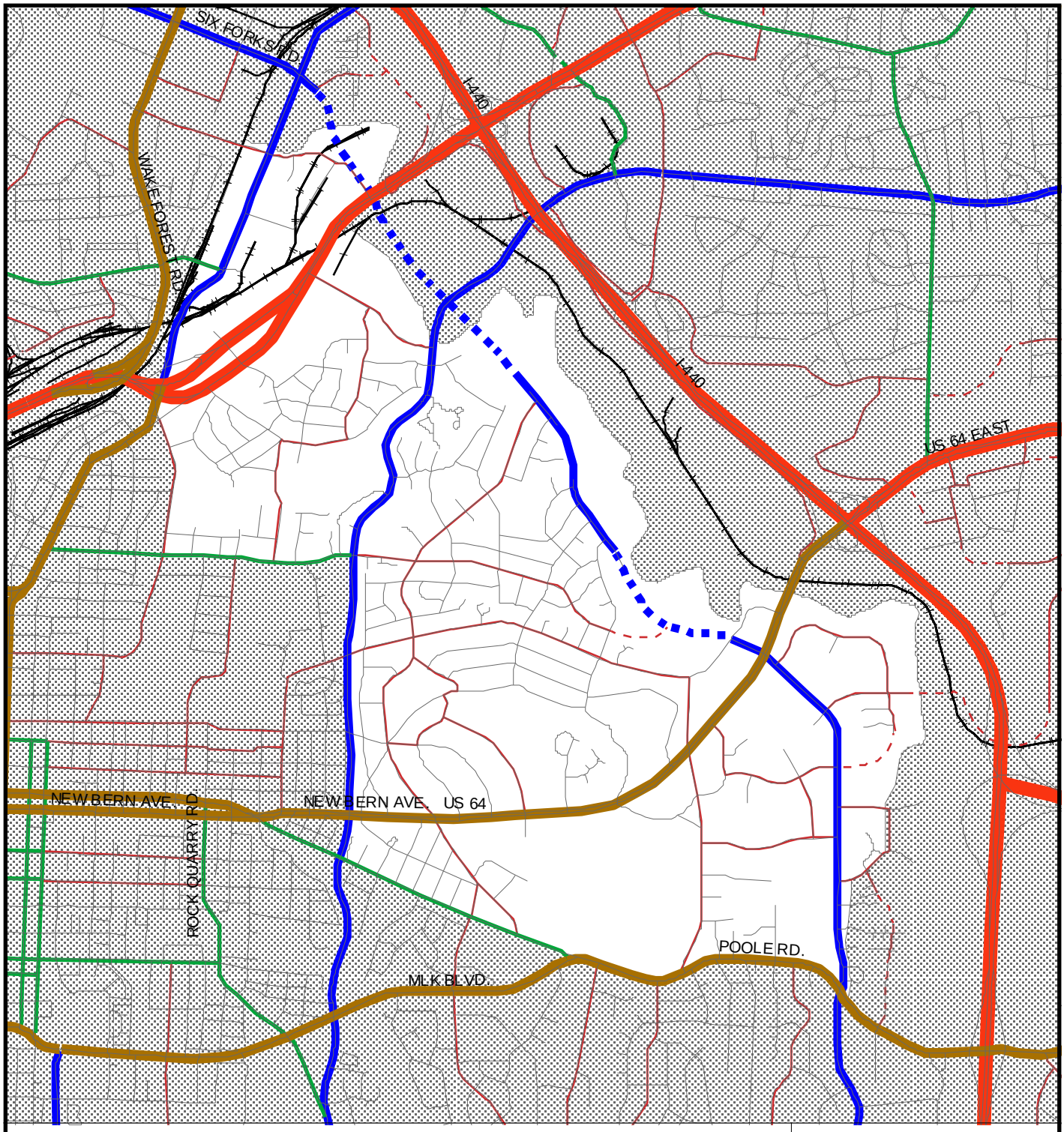
Urban Form and Land Use

Area residents are served by two community focus areas just outside the district. Most of the commercial uses inside the district are clustered along Capital Boulevard, in two neighborhood focus areas, a commercial center in the employment area adjacent to Wake Medical Center and two residential retail areas along Poole Road. Wake Medical Center is in an employment area. Encouraging infill in this district can reduce urban sprawl and enhance the living environment. To coordinate these infill efforts, neighborhood planning should be used to stabilize and revitalize the existing neighborhoods. Higher density residential developments which should be favored as transitional uses can provide additional affordable housing, especially in transit corridors. In an effort to maintain the integrity of adjacent residential areas, the East District features a policy boundary line around the neighborhood focus at Raleigh Boulevard and Glascock Street. and around the Longview neighborhood focus.

Specific Land Use Recommendations
Three areas are recommended for low density residential: end of King Charles Road; north of Milburnie Road at end of Boswell Street; parcels between Dickens Drive and Enloe High School, also suitable to remain open space. Three areas are recommended to develop as medium density: south of Glascock Street between King Charles Road and Raleigh Boulevard; vacant property near Edmunds Street; large area east of Glascock Street. Two mixed use areas include: north of Glascock Street between King Charles Road and Raleigh Boulevard for medium density or low intensity office and institutional use; and north of Crabtree Boulevard at Capital Boulevard for light manufacturing and distribution.

Small Area Plans

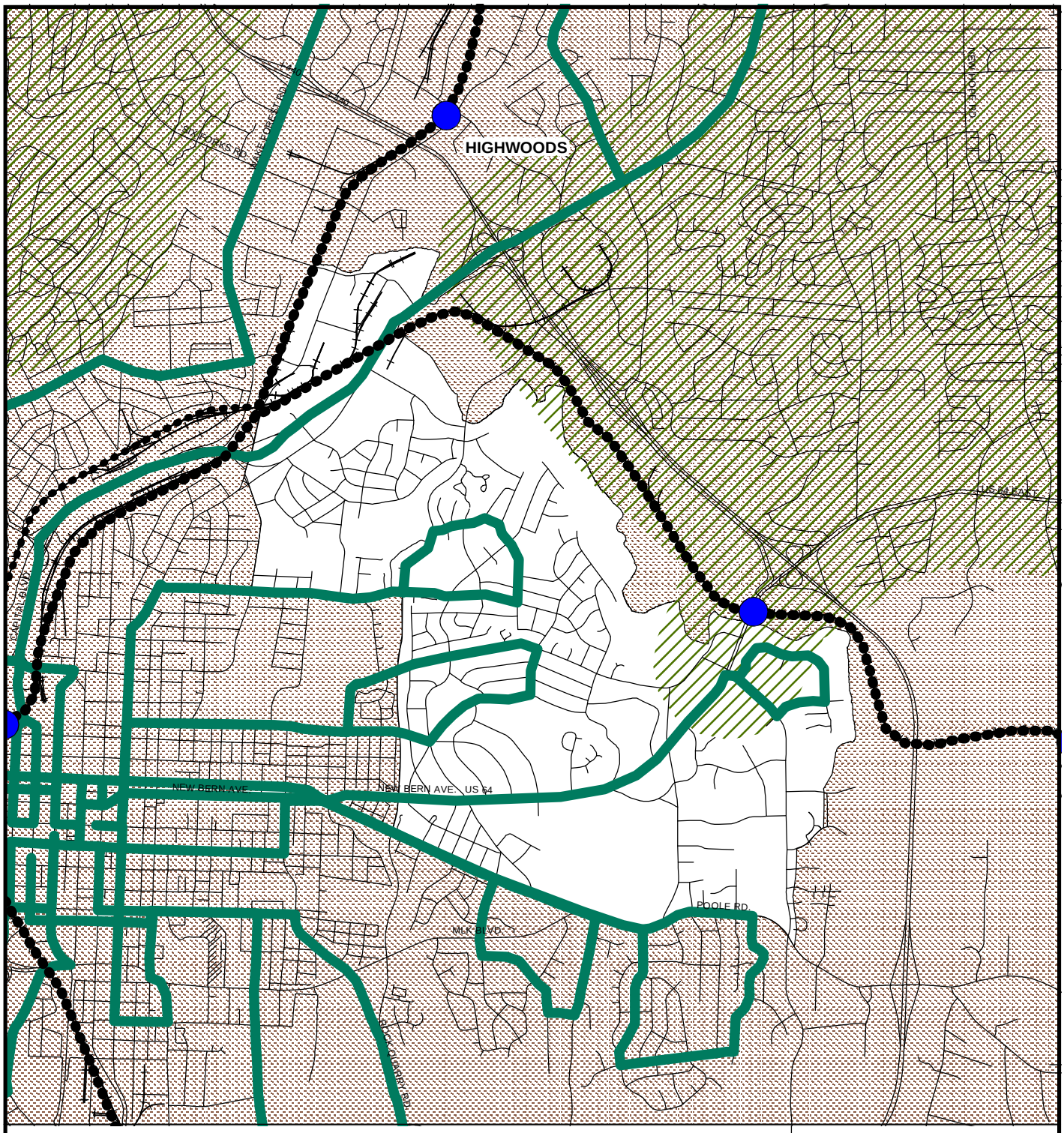
See Section 2 Small Area Plans for Wake Medical Center Small Area Plan.



Arterials, Thoroughfares & Collectors - East District

- PRIMARY ARTERIALS
- SECONDARY ARTERIALS
- MAJOR THOROUGHFARES
- MINOR THOROUGHFARES
- COLLECTORS
- PROPOSED ROADS
- DISTRICT

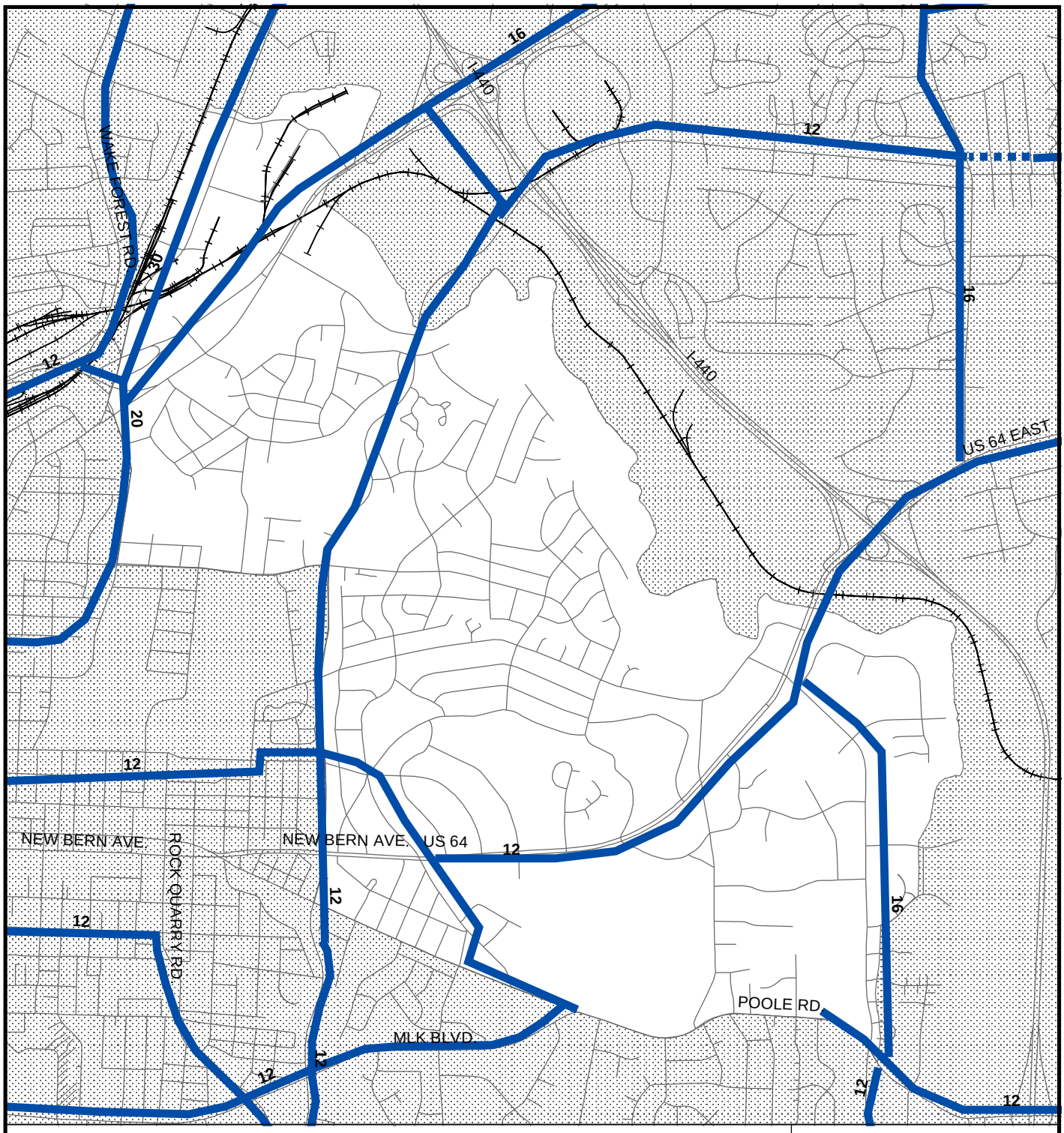
0.25 0.125 0 0.25 Miles



Public Transit, Railroads & Airports - East District

- CAT ROUTES
- DEMAND RESPONSIVE ZONES
- CAT CONNECTOR FIXED ROUTE FEEDER
- WAKE COUNTY RAILROADS
- ROUTE DEVIATION FEEDER
- REGIONAL RAIL TRANSIT
- ALTERNATE REGIONAL RAIL TRANSIT
- TRANSIT STOPS
- INTERMODAL TRANSPORTATION CENTER
- DISTRICT BOUNDARY

0.3 0.15 0 0.3 Miles



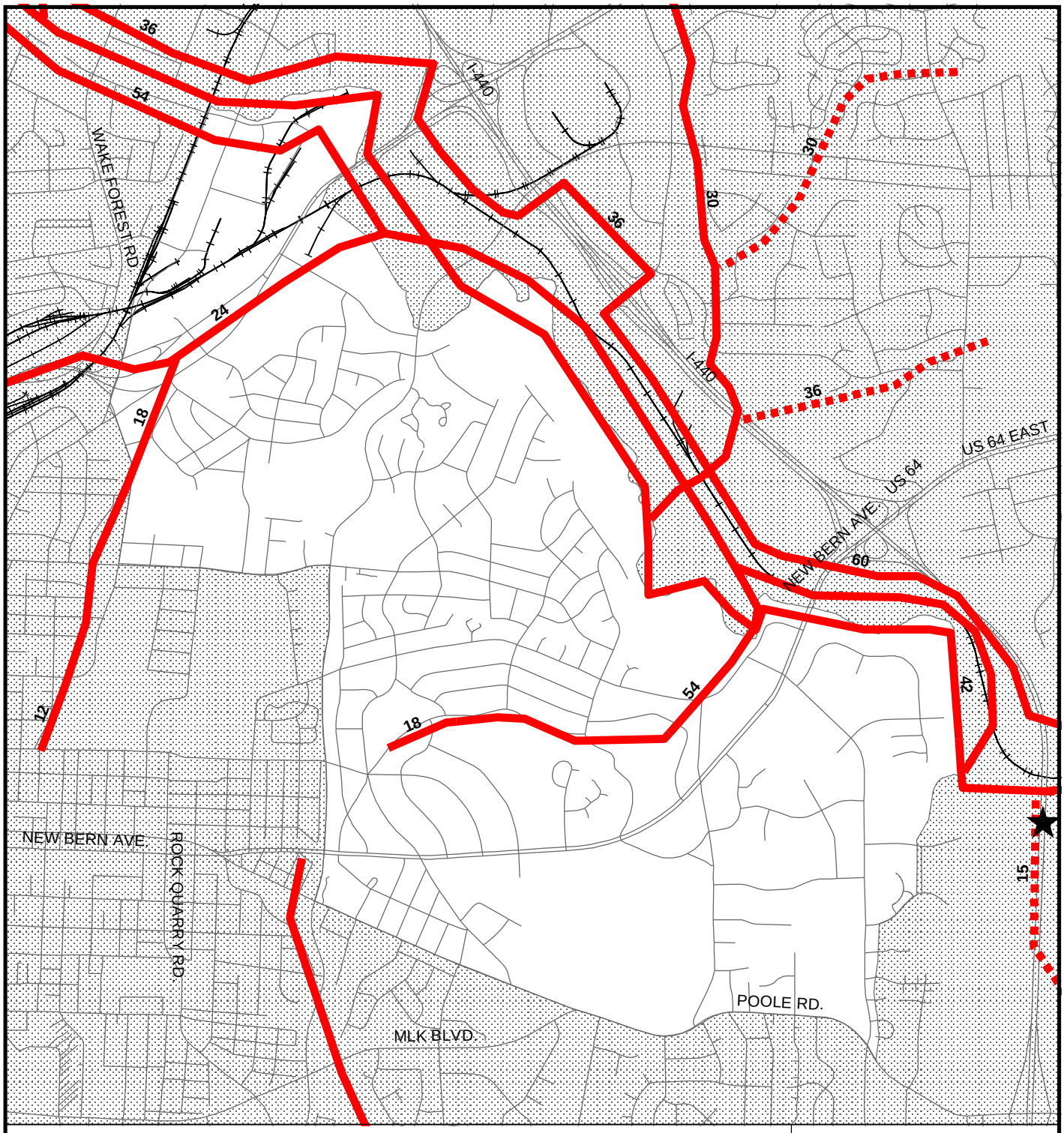
Water System - East District

PROPOSED WATERLINES

EXISTING WATERLINES

DISTRICT

0.2 0.1 0 0.2 Miles



Wastewater System - East District

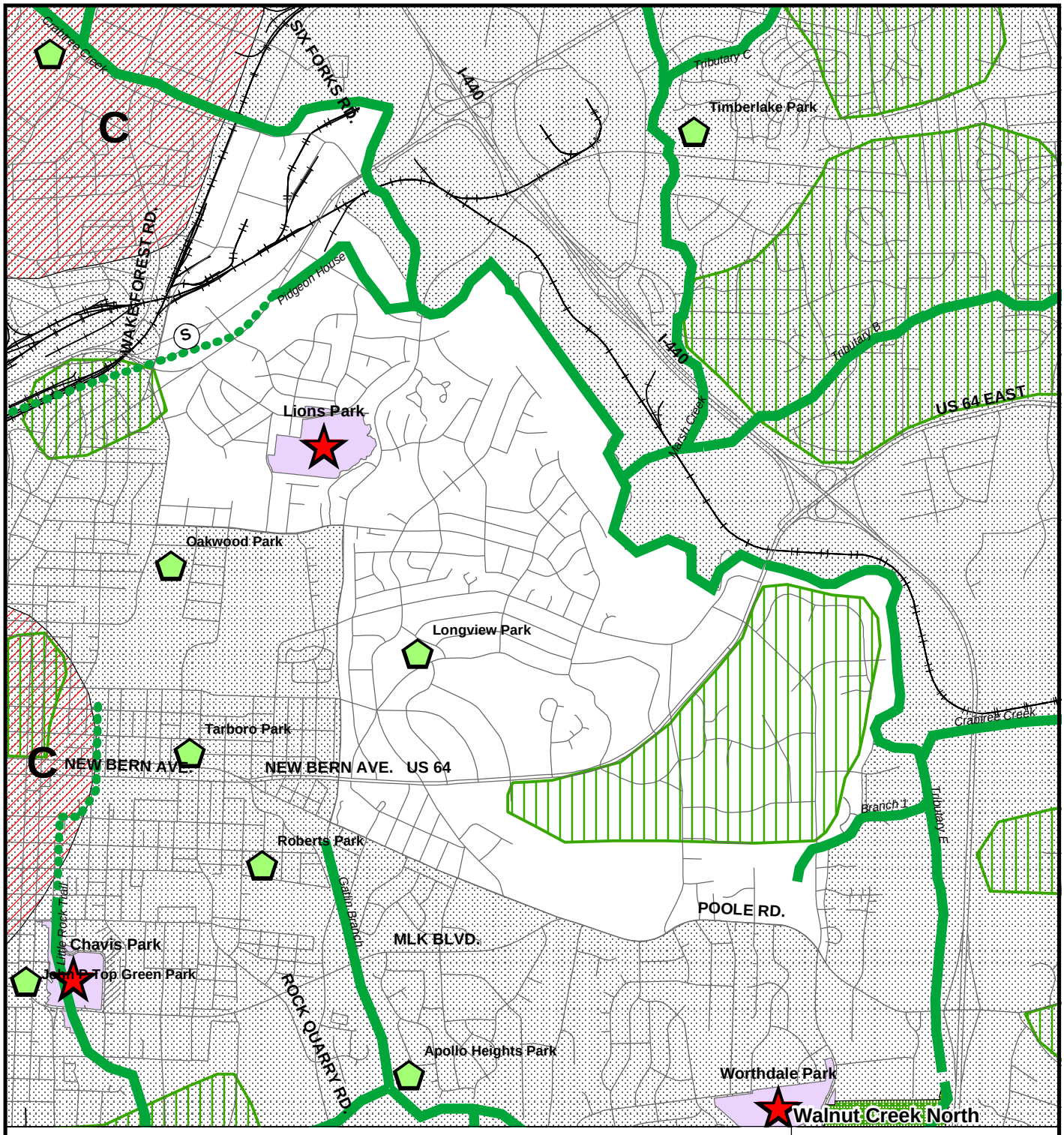
PROPOSED WASTEWATERLINES

EXISTING WASTEWATERLINES

PUMP STATIONS

DISTRICT

0.2 0.1 0 0.2 Miles


Crabtree Creek
SIX FORKS RD.
I-440
Timberlake Park
C
WAKE FOREST RD.
Pidgeon House
S
Lions Park
Tributary C
Tributary B
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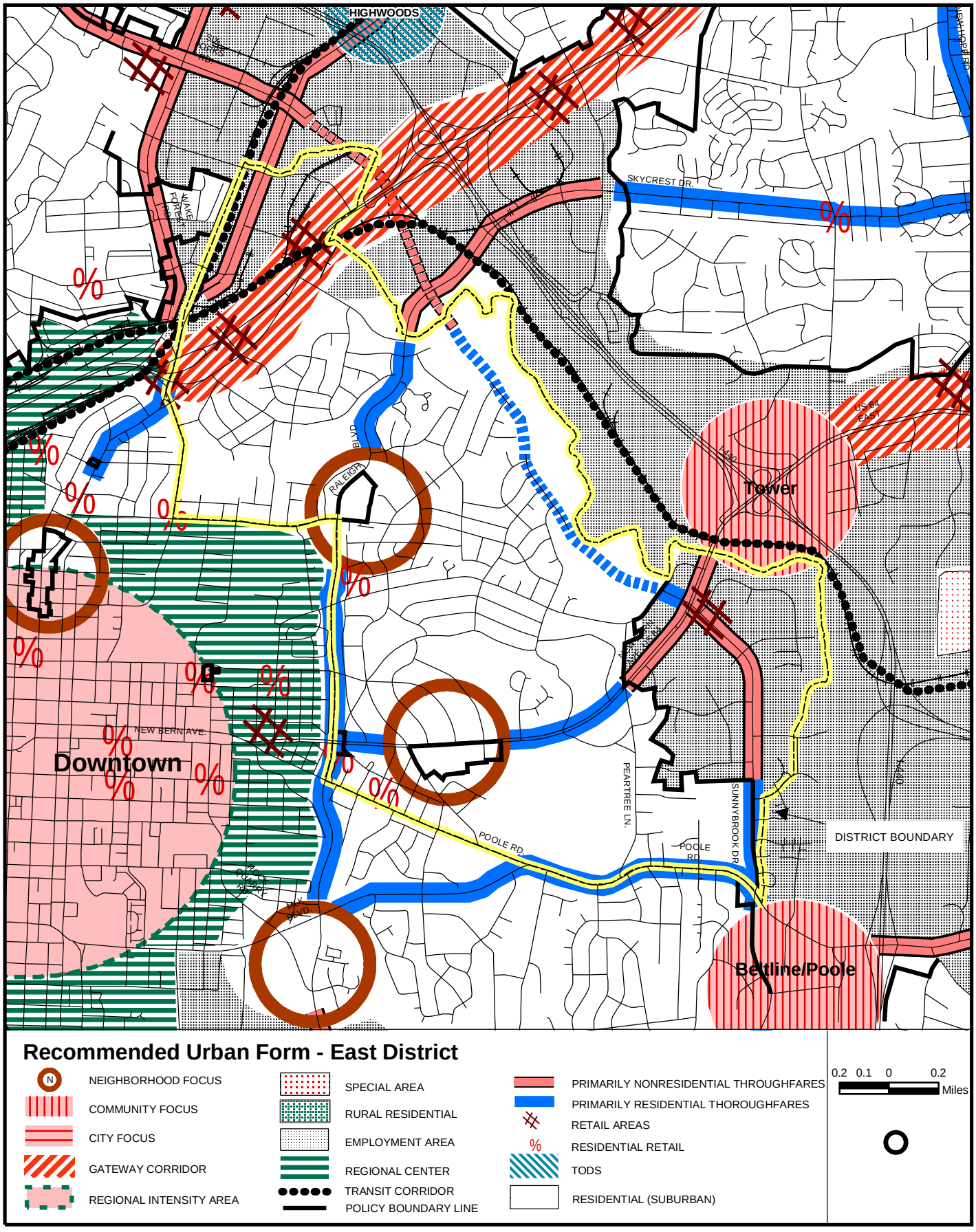
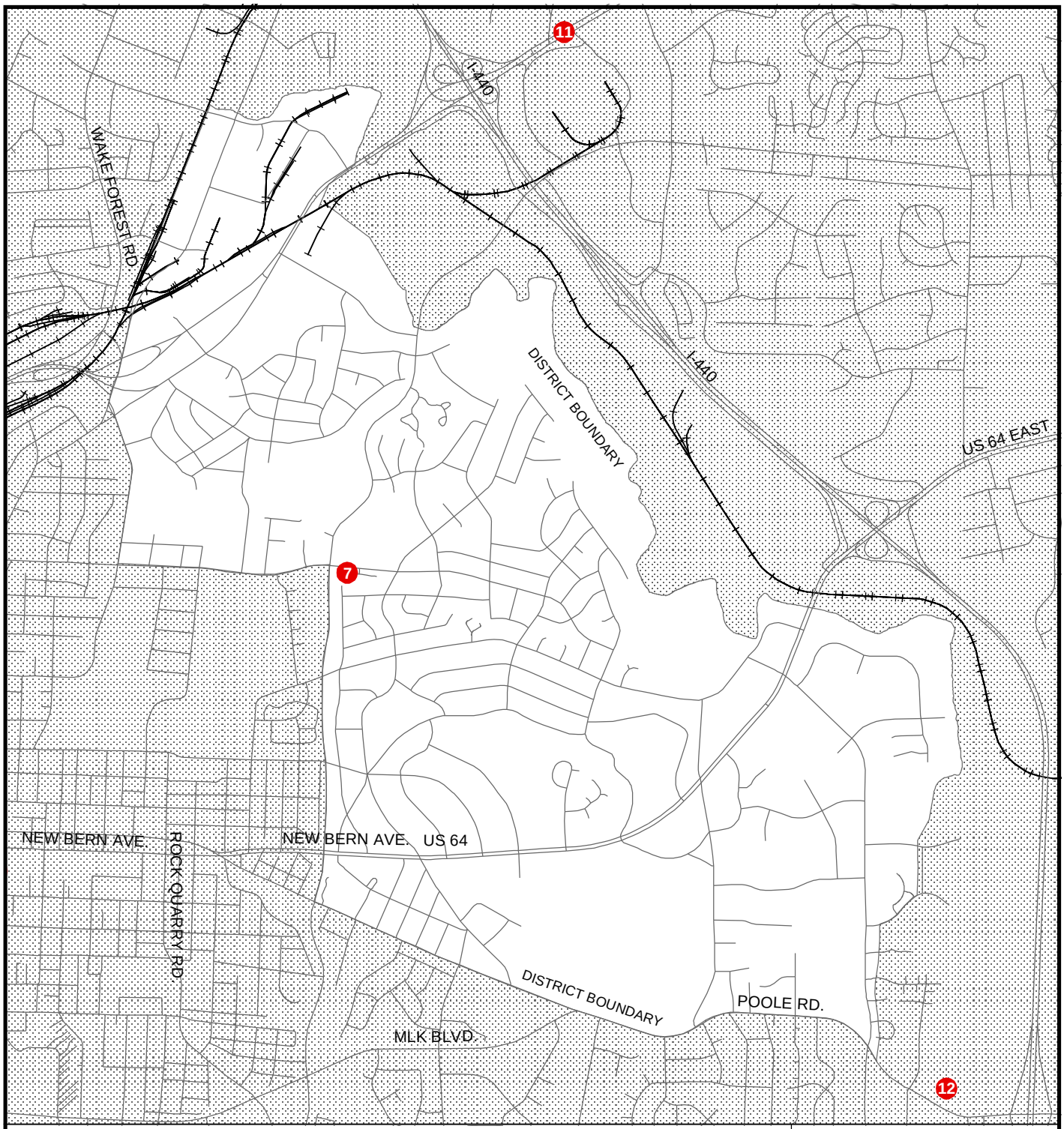
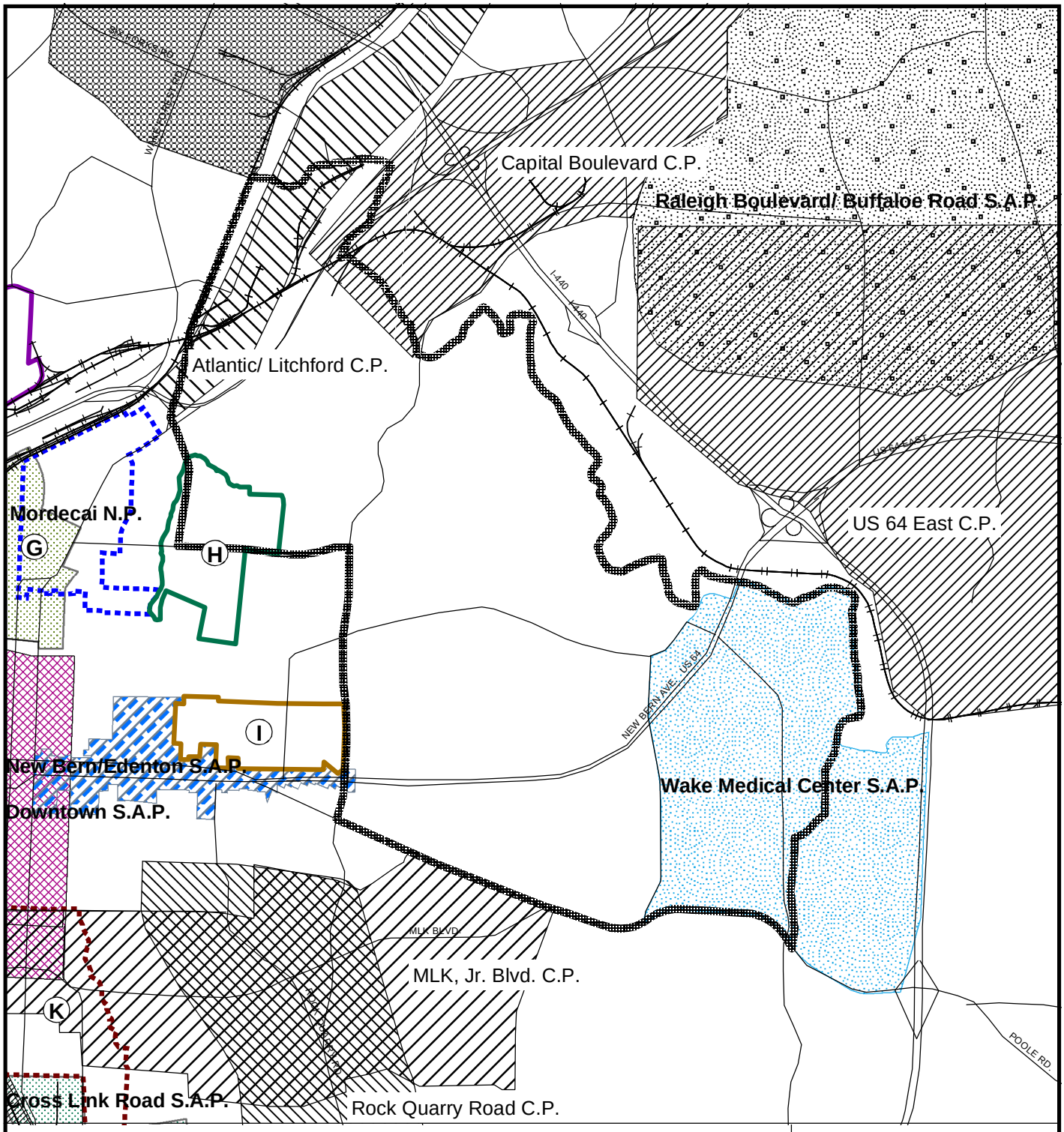

HIGHWOODS
SKYCREST DR.
US 64 EAST
Tower
1440
RALEIGH BLVD.
NEW BERN AVE.
Downtown
PEARTREE LN.
POOLE RD.
SUNNYBROOK DR.
DISTRICT BOUNDARY
Beltline/Poole
Recommended Urban Form - East District
NEIGHBORHOOD FOCUS
COMMUNITY FOCUS
CITY FOCUS
GATEWAY CORRIDOR
REGIONAL INTENSITY AREA
SPECIAL AREA
RURAL RESIDENTIAL
EMPLOYMENT AREA
REGIONAL CENTER
TRANSIT CORRIDOR
POLICY BOUNDARY LINE
PRIMARILY NONRESIDENTIAL THROUGHFARES
PRIMARILY RESIDENTIAL THOROUGHFARES
RETAIL AREAS
RESIDENTIAL RETAIL
TODS
RESIDENTIAL (SUBURBAN)
0.2 0.1 0 0.2
Miles



Municipal Facilities - East District

- PROPOSED FIRESTATIONS
- EXISTING FIRESTATIONS
- MUNICIPAL FACILITIES
- DISTRICT BOUNDARY

0.2 0.1 0 0.2 Miles



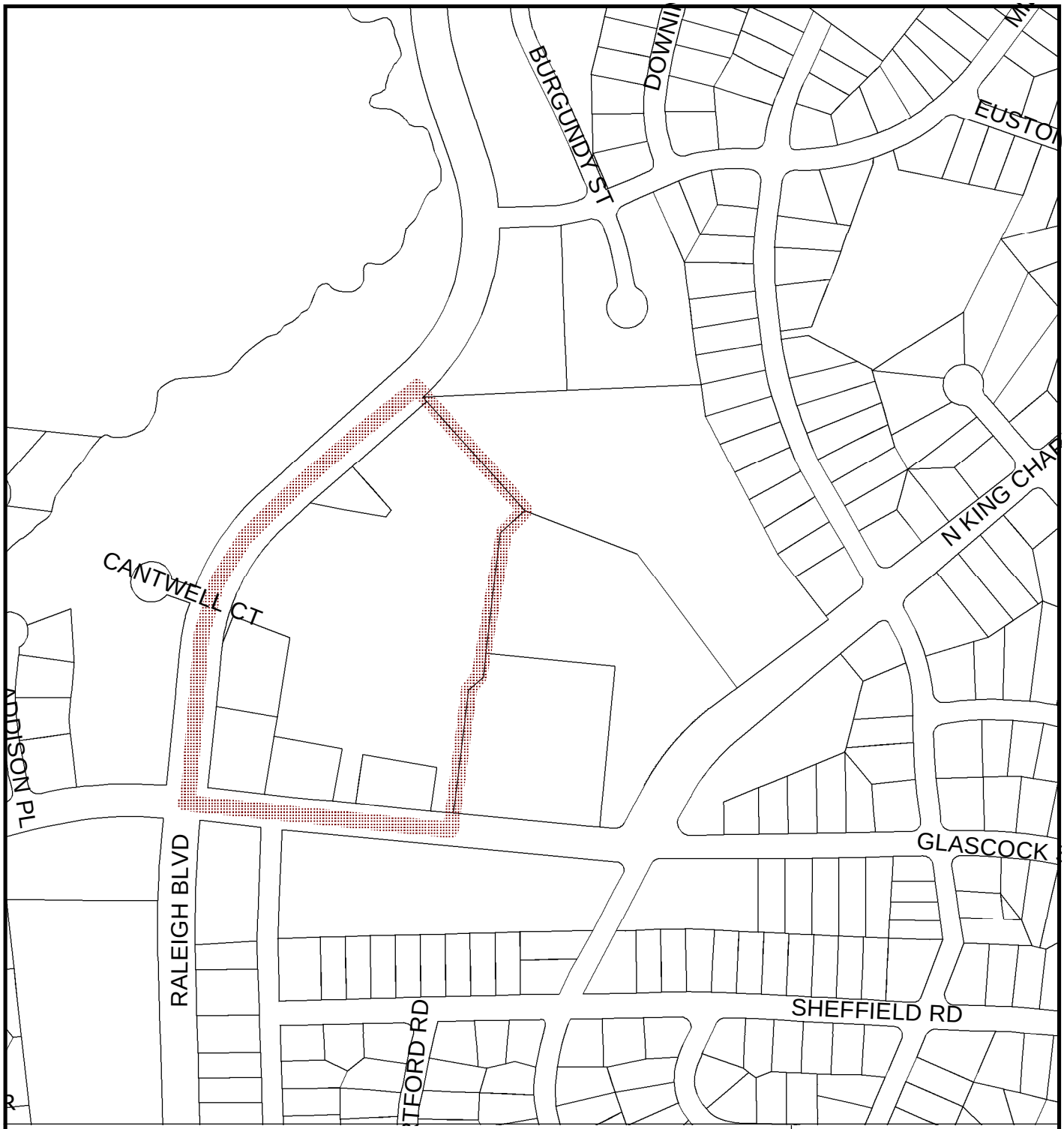
Key to Small Areas - East District

S.A.P.	SMALL AREA PLAN	TEXTURE FILL
C.P.	CORRIDOR PLAN	ANGLE HATCH
N.P.	NEIGHBORHOOD PLAN	DASH OR SOLID OUTLINE
B.D.P.	BUSINESS DISTRICT PLAN	DOTTED OUTLINE
W.P.	WATERSHED PLAN	FILL + OUTLINE
R.C.P.	REGIONAL CENTER PLAN	FILL + OUTLINE

DISTRICT BOUNDARY

A. NORTH BOYLAN N.P.
B. GLENWOOD SOUTH S.A.P.
C. PEACE STREET B.D.P.
D. UNIVERSITY VILLAGE B.D.P.
E. OBERLIN S.A.P.
F. OBERLIN VILLAGE N.P.
G. BLOUNT/HALIFAX S.A.P.
H. OAKWOOD PARK N.P.
I. COLLEGE PARK/IDLEWILD N.P.
J. NEW BERN/EDENTON S.A.P.
K. SOUTH PARK N.P.
L. CARALEIGH N.P.

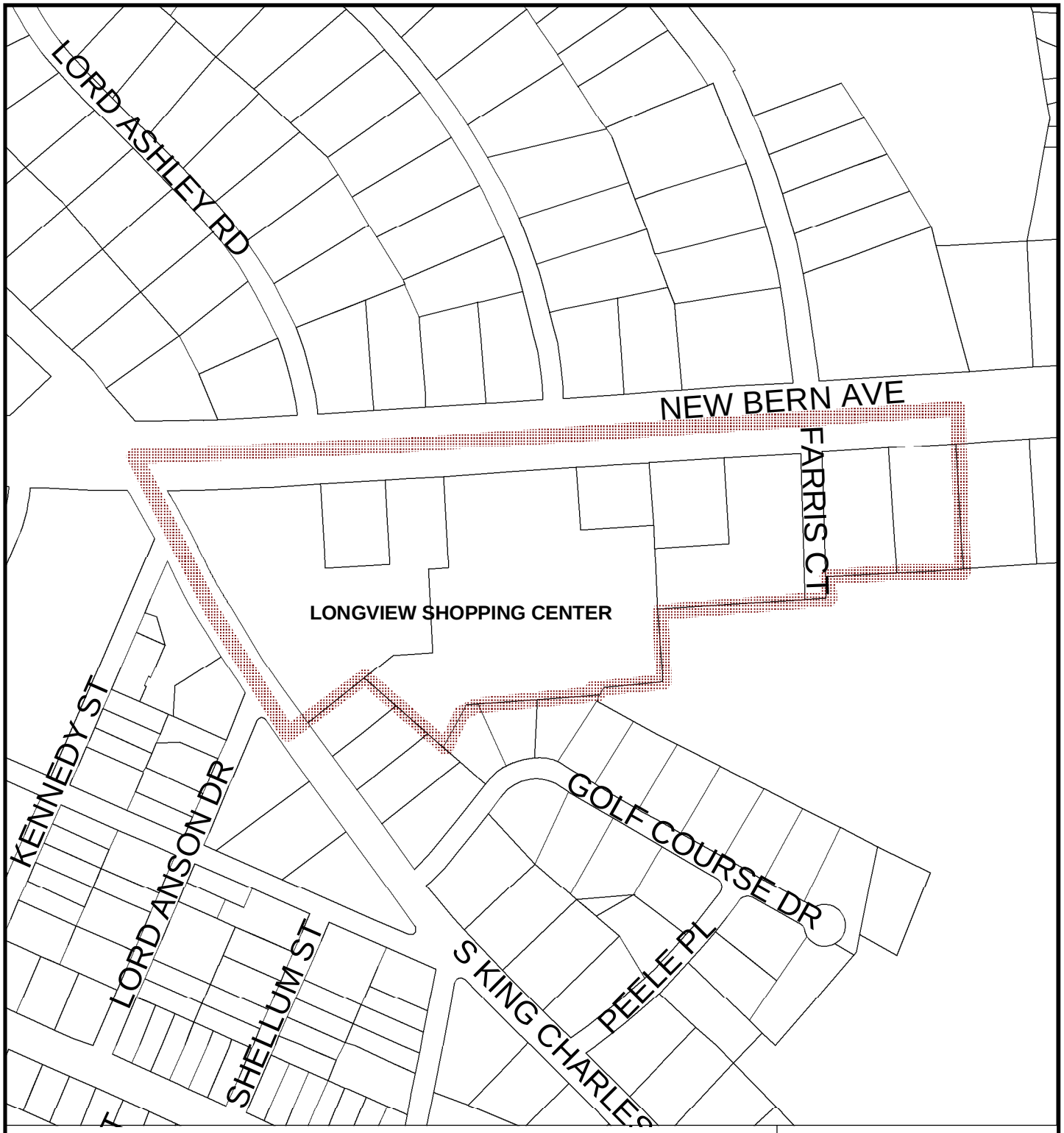
0.2 0.1 0 0.2 Miles



Neighborhood Focus - Glascock Street and Raleigh Boulevard
Policy Boundary Line

POLICY BOUNDARY LINE

240 120 0 240
Feet



Longview Shopping Center
Policy Boundary Line

POLICY BOUNDARY LINE

180 90 0 180
Feet

New Bern Avenue/Raleigh Boulevard Policy Boundary Line

POLICY BOUNDARY LINE

MIXED USE - OFFICE/COMMERCIAL

80 40 0 80 Feet

PART 3 NORTH DISTRICT PLAN

CONTENTS

BACKGROUND
Orientation
Existing Land Use and Zoning
North District Population and Employment

SYSTEMS PLANS
Transportation
Water/Wastewater
Parks, Recreation and Greenways

URBAN FORM AND LAND USE

SMALL AREA PLANS
See Section 2 Small Area Plans for the Falls Lake Watershed Plan.

MAPS

Background

Orientation
The North Planning District is bounded by Millbrook/Shelley Road on the south, Creedmoor Road on the west, and Strickland Road, Northern Wake Expressway, Falls of Neuse Road, and the Neuse River on the north. The North District is one of the largest districts with 16,426 acres.

Existing Land Use and Zoning
The two predominant types of land use in the North District are residential and vacant land. Single family dwellings occupy 5233 acres, or 36 percent of the land area in the district, while multifamily units comprise over 1200 acres or 8.5 percent of the area. Recreation and park uses, including Shelly Park and greenways occupy over 600 acres. Over one-third of the district's land remains vacant. A great deal of this land is vacant due to extension of the planning jurisdiction. Service related uses, including schools, make up over 7 percent of the district, while manufacturing and industrial uses comprise over 500 acres. All of the remaining use categories occupy less than 2 percent of the total land. Residential zoning applies to 13,020 acres, or about 69 percent of the total. In this district there are 2,083 acres of industrially zoned land, 546 acres of retail/commercial zoning, and about 600 acres of office and institutional zoning.

North District Population and Employment Projections
In 1991 the North District had a population of 46,448, or approximately 19 percent of Raleigh's total population. By 1998 the district had grown to 56,453, making it the most populous district. Between 1991 and 1998, population increased by 21.5 percent.

In 1995 there were 14,942 jobs located in the North District; 8 percent were highway retail, 11 percent industrial, 15 percent retail, 15 percent office, and 51 percent service.

Systems Plans

Transportation
An important element of the transportation system in the North District is the development of a network of interconnected streets, bikeways and pedestrian ways throughout the district and particularly around the Strickland/Six Forks Road intersection. A tightly integrated transportation network should concentrate in an area of up to one-half mile from the intersection and should connect the area around the intersection with the citywide roadway and transit systems and adjacent residential areas. Special care should be given to areas within the Falls Lake Watershed to ensure that this policy does not adversely impact the Comprehensive Plan's water quality objectives for the Falls Lake Watershed.

The Northern Wake Expressway is a key element in the North District thoroughfare plan. This facility will provide east-west circulation for northern Wake County and eventually loop around the Raleigh-Cary-Garner metropolitan area. Planned thoroughfare improvements also include the realignment of Falls of Neuse Road, a major thoroughfare, at the Neuse River. The Arterials, Thoroughfares, and Collector Streets Map shows a proposed collector street southeast of Forum Drive extension between Six Forks and Strickland Roads. This collector designation would not be necessary if the surrounding area develops as low density residential or low intensity offices. If this occurs, however, an interconnecting residential street or streets is still essential here.

Public transportation services in the North District meet the current demand. A regional rail transit corridor lies along the eastern boundary of the district.

Water/Wastewater
Major water lines planned for development in the North District are planned for two phases. The first phase, from 1989 to 1995, will include the installation of water mains in Strickland, Falls of Neuse, and Gresham Lake Roads.

The drainage area along the Neuse River below Falls Dam, downstream from the Raleigh water supply, will be served by a major interceptor sewer trunk, and collector sewer will be extended to provide City sewer service to this entire area by private developments.

Parks
Acquisition is recommended for two neighborhood parks and two community-level park areas which will in all likelihood contain community centers. For more information, see the Parks, Recreation and Greenways Plan, Chapter 4 of the Comprehensive Plan.

Urban Form and Land Use

Planned focus areas within or bordering the North District include a city focus area at Strickland and Six Forks Roads, which has been limited to 900,000 square feet of retail uses, and three residential community focus areas, at Spring Forest and Falls of Neuse Roads, Strickland and Creedmoor Roads, and Falls of Neuse Parkway at Plantation Drive, within the Wakefield development. There are 11 neighborhood focus areas and four residential retail areas. There are two employment areas and the Northeast Regional Center at the eastern edge of the district which center on the U. S. 1 Gateway Corridor, at Spring Forest Road, Durant Road within the Wakefield development. Two retail areas are within the North District's portion of the regional

center and the employment areas. Higher density residential infill development is encouraged. To allow for infill compatible with existing neighborhoods, neighborhood planning would be useful. Policy boundary lines have been applied to focus areas and employment areas along Creedmoor Road, Leadmine Road, and the Atlantic Avenue/Litchford Road corridor and along the Falls Lake watershed ridge line at Six Forks and Strickland Roads.

Specific Land Use Recommendations

- East of Falls of Neuse Road, from Harps Mill Road to Haymarket Lane, one lot deep, isolated from North Ridge Subdivision: low intensity office and institution.
- Strip of land east of Leadmine Road, isolated from Mine Creek Subdivision: low intensity institutional or high density residential.
- Near the intersection of Spring Forest Road and Atlantic Avenue: low intensity office uses.
- Near the intersection of Spring Forest Road and Sandy Forks Road: medium density residential.
- Along the south sides of Millbrook and Snelling Roads, west of Six Forks Road: low intensity office uses.
- East side of Falls of Neuse Road between Greenway Street and Litchford Road: medium density residential.
- The intersection of Six Forks Road and Lynn Road: retail to be limited to the existing retail quadrant.

Leadmine Road Policy

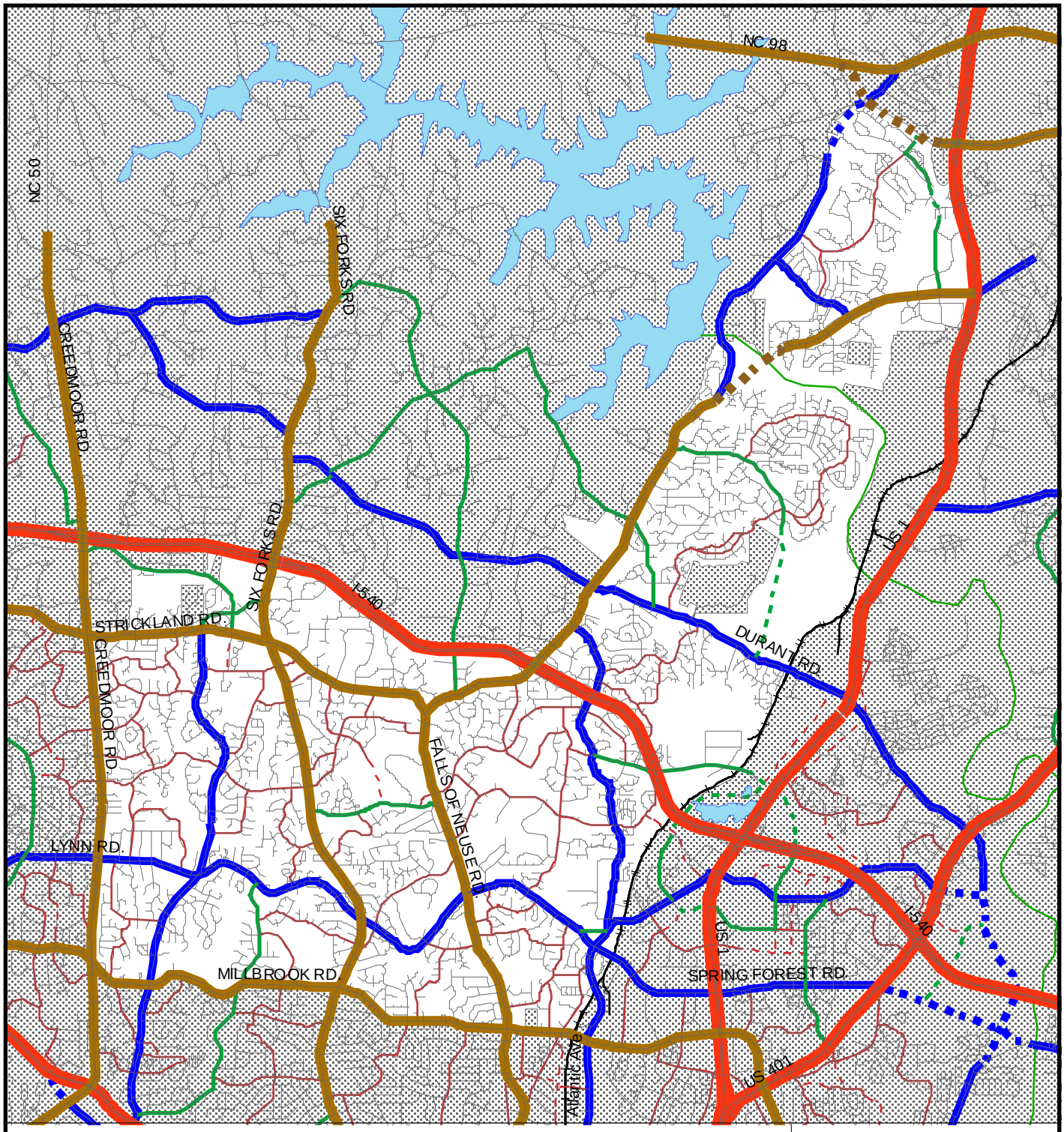
The Leadmine Road corridor is to remain a primarily residential corridor. The only exceptions would occur in a transition area adjacent to Glenwood Avenue and the Crabtree Valley City Focus, the Greystone Village Neighborhood Focus and in a transition area adjacent to the Six Forks Station City Focus. Roadway designs should preserve existing trees and topography to the maximum extent feasible, while providing for the safest facility possible. Hills and curves and informal street tree planting schemes should be accentuated and should reinforce the residential character. Low densities would predominate, although low to medium densities could occur within the transition area adjacent to the Six Forks Station City Focus at the northern terminus of the corridor and within the transition area north of the Crabtree city focus. Associated institutional uses are permitted.

Joint Planning for the Area within the Falls Lake Basin Beyond the City's Jurisdiction

Falls Lake is the primary drinking water source for the City of Raleigh and several towns in the area. The City will continue to seek watershed protection objectives through cooperative joint planning efforts. Raleigh, Wake County, Durham, Durham County, and other affected jurisdictions should establish and maintain adequate intergovernmental planning policies to protect this water source. Continuing work with the Upper Neuse River Basin Association will further this goal.

Small Area Plans

See Section 2 Small Area Plans for the Falls Lake Watershed Plan.



Arterials, Thoroughfares & Collectors - North District

- PRIMARY ARTERIALS
- SECONDARY ARTERIALS
- MAJOR THOROUGHFARES
- MINOR THOROUGHFARES
- COLLECTORS
- PROPOSED ROADS
- DISTRICT

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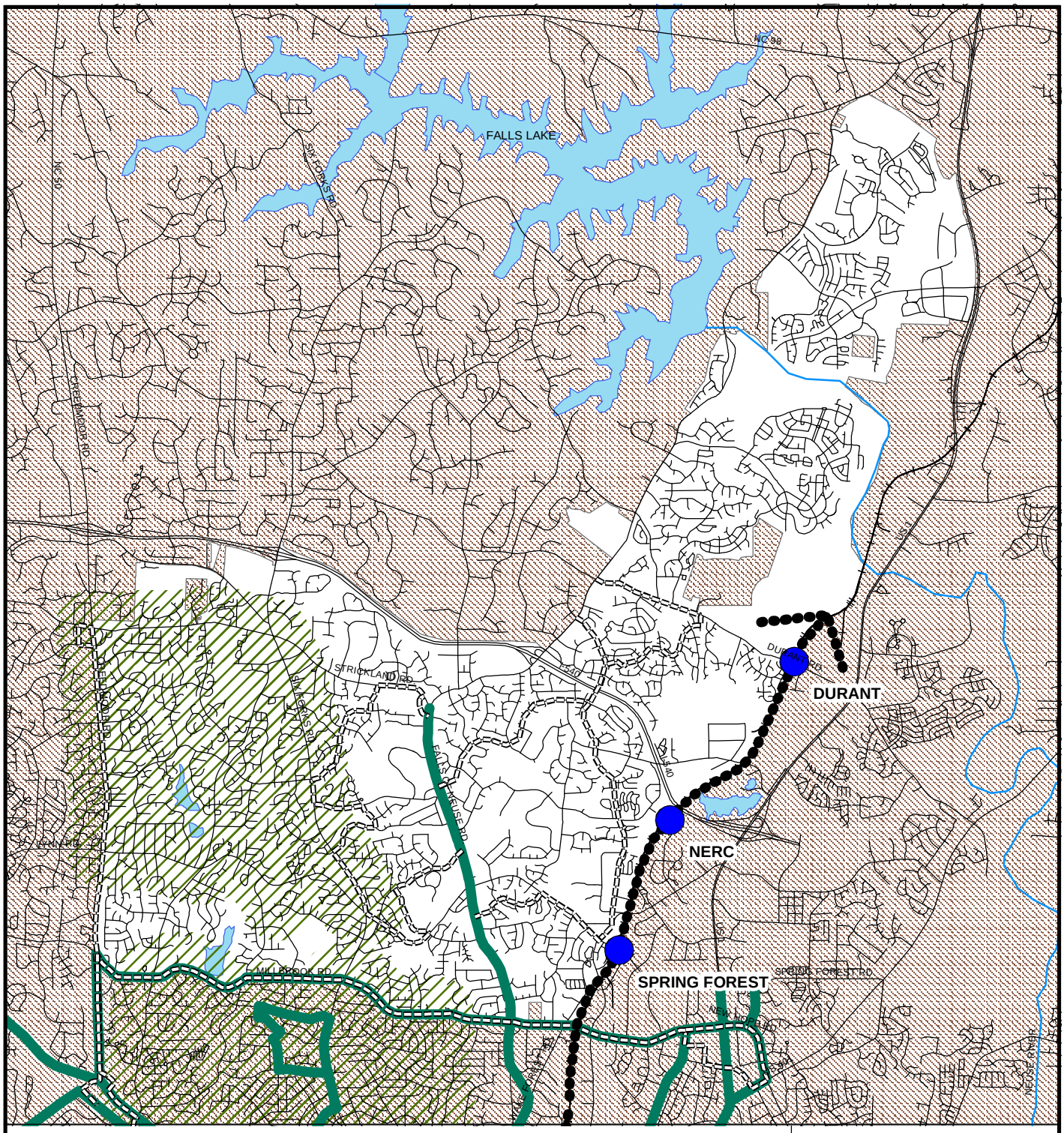
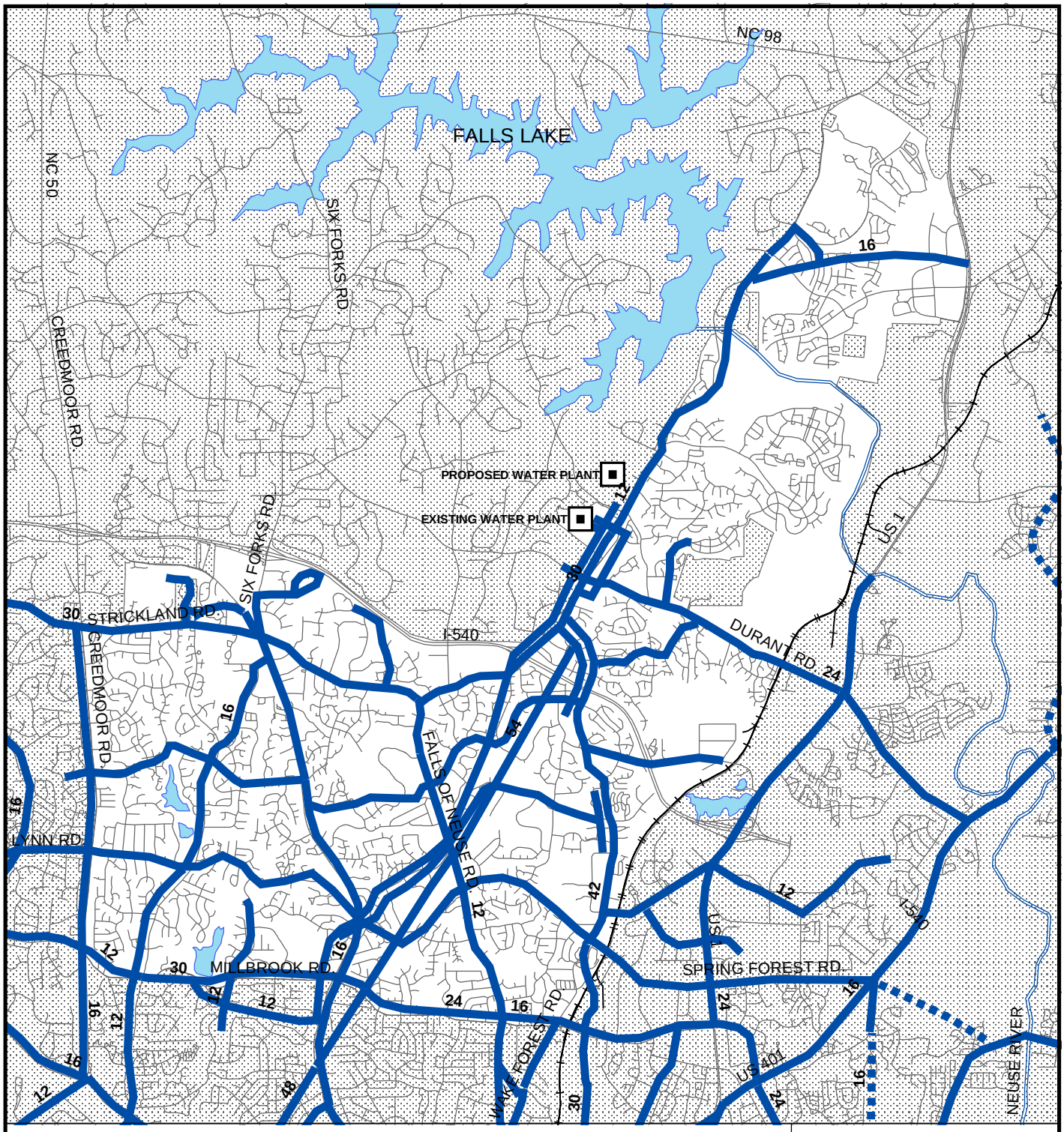


Public Transit, Railroads & Airports - North District

- CAT ROUTES
- DEMAND RESPONSIVE ZONES
- CAT CONNECTOR FIXED ROUTE FEEDER
- WAKE COUNTY RAILROADS
- ROUTE DEVIATION FEEDER
- REGIONAL RAIL TRANSIT
- ALTERNATE REGIONAL RAIL TRANSIT
- TRANSIT STOPS
- INTERMODAL TRANSPORTATION CENTER
- DISTRICT BOUNDARY

0.8 0.4 0 0.8 Miles



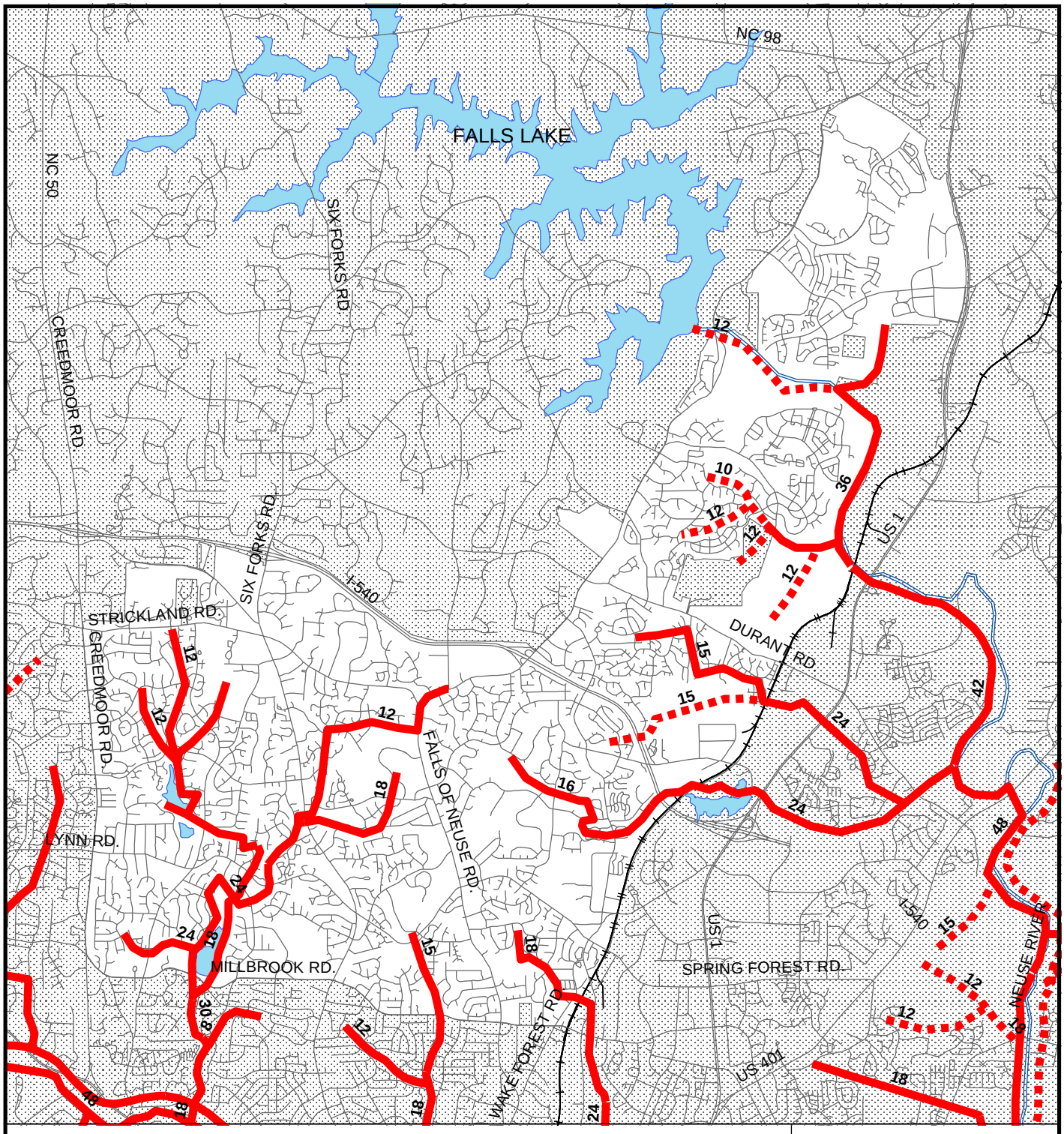
Water System - North District

PROPOSED WATERLINES

EXISTING WATERLINES

WATER TREATMENT PLANT

DISTRICT



Wastewater System - North District

PROPOSED WASTEWATERLINES

EXISTING WASTEWATERLINES

PUMP STATIONS

DISTRICT

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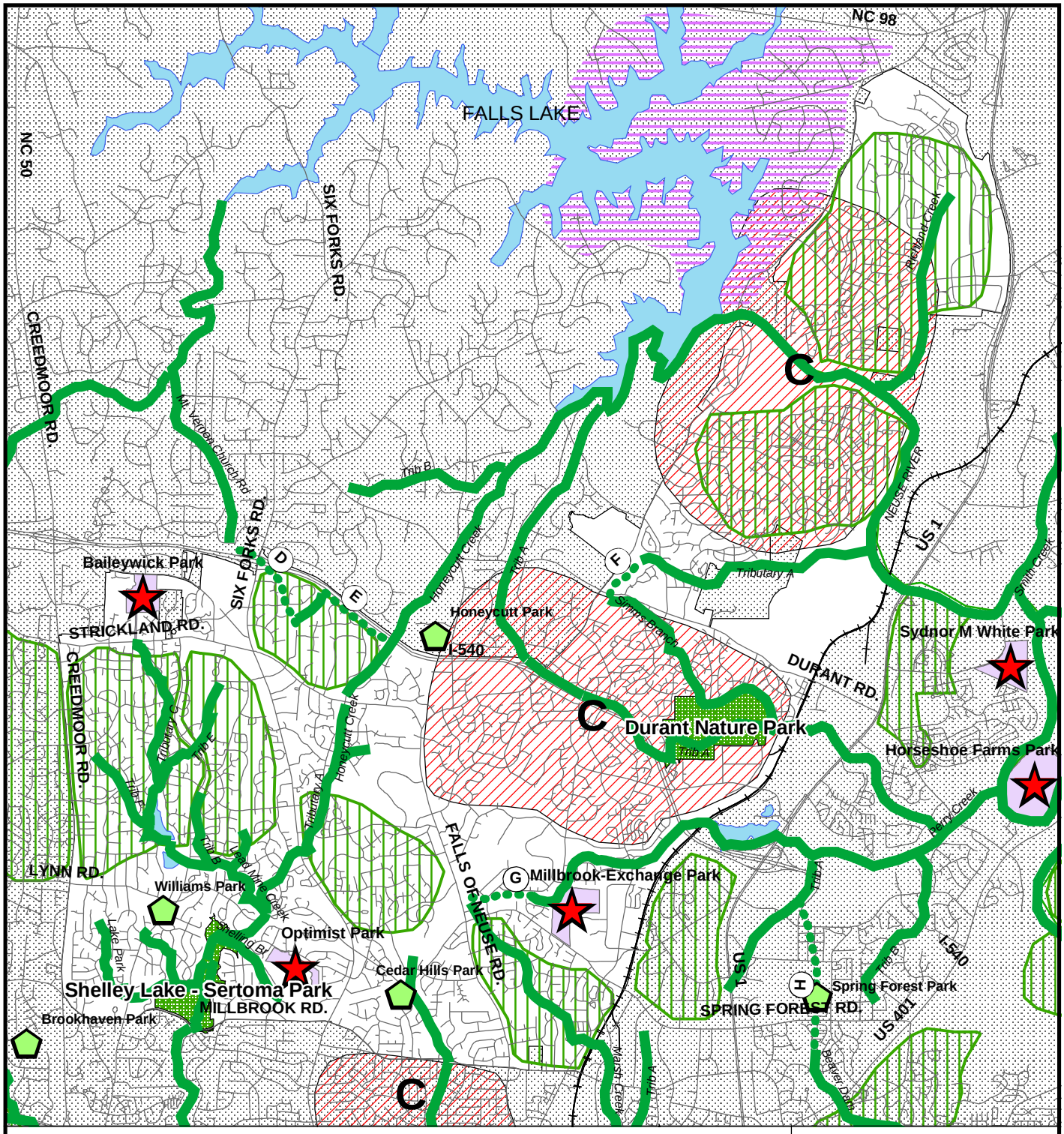
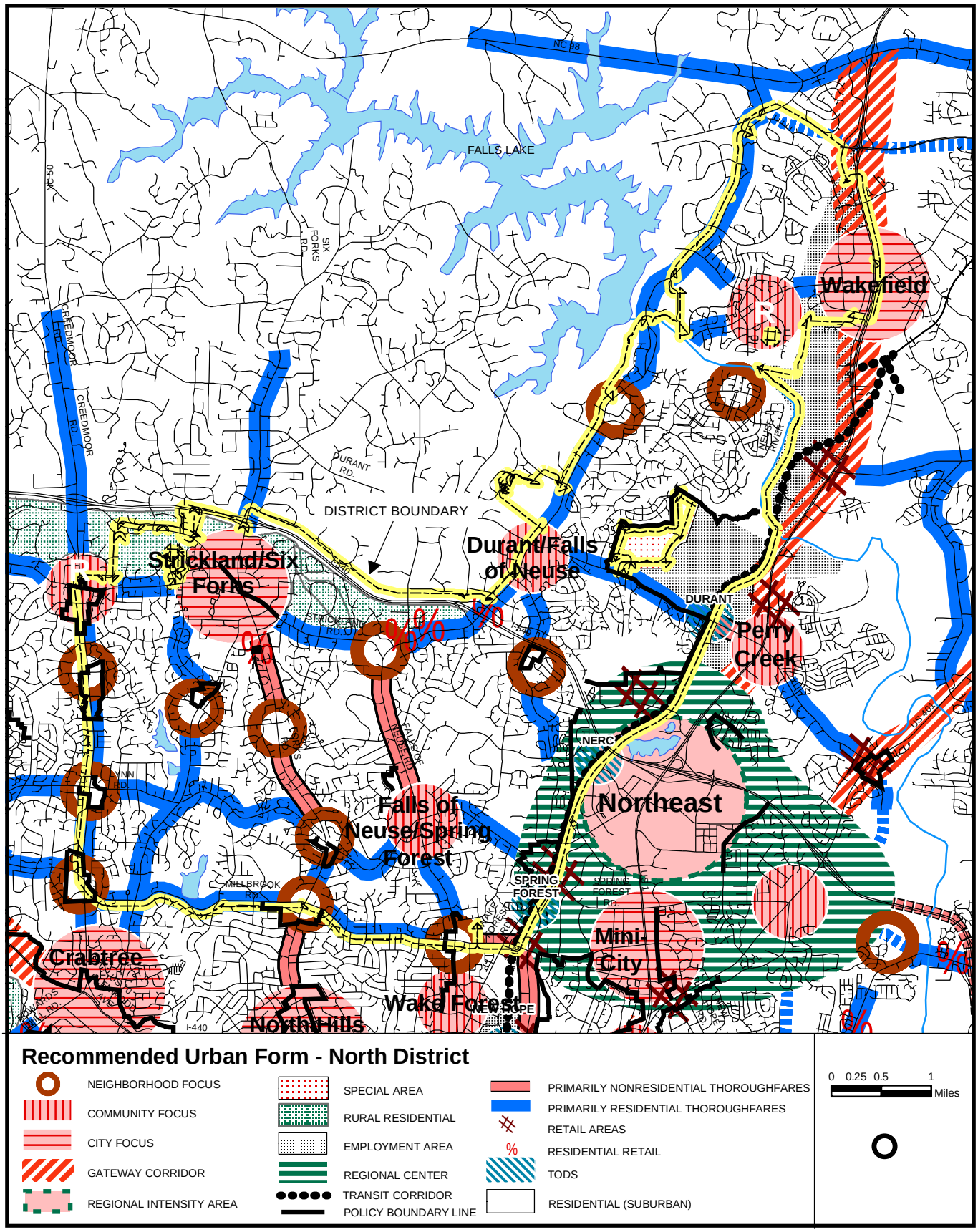


Greenway Corridors, Parks & Park Search Areas
North District

- NEIGHBORHOOD PARKS
- COMMUNITY PARKS
- METRO PARKS
- NEIGHBORHOOD PARK SEARCH AREA
- COMMUNITY PARK SEARCH AREA
- METRO PARK SEARCH AREA
- GREENWAY CORRIDOR CONNECTORS
- GREENWAY CORRIDORS
- DISTRICT


FALLS LAKE
NC 98
US-50
CREEDMOOR RD.
SIX FORKS RD.
DURANT RD.
DISTRICT BOUNDARY
Strickland/Six Forks
Durant/Falls of Neuse
Wakefield
DURANT
Perry Creek
NERC
Northeast
Falls of Neuse/Spring Forest
SPRING FOREST
SPRING FOREST RD.
Mini-City
Crabtree
Wake Forest
North Hills
MILLBROOK RD.
LYNN RD.
I-440
US-401
Recommended Urban Form - North District
NEIGHBORHOOD FOCUS
COMMUNITY FOCUS
CITY FOCUS
GATEWAY CORRIDOR
REGIONAL INTENSITY AREA
SPECIAL AREA
RURAL RESIDENTIAL
EMPLOYMENT AREA
REGIONAL CENTER
TRANSIT CORRIDOR
POLICY BOUNDARY LINE
PRIMARILY NONRESIDENTIAL THOROUGHFARES
PRIMARILY RESIDENTIAL THOROUGHFARES
RETAIL AREAS
RESIDENTIAL RETAIL
TODS
RESIDENTIAL (SUBURBAN)
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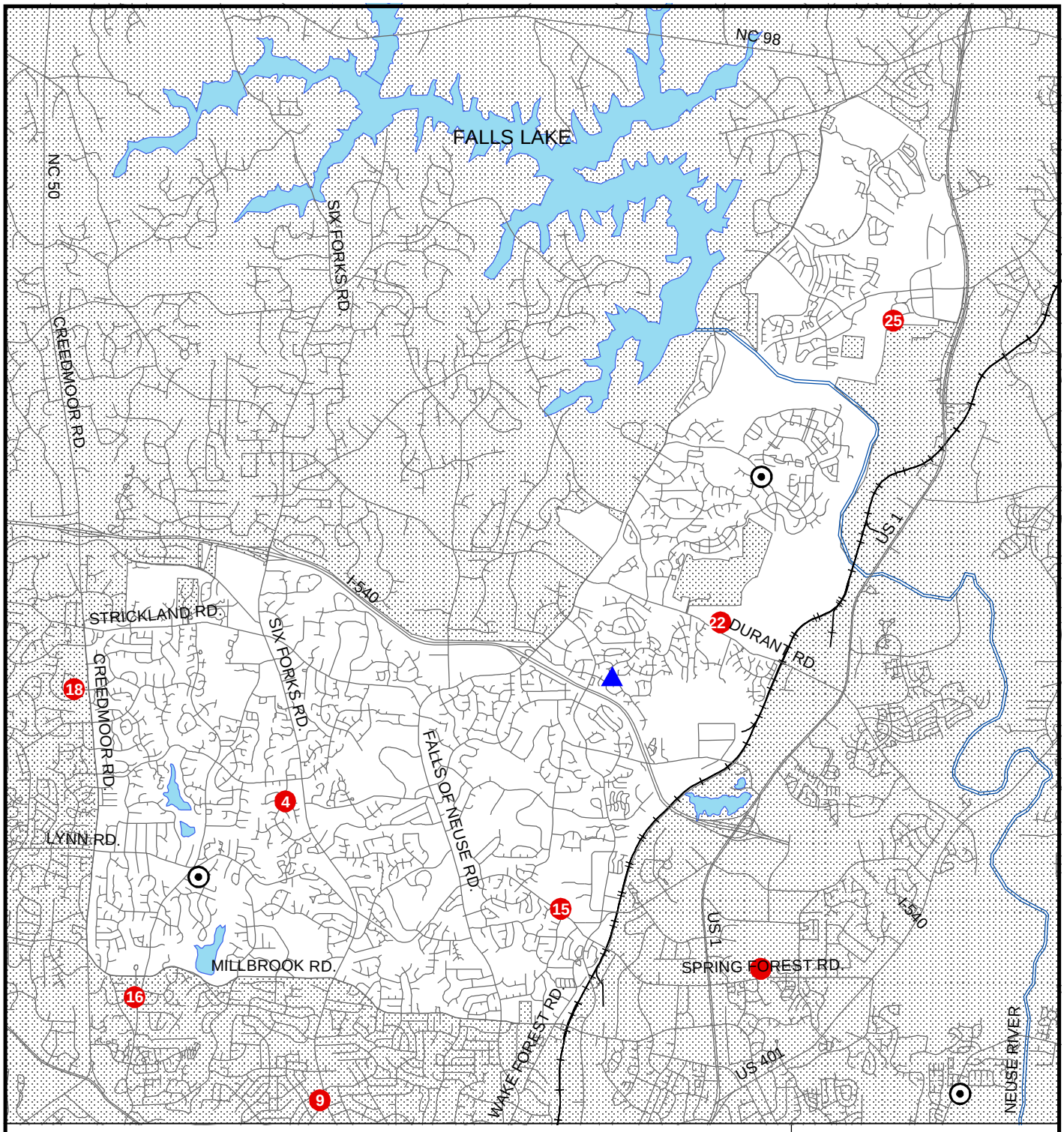
Miles



Municipal Facilities - North District

- PROPOSED FIRESTATIONS
- EXISTING FIRESTATIONS
- MUNICIPAL FACILITIES
- RALEIGH ETJ

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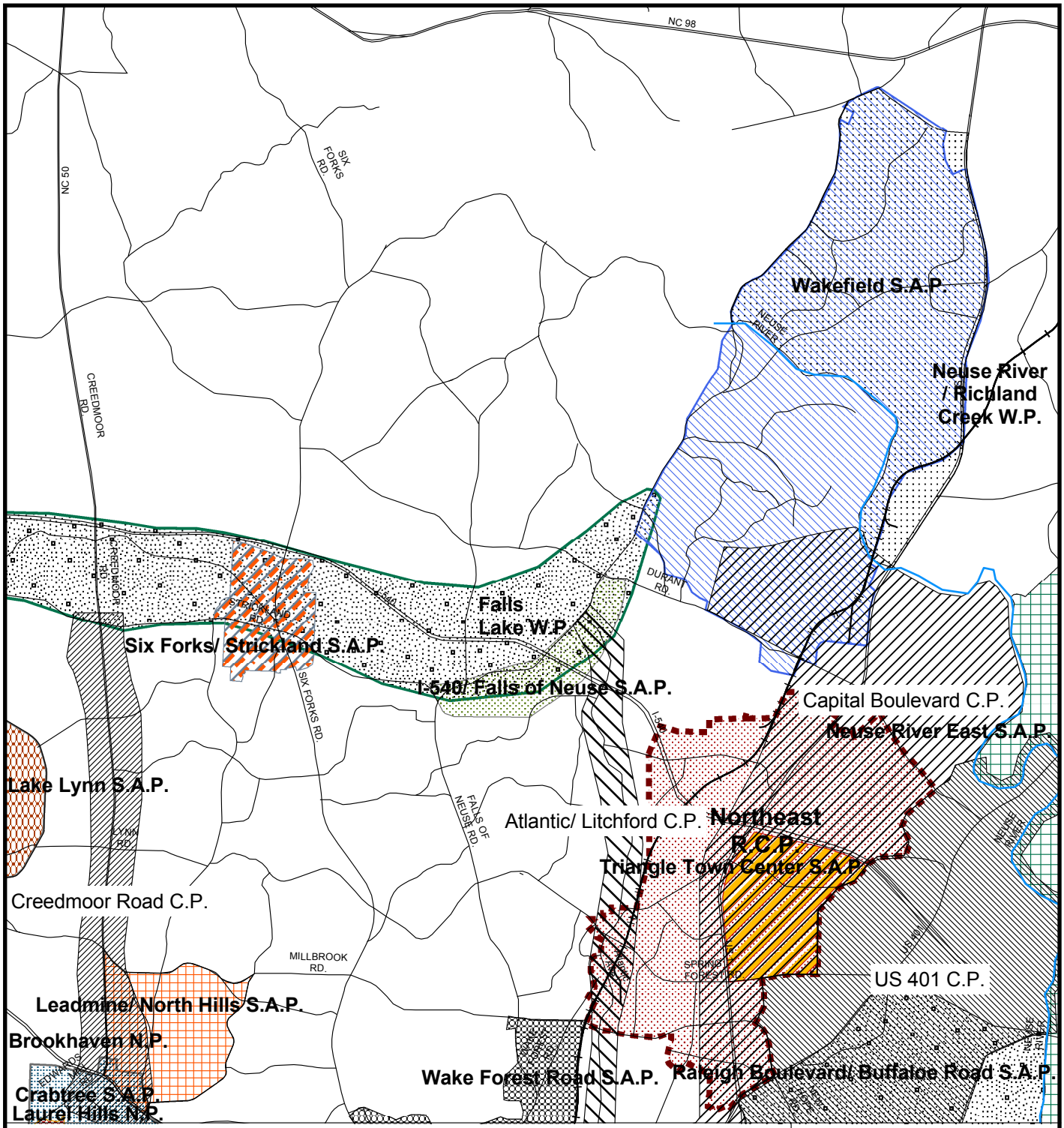
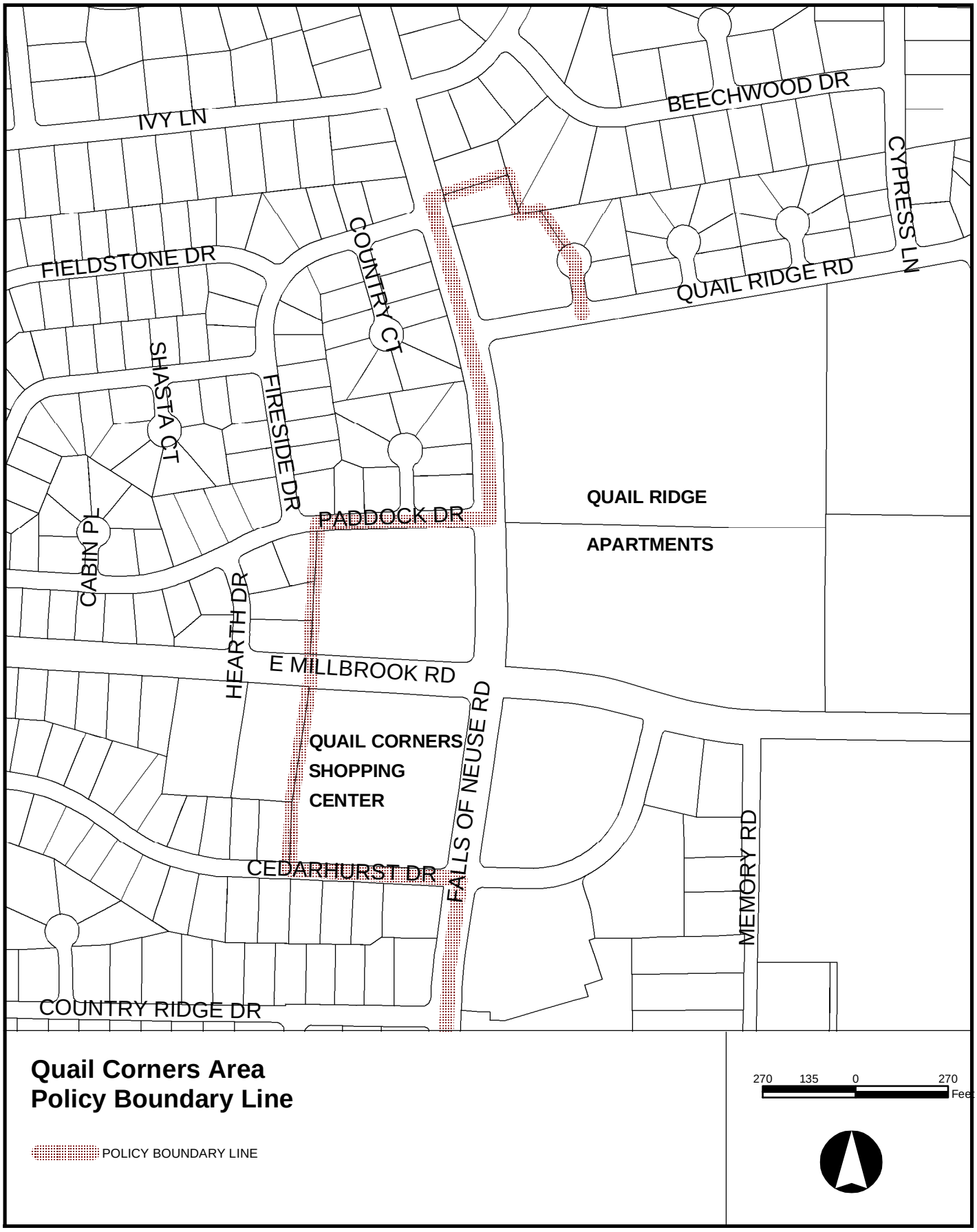


Key to Small Areas - North District

S.A.P.	SMALL AREA PLAN	TEXTURE FILL
C.P.	CORRIDOR PLAN	ANGLE HATCH
N.P.	NEIGHBORHOOD PLAN	DASH OR SOLID OUTLINE
B.D.P.	BUSINESS DISTRICT PLAN	DOTTED OUTLINE
W.P.	WATERSHED PLAN	FILL + OUTLINE
R.C.P.	REGIONAL CENTER PLAN	FILL + OUTLINE

DISTRICT BOUNDARY

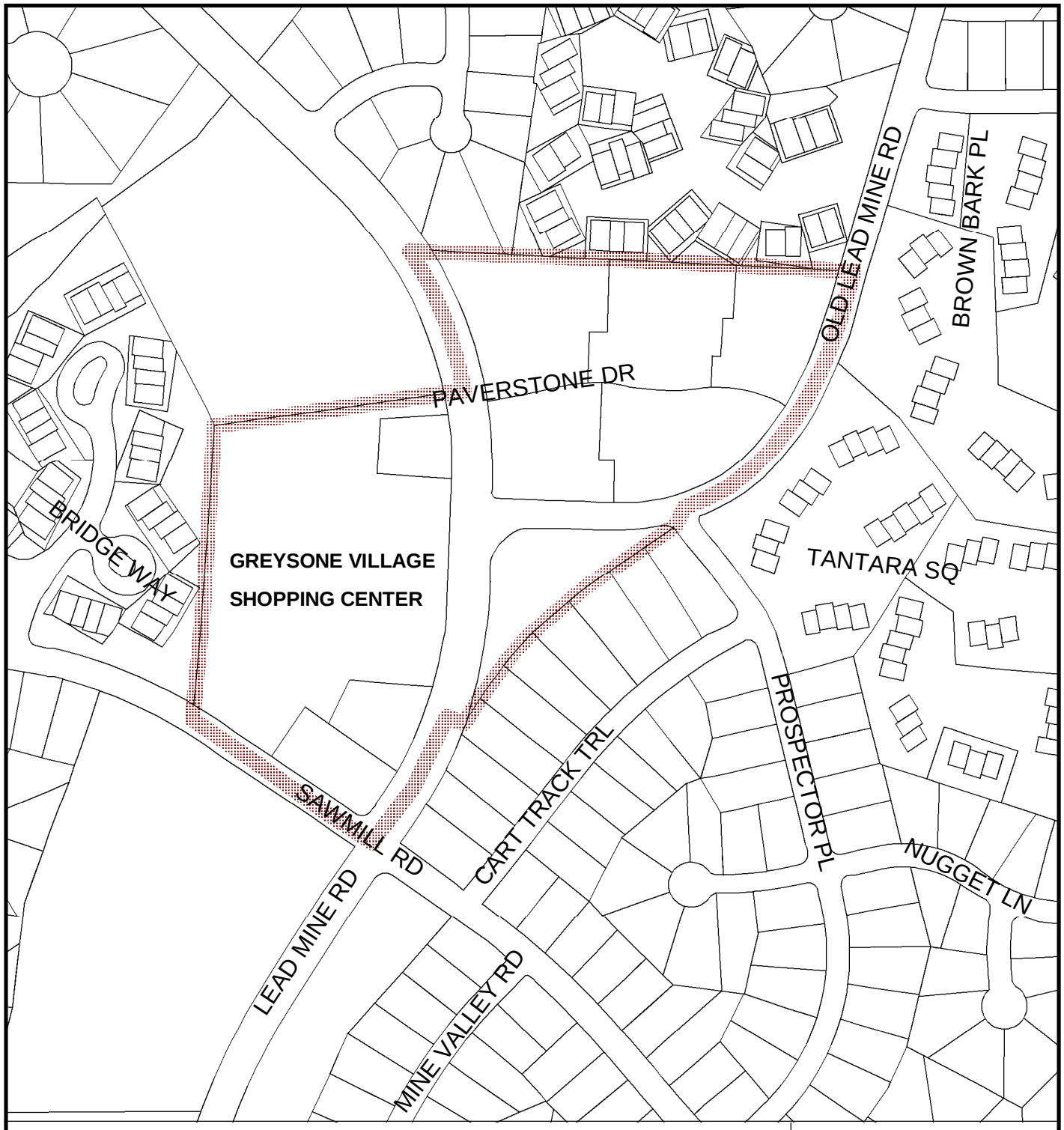
0.8 0.4 0 0.8 Miles



Quail Corners Area
Policy Boundary Line

POLICY BOUNDARY LINE

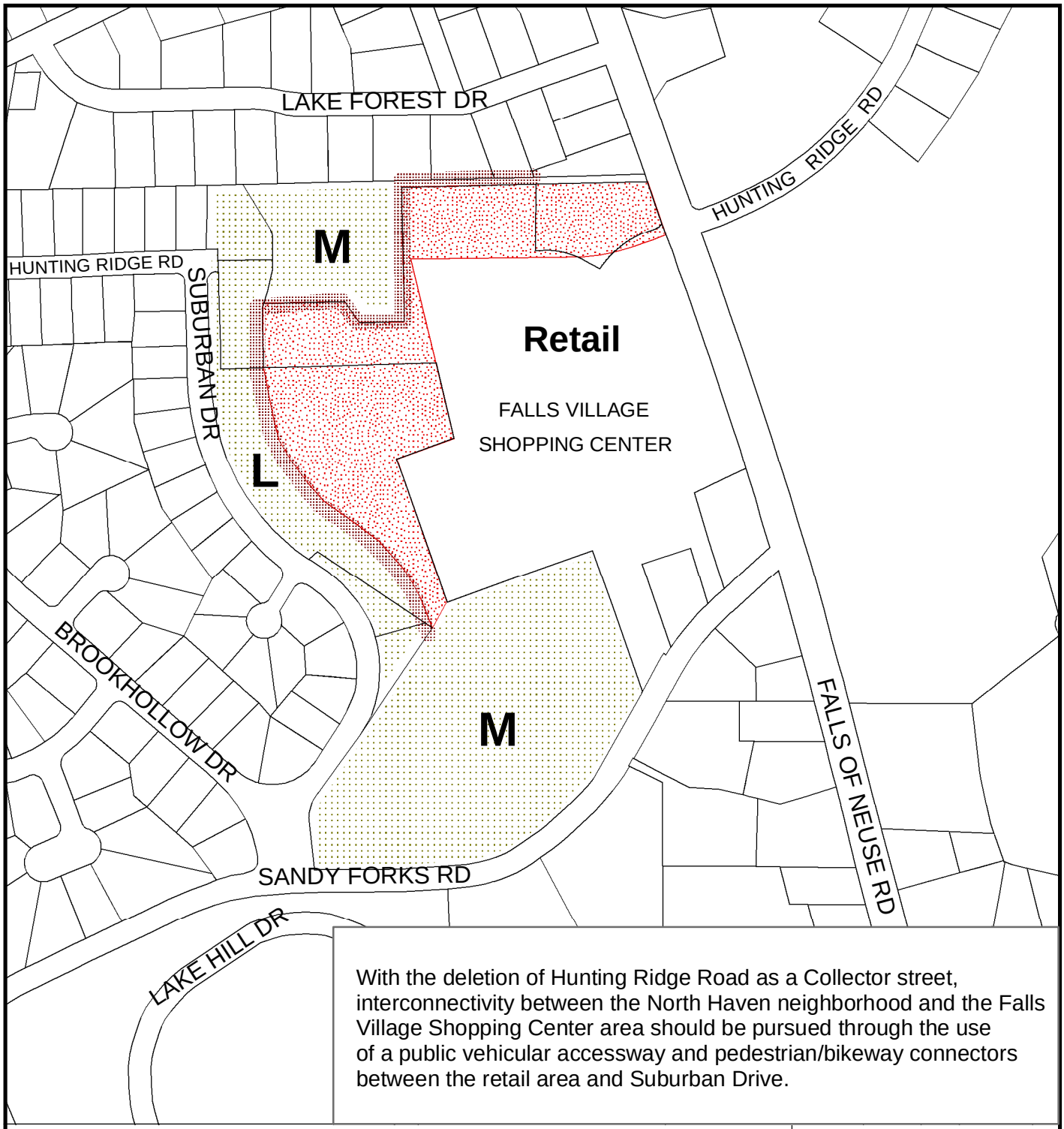
270 135 0 270
Feet



Greystone Village Area
Policy Boundary Line

POLICY BOUNDARY LINE

240 120 0 240
Feet



Falls Village - Policy Boundary Line

POLICY BOUNDARY LINE

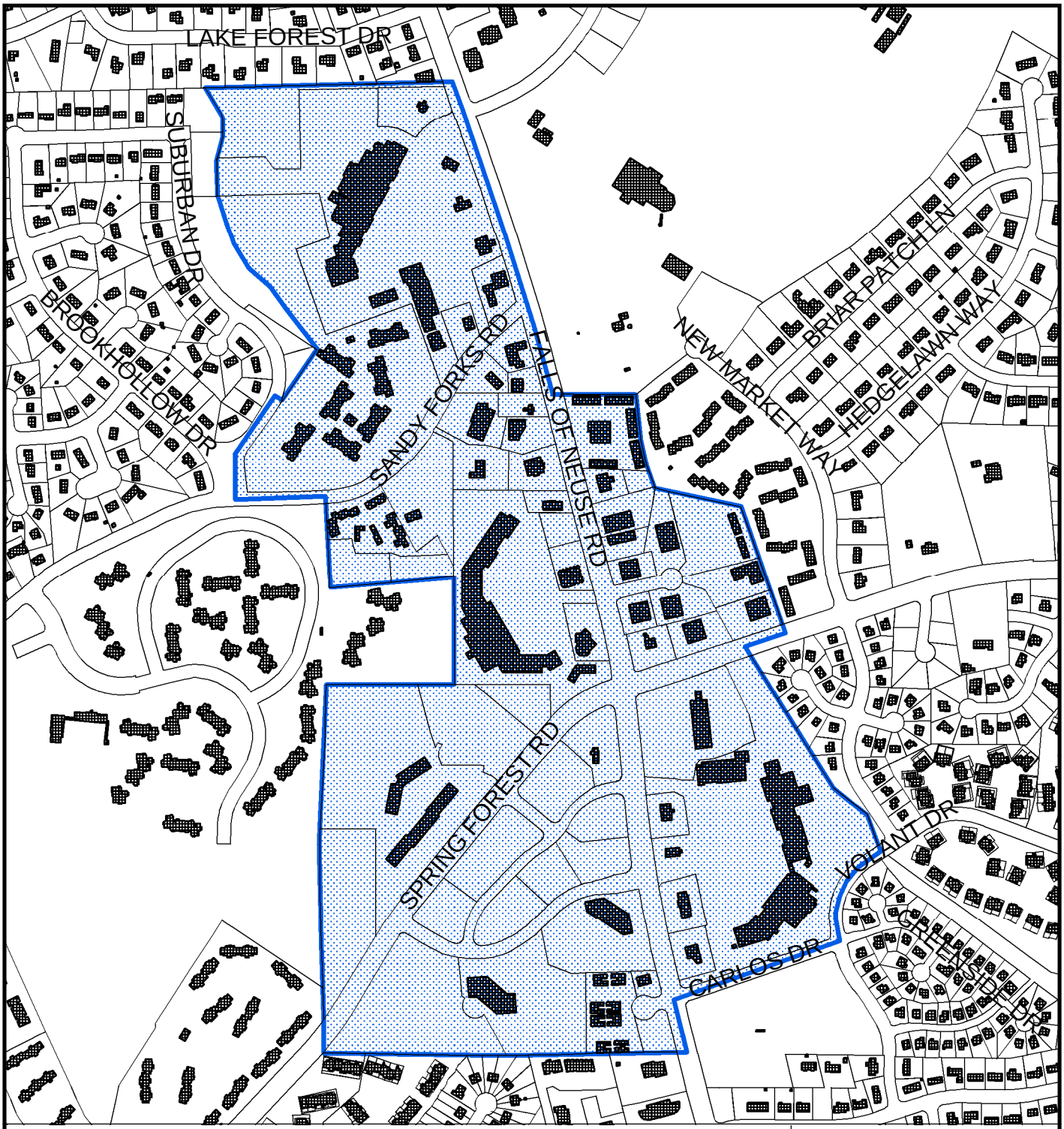
RESIDENTIAL

MIXED USE TRANSITION (LOW OFFICE/RETAIL)

L LOW DENSITY

M MEDIUM DENSITY

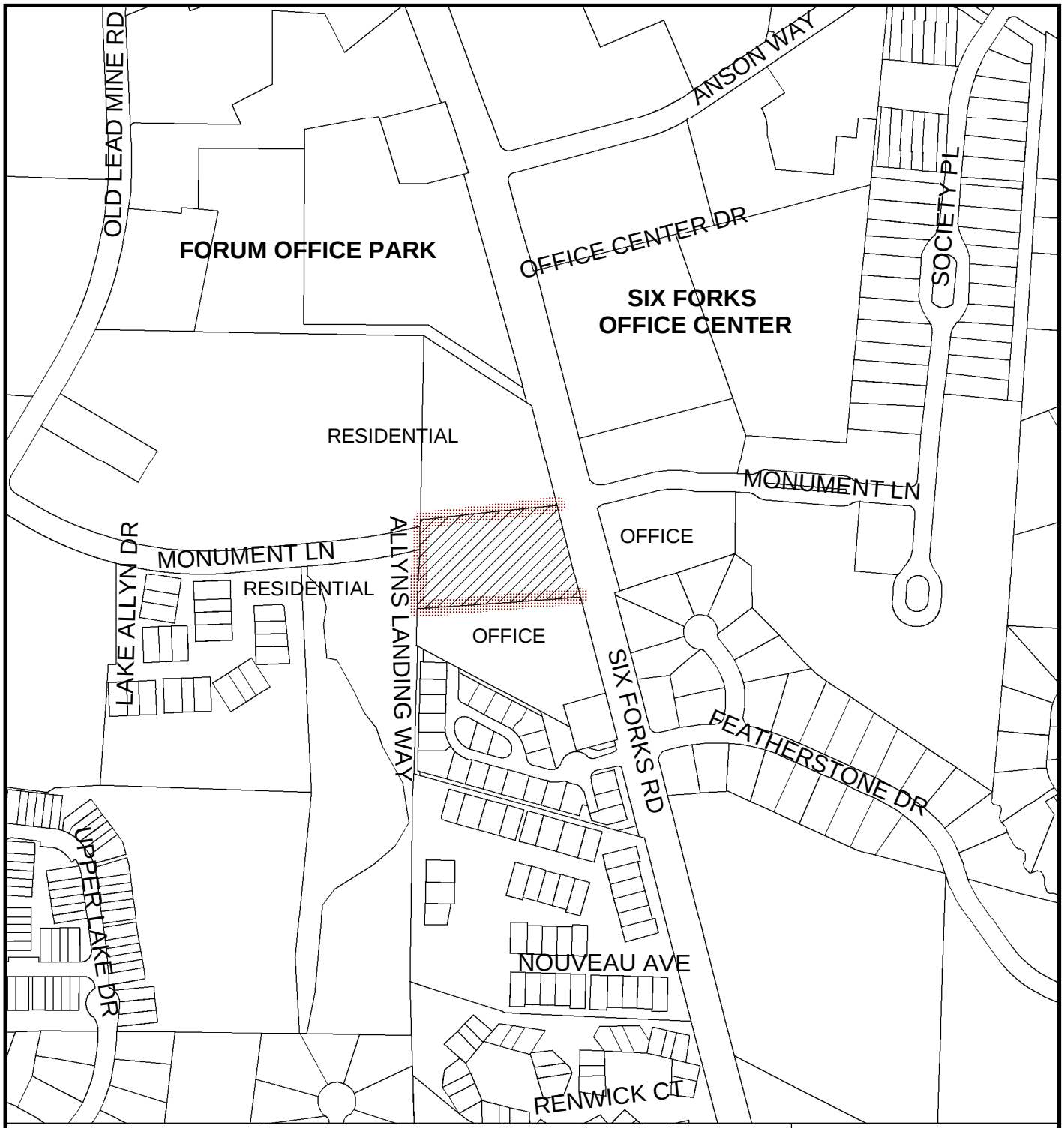
240 120 0 240 Feet



Falls of Neuse/Spring Forest Oversized Focus Boundary

FOCUS BOUNDARY

390 195 0 390
Feet



Six Forks Residential Retail - Policy Boundary Line

POLICY BOUNDARY LINE

RESIDENTIAL RETAIL AREA

170 85 0 170
Feet

PART 4 NORTHEAST DISTRICT PLAN

CONTENTS

BACKGROUND
Orientation
Existing Land Use and Zoning
District Issues
Northeast District Population and Employment Projections

SYSTEMS PLANS
Transportation
Water/Wastewater
Parks, Recreation and Greenways

URBAN FORM AND LAND USE
Planning for the Raleigh/Rolesville/Knightdale Area

SMALL AREA PLANS
See Section 2 Small Area Plans for Capital Boulevard Corridor Plan, Raleigh Boulevard/Buffaloe Road Small Area Plan, Neuse River Corridor Plan, U.S. 401 North Corridor Plan, Northeast Regional Center/Urban Greenway Standards, Neuse River East Small Area Plan, Triangle Town Center Small Area Plan, Wake Crossroads Small Area Plan and Foxcroft Neighborhood Plan .

MAPS

Background

Orientation

The planning area boundaries follow Crabtree Creek and the CSX Railway on the west; the Neuse River, Forestville and Milburnie roads on the east; and U.S. 64 on the south. This plan area contains 30,819 acres, 21,659 of which are in the Raleigh jurisdiction. In addition, 9160 acres are outside the Raleigh ETJ, in Wake County's jurisdiction. These portions of the County's jurisdiction have been included for planning purposes per the Interlocal Cooperation Agreement between Wake County and Raleigh. This agreement provides for mutual City-County approval of land use plans, joint responsibility for sewage treatment, and the eventual extension of Raleigh's jurisdiction into the area currently under the County's jurisdiction.

Existing Land Use and Zoning

The two predominant types of land use in the Northeast District are vacant and residential land. Single family dwellings account for 29 percent of land, while multifamily units comprise just over 6 percent of the area. About 9,616 acres or 44 percent of the district is vacant. Manufacturing and industrial uses occupy over 1800 acres, up from 900 in the 1980s. Service and other uses are each less that 5 percent of the total. Residential zoning applies to 11,871 acres, or 60 percent of the total land in the district. About 5,677 acres are zoned industrial, 1006 acres for retail /commercial, and 142 acres for office and institutional zoning. There is also a large portion of land with overlay zoning, particularly the special highway overlay districts, or SHODS.

Population and Employment
In 1991 the Northeast District had a population of 27,993 persons or about 11 percent of the Raleigh total population. By 1998 this area had grown to 36,803 persons, making it the 5th most populous district. Between 1991 and 1998 population increased by 31.5 percent. In 1995 there were 23,913 jobs in this district; 9 percent office, 10 percent highway retail, 19 percent retail, 28 percent industrial and 34 percent service.

Systems Plans

Transportation
The most significant additions to the street system in the Northeast will be the Northern Wake Expressway, the easterly extensions of Raleigh Boulevard and Spring Forest Road, completion of Southall Road from the proposed Spring Forest Road to Rogers Lane at U.S. 64 east, and upgrading to freeway status the portion of U.S. 1 north of the proposed Northern Wake Expressway. A planned minor thoroughfare improvement is the extension of Highwoods Boulevard to the proposed Raleigh Boulevard. East of the river, projects include the Hodges Road/Old Milburnie Road connector, continuation of Raleigh Boulevard to the Northern Wake Expressway and Forestville Road, realignment of Mitchell Mill Road at U.S. 401, and realignment of three minor thoroughfares east of Forestville Road. Public transportation services in the Northeast District meet the current demand. The intense urban development which is projected for the U.S. 1 North and the U.S. 64 east corridors make these prime candidates for fixed guideway transit systems in the future. A regional rail transit corridor is planned for the eastern boundary of the district, with station locations at Spring Forest Road and the Northern Wake Expressway.

Water/Wastewater
City water extension plans provide for phased construction of major lines, water tanks, and other facilities to serve the Northeast District. A system of 30", 24", 16", and 12" water distribution lines are planned for virtually all of the major roads in the district. The Neuse River sewer interceptor is complete in the Northeast District. The City will construct some trunk sewers along Milburnie and Beaverdam Creeks. Private development will extend other sewers.

Parks
There are one search areas for community parks in the Northeast District and two search areas for neighborhood parks. The major park areas are located in conjunction with the Neuse River, which is recognized as a separate major recreational facility. The Anderson Point property in the Southeast Planning District affords the opportunity to develop the river as a major recreational corridor. A plan for the Neuse River, "Neuse River Corridor Comprehensive Recreation Master Plan" was prepared along with the "Anderson Point Park and Milburnie Park Master Plan Development." These plans were prepared for the Raleigh Parks, Recreation and Greenways Advisory Board. This plan is available from the City of Raleigh Parks and Recreation Department. For more information, see the Parks, Recreation and Greenways Plan, Chapter 4 of the Comprehensive Plan.

Urban Form and Land Use

Large undeveloped land tracts, developing infrastructure, and the Neuse River make the area attractive for development. There are two gateway corridors with employment-generating land uses: U.S. 1 north and U.S. 64 east. Focus areas, retail areas, and other nonresidential uses for the three gateway corridors, U.S. 1, U.S. 401 and U.S. 64, are detailed in corridor plans. Almost all of

the major focus areas outside of the three corridors lie along the Northern Wake Expressway: a regional center and regional intensity area at Capital Boulevard, a city focus area at U.S. 64 east, community focus areas at U.S. 401, Buffaloe Road, and near the proposed Raleigh Boulevard interchange. Neighborhood focus areas are planned for Buffaloe Road at Spring Forest Road, Raleigh Boulevard at Southall Road, U.S. 401 at Forestville Road, Buffaloe Road east of Old Crews Road, Milburnie Road at Watkins Road, and Milburnie Road at Rolesville Road. Most of the remainder of the district should be reserved for residential uses. Land along the Neuse River and adjoining wetlands and creeks should be developed primarily as residential to protect these areas. Cluster housing developments could create common open space and preserve significant environmental features. Higher density residential developments in transition areas can provide additional affordable housing.

SMALL AREA PLANS

See Section 2 Small Area Plans for Capital Boulevard Corridor Plan, Raleigh Boulevard/Buffaloe Road Small Area Plan, Neuse River Corridor Plan, U.S. 401 North Corridor Plan, Northeast Regional Center/Urban Greenway Standards, Neuse River East Small Area Plan, Triangle Town Center Small Area Plan, Wake Crossroads Small Area Plan and Foxcroft Neighborhood Plan.

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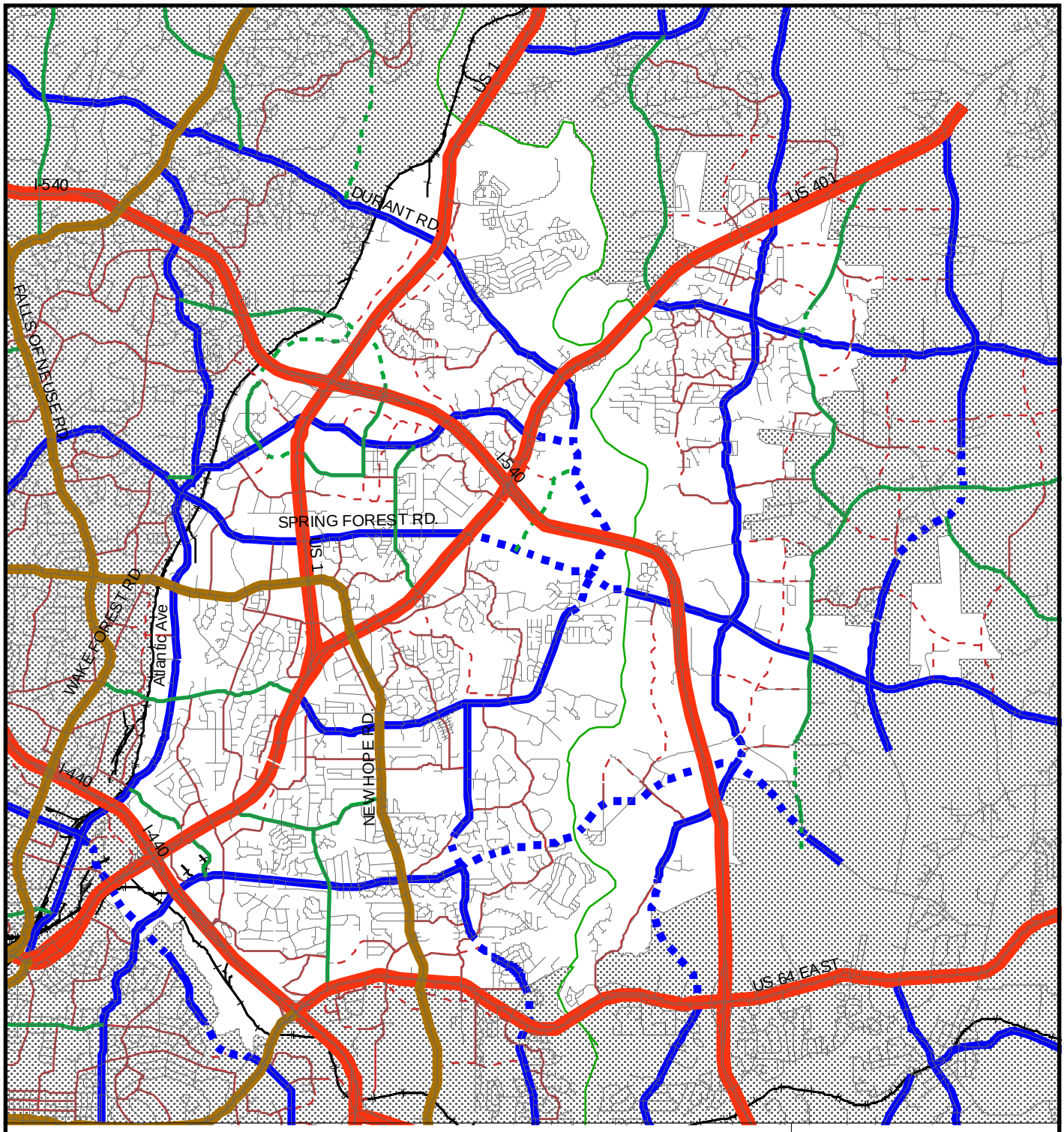
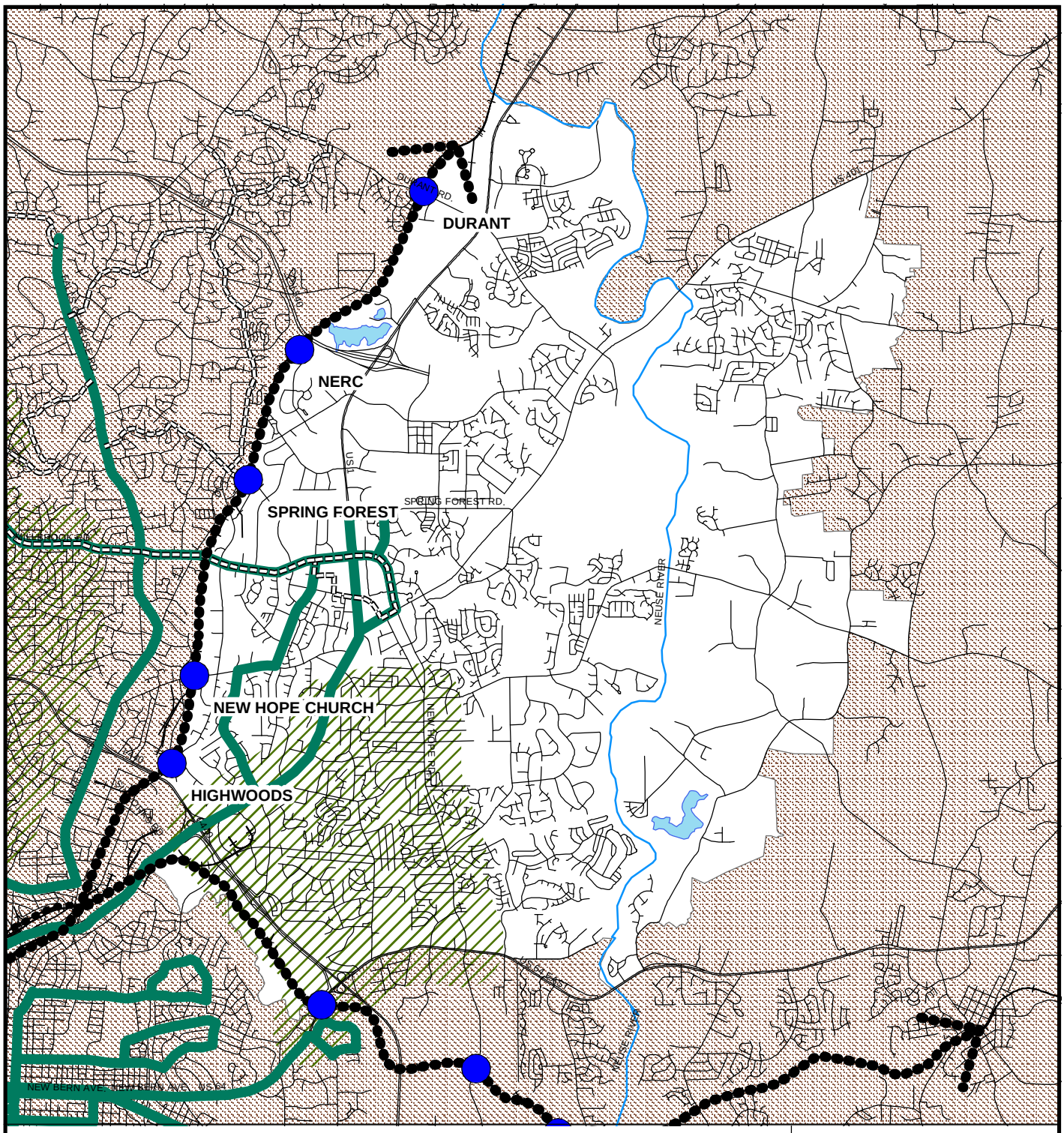


Arterials, Thoroughfares & Collectors - Northeast District

- PRIMARY ARTERIALS
- SECONDARY ARTERIALS
- MAJOR THOROUGHFARES
- MINOR THOROUGHFARES
- COLLECTORS
- PROPOSED ROADS
- DISTRICT

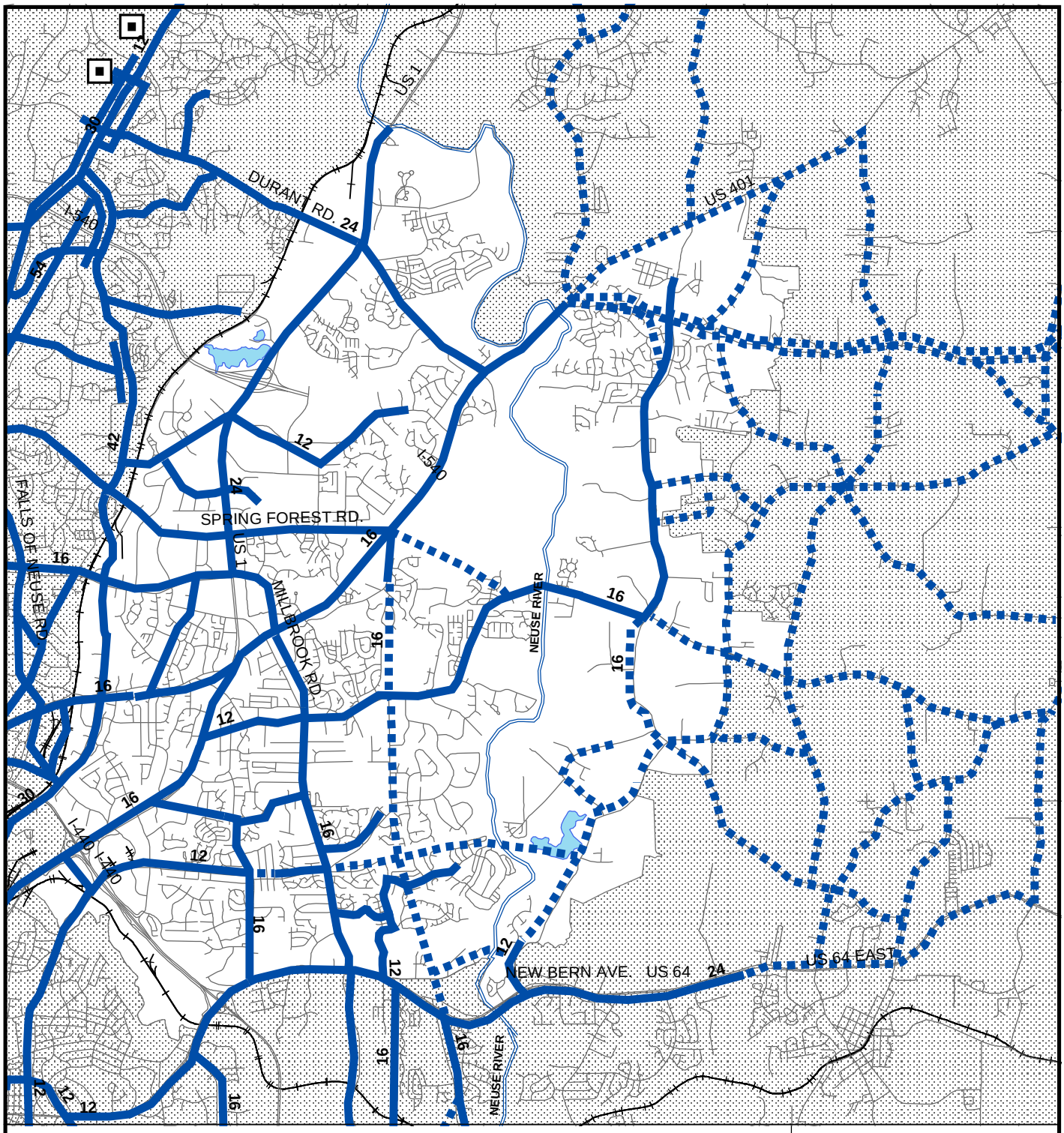
0.8 0.4 0 0.8 Miles



Public Transit, Railroads & Airports - Northeast District

- CAT ROUTES
- DEMAND RESPONSIVE ZONES
- CAT CONNECTOR FIXED ROUTE FEEDER
- WAKE COUNTY RAILROADS
- ROUTE DEVIATION FEEDER
- REGIONAL RAIL TRANSIT
- ALTERNATE REGIONAL RAIL TRANSIT
- TRANSIT STOPS
- INTERMODAL TRANSPORTATION CENTER
- DISTRICT BOUNDARY

0.9 0.45 0 0.9 Miles



Water System - Northeast District

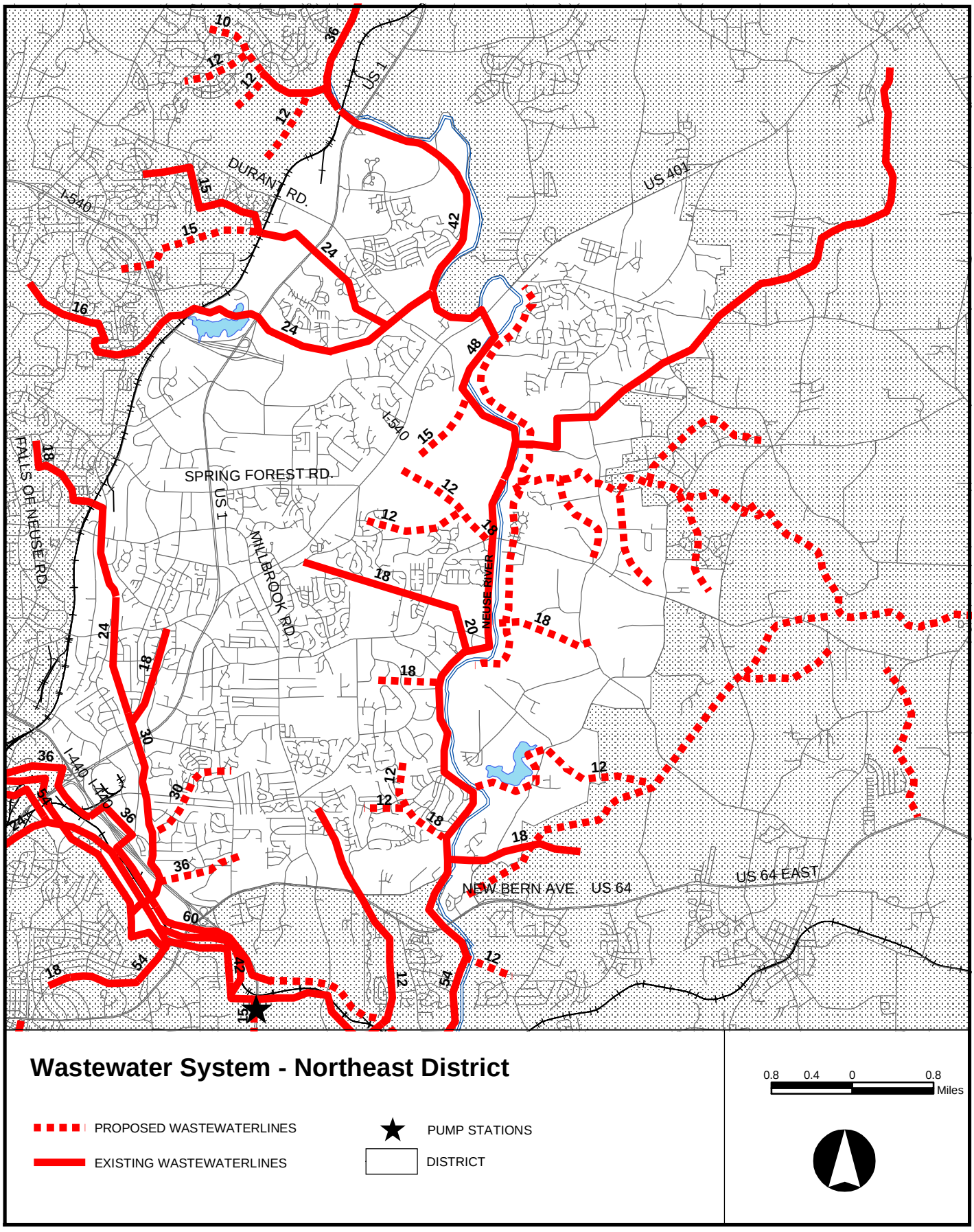
PROPOSED WATERLINES

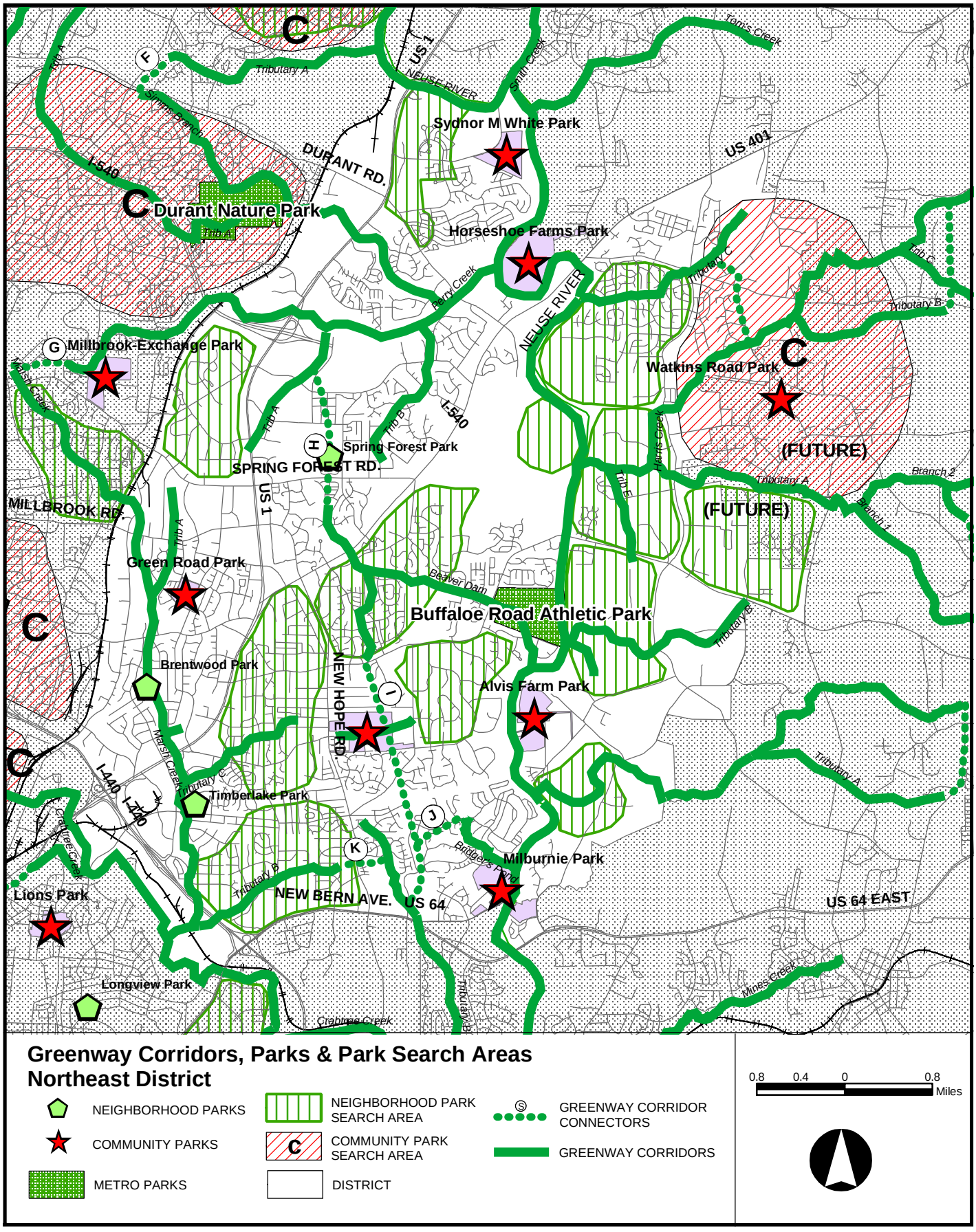
EXISTING WATERLINES

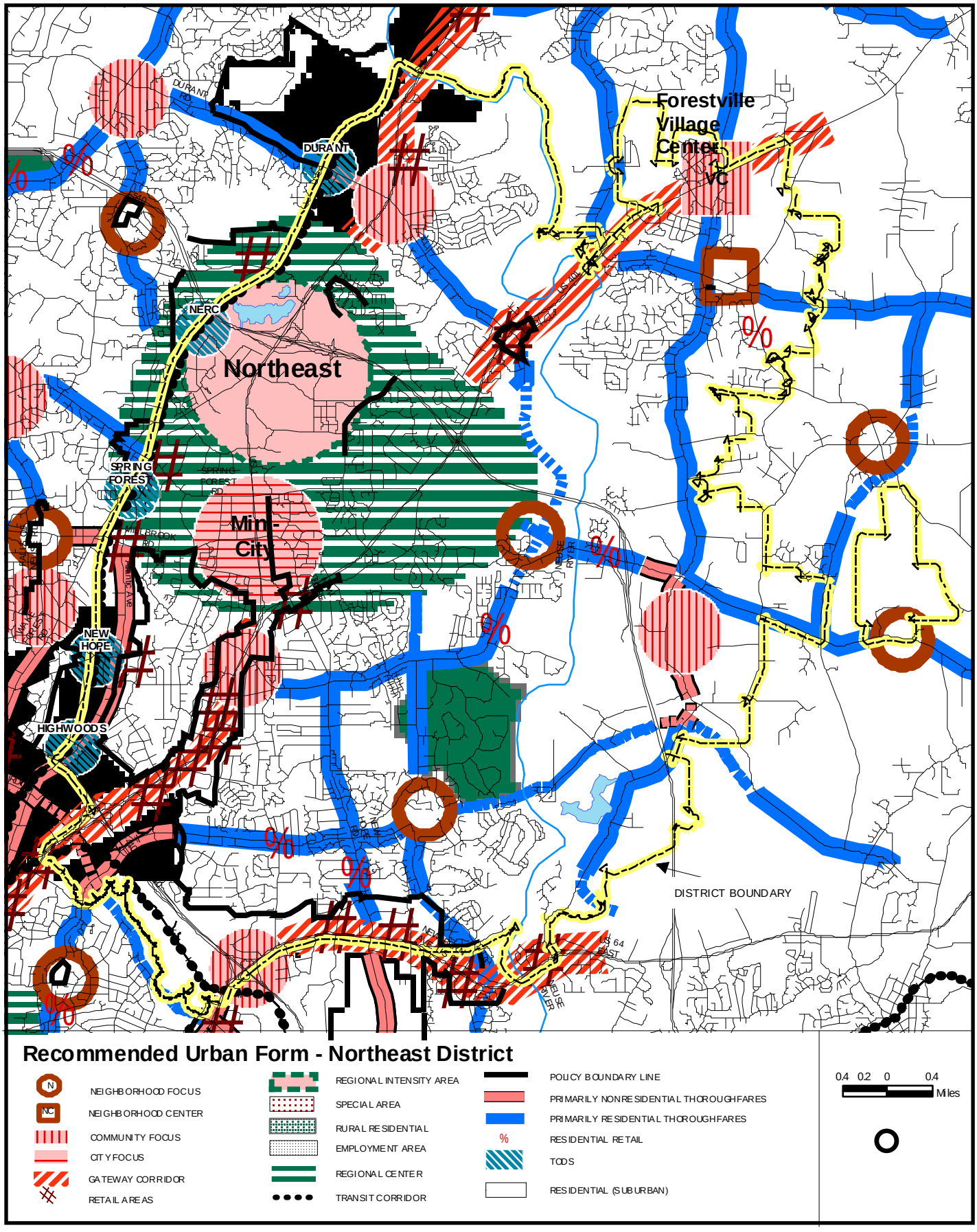
WATER TREATMENT PLANT

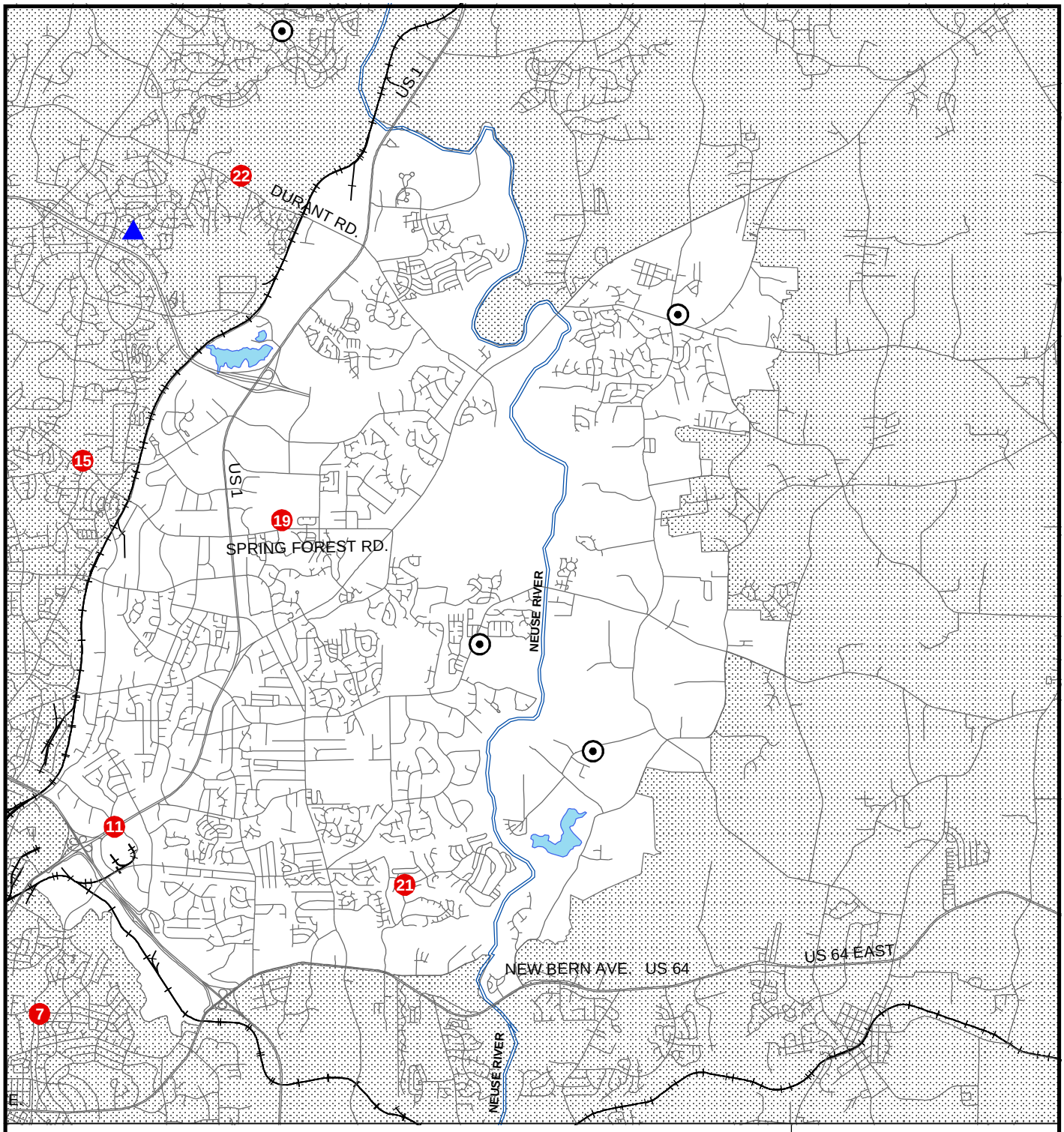
DISTRICT

0.8 0.4 0 0.8 Miles


DURANT RD.
I-540
US 401
US 1
SPRING FOREST RD.
MILLBROOK RD.
FALLS OF NEUSE RD.
NEUSE RIVER
I-440
NEW BERN AVE. US 64
US 64 EAST
Wastewater System - Northeast District
PROPOSED WASTEWATERLINES
EXISTING WASTEWATERLINES
PUMP STATIONS
DISTRICT
0.8 0.4 0 0.8
Miles


Greenway Corridors, Parks & Park Search Areas
Northeast District
NEIGHBORHOOD PARKS
COMMUNITY PARKS
METRO PARKS
NEIGHBORHOOD PARK SEARCH AREA
COMMUNITY PARK SEARCH AREA
DISTRICT
GREENWAY CORRIDOR CONNECTORS
GREENWAY CORRIDORS
0.8 0.4 0 0.8
Miles
Durant Nature Park
Sydnor M White Park
Horseshoe Farms Park
Millbrook-Exchange Park
Watkins Road Park
(FUTURE)
(FUTURE)
Spring Forest Park
Green Road Park
Buffaloe Road Athletic Park
Brentwood Park
Alvis Farm Park
Timberlake Park
Milburnie Park
Lions Park
Longview Park
DURANT RD.
SPRING FOREST RD.
MILLBROOK RD.
NEW HOPE RD.
NEW BERN AVE.
US 64
US 64 EAST
US 401
US 1
I-540
I-440
NEUSE RIVER
Tributary A
Tributary B
Tributary C
Beaver Dam
Bridgers Pond
Crabtree Creek
Marsh Creek
Perry Creek
Harris Creek
Mines Creek
Smith Creek
Toms Creek
Spring Branch
Branch 1
Branch 2

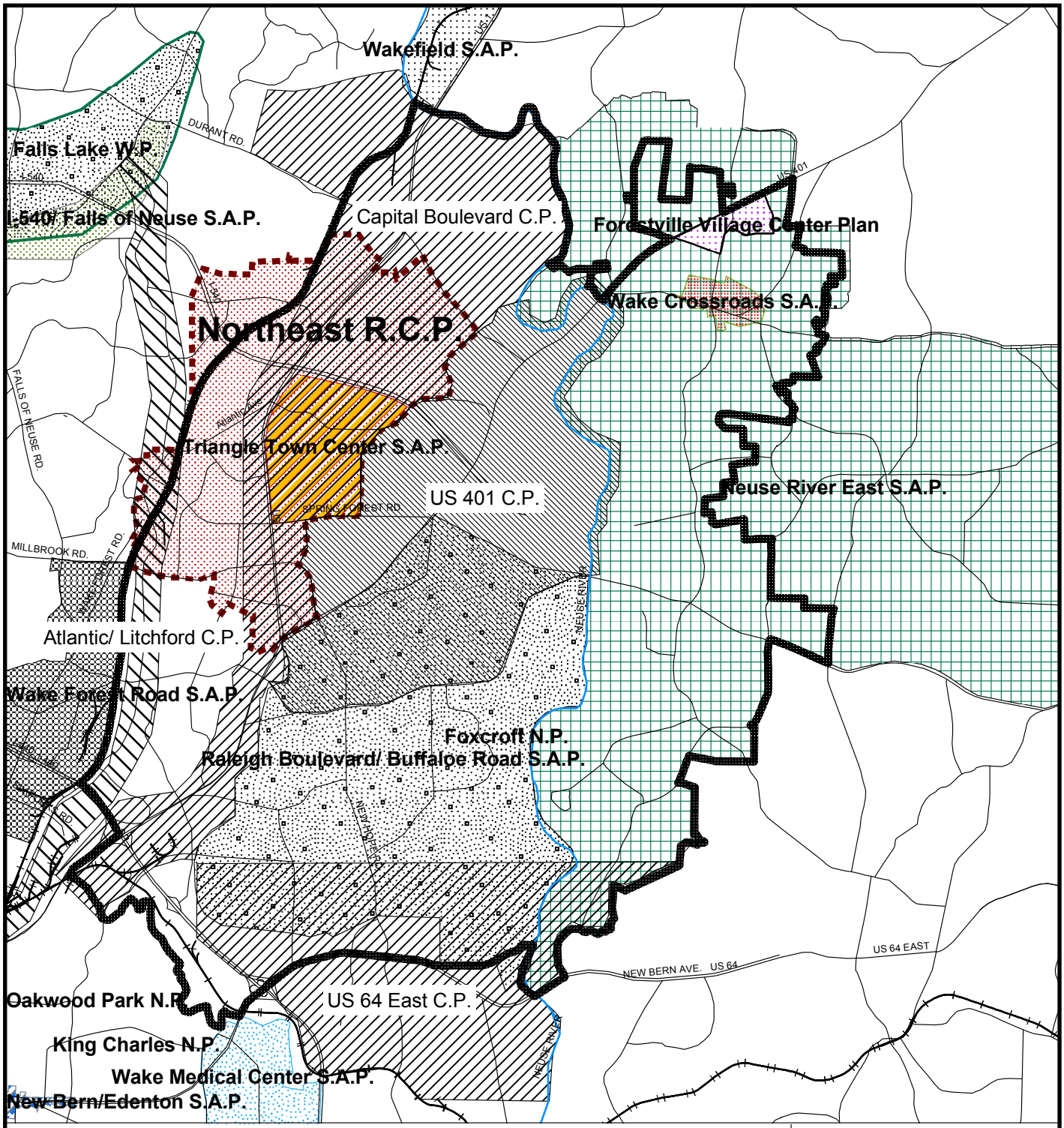

Forestville Village Center VC
DURANT
DURANT RD
NERC
Northeast
SPRING FOREST
SPRING FOREST RD
Mini-City
NEW HOPE
HIGHWOODS
DISTRICT BOUNDARY
US 64 EAST
NEUSE RIVER
Recommended Urban Form - Northeast District
NEIGHBORHOOD FOCUS
NEIGHBORHOOD CENTER
COMMUNITY FOCUS
CITY FOCUS
GATEWAY CORRIDOR
RETAIL AREAS
REGIONAL INTENSITY AREA
SPECIAL AREA
RURAL RESIDENTIAL
EMPLOYMENT AREA
REGIONAL CENTER
TRANSIT CORRIDOR
POLICY BOUNDARY LINE
PRIMARILY NONRESIDENTIAL THOROUGHFARES
PRIMARILY RESIDENTIAL THOROUGHFARES
RESIDENTIAL RETAIL
TODS
RESIDENTIAL (SUBURBAN)
0.4 0.2 0 0.4
Miles



Municipal Facilities - Northeast District

- PROPOSED FIRESTATIONS
- EXISTING FIRESTATIONS
- MUNICIPAL FACILITIES
- RALEIGH ETJ

0.9 0.45 0 0.9 Miles

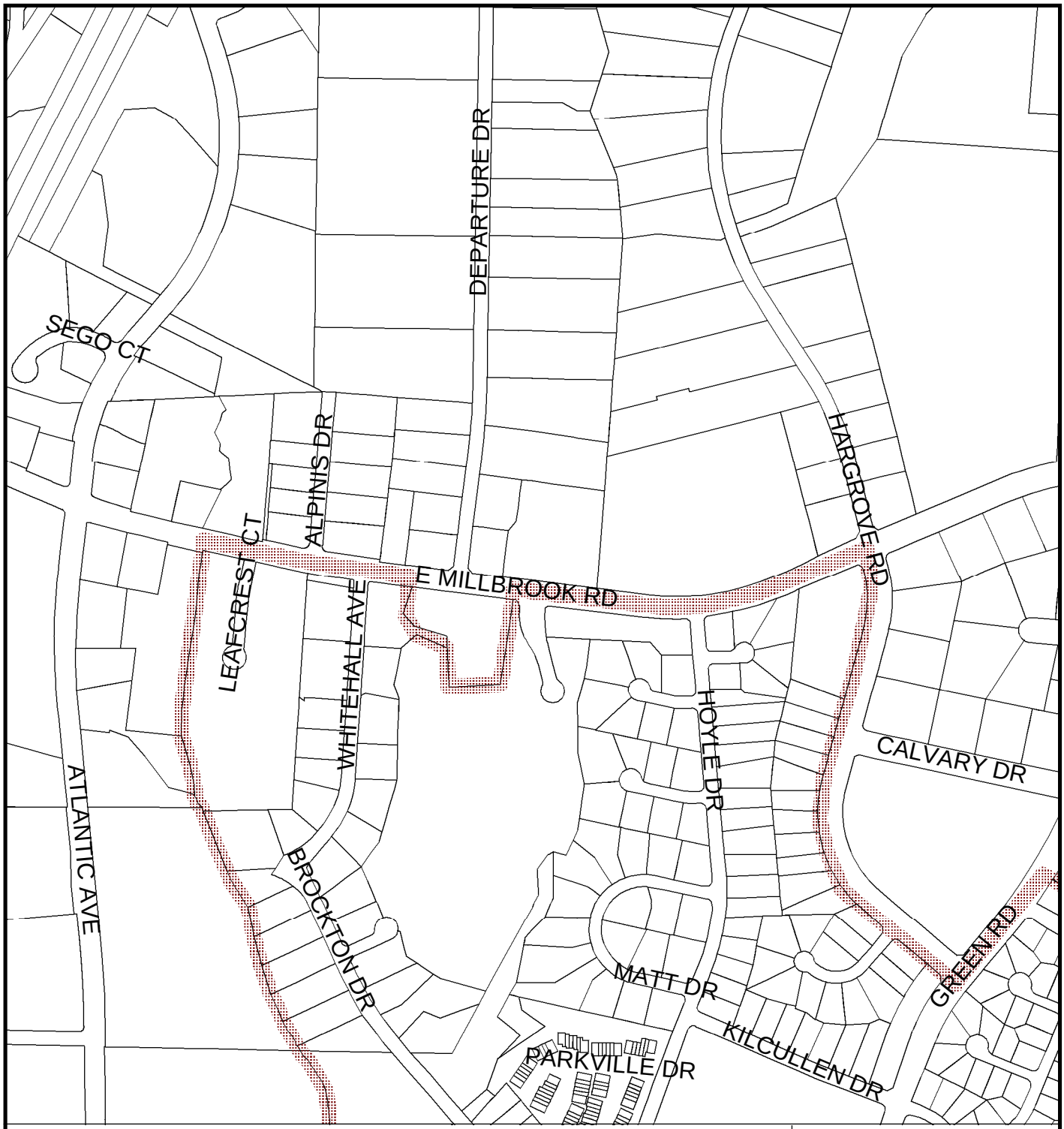


Key to Small Areas - Northeast District

S.A.P.	SMALL AREA PLAN	TEXTURE FILL
C.P.	CORRIDOR PLAN	ANGLE HATCH
N.P.	NEIGHBORHOOD PLAN	DASH OR SOLID OUTLINE
B.D.P.	BUSINESS DISTRICT PLAN	DOTTED OUTLINE
W.P.	WATERSHED PLAN	FILL + OUTLINE
R.C.P.	REGIONAL CENTER PLAN	FILL + OUTLINE

DISTRICT BOUNDARY

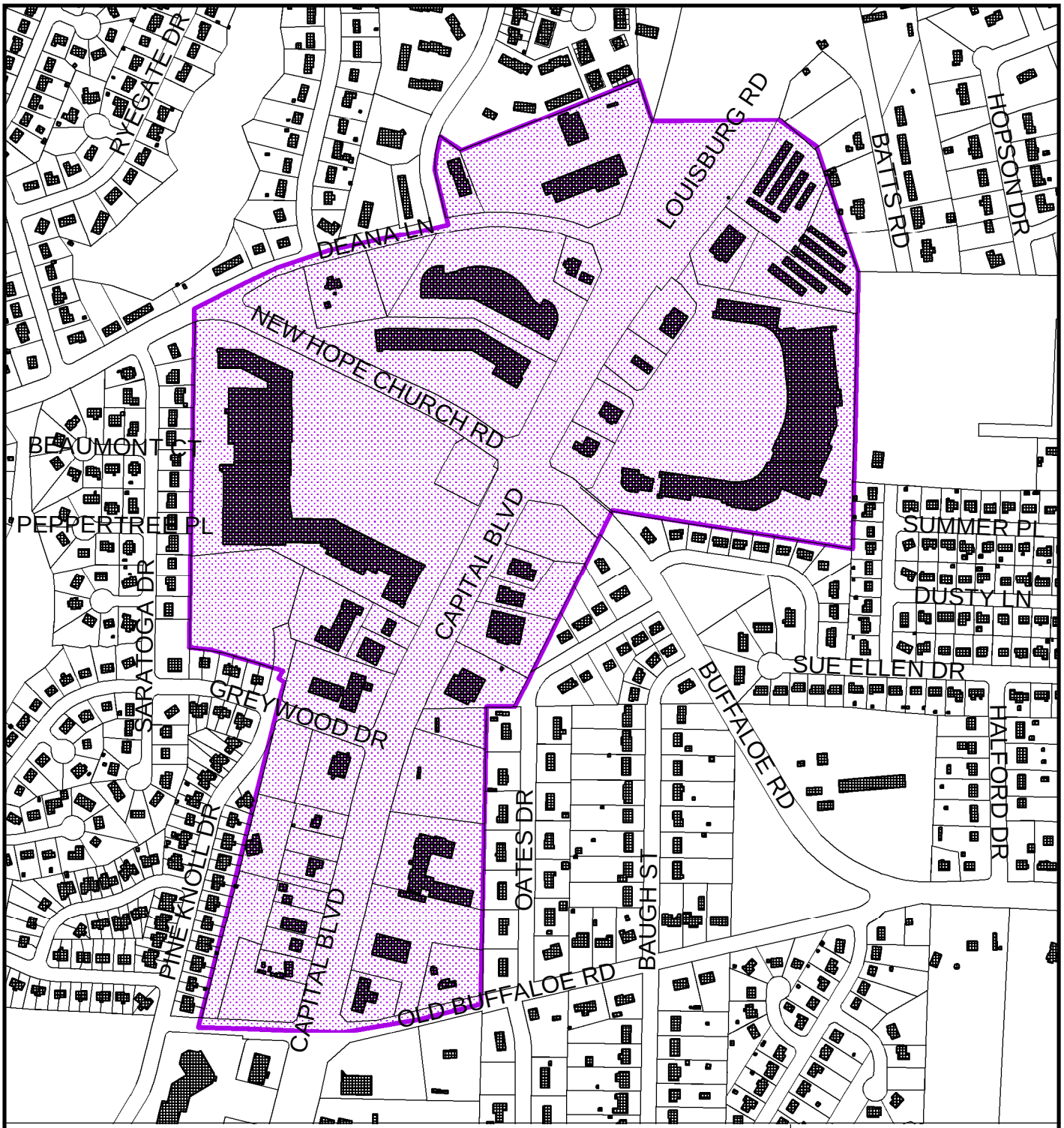
0.8 0.4 0 0.8 Miles



Brentwood Area
Policy Boundary Line

POLICY BOUNDARY LINE

400 200 0 400
Feet



Ashton-Tarrymore
Oversized Focus Boundary

FOCUS BOUNDARY

400 200 0 400
Feet

PART 5 NORTHWEST DISTRICT PLAN

CONTENTS

BACKGROUND
Orientation
Existing Land use and Zoning
Northwest District Population and Employment Projections

SYSTEMS PLANS
Transportation
Water/Wastewater
Parks, Recreation and Greenways

URBAN FORM AND LAND USE

SMALL AREA PLANS
See Section 2 Small Area Plans for the Blue Ridge Road/Lake Boone Trail Small Area Plan, Lake Lynn Small Area Plan, Pinecrest Pointe Small Area Plan, Brookhaven Neighborhood Plan, Glen Forest Neighborhood Plan and Leadmine/North Hills Small Area Plan.

MAPS

BACKGROUND

Orientation

The 12,956 acres or over twenty square miles that comprise the Northwest District lie totally outside the Raleigh Beltline, northwest of Downtown. The Northwest District is bounded by Strickland Road on the north; Creedmoor Road, Millbrook Road and Leadmine Road on the east; I-40 on the south; and on the west by Westgate Road, Ebenezer Church Road and the southern boundaries of Umstead State Park. Most of the area is residentially developed, but major nonresidential areas lie along Glenwood Avenue/U.S. 70 and I-40. The Northwest District contains large tracts of state-owned property. Other major, nonresidential land uses include Rex Hospital, Crabtree Valley city focus and Millbrook/Lynn Roads city focus.

Land Use and Zoning

Residential uses account for 41 percent, or 5585 acres in the Northwest District. Of this total, 4,365 acres are single family, while multifamily dwellings comprise 1220 acres. There are 230 acres currently being used for recreation and parks. Of the total, 4649 acres or 34 percent of the district. Service related uses occupy 4 percent of the land area while wholesale and retail uses comprise over 1,000 acres or 7 percent of the district. Office and government uses occupy 1084 acres. Manufacturing, industrial and other uses are each less than 2 percent of the total. Residential zoning is applied to 10,128 acres, or 75 percent of the total land. Industrial zoning, including Thoroughfare District, covers 577 acres, 1473 acres are in office and institutional zoning categories. Retail/commercial zoning is applied to 380 acres.

Population and Employment Projections
In 1991 the Northwest District had a population of 31,595 persons or approximately 13 percent of Raleigh's total population. By 1998 the district had grown to 42,044, making it the second most populous district. Between 1991 and 1998, population increased by 33 percent. In 1995 there were 22,000 jobs in this district; 5 percent highway retail, 6 percent industrial, 13 percent office, 26 percent retail and 50 percent service.

Systems Plans

Transportation
Northwest District thoroughfare construction programs should improve circulation and accessibility for all of northwestern Raleigh and help relieve traffic congestion in places such as Crabtree Valley. Improvements include the extension of Edwards Mill Road to Wade Avenue. A roadway parallel to U.S. 70/Glenwood Avenue will be built adjacent to Crabtree Valley Mall and the Beltline interchange. A fly-over or any other congestion solution in this area should be funded in large part by the businesses in the area. The proposed Northern Wake Expressway will exert a tremendous effect on the Northwest District, even though it will lie to the north of the district. The road will be in the Falls Lake watershed, and therefore will be surrounded by low density residential uses. The Millbrook/Lynn Road city focus will include a loop road system and network of collector streets. Within the northeastern quadrant of the Lynn Road/Glenwood Avenue intersection, where collector streets may not be possible, cross access agreements and public accessways are strongly encouraged to provide interconnectivity. Public transportation services in the Northwest District meet the current demand. Future service will be evaluated according to changing land use intensities and rider preferences. Long range regional public transportation goals in the Northwest District should provide for a continuous system to serve Downtown, Durham, Research Triangle Park, Raleigh-Durham International Airport and the U.S. 70 Corridor.

Water/Wastewater
Major water mains are to be installed in the Northwest District. Mains in Duraleigh Road, Edwards Mill Road, and the completion of the line in Ebenezer Church Road south to Duraleigh Road are planned. Wastewater system needs in the Northwest for the period prior to 2000 will include a line parallel to the Crabtree Creek wastewater main. This proposed 36" facility will accommodate growth further up the basin and provide additional capacity for new development in the Northwest District as uses intensify. New wastewater mains will expand the wastewater system to complete service in the upper Hare Snipe Basin and the West Turkey Creek Basin.

Parks, Recreation and Greenways
Three neighborhood parks are proposed for this area. For more information, see the Parks, Recreation and Greenways Plan, Chapter 4 of the Comprehensive Plan.

Urban Form and Land Use

New employment-generating land uses should be located primarily in corridor transition areas, employment areas and focus areas. Focus areas within or bordering the Northwest District include a city focus area at Crabtree Valley Mall, a city focus on Glenwood Avenue including Pleasant Valley and the Lynn Road intersection, a community focus area on U.S. 70 at Ebenezer Church Road, a community focus area in a primarily residential area at Creedmoor and Strickland Roads, and eight neighborhood focus areas.

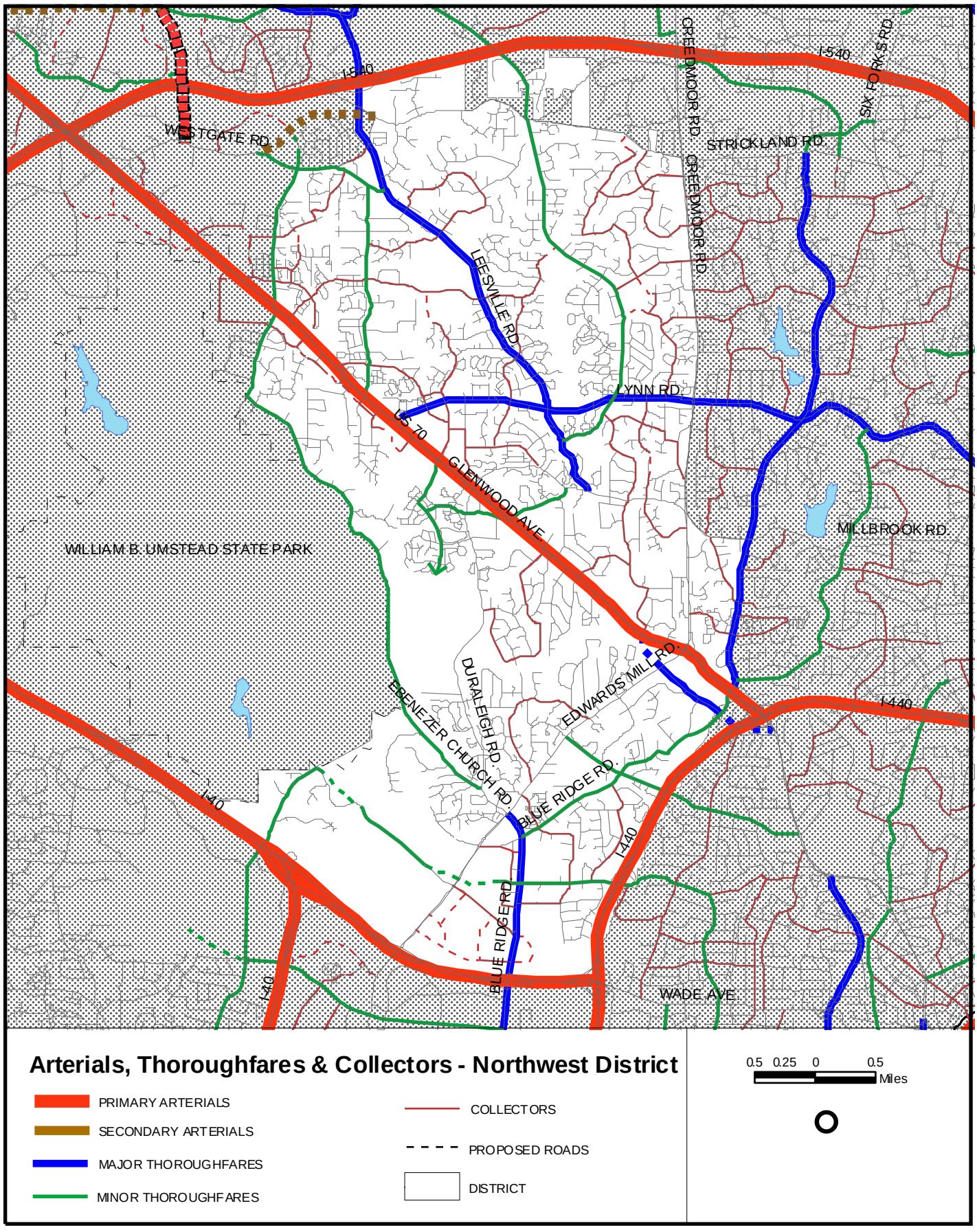
There is a large employment area at the southern edge of the district which is detailed in the Blue Ridge Road Small Area Plan. Glenwood Avenue, generally between Rembert Drive on the east and Pinecrest Road on the west, is a city focus. Corridor plans have been prepared for Creedmoor Road and U.S. 70.

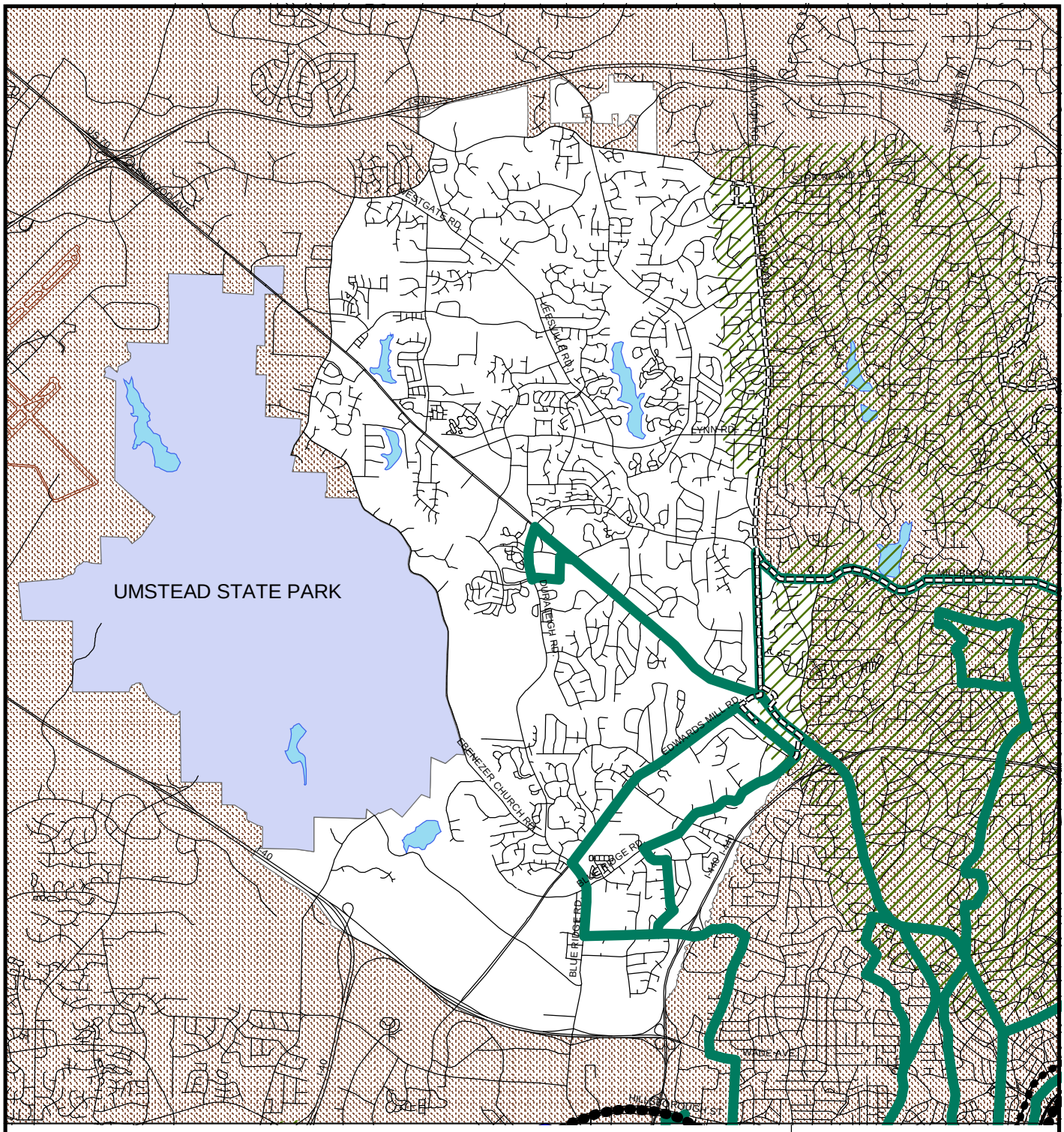
New development near Umstead State is required to be low intensity, particularly south of U.S. 70. The Metro Park overlay zoning district enforces this concept. The residential area around Umstead State Park is restricted to well and septic development, except for areas east of Ebenezer Church Road in the Richland Creek Basin. Up to 7 units per acre could be allowed in the sewerable areas.

The most efficient method of keeping pace with the demand for public facilities and services in this rapidly developing district is to encourage residential infill development, particularly at higher densities. Higher density residential uses can provide additional affordable housing. These densities generally should occur adjacent to employment and focus areas and along major roadways, particularly U.S. 70. Specifically, higher densities should be located in the Lake Lynn area per the Lake Lynn Small Area Plan, in the Westgate Road area and north of U.S. 70, especially around the Ebenezer Church Community Focus.

SMALL AREA PLANS

See Section 2 Small Area Plans for the Blue Ridge Road/Lake Boone Trail Small Area Plan, Lake Lynn Small Area Plan, Pinecrest Pointe Small Area Plan, Brookhaven Neighborhood Plan, Glen Forest Neighborhood Plan and Leadmine/North Hills Small Area Plan.

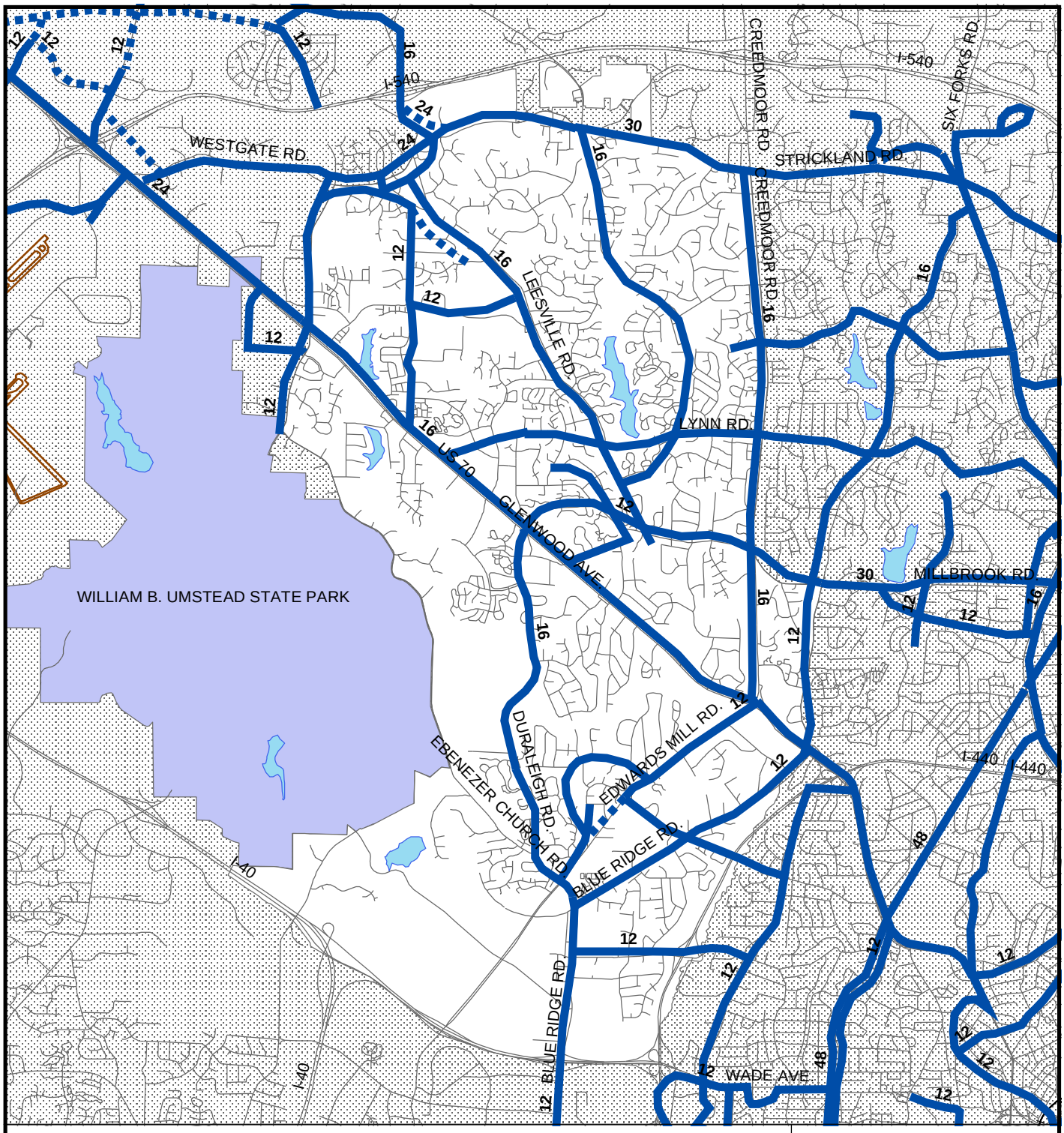

WESTGATE RD.
I-540
CREEDMOOR RD.
STRICKLAND RD.
SIX FORKS RD.
LEESVILLE RD.
LYNN RD.
US 70
GLENWOOD AVE.
MILLBROOK RD.
WILLIAM B. UMSTEAD STATE PARK
EDWARDS MILL RD.
I-440
DURALEIGH RD.
EBENEZER CHURCH RD.
BLUE RIDGE RD.
I-40
WADE AVE.
Arterials, Thoroughfares & Collectors - Northwest District
PRIMARY ARTERIALS
SECONDARY ARTERIALS
MAJOR THOROUGHFARES
MINOR THOROUGHFARES
COLLECTORS
PROPOSED ROADS
DISTRICT
0.5 0.25 0 0.5
Miles



Public Transit, Railroads & Airports - Northwest District

- CAT ROUTES
- DEMAND RESPONSIVE ZONES
- CAT CONNECTOR FIXED ROUTE FEEDER
- WAKE COUNTY RAILROADS
- ROUTE DEVIATION FEEDER
- REGIONAL RAIL TRANSIT
- ALTERNATE REGIONAL RAIL TRANSIT
- TRANSIT STOPS
- INTERMODAL TRANSPORTATION CENTER
- DISTRICT BOUNDARY

0.8 0.4 0 0.8 Miles



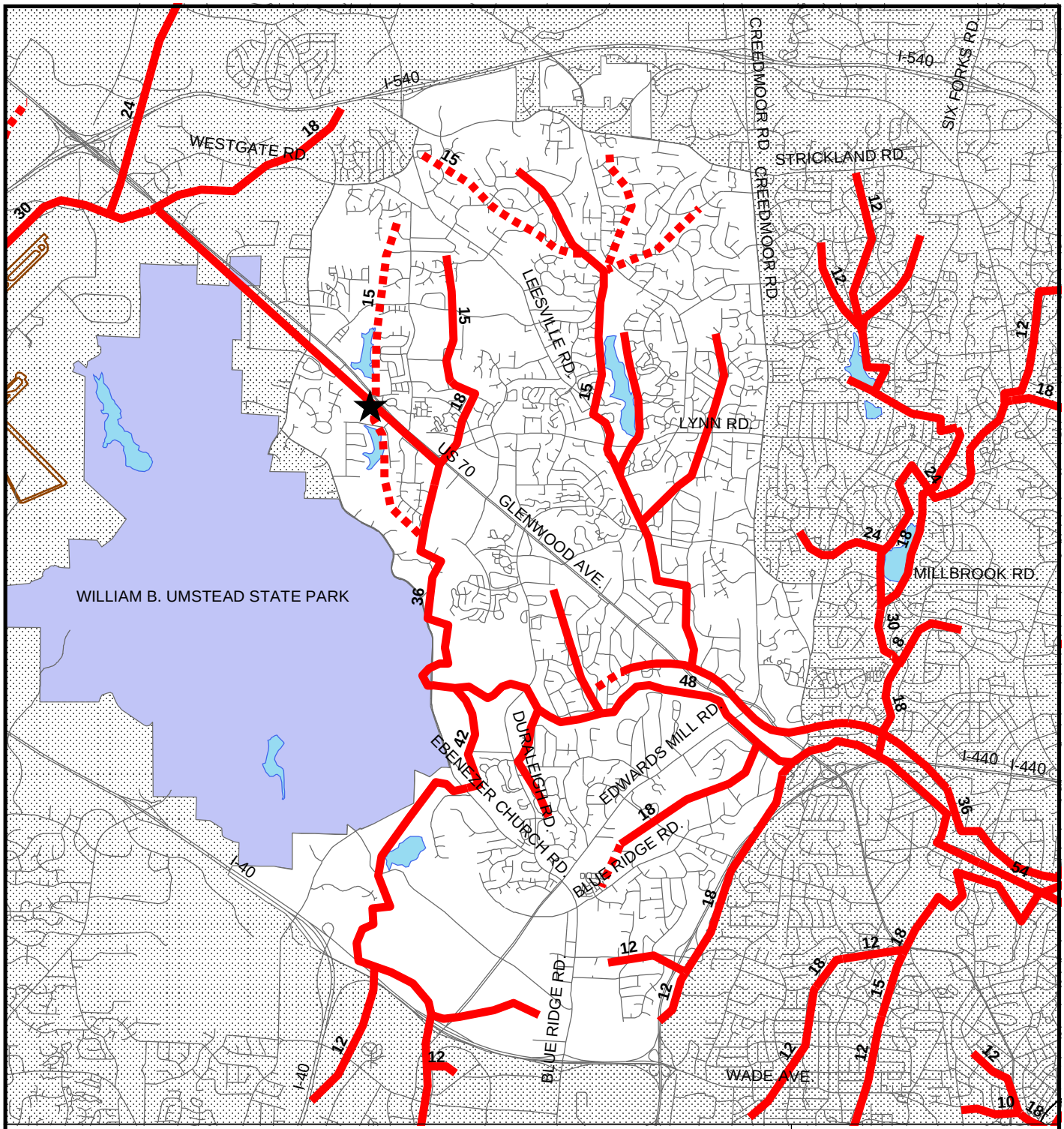
Water System - Northwest District

PROPOSED WATERLINES

EXISTING WATERLINES

DISTRICT

0.6 0.3 0 0.6 Miles



Wastewater System - Northwest District

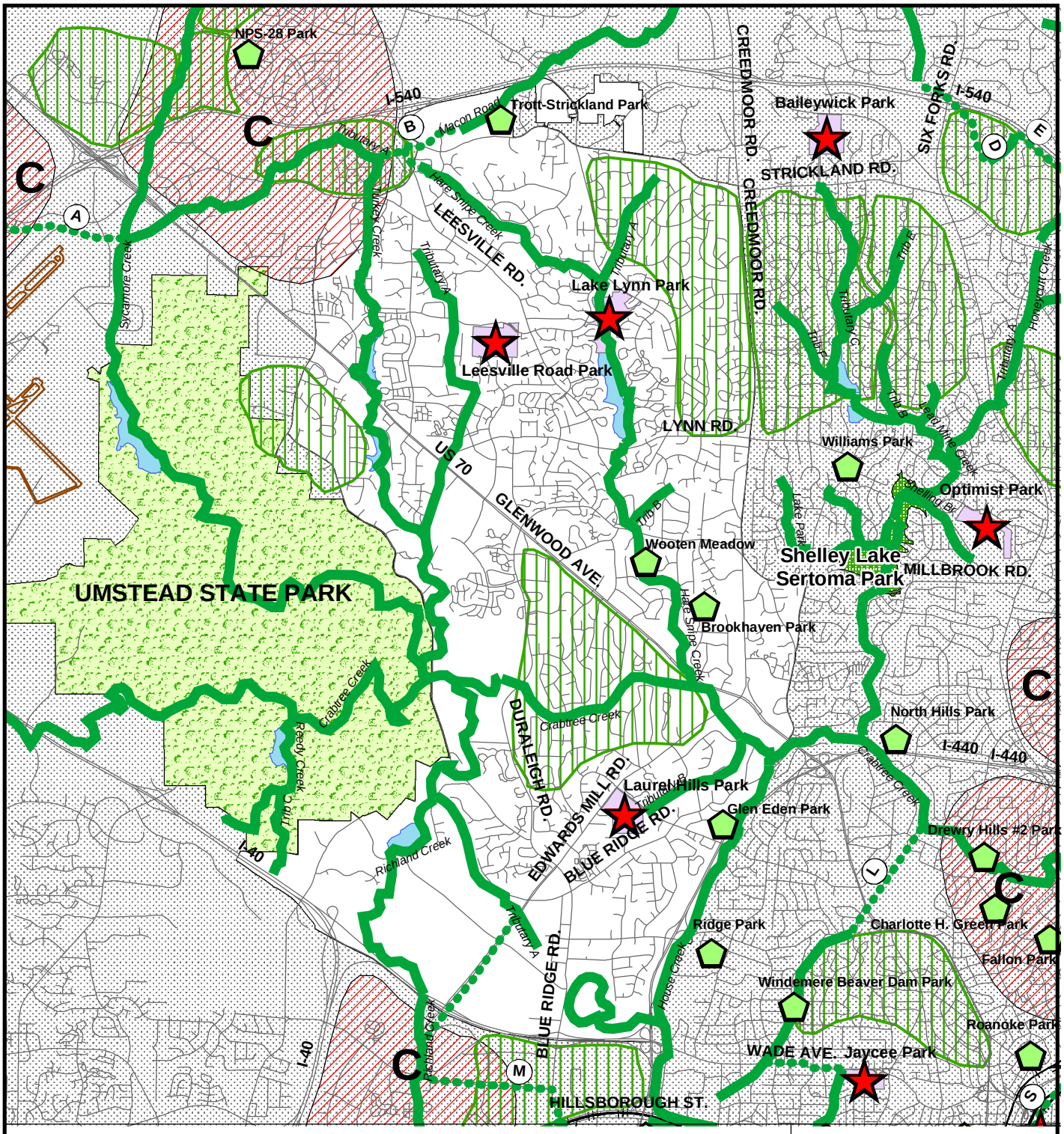
PROPOSED WASTEWATERLINES

EXISTING WASTEWATERLINES

PUMP STATIONS

DISTRICT

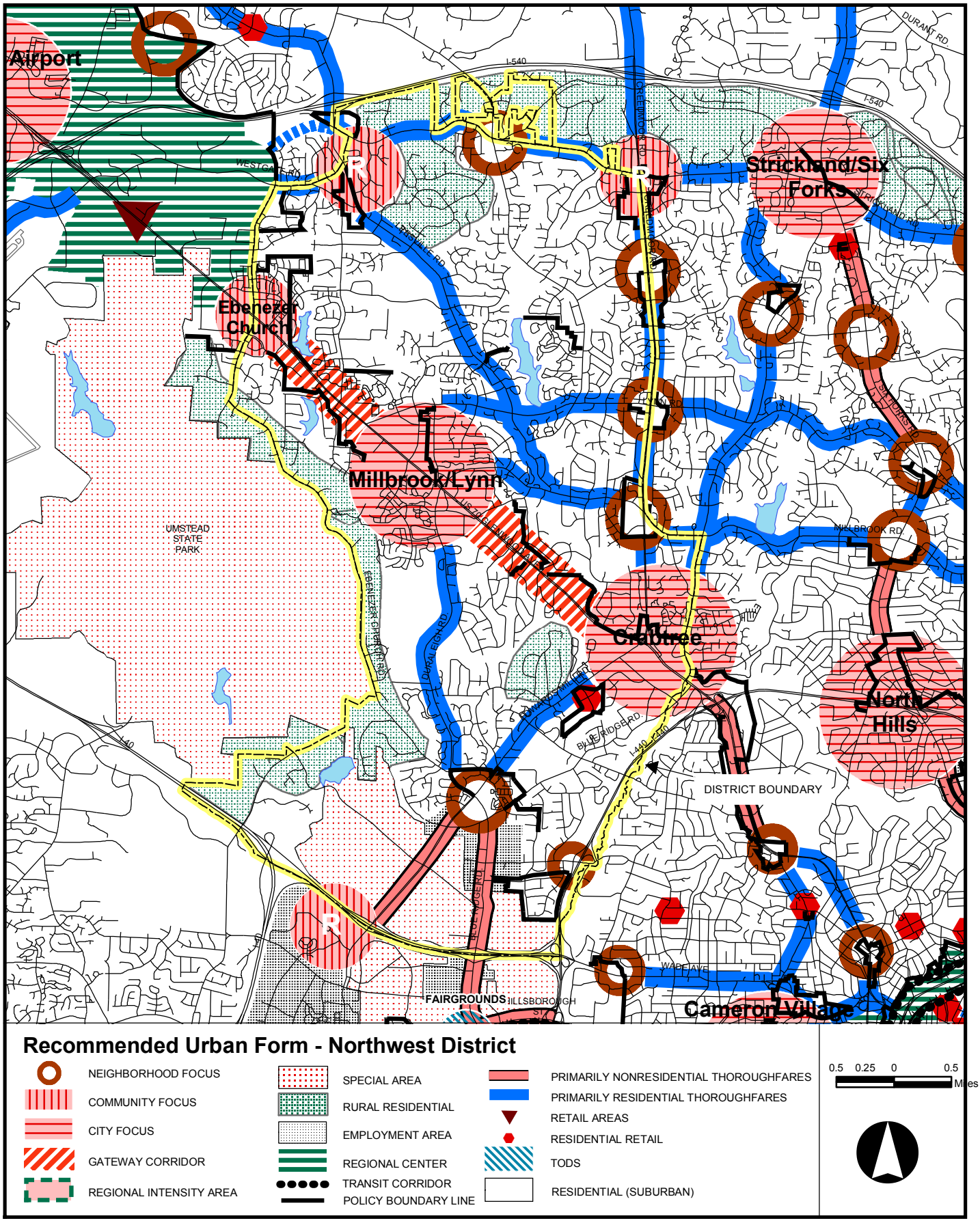
0.6 0.3 0 0.6 Miles

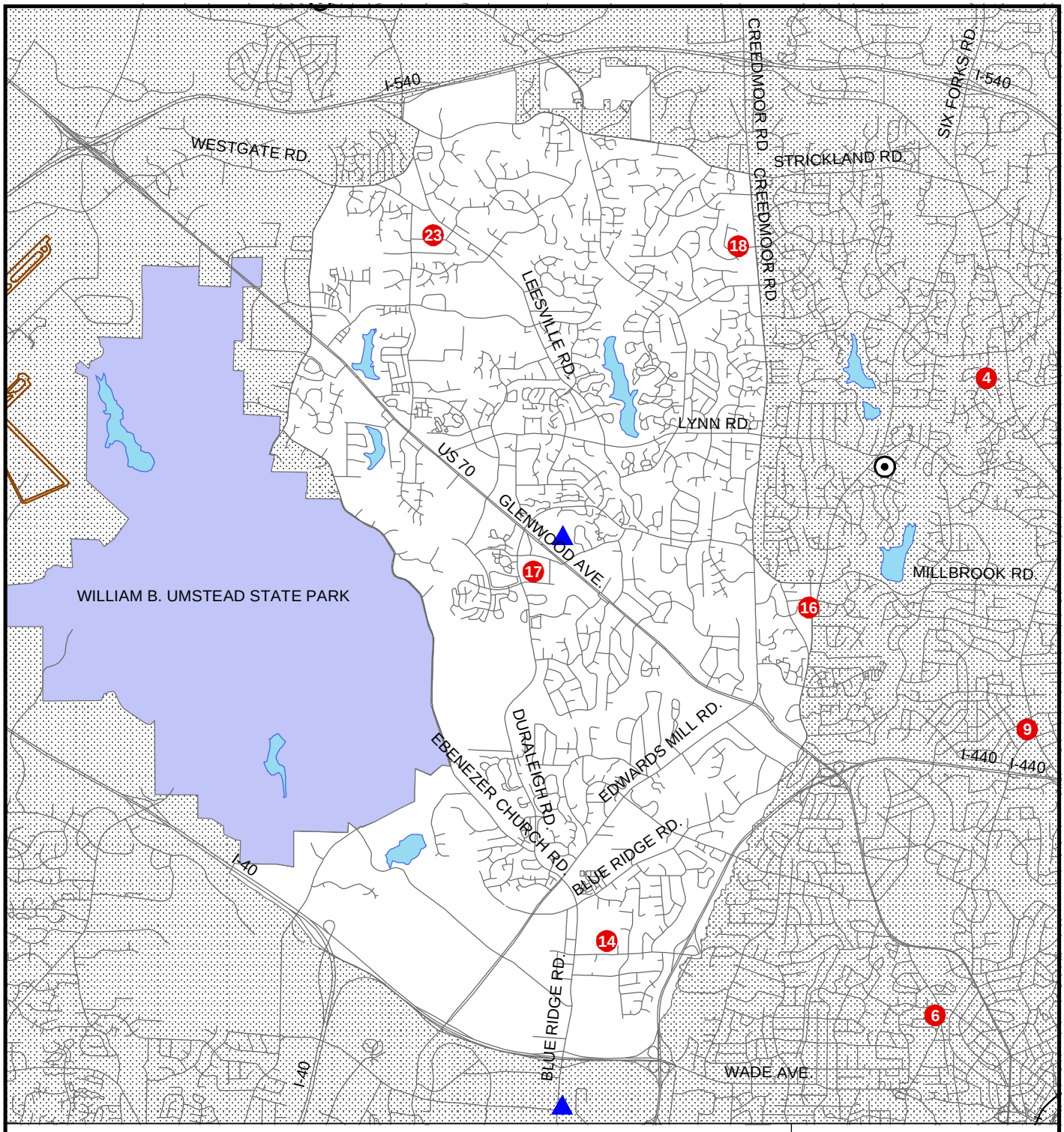


Greenway Corridors, Parks & Park Search Areas
Northwest District

- NEIGHBORHOOD PARKS
- COMMUNITY PARKS
- METRO PARKS
- NEIGHBORHOOD PARK SEARCH AREA
- COMMUNITY PARK SEARCH AREA
- DISTRICT
- GREENWAY CORRIDOR CONNECTORS
- GREENWAY CORRIDORS

0.6 0.3 0 0.6 Miles

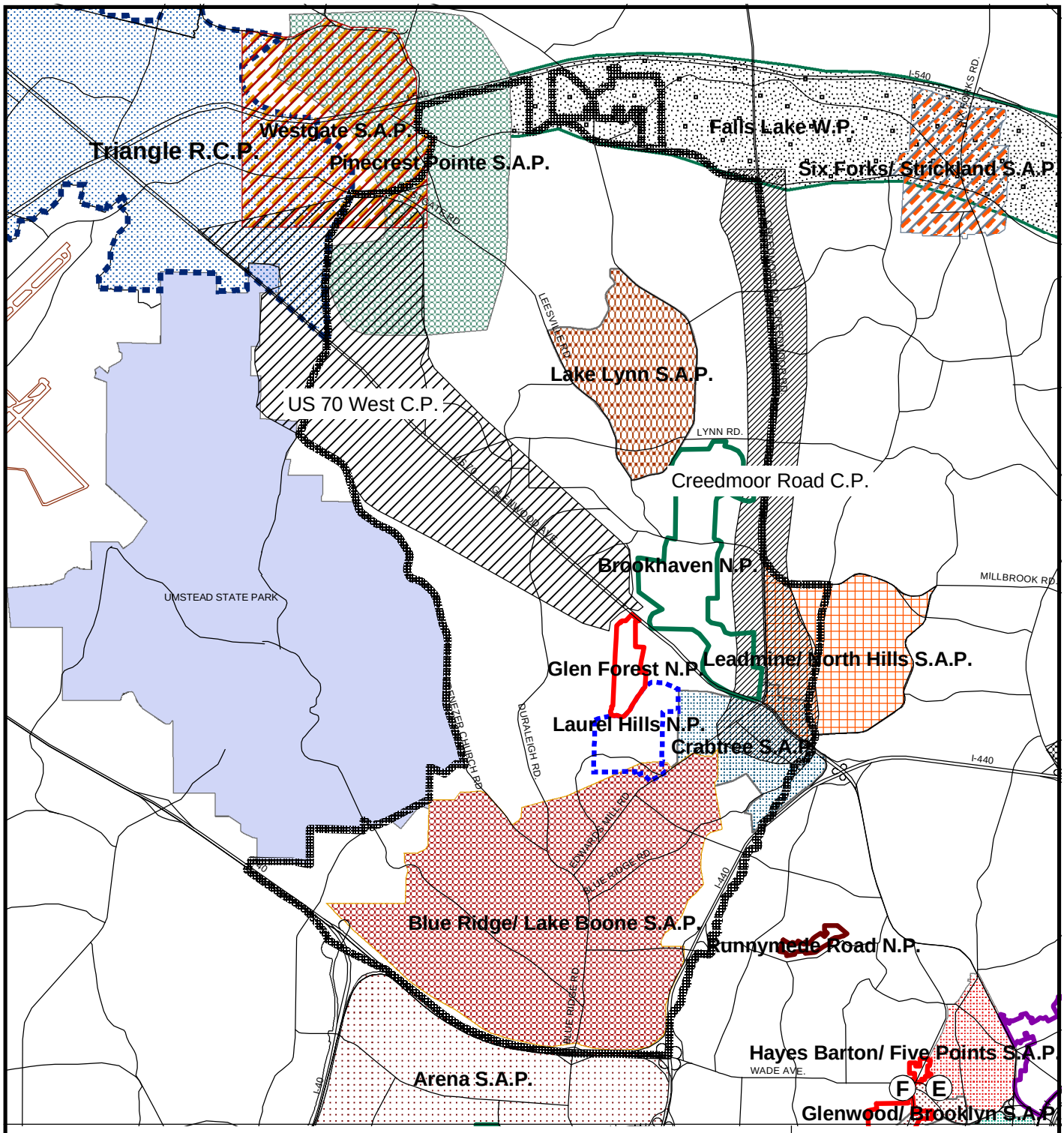

Airport
Ebenezer Church
Millbrook/Lynn
Crabtree
Strickland/Six Forks
North Hills
Cameron Village
UMSTEAD STATE PARK
DISTRICT BOUNDARY
I-540
DURANT RD
MILLBROOK RD
DURALEIGH RD
BLUE RIDGE RD
WADE AVE
FAIRGROUNDS
HILLSBOROUGH
Recommended Urban Form - Northwest District
NEIGHBORHOOD FOCUS
COMMUNITY FOCUS
CITY FOCUS
GATEWAY CORRIDOR
REGIONAL INTENSITY AREA
SPECIAL AREA
RURAL RESIDENTIAL
EMPLOYMENT AREA
REGIONAL CENTER
TRANSIT CORRIDOR
POLICY BOUNDARY LINE
PRIMARILY NONRESIDENTIAL THOROUGHFARES
PRIMARILY RESIDENTIAL THOROUGHFARES
RETAIL AREAS
RESIDENTIAL RETAIL
TODS
RESIDENTIAL (SUBURBAN)
0.5 0.25 0 0.5
Miles



Municipal Facilities - Northwest District

- PROPOSED FIRESTATIONS
- EXISTING FIRESTATIONS
- MUNICIPAL FACILITIES
- RALEIGH ETJ

0.6 0.3 0 0.6 Miles

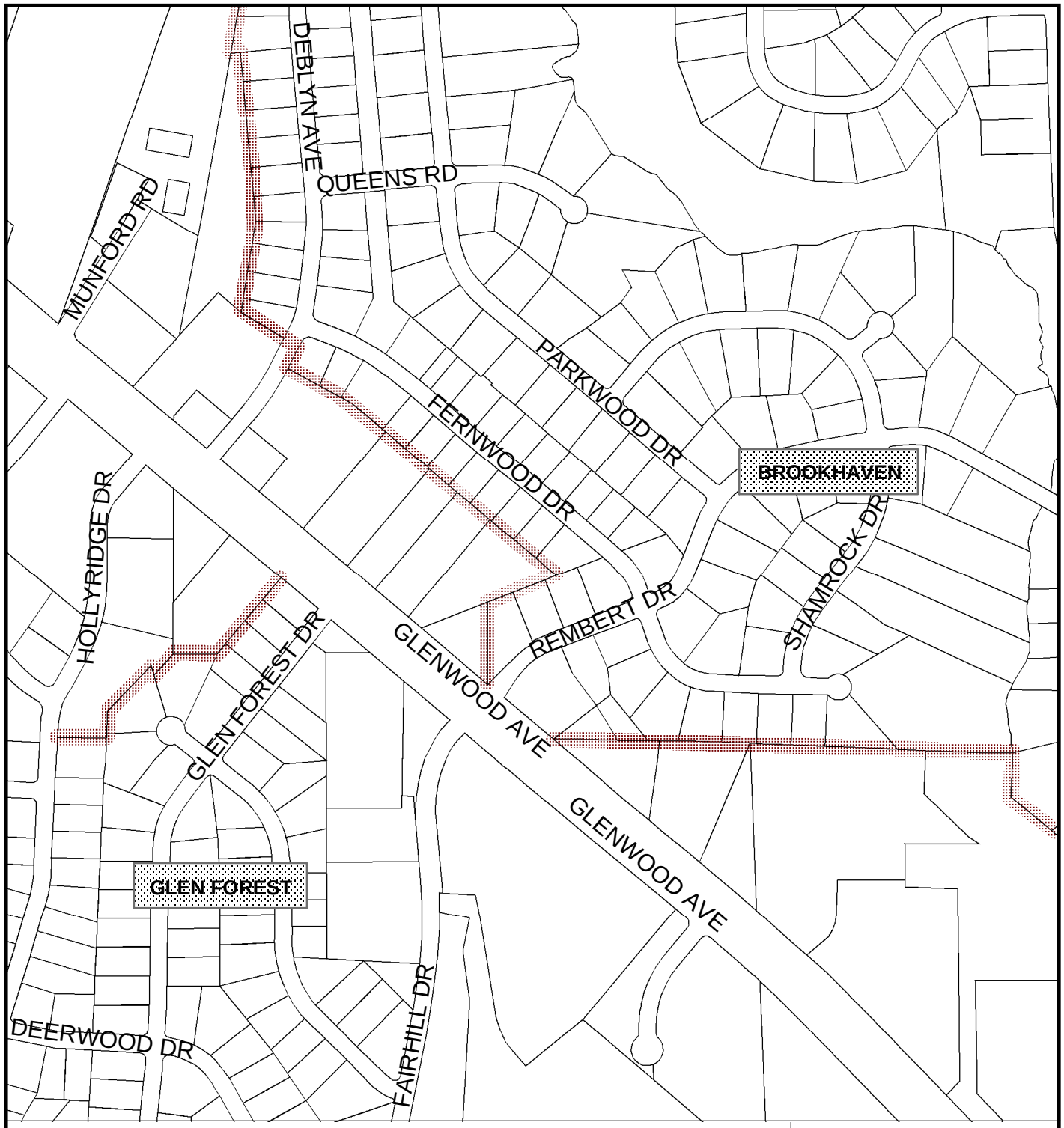


Key to Small Areas - Northwest District

S.A.P.	SMALL AREA PLAN	TEXTURE FILL
C.P.	CORRIDOR PLAN	ANGLE HATCH
N.P.	NEIGHBORHOOD PLAN	DASH OR SOLID OUTLINE
B.D.P.	BUSINESS DISTRICT PLAN	DOTTED OUTLINE
W.P.	WATERSHED PLAN	FILL + OUTLINE
R.C.P.	REGIONAL CENTER PLAN	FILL + OUTLINE
	DISTRICT BOUNDARY	

A. NORTH BOYLAN N.P.
B. GLENWOOD SOUTH S.A.P.
C. PEACE STREET B.D.P.
D. UNIVERSITY VILLAGE B.D.P.
E. OBERLIN S.A.P.
F. OBERLIN VILLAGE N.P.
G. BLOUNT/HALIFAX S.A.P.
H. OAKWOOD PARK N.P.
I. COLLEGE PARK/IDLEWILD N.P.
J. NEW BERN/EDENTON S.A.P.
K. SOUTH PARK N.P.
L. CARALEIGH N.P.

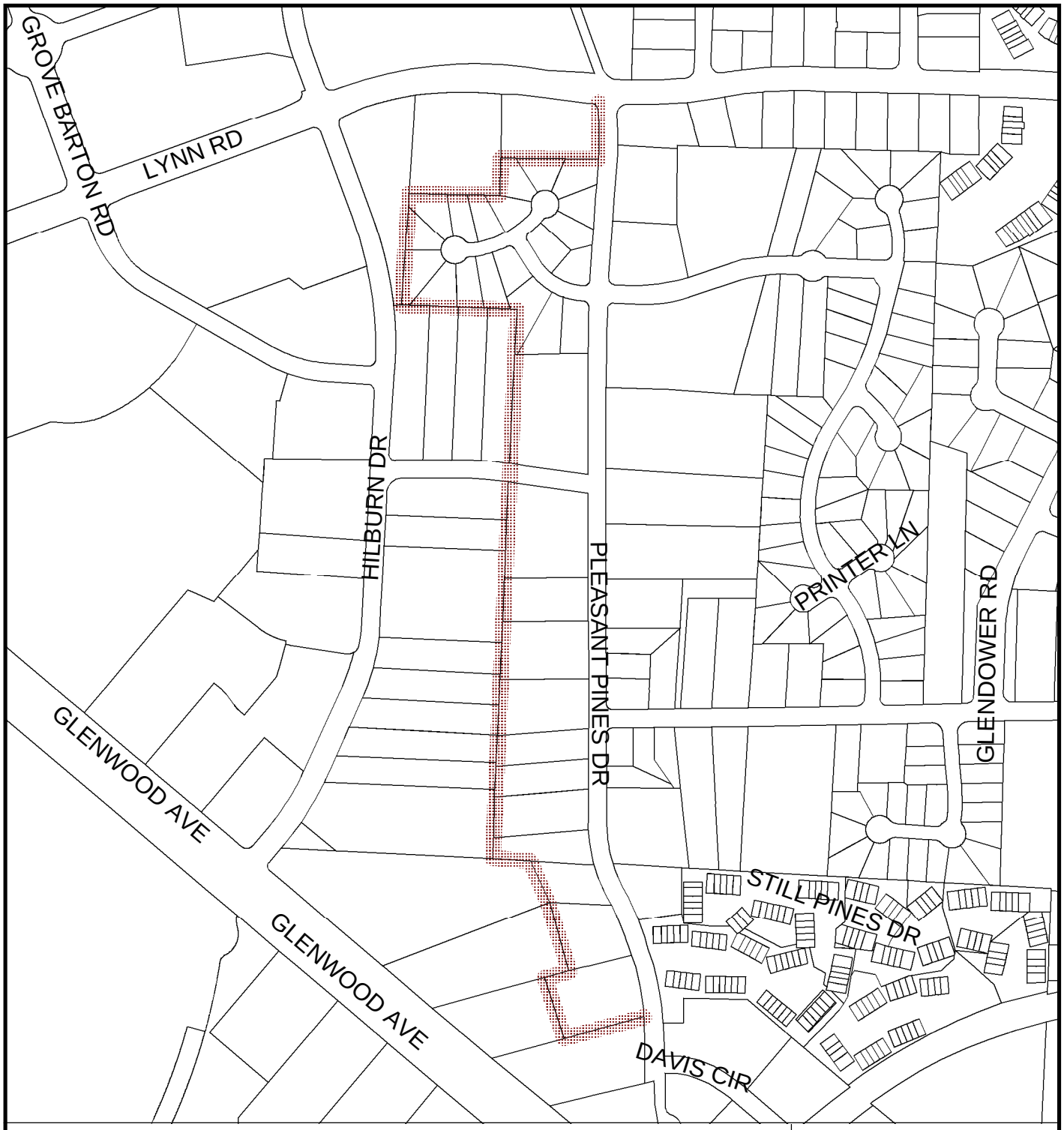
0.6 0.3 0 0.6 Miles



Millbrook/Lynn City Focus - Eastern Edge
Policy Boundary Line

POLICY BOUNDARY LINE

350 175 0 350
Fee



Pleasant Pines Drive Area
Policy Boundary Line

POLICY BOUNDARY LINE

300 150 0 300
Feet

PART 6 NORTH HILLS DISTRICT PLAN

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Population and Employment Projections

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Transportation
Water/Wastewater
Parks, Recreation and Greenways

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Specific Land Use Recommendations

SMALL AREA PLANS
See Section 2 Small Area Plans for Wake Forest Road Small Area Plan and Runnymede Road Neighborhood Plan.

MAPS

Background

Orientation

The North Hills District, which contains 7489 acres, lies north of downtown Raleigh and is bounded by Crabtree Creek, the southwest branch of Beaver Dam Creek and Wade Avenue on the south; the Beltline, House Creek and Leesville/Leadmine Roads on the West; Shelley and Millbrook Roads on the north; and the railroad on the east.

Population and Employment Projections

In 1991 this district had a population of 23,234 persons or 9 percent of Raleigh's total population. By 1998 the district had grwon to 25,626, making it the sixth most populous district. Between 1991 and 1998 population increased by 10.3 percent. In 1995 there were 25,430 jobs in this district; 4 percent highway retail, 9 percent retail, 13 percent industrial, 14 percent office, and 60 percent service.

Existing Land Use and Zoning

The predominant land use in the North Hills District is residential. Single family units occupy over 5500 acres, or 75 percent of the total land area, while multifamily units comprise just over 3 percent of the area. The second largest land use is vacant land, with 8 percent or 577 acres. Service related uses occupy nearly 400 acres or 5 percent of the land area. Office and government uses account for nearly 285 acres or 4 percent of the district. Recreation, parks and other uses are each less than 2 percent of the total. Residential zoning categories are applied to 5451.24 acres of land in the North Hills District, or 73 percent of the total. Retail/commercial zoning is in place on 264 acres, office and institutional zoning on 813 acres. Industrial zoning, including the Thoroughfare District, accounts for 613 acres. Overlay zones also have been applied in this district.

Systems Plans

Transportation
The North Hills District thoroughfare plan calls for a parallel roadway for U.S. 70/Glenwood Avenue adjacent to Crabtree Valley Mall and the Beltline interchange. This improvement to U. S. 70, a primary arterial, is known as the Crabtree Valley flyover. The flyover should not be built at the expense of the residential neighborhoods and not primarily for the purpose of expansion within Crabtree Valley Mall and the surrounding area. Access control along this facility should protect adjoining, stable neighborhoods. Crabtree Valley Mall and other developments in the area should contribute significantly to the cost of whatever solution is implemented. Any plan to improve the road system should also encourage better use of the public transportation system. A new mass transit hub along with appropriate facilities should be considered in this area to better serve the needs of the entire city. Express transit routes with only a few stops along the major thoroughfares are appropriate in this district. Also, a supplementary feeder system to the regular routes should be developed on a trial basis.

Water/Wastewater
Renovation or paralleling of existing sewer lines may be necessary in the district. The anticipated needs of the water distribution system have been addressed. Continual monitoring is in effect to identify system deficiencies as they arise.

Parks
There is one search area for a community-level park. One of the needed community centers will in all likelihood be located in the proposed community park, the second may be part of redevelopment of parks in the area. There is a need for increased joint activities and uses of the school properties. For more information, see the Parks, Recreation and Greenways Plan, Chapter 4 of the Comprehensive Plan.

Urban Form and Land Use

Commercial and office uses are concentrated in two city focus areas (North Hills and Crabtree Valley), a community focus at Falls of Neuse and Old Wake Forest Roads, and neighborhood focus areas at Quail Corners, Colony, Ridgewood and Glenwood Village Shopping Centers. Additional nonresidential uses should be located in the employment areas as detailed in the small area plans and in the primarily nonresidential corridor transitions along portions of Glenwood Avenue, Six Forks Road, Wake Forest Road, Falls of Neuse Road and Atlantic Avenue. These nonresidential areas are defined by policy boundary lines. Higher density residential developments are preferred in many large tract infill situations in order to provide additional affordable housing. Infill and redevelopment should fit into the surrounding community. Height, unity, traffic volume and access should be considered in conjunction with low/medium density residential or low intensity office and institution uses. These standards and uses should be applied to four school sites (St. Timothy's, Green, Carroll and Hale), if they redevelop. Where no such guidelines exist, all of these concerns should be addressed with special care.

Specific Land Use Recommendations

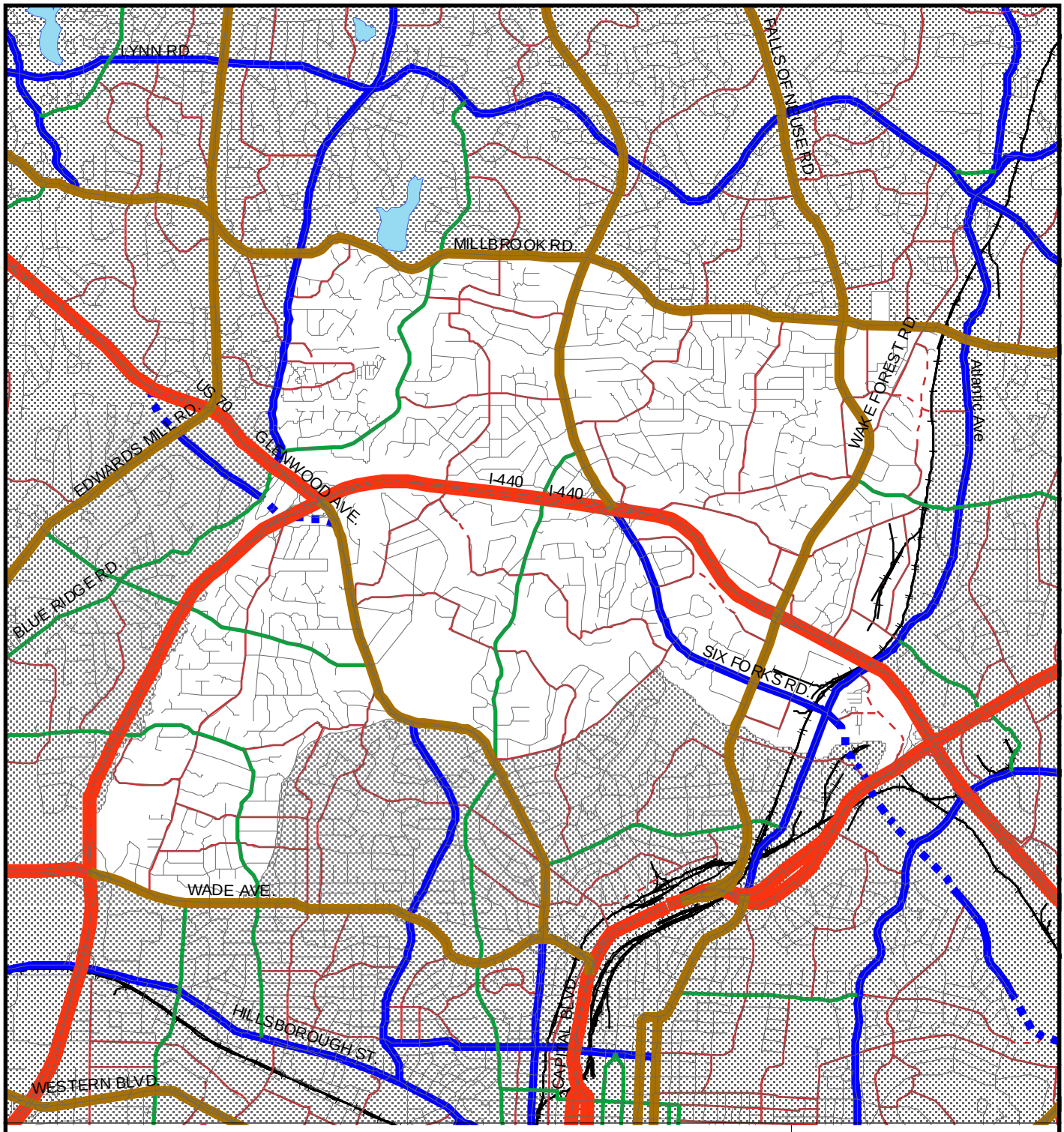
•Site A-1, parcels at the northeast quadrant of the Beltline and Wade Avenue, near and along Phyllis Street and Marylin Drive. This area is between Ridgewood Shopping Center and the Meredith College property, a large tract in the northeast quadrant of the Beltline interchange with Wade Avenue. The Phyllis Street/Marylin Drive neighborhood has the potential for increased development pressure if the Meredith College property develops into a greater intensity land use.
•Site A-2, Anderson Drive at Crabtree Creek. Low density residential or low intensity office.
•Site A-3, property between Nottingham Dr. and beginning at the back of the parcels along Dixie Trail and Devonshire Dr.. Mixed low and medium density residential.
•Site A-4, large lots between the Beltline, Ridge Rd., Horton St. and the Ridge Rd., Horton St. and the Meredith College land. Also, lots in the area of Catalano Drive. Low density residential, under development.
•Site A-5, large parcels between Coley Forest Dr., Lake Boone Trail and Runnymede Dr.: Low density residential, possible residential street connection required.
•Site A-6, parcels between Sandia Drive and the Beltline. Greenway and low density residential.
•Site A-7, parcels at and between North Ridge Road and the Beltline. Transitional land uses wrapped with low density residential on the sides which face other residential areas.
•Site A-8, large parcels adjacent to Hymettus Woods Park, Low density residential.
•Site A-9, vacant parcels within the Koger Center. Primarily nonresidential corridor transition uses similar to existing development.
•Site A-10, between the Beltline and House Creek at Crabtree Valley Mall. High density residential and office and institutional, some development completed.
•Site A-11, vacant land between Beckanna Apartments and UCB Plaza. Primarily nonresidential corridor transition uses with consideration for the impact on the residential area behind this property.
•Site A-12, property behind Texas Gulf and the Masonic Grand Lodge. Low Density Residential.
•Site A-13, parcels on the west side of Glenwood Avenue between Lake Boone Trail and Glen Eden Drive. Primarily nonresidential corridor transition uses on the parcels facing Glenwood and low density residential on those facing Lake Boone Trail and Edenburgh.
•Site A-14, large parcels on Toxey Drive. Low density residential, part downzoned to R-2.
•Site A-15, vacant parcels along Crabtree Creek, several locations. Low density residential and greenway.
•Site A-16, Beltline and Lassiter Mill Road. Low density residential.
•Site A-17, between Lake Boone Trail and Glenwood Village Offices. Low density residential

•Site B-1, former Lakemont Lake property. Developing low density residential.
•Site B-2, large parcel between Millbrook Road, Auburn Road, Purdue Street and Dantree Place. Developed low density residential.
•Site B-3, vacant parcels at the corner of Lassiter Mill Road and Six Forks Road. High density residential or high intensity office and institutional.
•Site B-4, corner of Six Forks Road and Crestview Drive. Developing low density residential or low intensity office and institution.
•Site B-5, between North Hills Service Center and the residential area along Rowan and Pamlico Streets. Buffer to remain, access from service center to be accommodated. The residential uses and provided plantings adjacent to the low residential uses (along Rowan and Pamlico Streets) provide an appropriate transitional land use from low density residential to commercial uses.
•Site B-6, vacant parcels on south side of Millbrook Road. at North Hills Drive. Low density residential.
•Site B-7, School Board land behind Brooks Elementary School. Low density residential, if not used for school purposes.

•Site B-8, vacant parcel north of Raintree Court, east of North Hills Drive and west of Coronado Drive. Low density residential or greenway.
•Site B-9, vacant parcel between Thayer Drive and Lead Mine Creek. Low density residential or open space.
•Site B-10, large acreage between Leadmine Road., French Drive., Lead Mine Creek and Woodbury Subdivision. Medium density residential clustered in the interior, surrounded by low density residential.
•Site B-11, vacant parcel north of French Drive. on the east side of Leadmine Rd.. Low density residential.
•Site B-12, large parcel in the southeast corner of Millbrook and Leadmine Roads. Low density residential, if redeveloped.

Potential Small Area Plans
A neighborhood plan is appropriate for the existing single-family houses at the east end of Hardimont Road, many of which are zoned R-10. Another possible candidate for neighborhood planning is a residential area located between Lewis Farm Road, Dixie Trail, Ridge Road and Lake Boone Trail, including parcels on the north side of Lake Boone Trail. The area of Hardimont Road that contains 31 single family houses zoned R-10 may also be able to make use of neighborhood planning.

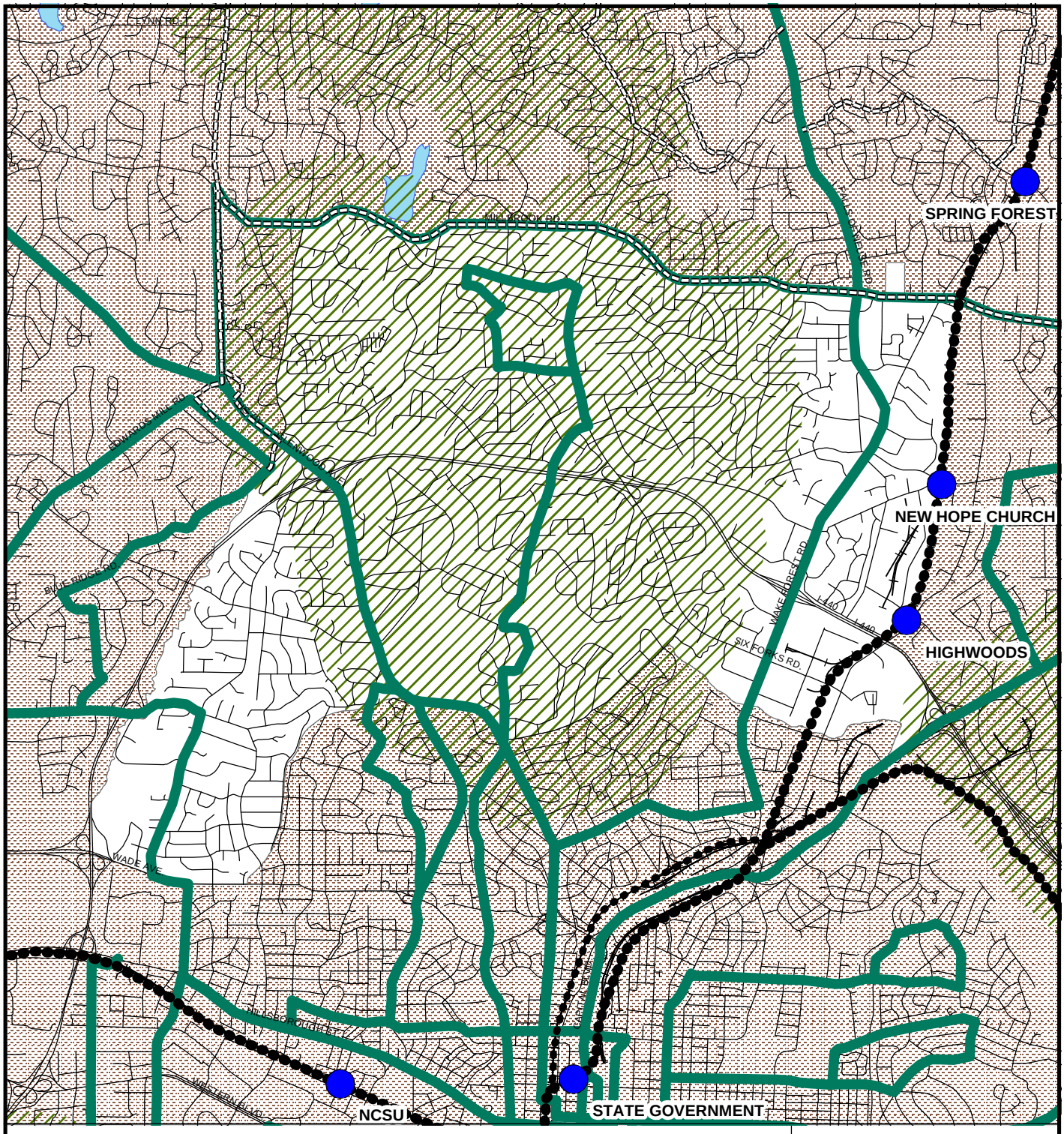
SMALL AREA PLANS
See Section 2 Small Area Plans for Wake Forest Road Small Area Plan and Runnymede Road Neighborhood Plan.



Arterials, Thoroughfares & Collectors - North Hills District

- PRIMARY ARTERIALS
- SECONDARY ARTERIALS
- MAJOR THOROUGHFARES
- MINOR THOROUGHFARES
- COLLECTORS
- PROPOSED ROADS
- DISTRICT

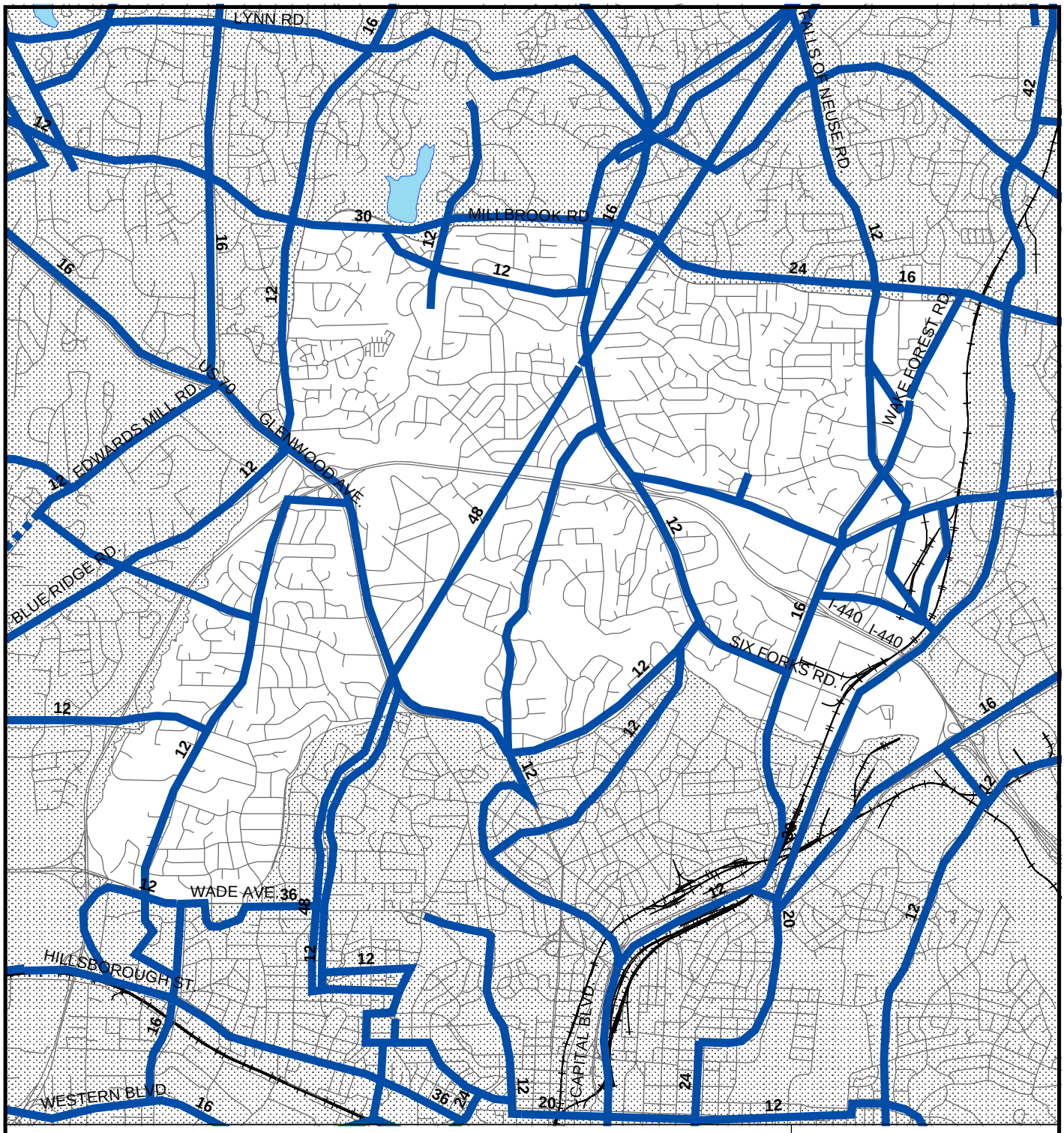
0.5 0.25 0 0.5 Miles



Public Transit, Railroads & Airports - North Hills District

- CAT ROUTES
- DEMAND RESPONSIVE ZONES
- CAT CONNECTOR FIXED ROUTE FEEDER
- WAKE COUNTY RAILROADS
- ROUTE DEVIATION FEEDER
- REGIONAL RAIL TRANSIT
- ALTERNATE REGIONAL RAIL TRANSIT
- TRANSIT STOPS
- INTERMODAL TRANSPORTATION CENTER
- DISTRICT BOUNDARY

0.4 0.2 0 0.4 Miles



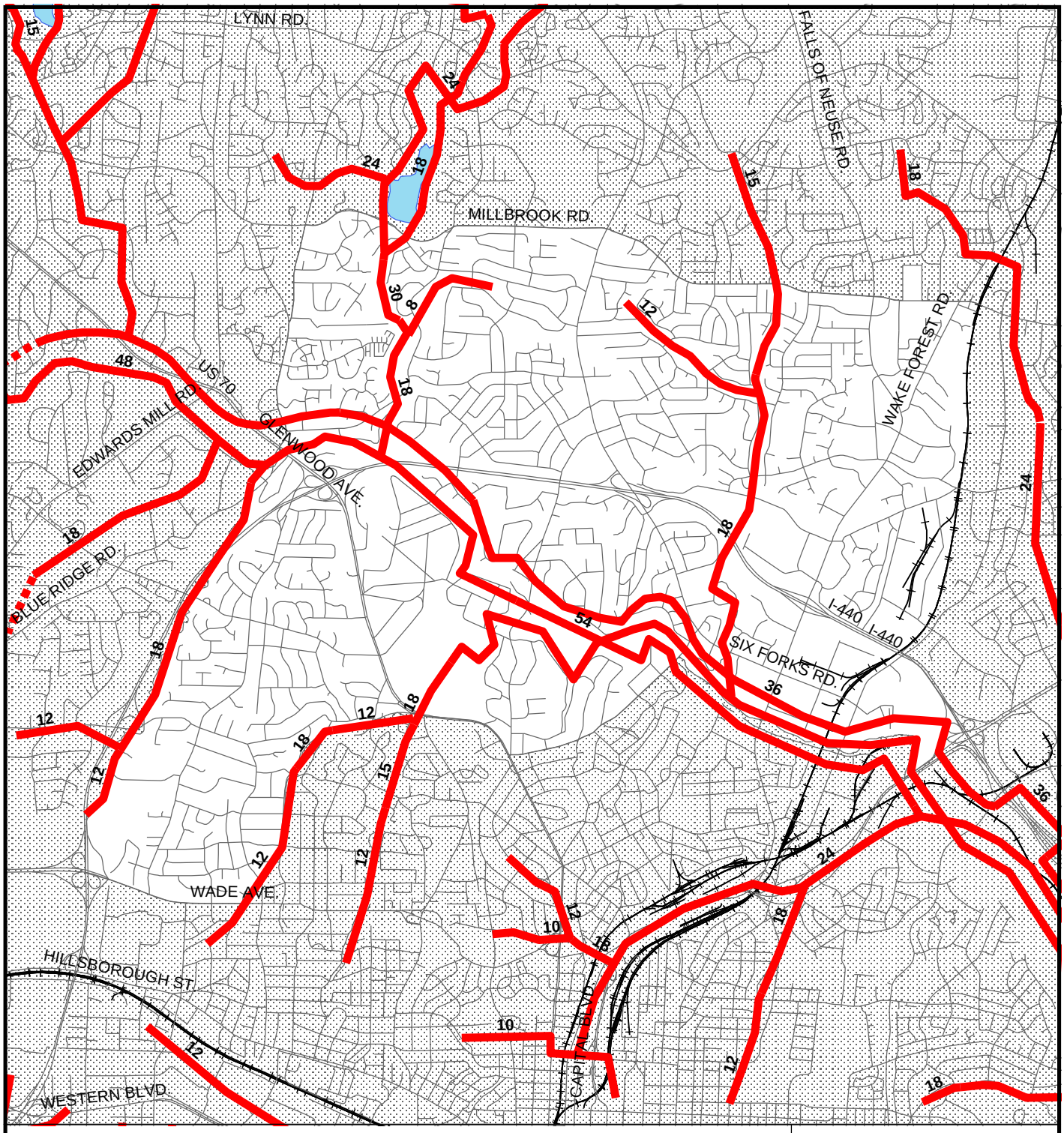
Water System - North Hills District

PROPOSED WATERLINES

EXISTING WATERLINES

DISTRICT

0.4 0.2 0 0.4 Miles



Wastewater System - North Hills District

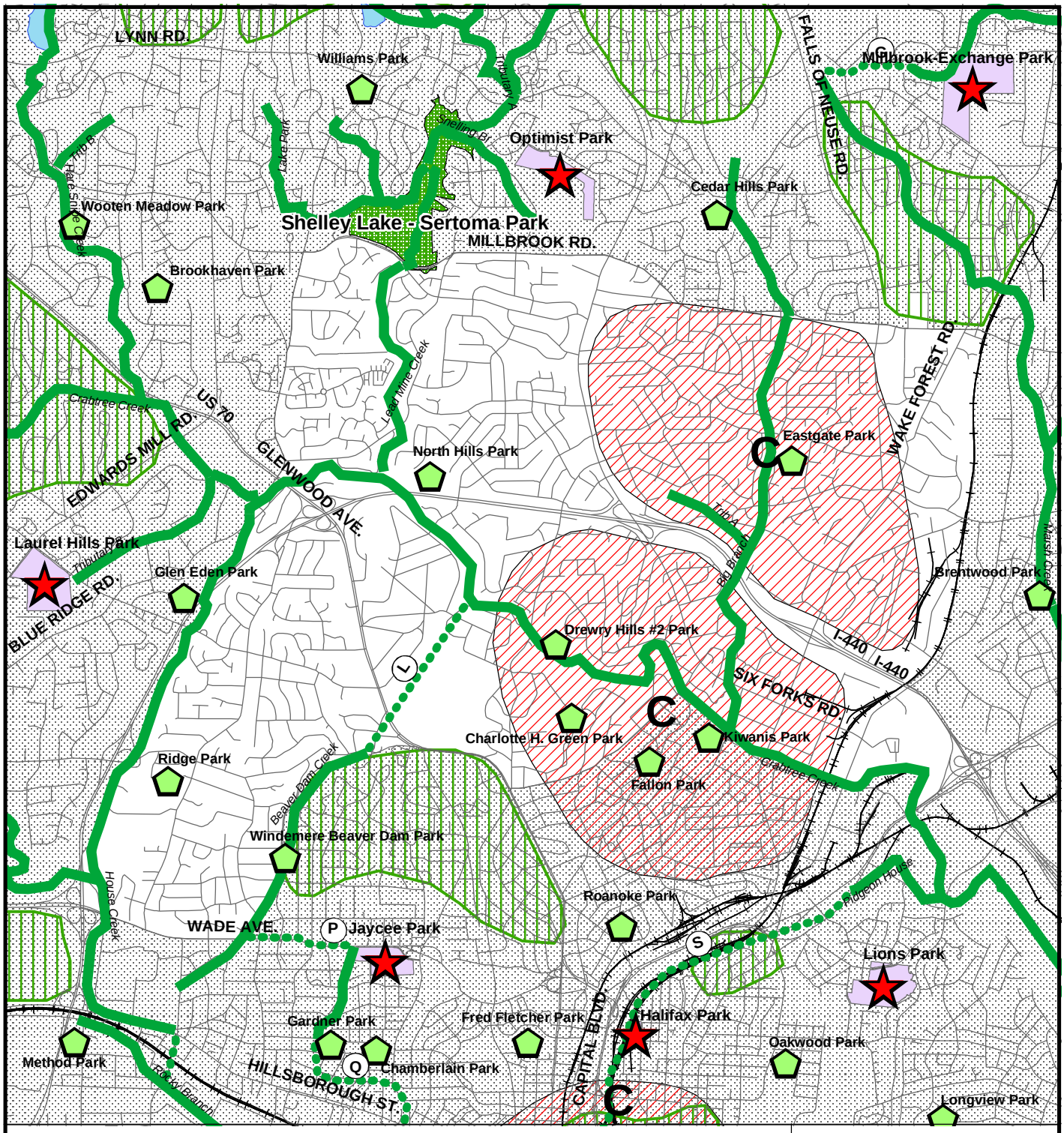
PROPOSED WASTEWATERLINES

EXISTING WASTEWATERLINES

PUMP STATIONS

DISTRICT

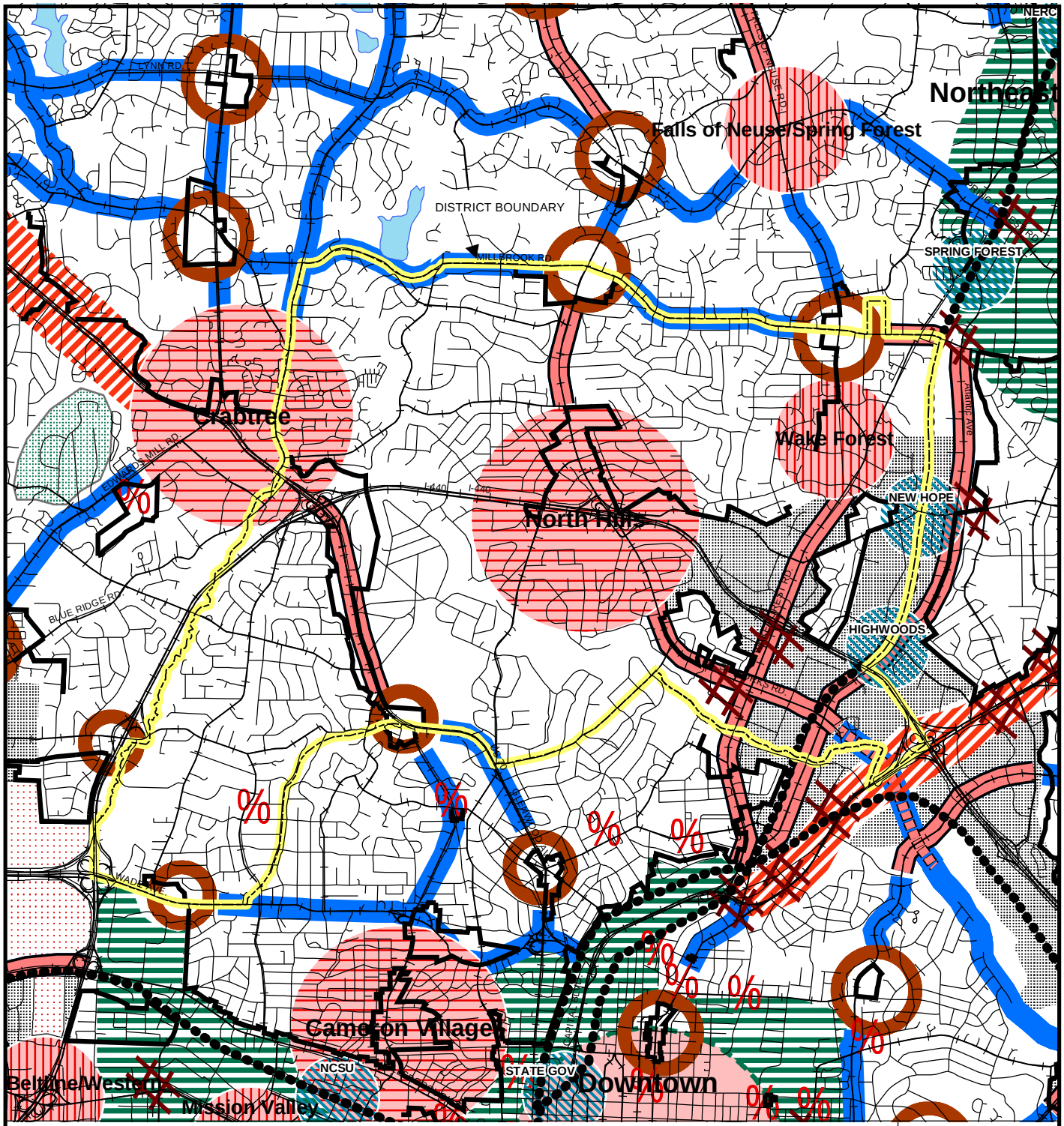
0.4 0.2 0 0.4 Miles

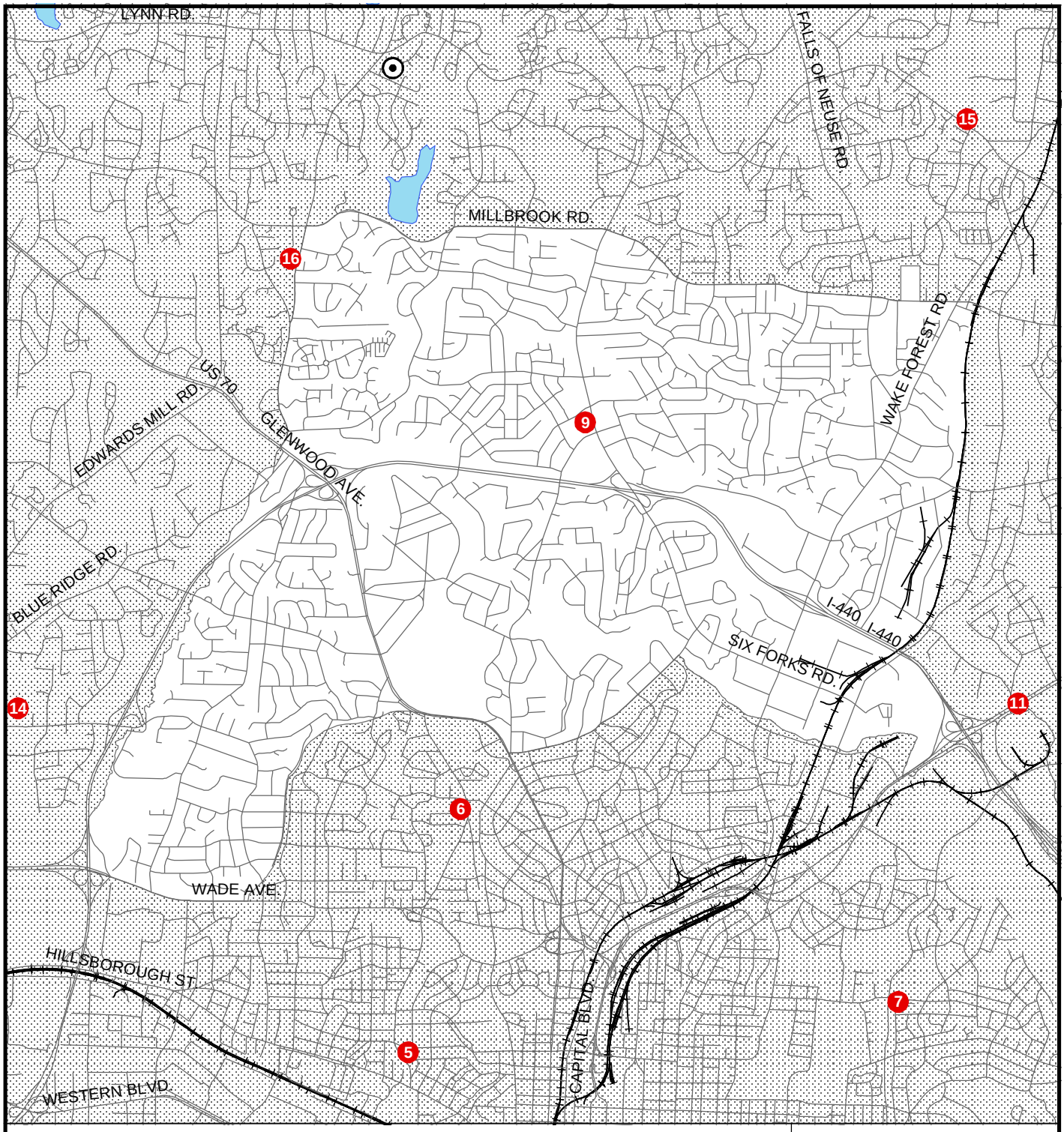


Greenway Corridors, Parks & Park Search Areas
North Hills District

NEIGHBORHOOD PARKS
COMMUNITY PARKS
METRO PARKS
NEIGHBORHOOD PARK SEARCH AREA
COMMUNITY PARK SEARCH AREA
DISTRICT
GREENWAY CORRIDOR CONNECTORS
GREENWAY CORRIDORS

0.4 0.2 0 0.4 Miles


Northeast
Falls of Neuse/Spring Forest
DISTRICT BOUNDARY
MILLBROOK RD.
SPRING FOREST
Crabtree
Wake Forest
NEW HOPE
North Hills
HIGHWOODS
Cameron Village
NCSU
STATE GOV
Downtown
Beltline/Western
Mission Valley
LYNN RD.
BLUE RIDGE RD.
WADE AVE.
I-440
Recommended Urban Form - North Hills District
NEIGHBORHOOD FOCUS
COMMUNITY FOCUS
CITY FOCUS
GATEWAY CORRIDOR
REGIONAL INTENSITY AREA
SPECIAL AREA
RURAL RESIDENTIAL
EMPLOYMENT AREA
REGIONAL CENTER
TRANSIT CORRIDOR
POLICY BOUNDARY LINE
PRIMARILY NONRESIDENTIAL THOROUGHFARES
PRIMARILY RESIDENTIAL THOROUGHFARES
RETAIL AREAS
RESIDENTIAL RETAIL
TODS
RESIDENTIAL (SUBURBAN)
0.3 0.15 0 0.3
Miles



Municipal Facilities - North Hills District

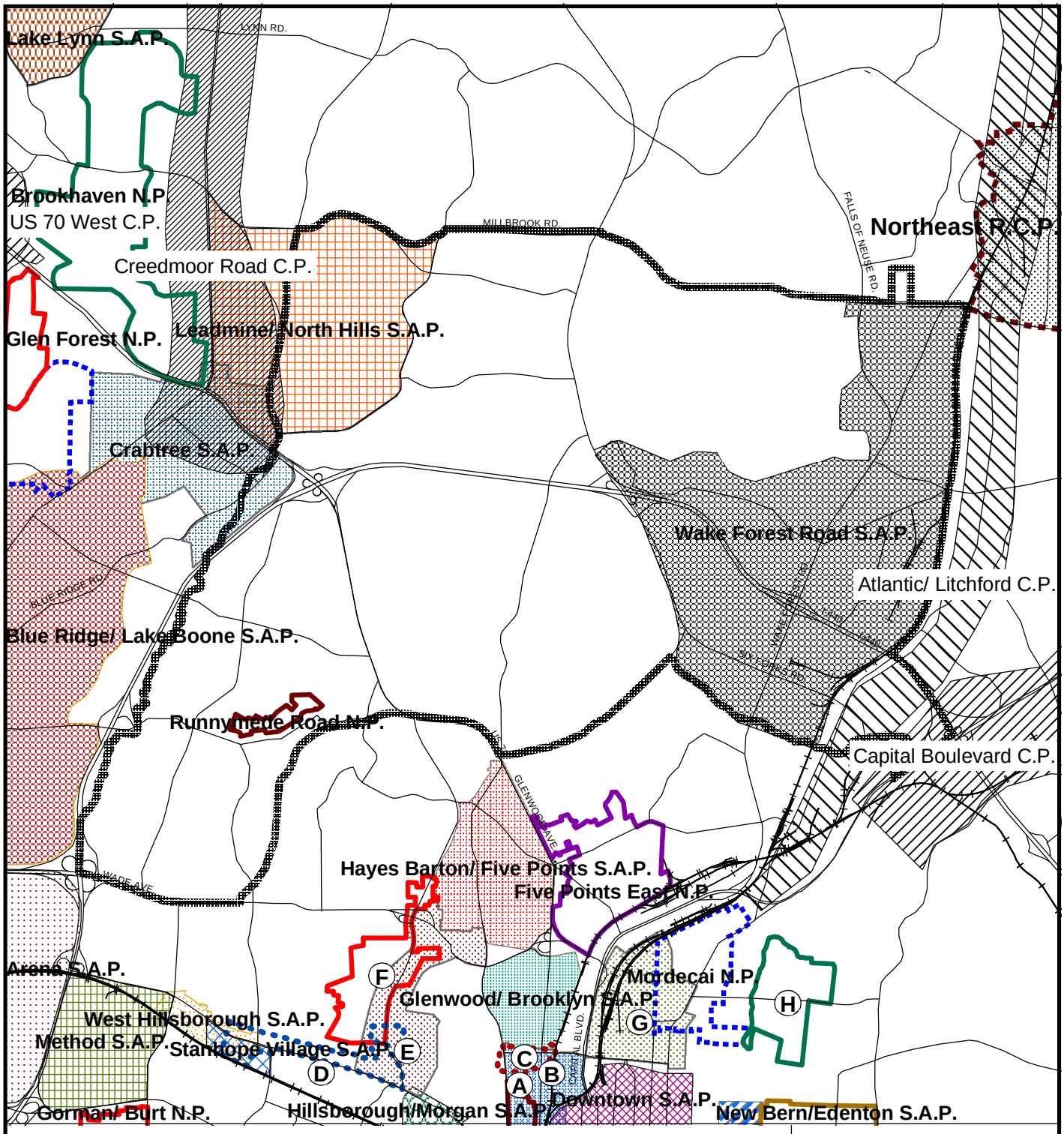
PROPOSED FIRESTATIONS

EXISTING FIRESTATIONS

MUNICIPAL FACILITIES

RALEIGH ETJ

0.4 0.2 0 0.4 Miles



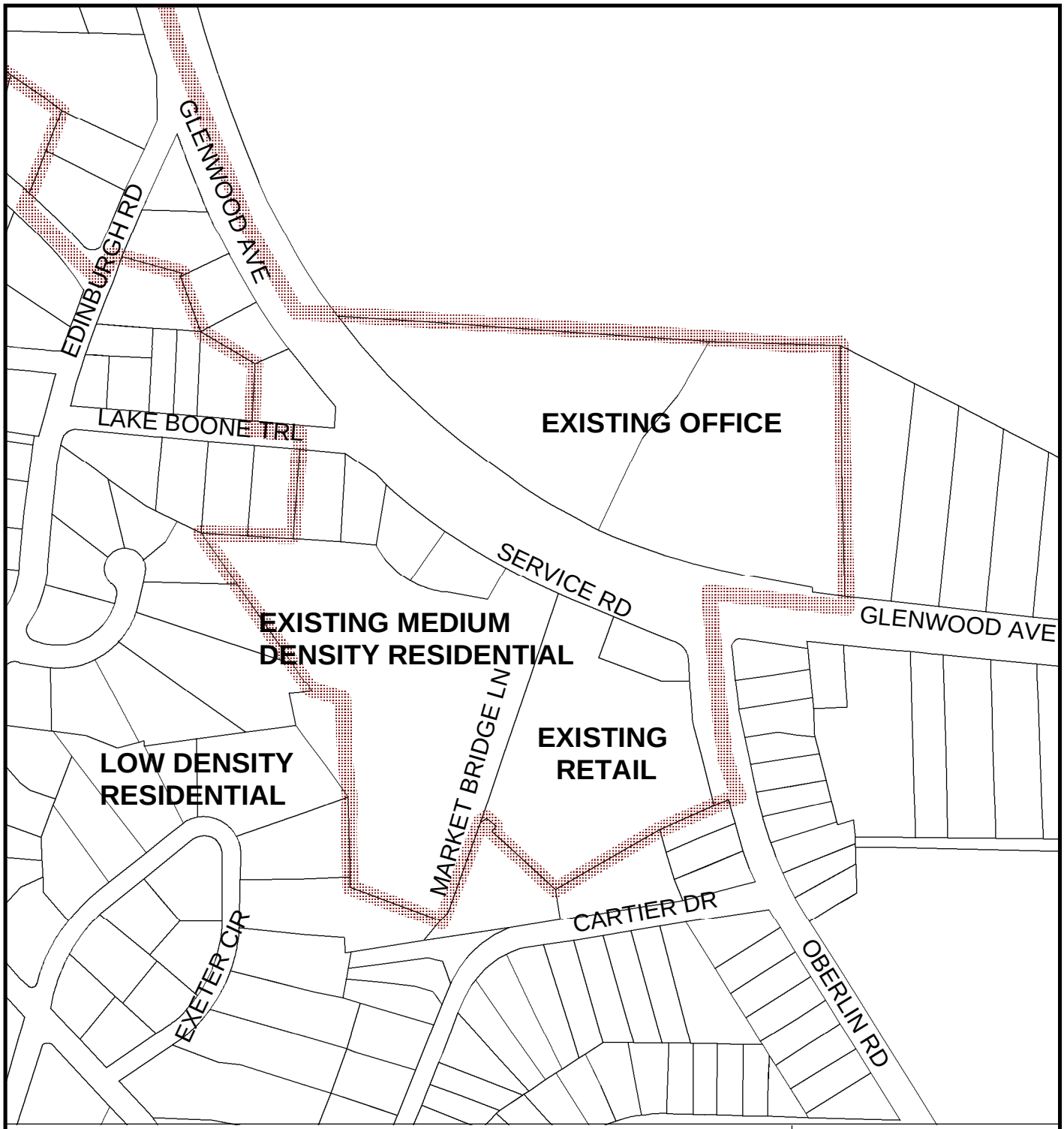
Key to Small Areas - North Hills District

S.A.P.	SMALL AREA PLAN	TEXTURE FILL
C.P.	CORRIDOR PLAN	ANGLE HATCH
N.P.	NEIGHBORHOOD PLAN	DASH OR SOLID OUTLINE
B.D.P.	BUSINESS DISTRICT PLAN	DOTTED OUTLINE
W.P.	WATERSHED PLAN	FILL + OUTLINE
R.C.P.	REGIONAL CENTER PLAN	FILL + OUTLINE

DISTRICT BOUNDARY

A. NORTH BOYLAN N.P.
B. GLENWOOD SOUTH S.A.P.
C. PEACE STREET B.D.P.
D. UNIVERSITY VILLAGE B.D.P.
E. OBERLIN S.A.P.
F. OBERLIN VILLAGE N.P.
G. BLOUNT/HALIFAX S.A.P.
H. OAKWOOD PARK N.P.
I. COLLEGE PARK/IDLEWILD N.P.
J. NEW BERN/EDENTON S.A.P.
K. SOUTH PARK N.P.
L. CARALEIGH N.P.

0.4 0.2 0 0.4 Miles



Glenwood Avenue/Lake Boone Trail
Policy Boundary Line

POLICY BOUNDARY LINE

180 90 0 180
Feet

PART 7 SOUTHEAST DISTRICT PLAN

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Urban Form Elements
Planning for Urbanization beyond the Southeast Raleigh Jurisdiction
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Special Areas
Visual Resources and Appearance
Streetscape Improvements

SMALL AREA PLANS
See Section 2 Small Area Plans for the Rock Quarry Road Corridor Plan, the Martin Luther King Jr. Boulevard Corridor Plan, the US 64 East Corridor Plan, the Cross Link Small Area Plan and the South Park Neighborhood Plan.

Background

Orientation
The 11,540.4 acres or over 18 square miles that comprise the Southeast District lie mostly outside the Beltline, south and east of Downtown. The Southeast District is bounded by the Neuse River on the east; the City's Extraterritorial Jurisdiction, or ETJ, on the south; Old Garner Road on the west; portions of Bragg Street, Cumberland Street, Exum Drive, Rock Quarry Road, Gatling Branch Creek, Poole Road, and Sunnybrook Road on the northwest; and US 64 East on the north.

Wake County has designated two Urban Service Areas (USA) for areas extending east of the Southeast Planning District, which would eventually fall under the City's jurisdiction. The first area, the Short Range USA extends east of the current ETJ and is generally bounded by Poole Road to the north and is just beyond Auburn-Knightdale Road and the future I-540 Beltline. This USA is generally intended for future utility extension in the next ten years. In the Long Range USA, utilities will be extended beyond a ten year time frame. It extends from the edge of the Short Range USA east until the Wake-Johnston County line, and is bounded by Poole Road to the north, Smithfield Road and the Wake-Johnston County line to the east, and Old Baucom Road and Rock Quarry Road to the south.

Land Use and Zoning
The two predominant types of land use in the Southeast District are vacant land and single family residential. The district is substantially underdeveloped: 5,919 acres, or 49 percent of the land, is

vacant. The Southeast District has the greatest percentage of vacant land of all the districts. Single family and multifamily housing account for 2,708 acres or 24 percent of the land. Manufacturing and industrial uses together occupy 2,005 acres or 17 percent of the district. Service-related uses account for almost 10 percent or 1,156 acres. Office and other uses are each less than 4 percent of the total. Residential zoning is applied to about 72 percent, or 8,340 acres of land in the Southeast District. Industrial zoning, including the Thoroughfare District, covers about 20 percent of the land, or 2,339 acres. Both office and retail zoning occupy about 4 percent of the land.

District Issues
Residents in the Southeast Raleigh District have determined the need to improve the quality of life for Southeast Raleigh residents and the need to stimulate economic development within the Raleigh ETJ as essential in planning for the future. In addition to fostering a business friendly environment where employment producing companies could locate, residents also desire new opportunities for market-rate housing, employment and job training facilities.

In an effort to adhere to "smart growth" principles, this plan concentrates on encouraging growth in already developed and developing areas in the planning district. The relatively large amount of vacant land within the existing ETJ in proximity to existing parks, schools, and retail and institutional services represents an unrealized opportunity. The community expressed interest in encouraging new development within the existing ETJ to facilitate the efficient use of existing infrastructure. Extension of utilities into the rural fringe areas should be of low priority.

For areas within the Southeast Urban Service Area, the community expressed interests in preserving the rural character and open space that characterize the area as well as allowing appropriate future development. The need for recreational access to the Neuse River was also discussed along with opportunities for further exploration through a joint effort between the City Parks and Recreation Department, the County, the State and other stakeholders.

Throughout the Comprehensive Plan update, the community has sited additional transportation and transit issues that should be addressed by the City. Citizens responded that the following roads need to be widened and/or upgraded: Poole Road, Rock Quarry Road, Sunnybrook Rd., Garner Road, Barwell, and Rogers Lane. Improvements to all three roads are part of the district plan. Residents also sited several pedestrian facilities and improvements that are needed in the Southeast Planning District.

An additional concern of residents is the desire to enhance the appearance of businesses, housing, and roadways throughout the district. Streetscape improvements and code enforcement are two methods which the City should utilize to accomplish this goal.

Population and Employment Projections
In July 2002, the Southeast District population totaled 28,221 persons, a growth of nearly 66 percent from its 1991 population of 16,974 persons. This is equal to approximately 9.1 percent of the total Raleigh jurisdiction population, making the district the 6th most populated.

In 1995 there were 4,995 jobs in the Southeast District; 3 percent highway retail, 9 percent retail, 25 percent office, 31 percent industrial and 32 percent service.

Systems Plans

Transportation
Transportation improvements for the Southeast District include: continuation of the Northern Wake Expressway south of U. S. 64 (Eastern Wake Expressway) and relocation of U.S. 64 East as a limited access bypass south of the existing roadway. Sanderford/Creech Road will be extended

southeasterly to the I-40 /Jones Sausage Road interchange and southerly towards Garner. Sunnybrook Road will be extended to link with Tryon Road at Garner Road, and Barwell Road extended to the south. Southall Road/Rogers Lane will be completed from U. S. 64 East to New Hope Road on the south. New Hope Road and Jones Sausage Road will be realigned at Rock Quarry Road.

With the Southeast Planning District study area extending into the Urban Service Area, transportation classifications for collector streets and thoroughfares are extended and further refined throughout the USA to serve the rural development patterns reflected in this plan. Increases in development densities beyond those envisioned will require a reevaluation of the road network to increase capacities. The District Transportation map reflects these modifications. To provide land use guidelines for properties along Poole Road, Rock Quarry Road and Battle Bridge Road within the USA, each of these roads are designated Residential Corridors (Type B Thoroughfares) to extend the existing designations from the ETJ through the USA.

The 2002-03 through 2011-2012 Capital Improvement Program (subject to change each year) includes the following roadway improvements: the widening of Poole Road to Barwell Road; widening and realigning of Jones Sausage Road and New Hope Road at Rock Quarry Road; widening Sunnybrook Road between Poole Road and New Bern Avenue; and widening and installing streetscape improvements along Garner Road.

The Department of Transportation is currently developing a plan to install sidewalks where segments are missing between existing sidewalks along Martin Luther King, Jr. Boulevard. Additional sidewalk improvements will be made as development is built along Rogers Lane and other roads throughout the district.

Transportation Action Items

- Coordinate with residents and property owners to determine the most appropriate route for extending Sanderford/Creech Road southeasterly to the I-40 /Jones Sausage Road interchange and southerly towards Garner.
- Complete sidewalk study and identify funding to construct missing sidewalk segments along Martin Luther King, Jr. Boulevard.
- Address sidewalk improvements along Rock Quarry Road through the City's sidewalk program.
- Send thoroughfare revisions to CAMPO for consideration.

Transit

The 5-Year Transit Plan adopted in 1998 established the current level of service in the Southeast District. Bus services should continue to be enhanced to serve the Southeast Raleigh population. Coordination between Wake County's extended services and the City of Raleigh's Capital Area Transit should be continued and improved. In addition, citizens have stated that services should be studied for extension along Poole Road, U.S. 64 East, and extended to Knightdale. The 5-Year Transit Plan is currently studying transit service enhancements along Poole Road to Barwell Road and New Bern Avenue to Rogers Lane. In addition, the Transit Division continues to work with Wake County Coordinated Transportation to improve service with CAT routes #15 (Wake Medical) and #18 (Worthdale).

A potential regional rail transit corridor connects Knightdale to downtown Raleigh and to Garner through the district. Transit oriented development should be pursued along rail corridors and at rail station stops. Specifically, transit stops should be further studied at Rogers Lane, New Hope Road and Wake Medical Center to the east, and Hoke Street, Rush Street and Tryon Road to the southeast. Each of these potential rail station stops are well spaced and within or adjacent to employment areas, higher density residential areas or in locations with supportive land use guidelines for future rail.

A transit station at Rogers Lane would support the approved Master Plan at the site, which reserves land for a rail stop, and the Poole/New Hope employment area. A stop at New Hope Road will also support the employment area to the south. A station at the Wake Medical Center would serve residents traveling from Knightdale and areas east as well as the high density residential uses recommended in the Wake Medical Center Small Area Plan. A station at Hoke Street would serve the adjacent neighborhoods of South Park and Garner Road as well as Shaw University as recommended in the Martin Luther King, Jr. Blvd. Corridor Plan. This rail station could further encourage the redevelopment of the Garner Road industrial area. The Cross Link Small Area Plan supports a transit stop in the vicinity of Rush Street and Hammond Road and encourages mixed use transit oriented development at the site. A rail station stop at Tryon Road would serve the proposed medium density residential development, as detailed in the Cross Link Corridor Plan.

Transit Action Items

- The extension of bus service along Poole Road and U.S. 64 to Rogers Lane is currently being studied in the 5-Year Transit Plan. A coordinated service line extension to Knightdale should be considered with a request from Knightdale and in coordination with TTA and Wake County.
- Identify potential transit stop locations on the Transportation and Urban Form maps to guide land use/development patterns.
- Consider a schedule for preparing general station area plans in coordination with property owners to identify site specific goals. Application of Transit Overlay Districts should be considered along with the station area plans.
- Upon operational funding for East-Trans, study the potential for light rail or rubber tire transit service that would connect with the future regional rail stations in the Southeast District. The service might extend from the U.S. 64 Bypass through the Poole Road Employment Area and the Jones Sausage Employment Area to a future commuter rail line in Garner.

Water/Wastewater

Major water lines planned for the Southeast District have been completed in 2002, including the water line in New Hope Road south of Poole Road. Other proposed installations are outside the I-440 Beltline in Auburn Church Road and Sanderford/Creech Road. The parallel line along the Neuse River wastewater main has been completed and will accommodate growth farther up the basin and provide additional capacity for new development in the Southeast District as land uses intensify.

The use of reclaimed waters for landscape irrigation and other potential sites (e.g. golf courses) will allow the City to utilize its water resources efficiently, in a more sustainable approach. These systems may be feasible in the district and USAs, especially in proximity to the Neuse River Wastewater Treatment Plant.

Water/Wastewater Action Items

- Study the possibility for water reuse systems in order to conserve water resources and effectively utilize resources for commercial, residential and public plant irrigation and watering systems.
- Prepare utility extension policies that will place a priority to more fully developing areas within the existing City jurisdiction over extending utility services into the USA.

Parks, Recreation and Greenways

Some adjustment may be warranted as the Parks and Recreation element of the Comprehensive Plan and the Wake County Open Space Plan are updated. The City has acquired acreage for an additional community park in the Southeast District along Barwell Road. This park will serve the projected population in the Southeast District outside the I-440 Beltline.

Two neighborhood park search areas have been placed into the USA to accommodate park needs beyond the City's current jurisdiction. In addition, greenway corridors have been extended throughout the USA. A Metro Park search area is designated near the Wake-Johnston County line. Metro Parks typically have a unique focus. In this case, the park could provide protection for wetlands, floodplain areas along the Neuse River, and historic preservation. The park search areas in the USA that extend outside of the proposed City Jurisdiction are recommended for adoption by Wake County for the Wake County Land Use Plan.

The Neuse River is a valuable natural resource that extends throughout the Southeast District and into the USA. The Neuse River Regional Park Master Plan, adopted in 1996, includes planning for the river corridor from Falls Lake to Poole Road. In order to help preserve this natural resource, protect it from development impacts, and capitalize on opportunities for natural preservation, recreation and river access planning efforts for the Neuse River corridor should be extended to the Wake-Johnston County line. As City limits and services are extended along the River, these properties should be incorporated into the City's Park system.

Currently, a designated "special area" is located at the closed landfill site south of New Bern Avenue at New Hope Road. The site is limited in its ultimate use by practical and environmental constraints though may have recreational opportunities. It is adjacent to an employment area, which could complement certain future uses for the site.

As population demands warrant new park and recreation facilities, the City should follow the adopted planning and implementation process to develop new facilities in appropriate locations in the short and long range USAs. For more information, see the Parks, Recreation and Greenways Plan, Chapter 4 of the Comprehensive Plan.

Parks and Recreation Action Items

- Extend the Neuse River Regional Park Master Plan from Poole Road to the Wake/Johnson County line.
- In conjunction with Wake County, pursue the acquisition of environmentally sensitive and significant property along the Neuse River corridor.
- Explore with Wake County opportunities to incorporate significant historic buildings and properties in the USA into future park facilities.
- The Walnut Creek Wetland Educational Park concept should be further studied in order to enhance a natural amenity and provide educational opportunities related to the natural feature. Pursue opportunities to utilize both the City and State owned land along Walnut Creek at Garner Road for this special park.
- At the appropriate time, study alternatives for the reclamation of the New Hope Road landfill site, including possible recreation uses.
- Coordinate greenway development with transit opportunities, including rail transit stops and bus stops/rider facilities. The proximity of the Poole Road Employment Area and the possible Rogers Lane transit station location adjacent to the Crabtree Creek greenway presents an opportunity for development to feature the natural areas and enhance pedestrian access.

Urban Form and Land Use

Urban form elements in the Southeast District and Urban Service Areas include the U.S. 64 East gateway corridor, portions of the Central Area regional center, two village centers, two community focus areas, one residential community focus area, eleven neighborhood focus areas, four employment areas, three retail focus areas, and five residential retail areas. The focus areas that are located in undeveloped rural areas are designated "village centers" (community focus areas) and "neighborhood village" (neighborhood focus areas). More thorough descriptions of these focus areas can be found in the Urban Design Guidelines in Chapter 3 of the Comprehensive Plan.

Interstate 40, the I-440 Beltline and recent residential, commercial, and industrial developments have helped define the future use of large blocks of vacant land in the Southeast District. The emerging land use patterns divide easily into residential and employment areas. Residential areas are located primarily along the major natural systems, including the Neuse River and Walnut Creek. The employment areas are located mostly along the major transportation corridors and clustered around accessible interchanges. These include the Beltline interchanges with existing U. S. 64, Poole Road, Rock Quarry Road, the Jones Sausage Road interchange with I-40, and the future I-540 interchange with Rock Quarry Road.

The Southeast District outside I-440 remains largely undeveloped, especially within the Urban Service Area. Development is encouraged within the existing Extraterritorial Jurisdiction (ETJ), which is 49 percent (5,919 acres) vacant, rather than extending services beyond the current ETJ. Economic development should be promoted by providing needed infrastructure investment and by encouraging new employment-generating land uses. Employment based development should locate in designated Employment Areas to minimize impacts on existing neighborhoods. Outside of Employment Areas, development should be limited to low impact uses when adjacent to residential uses.

Neighborhood and Village Center concepts are strongly supported in the district in an effort to focus more intense residential, institutional, and commercial development into compact mixed-use centers. All focus areas should act as human-scale centers and provide opportunities to work, live and play. The centers should facilitate transit usage and include facilities for pedestrians and bicycles, such as greenways where possible. In general, all focus areas should be shifted away from intersections of major roads. This will help alleviate traffic congestion at thoroughfare intersections. Street design should promote interconnectivity and pedestrian linkages among neighborhoods.

Existing zoning in the Southeast District and Urban Service Areas is not totally compatible with the urban form recommendations. For example, much of the zoning in the district is for low density residential development, which is not appropriate in areas that the Comprehensive Plan supports higher density development such as in focus areas. More detailed small area plans, relying on the Urban Design Guidelines should be prepared in conjunction with property owners to establish a framework for future rezoning and development.

Planning for Urbanization beyond the Southeast Raleigh Jurisdiction

There is strong interest among residents to preserve the rural character and open space that currently exists outside the Southeast Raleigh jurisdiction in the Urban Service Area (USA). In order to facilitate this, a portion of the current Long Range USA is designated for rural development where City utilities will not be extended within the ten year time frame associated with the Short Range USA designation. Extension of utilities should be considered on a case-by-case basis with a priority to more fully developing areas within the existing City jurisdiction over extending the jurisdiction and utility services into the USA. Development within the USA may be considered when the design conforms to city standards and anticipates the future expansion of

city services while preserving the existing rural character. Rural development guidelines should be prepared for the Long Range USA to encourage the preservation of the rural landscape such as through cluster development and conservation subdivisions. This rural area contains areas of historic and cultural significance, which should be protected. Surrounding development should be sensitive to these features.

Future development surrounding the proposed I-540 corridor through the Short Range Urban Service Area should be carefully planned to prevent traffic congestion and unsightly growth that distracts from the district. A Special Highway Overlay District (SHOD-1) zoning district should be applied to the corridor around I-540. Commercial development should be concentrated at the Community Focus Area southwest of the Poole / I-540 interchange and also at the Village Center west of the Rock Quarry Road / I-540 interchange. An employment area is situated on the east side of the Rock Quarry Road / I-540 interchange to serve as a buffer between the freeway and the lands intended to be used as a Wake County Construction Debris Landfill and property associated with the Neuse River Wastewater Treatment Plant. Residential development should be discouraged in this employment area. Commercial development at the Auburn-Knightdale Road/ I-540 interchange should not locate in the environmentally sensitive Neuse River floodplain.

Special Areas
The Neuse Wastewater Treatment Plant complex, including fields for application of sludge, constitutes a major portion of the future USA. This property should be designated as a "special area". If some of the existing uses cease in the future (e.g. farming operations), the area should remain rural in character. At that point, the City should study the potential for recreational opportunities at the site.

Specific Land Use Recommendations
Transitions are necessary for compatibility between industrial and residential land uses near employment areas. A policy boundary line runs along properties east of Garner Road to prevent further commercial development taking place eastward into the surrounding residential areas. A policy boundary line runs along Sunnybrook Road from Poole Road to Walnut Creek. Another policy boundary line is intended to confine nonresidential growth west of the Neuse River in the vicinity of U. S. 64. There is also a policy boundary line around the Rock Quarry Road/Southgate focus area and Interstate 40. Additional study should be given concerning future policy boundary lines for the district, such as at Poole/I-540.

Vacant parcels on the east side of Old Garner Road should develop as low or medium density residential uses. The Garner Road Area Redevelopment Plan further details land uses for this area.

The undeveloped parcels outside of the focus area along Poole Road near Samuel Street should develop as medium density residential uses.

<u>Urban Form Action Items</u>

- Prepare Small Area Plans (SAP) for designated Village Centers in coordination with property owners to establish a compact mix of services and residential uses intended to serve as community activity centers. The Urban Design Guidelines should be used as the foundation concept for these plans. Upon adoption of the SAP, the center(s) should be designated "Mixed-use Centers" with application of the "Mixed-use Center" guidelines from the Streets, Sidewalks, and Driveway Access Handbook.
- Evaluate the possibility of City initiated rezoning within designated focus areas in conformance with an adopted SAP as an economic development strategy.

- Apply SHOD-1 zoning along the I-540 corridor as well as Conservation Management zoning within 100-Year floodplains as the Raleigh ETJ is extended.
- Prepare land use and development guidelines for I-540 thoroughfare interchanges to preserve the traffic carrying capacity of the roadways.
- Prepare rural development guidelines for the Long Range USA with collaboration between Wake County, residents/property owners and the City.
- Study utility extension policies and adopt guidelines to encourage development within the existing ETJ. Establish criteria for evaluating requested ETJ and utility extensions.
- Prepare a strategy to address economic redevelopment and appearance issues along Poole Road between New Bern Avenue and Raleigh Boulevard.

Visual Resources and Appearance

The U. S. 64 East Corridor Plan details policies for development along U.S. 64 East of the Neuse River. The corridor plan emphasizes the importance of visual resources along the thoroughfare and promotes median plantings and the retention of mature hardwood trees adjacent U.S. 64. The plan encourages limiting access to the thoroughfare by adjacent lands, promotes land uses that reduce traffic demands, and discourages strip development. Further details can be found in the Chapter 7 of the Comprehensive Plan.

The appearance of existing development within the district should be enhanced to better express the economic potential of the area. The City encourages attractive new or refurbished public and private facilities, and investment in new housing opportunities within the district. Single-lot infill and renovation of existing buildings is also encouraged. An additional approach to enhancing the appearance of the district is to incorporate landscaped medians in thoroughfares throughout the district. Landscaped medians are particularly important in employment areas and at entrances into the district.

The City should strictly enforce abandoned housing regulations. Property owners should be made aware of the appearance objectives of the community and should be encouraged to clean up and rehabilitate their property and not leave boarded-up structures standing. The City should actively work with the community to plan and implement streetscape improvements along major thoroughfares, including U.S 64, Poole Road, Rock Quarry Road, New Hope Road, Sunnybrook Road, and Auburn-Knightdale Road.

As greenway and creek corridors are developed the City should investigate opportunities to encourage village centers, neighborhood centers, and residential areas to develop facing water resources and greenways. The City should encourage development to take advantage of greenspaces and waterways by incorporating their scenic vistas into development. This approach will enhance the community and strengthen its appearance by incorporating the districts natural vistas and resources.

<u>Visual Resource and Appearance Action Items</u>

- Study the feasibility of incorporating landscaped medians for thoroughfares within employment areas and at entryways into the district.
- Evaluate options to enforce abandoned housing regulations such that structures are either rehabilitated or demolished.
- Explore methods to encourage development to feature existing open space and waterways as scenic vistas and project amenities.
- Identify methods to encourage the inclusion of public art and civic uses in village centers.

Streetscape Improvements

The Southeast Raleigh Assembly's Business and Commercial Development Issue Team has established and ranked priority areas for streetscape improvements throughout the district.

Although specific recommendations are detailed below, general recommendations were developed and include the need to focus on the maintenance of streetscape landscaping and to focus enforcement of property maintenance throughout the district.

Streetscape Action Items

These detailed recommendations are in ranking order of importance and should be pursued though the CIP funds designated for streetscape improvements in Southeast Raleigh.

1. US 64 – Provide additional landscaping along US 64 and place a welcome to Raleigh sign near the edge of Raleigh's jurisdiction.
2. The following two projects are viewed as equal in importance and priority.
    a. Cross Link Road – Replant landscaping, including trees, along Cross Link Road from Garner Road to Rock Quarry Road, which has been lost due to automobile accidents.
    b. Rock Quarry Road and Raleigh Boulevard – Provide landscape improvements and place a welcome to Raleigh sign at the intersection.
3. Martin Luther King Jr. Blvd. – Install curbed, landscaped medians west of Rock Quarry Road.
4. Poole Road – Develop a strategy to address appearance improvements along Poole Road from New Bern Avenue to Martin Luther King Jr. Boulevard. This area needs additional planning efforts to address the current conditions and create a more attractive and economically thriving area.
5. Creech Road and Sanderford Road – Install landscaping and welcome to Raleigh sign at the neighborhood focus area.
6. Interstate-40 – Install signage directing traffic to the Jones Sausage Road Employment Area along I-40.

SMALL AREA PLANS

See Chapter 11 Other Small Area Plans for the Cross Link Road SAP and the Wake Medical Center SAP.

CORRIDOR PLANS

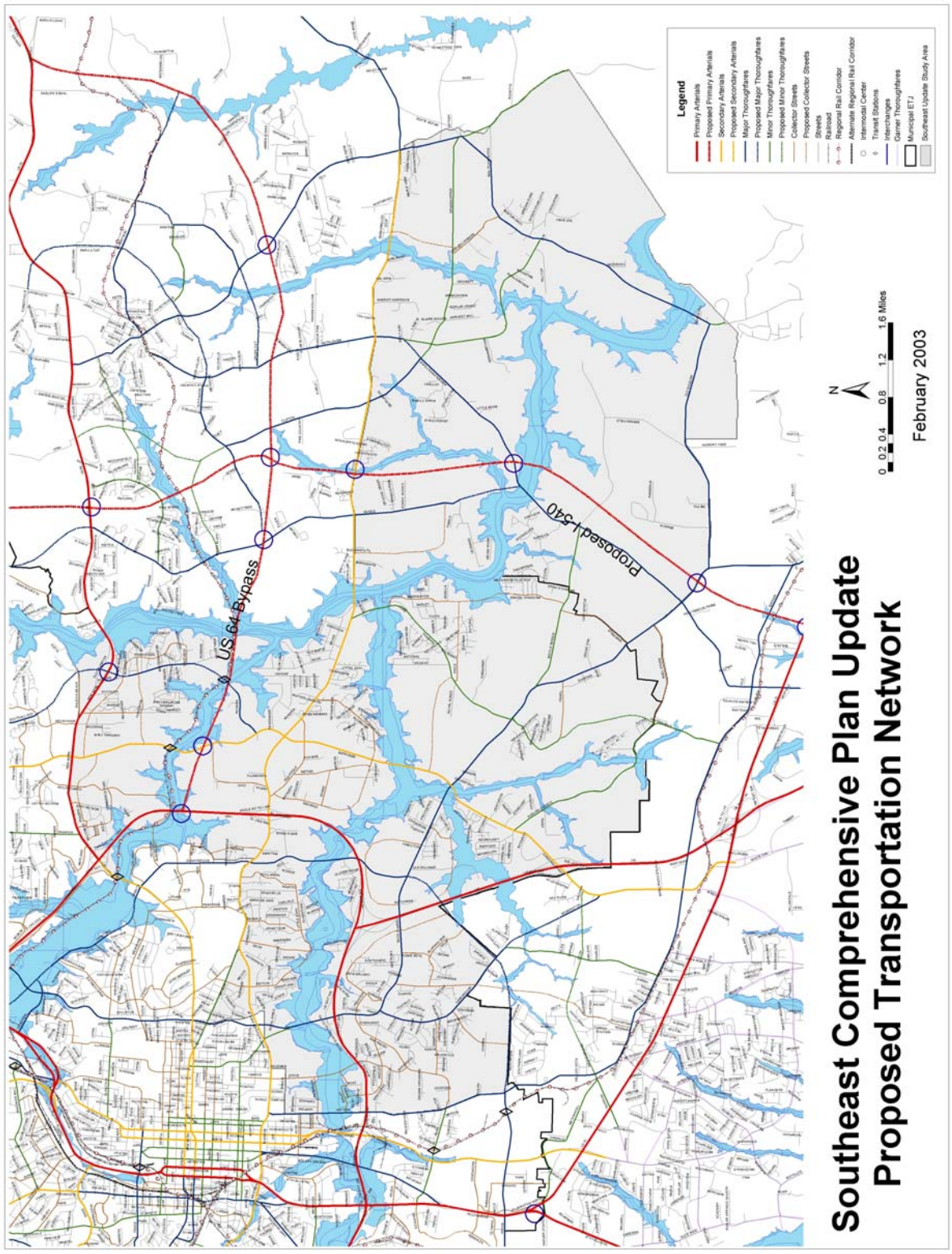
See Chapter 7 Corridor Plans for the Rock Quarry Road Corridor Plan, the Martin Luther King, Jr. Blvd. Corridor Plan, and the US 64 East Corridor Plan. Future Corridor Plan study areas should include New Hope Road south of US 64 through to its planned alignment with Jones Sausage Road. It should also be determined if Poole Road needs a Corridor Plan.

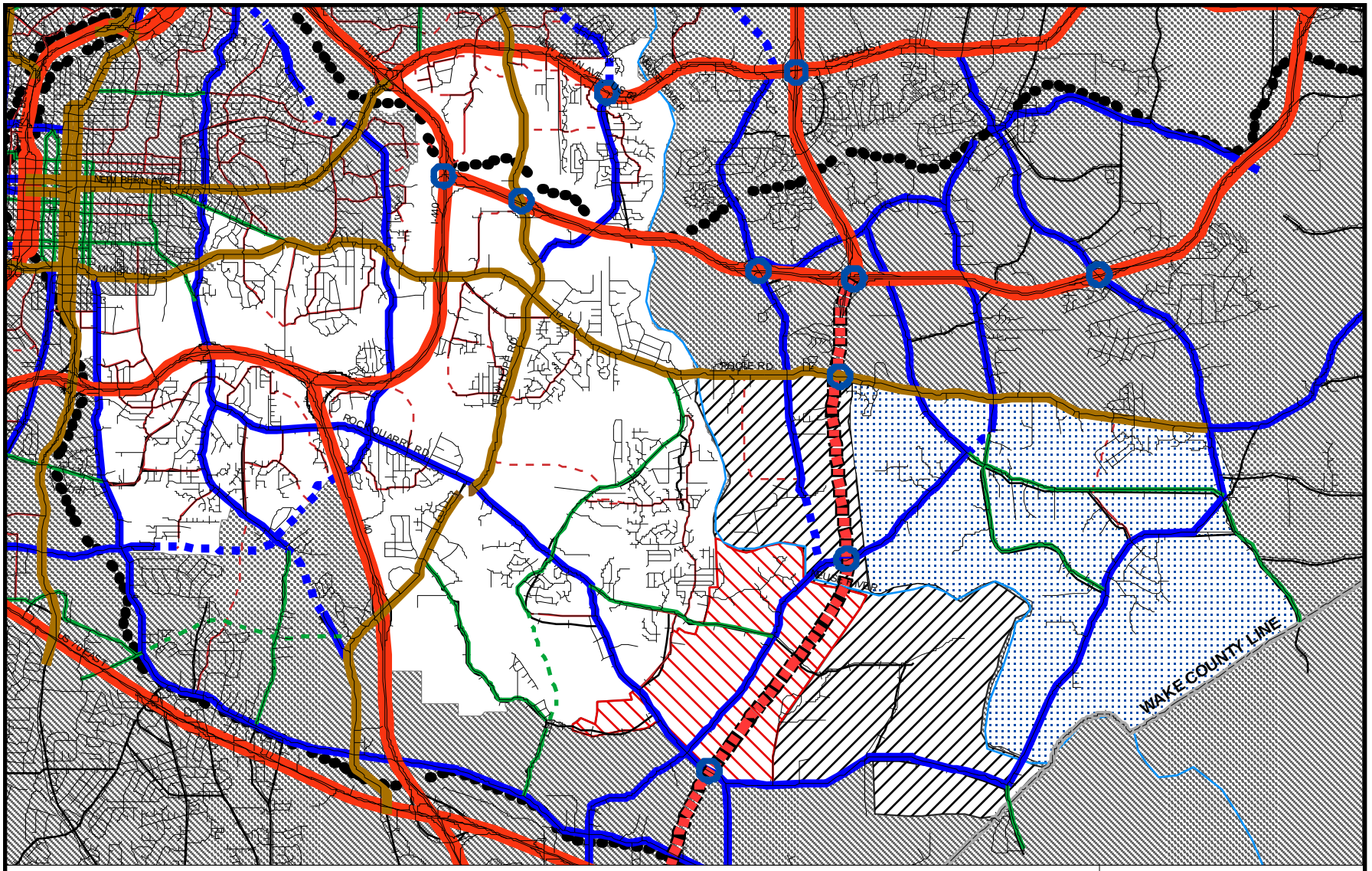
NEIGHBORHOOD PLANS & REDEVELOPMENT PLANS

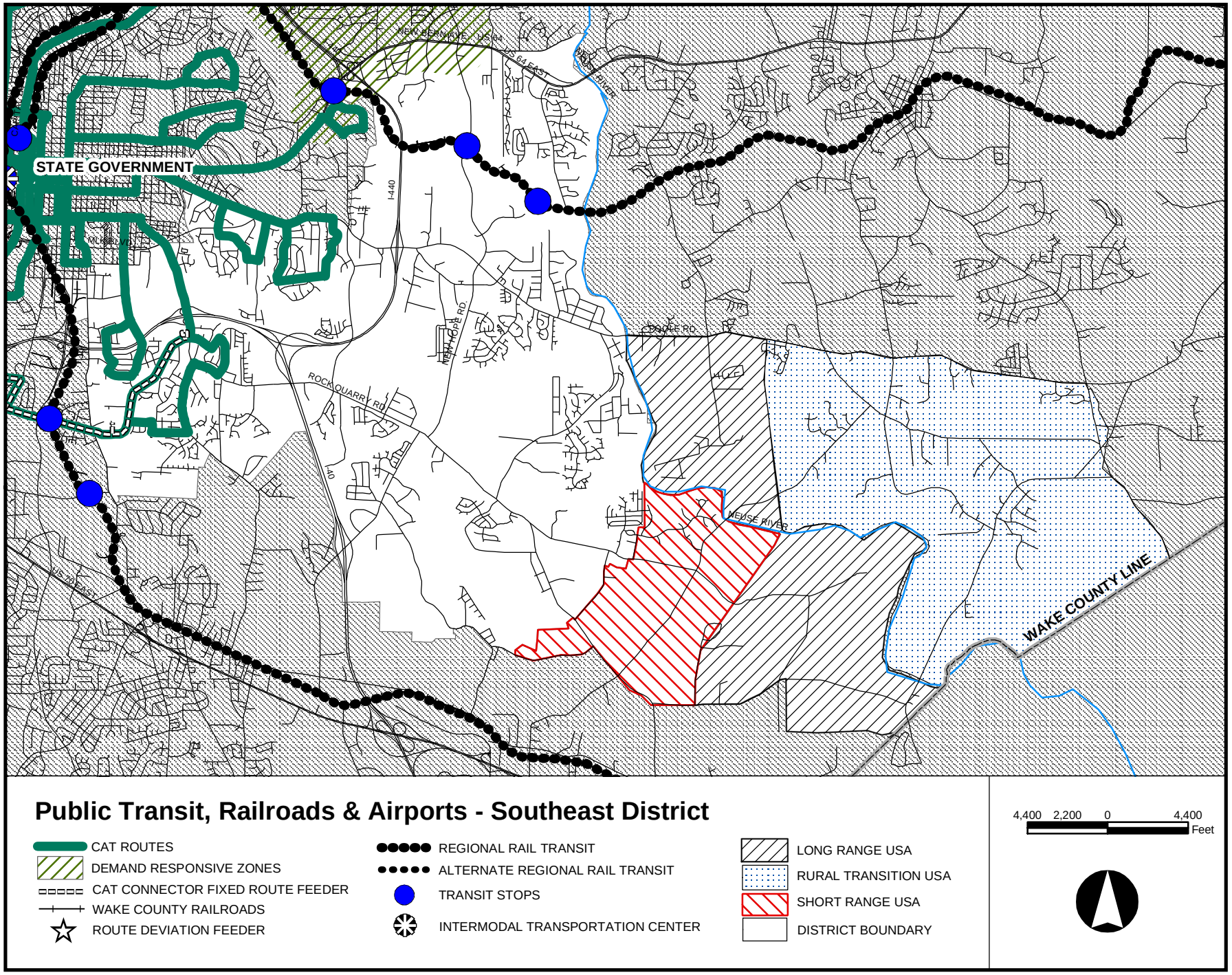
The Garner Road Area Redevelopment Plan falls into a portion of the Southeast District, as well as the South Park Neighborhood Plan, the latter is found in Chapter 8 Neighborhood Plans.

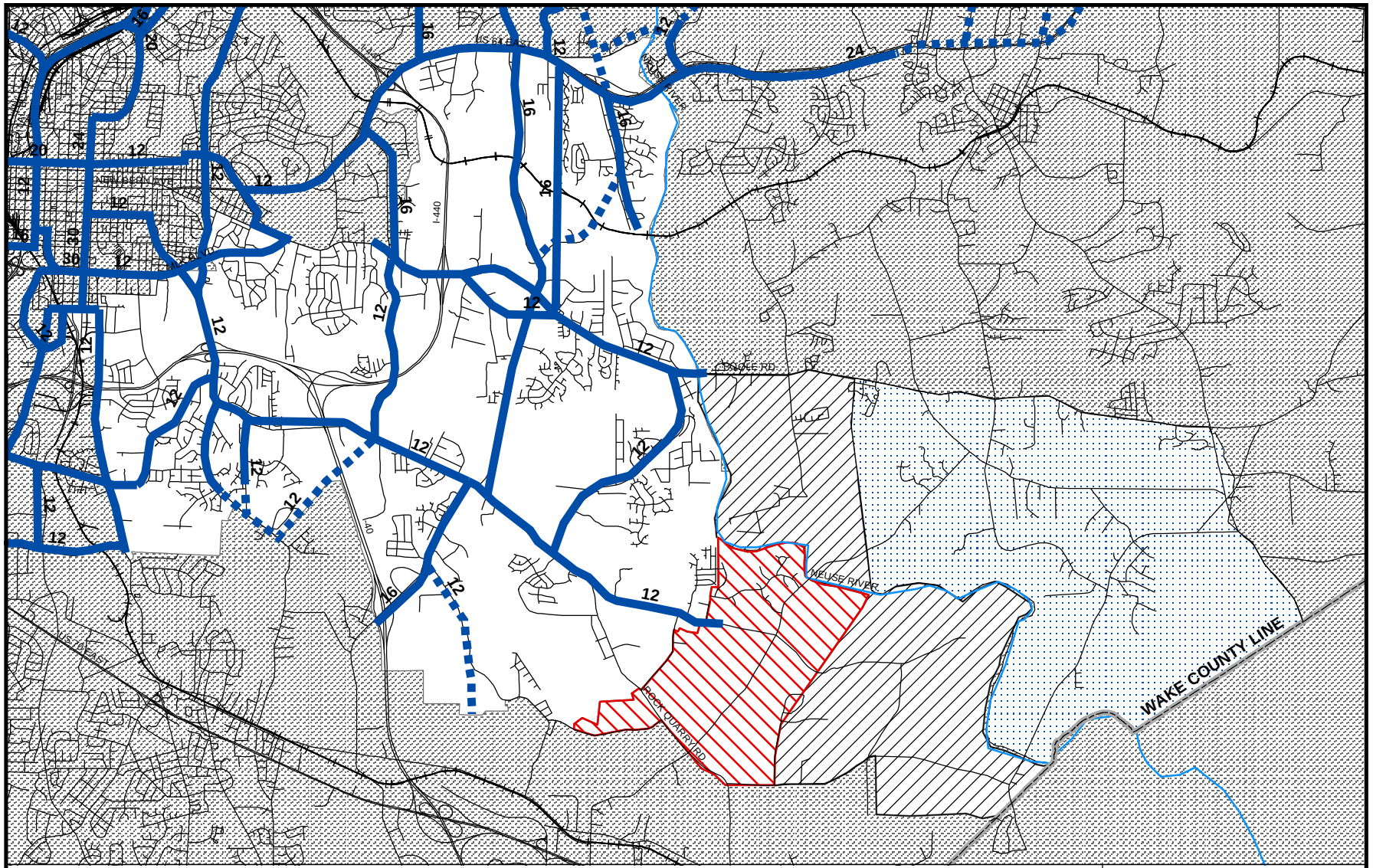
ADDITIONAL PLANNING NEEDS

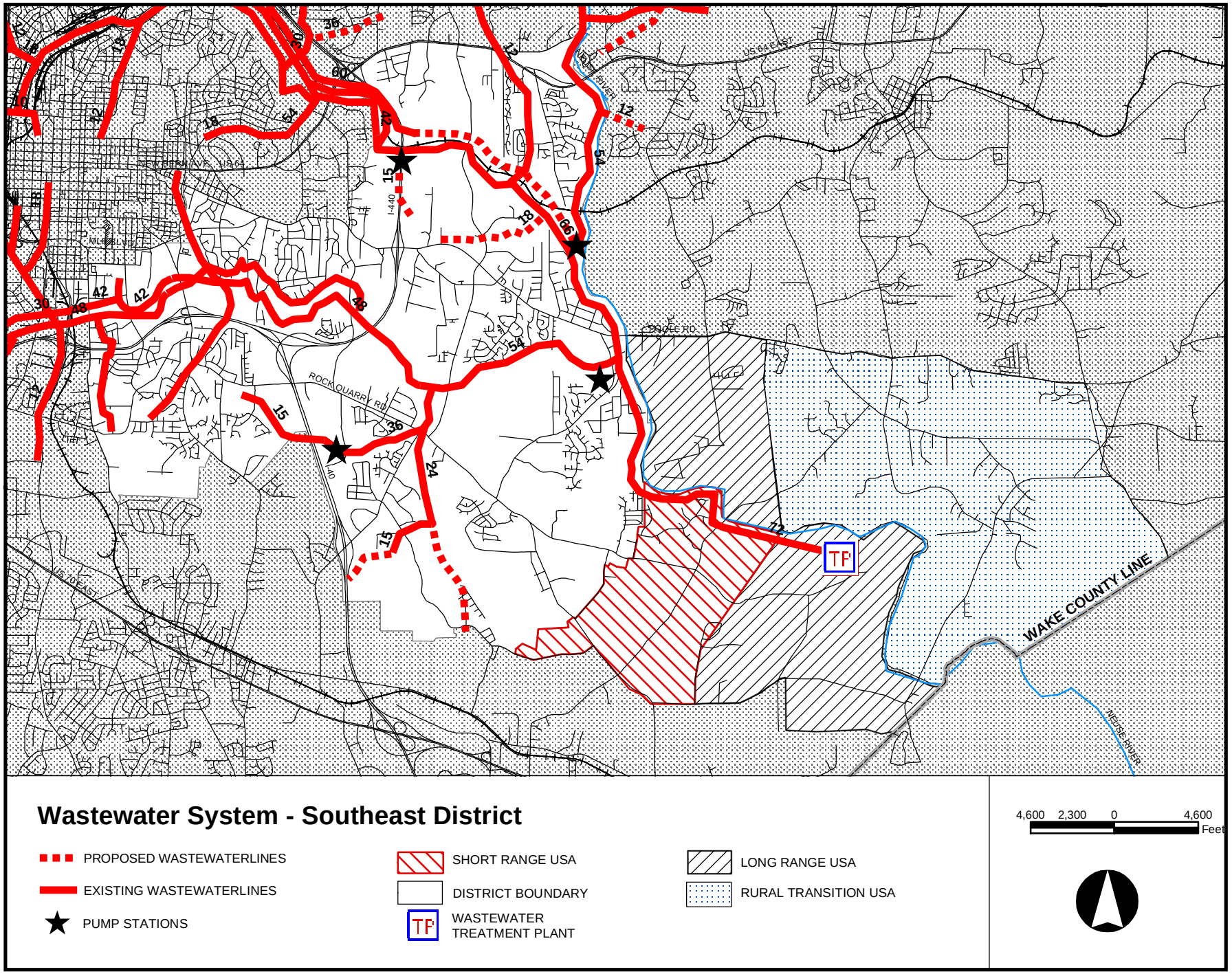
Through the Comprehensive Plan update process, additional planning efforts will be necessary for several areas, which may result in small area plans, corridor plans or neighborhood plans. These sites include: planning strategies for Poole Road; the New Hope Road corridor; the larger focus areas/village centers, particularly those in the future USAs; transit area planning should be coordinated as regional rail is further pursued; and the creation of rural development guidelines for the rural land that is not anticipated for utility extensions in the short or long range Urban Service Areas.

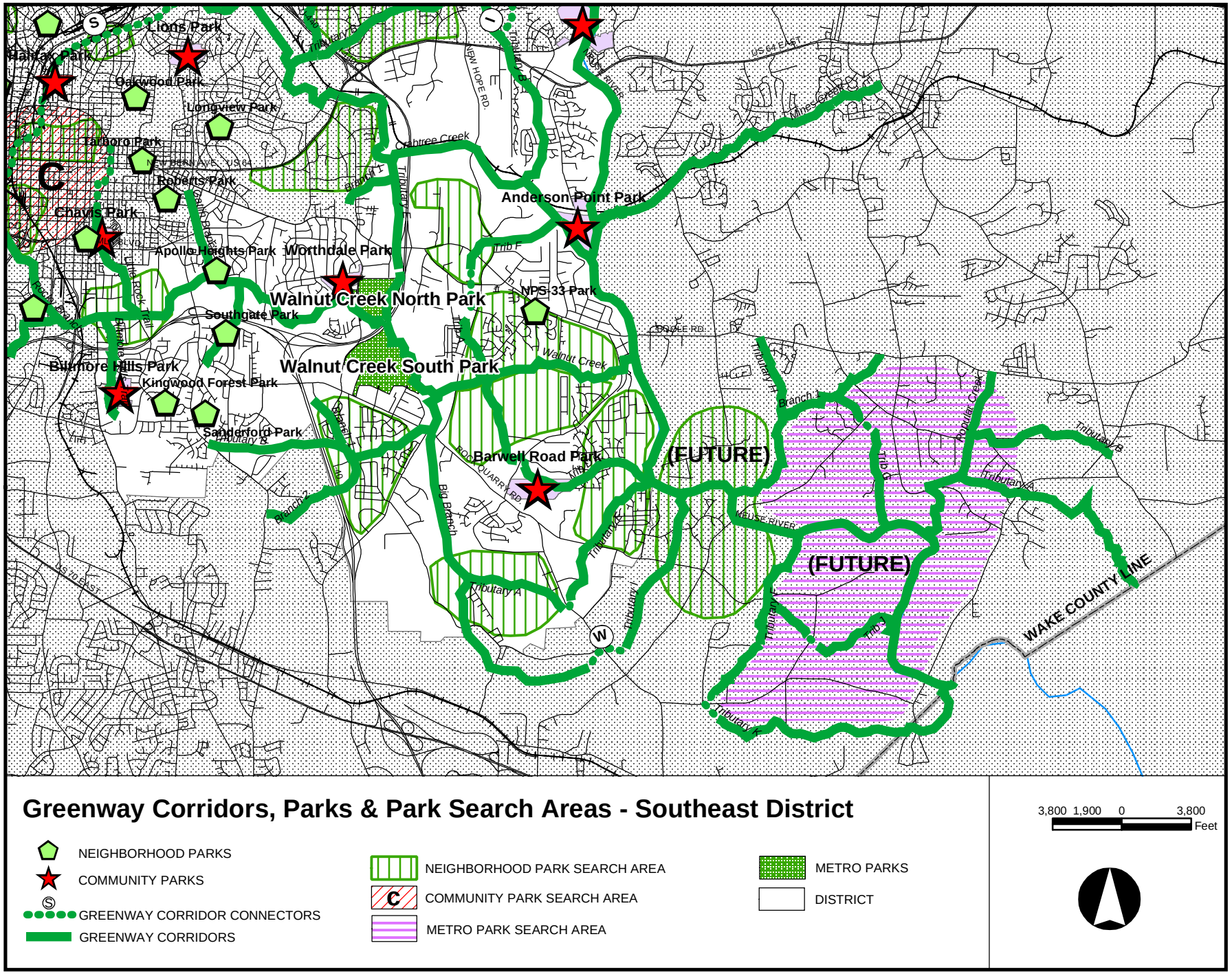

Southeast Comprehensive Plan Update
Proposed Transportation Network
February 2003
N
0 0.2 0.4 0.8 1.2 1.6 Miles
Legend
Primary Arterials
Proposed Primary Arterials
Secondary Arterials
Proposed Secondary Arterials
Major Thoroughfares
Proposed Major Thoroughfares
Minor Thoroughfares
Proposed Minor Thoroughfares
Collector Streets
Proposed Collector Streets
Streets
Railroad
Regional Rail Corridor
Alternate Regional Rail Corridor
Intermodal Center
Transit Stations
Interchanges
Garner Thoroughfares
Municipal ETJ
Southeast Update Study Area
US 64 Bypass
Proposed I-540

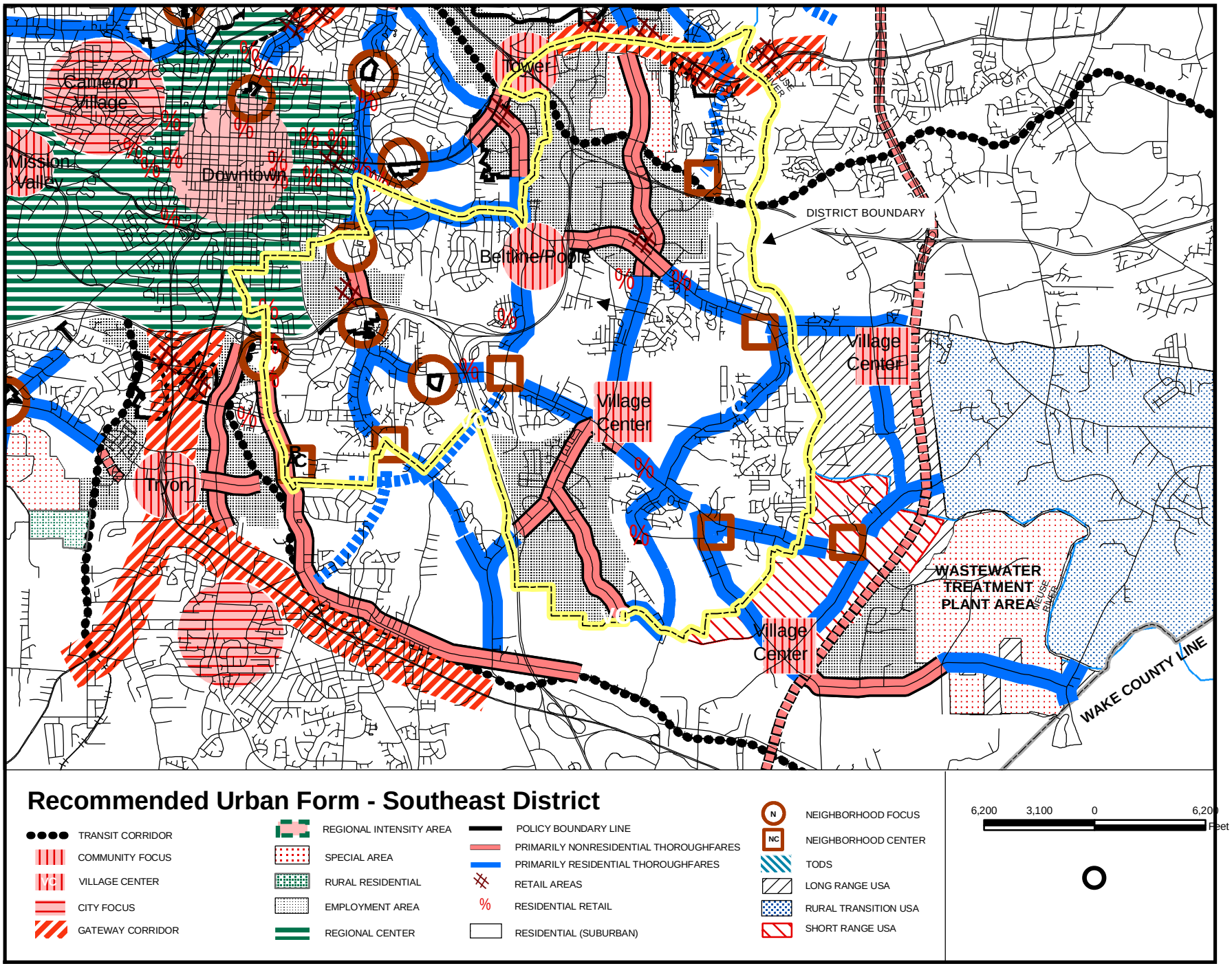

WAKE COUNTY LINE
POOLE RD
ROCK QUARRY RD
MECHANICAL BLVD
NEW BERN AVE
I-40
I-440
BUFFALOE RD
Arterials, Thoroughfares & Collectors - Southeast District
PRIMARY ARTERIALS
SECONDARY ARTERIALS
MAJOR THOROUGHFARES
MINOR THOROUGHFARES
COLLECTORS
PROPOSED ROADS
DISTRICT
LONG RANGE USA
RURAL TRANSITION USA
SHORT RANGE USA
TRANSIT CORRIDOR
1 0.5 0 1
Miles

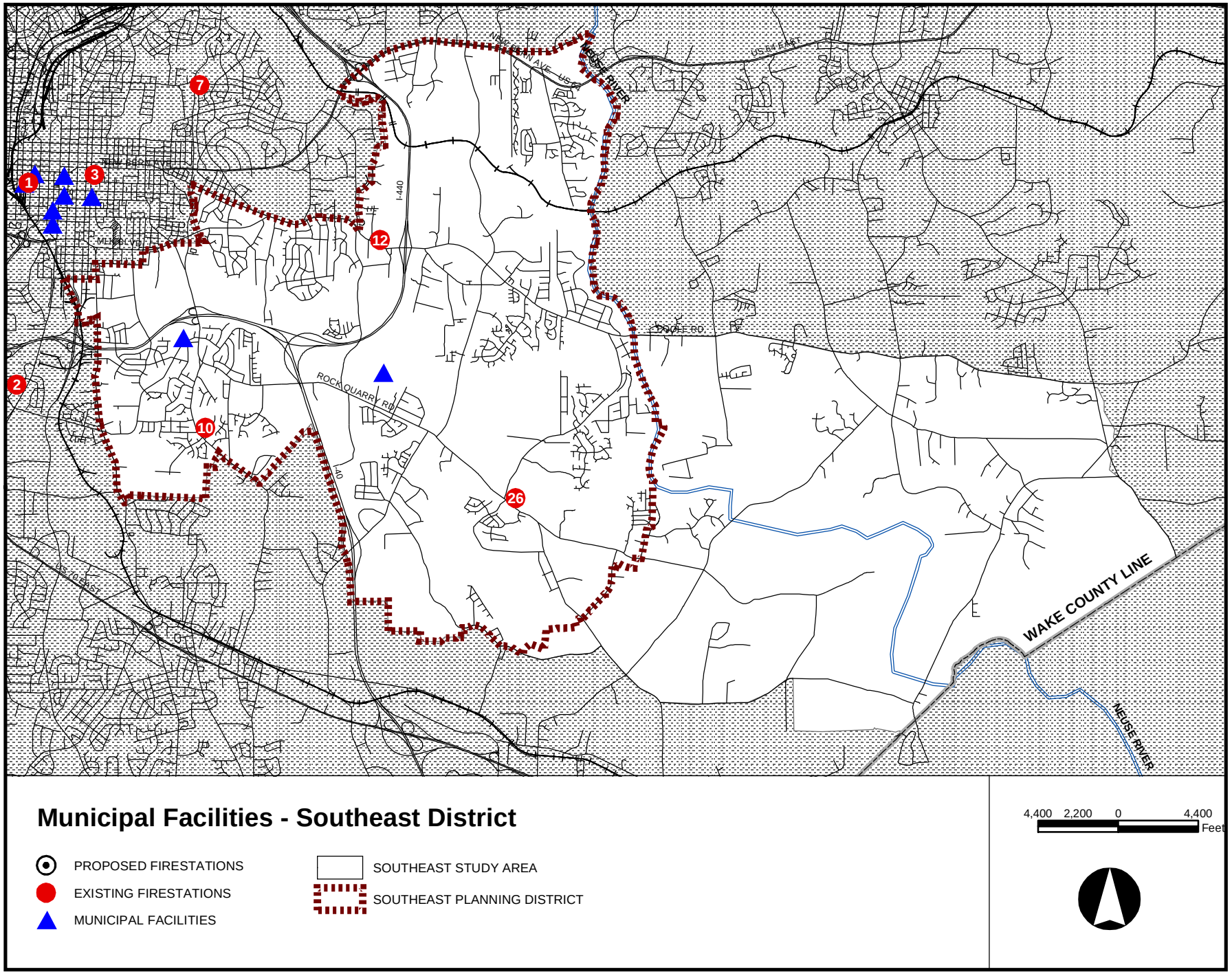

STATE GOVERNMENT
I-440
NEW HOPE RD.
ROCK QUARRY RD.
BAGLE RD.
NEUSE RIVER
WAKE COUNTY LINE
Public Transit, Railroads & Airports - Southeast District
CAT ROUTES
DEMAND RESPONSIVE ZONES
CAT CONNECTOR FIXED ROUTE FEEDER
WAKE COUNTY RAILROADS
ROUTE DEVIATION FEEDER
REGIONAL RAIL TRANSIT
ALTERNATE REGIONAL RAIL TRANSIT
TRANSIT STOPS
INTERMODAL TRANSPORTATION CENTER
LONG RANGE USA
RURAL TRANSITION USA
SHORT RANGE USA
DISTRICT BOUNDARY
4,400 2,200 0 4,400
Feet

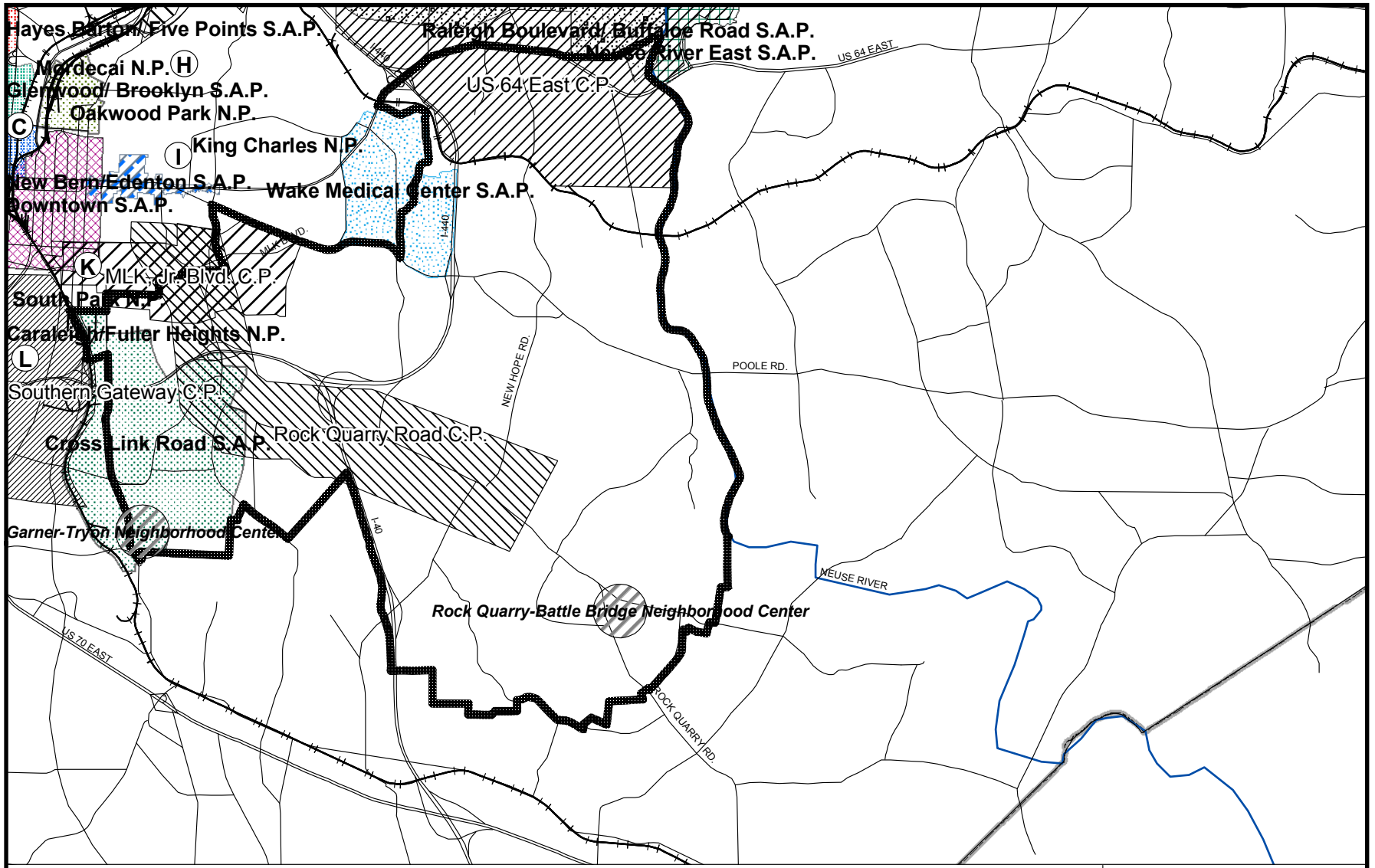

US 64 BYP
I-440
CAROLEE RD.
NEUSE RIVER
ROCK QUARRY RD.
WAKE COUNTY LINE
Water System - Southeast District
PROPOSED WATERLINES
EXISTING WATERLINES
SHORT RANGE USA
DISTRICT BOUNDARY
LONG RANGE USA
RURAL TRANSITION USA
3,800 1,900 0 3,800
Feet


Wastewater System - Southeast District
PROPOSED WASTEWATERLINES
EXISTING WASTEWATERLINES
PUMP STATIONS
SHORT RANGE USA
DISTRICT BOUNDARY
WASTEWATER TREATMENT PLANT
LONG RANGE USA
RURAL TRANSITION USA
4,600 2,300 0 4,600
Feet
WAKE COUNTY LINE
NEUSE RIVER
EAGLE RD
ROCK QUARRY RD
NEW BERN AVE US 64
US 64 EAST
I-440
I-40
TF


Greenway Corridors, Parks & Park Search Areas - Southeast District
NEIGHBORHOOD PARKS
COMMUNITY PARKS
GREENWAY CORRIDOR CONNECTORS
GREENWAY CORRIDORS
NEIGHBORHOOD PARK SEARCH AREA
COMMUNITY PARK SEARCH AREA
METRO PARK SEARCH AREA
METRO PARKS
DISTRICT
3,800 1,900 0 3,800
Feet
Lions Park
Oakwood Park
Longview Park
Tarboro Park
Roberts Park
Chavis Park
Apollo Heights Park
Worthdale Park
Walnut Creek North Park
Southgate Park
Walnut Creek South Park
Biltmore Hills Park
Kingwood Forest Park
Sanderford Park
Barwell Road Park
Anderson Point Park
NPS-33 Park
(FUTURE)
(FUTURE)
WAKE COUNTY LINE
Crabtree Creek
Walnut Creek
Big Branch
Rocky Branch
Pigeon House Branch
Tributary A
Tributary B
Tributary C
Tributary D
Tributary E
Tributary F
Tributary G
Tributary H
Tributary I
Tributary J
Trib F
Trib G
Trib J
Branch 1
Branch 2
Poplar Creek
Mines Creek
NEW HOPE RD.
DOUGLE RD.
BARWELL RD.
WALNUT CREEK PKWY
US 64 EAST
US 70 EAST
NEW BERN AVE. US 64
WALNUT CREEK PKWY
WALNUT CREEK GREENWAY
CRABTREE CREEK GREENWAY
BIG BRANCH GREENWAY
ROCKY BRANCH GREENWAY
PIGEON HOUSE BRANCH GREENWAY
BIRCH RIDGE GREENWAY
WALNUT CREEK GREENWAY
NEUSE RIVER
NEUSE RIVER
Trib to Rocky Branch
Trib to Crabtree Creek
Trib to Crabtree Creek
Trib to Crabtree Creek


Cameron Village
Mission Valley
Downtown
Tower
Beltline/Poole
Village Center
Village Center
Village Center
Tryon
DISTRICT BOUNDARY
WASTEWATER TREATMENT PLANT AREA
WAKE COUNTY LINE
Recommended Urban Form - Southeast District
TRANSIT CORRIDOR
COMMUNITY FOCUS
VILLAGE CENTER
CITY FOCUS
GATEWAY CORRIDOR
REGIONAL INTENSITY AREA
SPECIAL AREA
RURAL RESIDENTIAL
EMPLOYMENT AREA
REGIONAL CENTER
POLICY BOUNDARY LINE
PRIMARILY NONRESIDENTIAL THOROUGHFARES
PRIMARILY RESIDENTIAL THOROUGHFARES
RETAIL AREAS
RESIDENTIAL RETAIL
RESIDENTIAL (SUBURBAN)
NEIGHBORHOOD FOCUS
NEIGHBORHOOD CENTER
TODS
LONG RANGE USA
RURAL TRANSITION USA
SHORT RANGE USA
6,200 3,100 0 6,200
Feet


Municipal Facilities - Southeast District
PROPOSED FIRESTATIONS
EXISTING FIRESTATIONS
MUNICIPAL FACILITIES
SOUTHEAST STUDY AREA
SOUTHEAST PLANNING DISTRICT
4,400 2,200 0 4,400
Feet
WAKE COUNTY LINE
NEUSE RIVER
ROCK QUARRY RD
DOLE RD
I-440
US 64 EAST
1
2
3
7
10
12
26



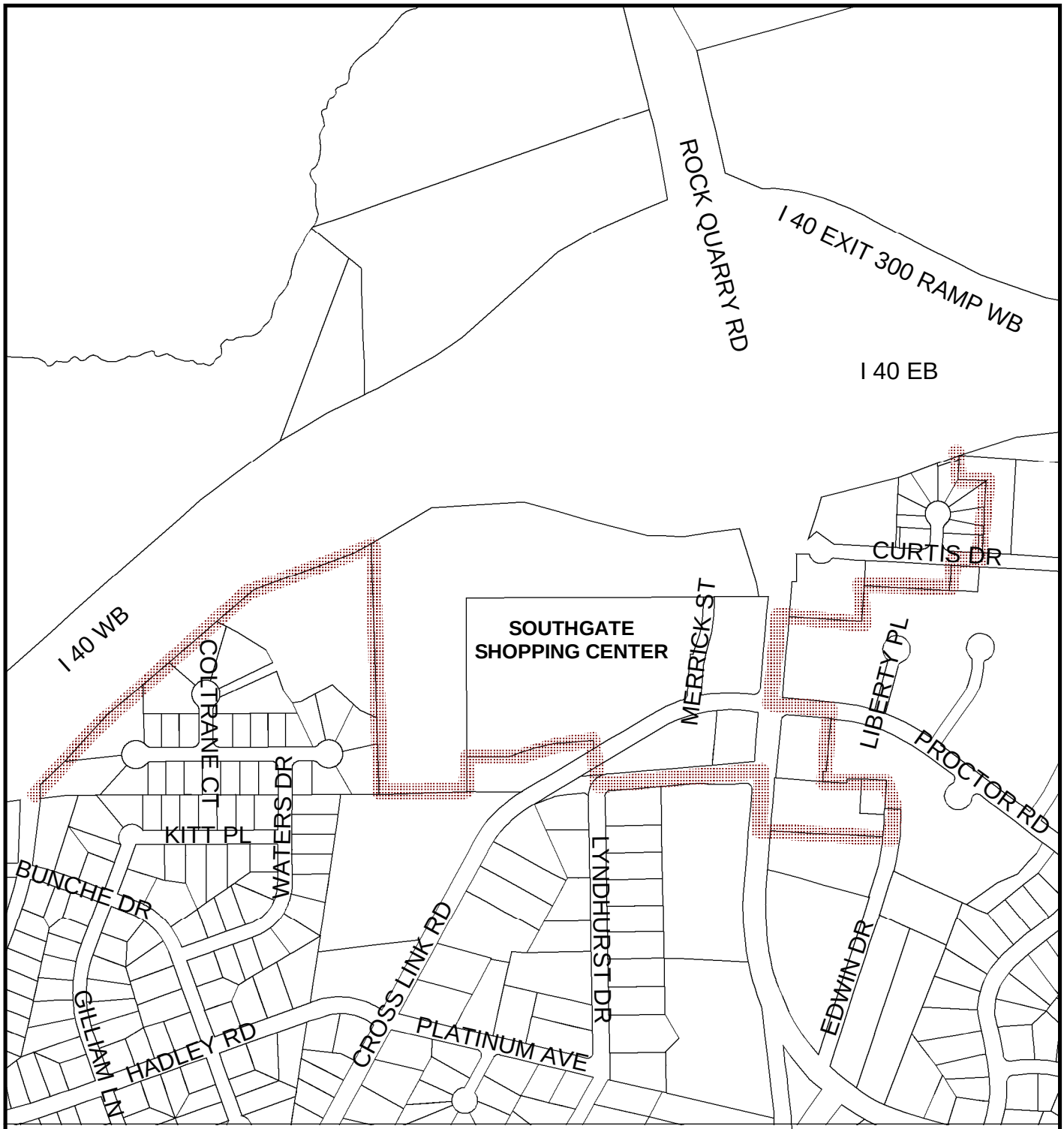
Key to Small Areas - Southeast District

S.A.P.	SMALL AREA PLAN	TEXTURE FILL
C.P.	CORRIDOR PLAN	ANGLE HATCH
N.P.	NEIGHBORHOOD PLAN	DASH OR SOLID OUTLINE
B.D.P.	BUSINESS DISTRICT PLAN	DOTTED OUTLINE
W.P.	WATERSHED PLAN	FILL + OUTLINE
R.C.P.	REGIONAL CENTER PLAN	FILL + OUTLINE
N.C.P.	NEIGHBORHOOD CENTER PLAN	CIRCLE WITH HATCH FILL

DISTRICT BOUNDARY

A. NORTH BOYLAN N.P.
B. GLENWOOD SOUTH S.A.P.
C. PEACE STREET B.D.P.
D. UNIVERSITY VILLAGE B.D.P.
E. WADE/OBERLIN S.A.P.
F. OBERLIN VILLAGE N.P.
G. BLOUNT/HALIFAX S.A.P.
H. OAKWOOD PARK N.P.
I. COLLEGE PARK/IDLEWILD N.P.
J. NEW BERN/EDENTON S.A.P.
K. SOUTH PARK N.P.
L. CARALEIGH N.P.

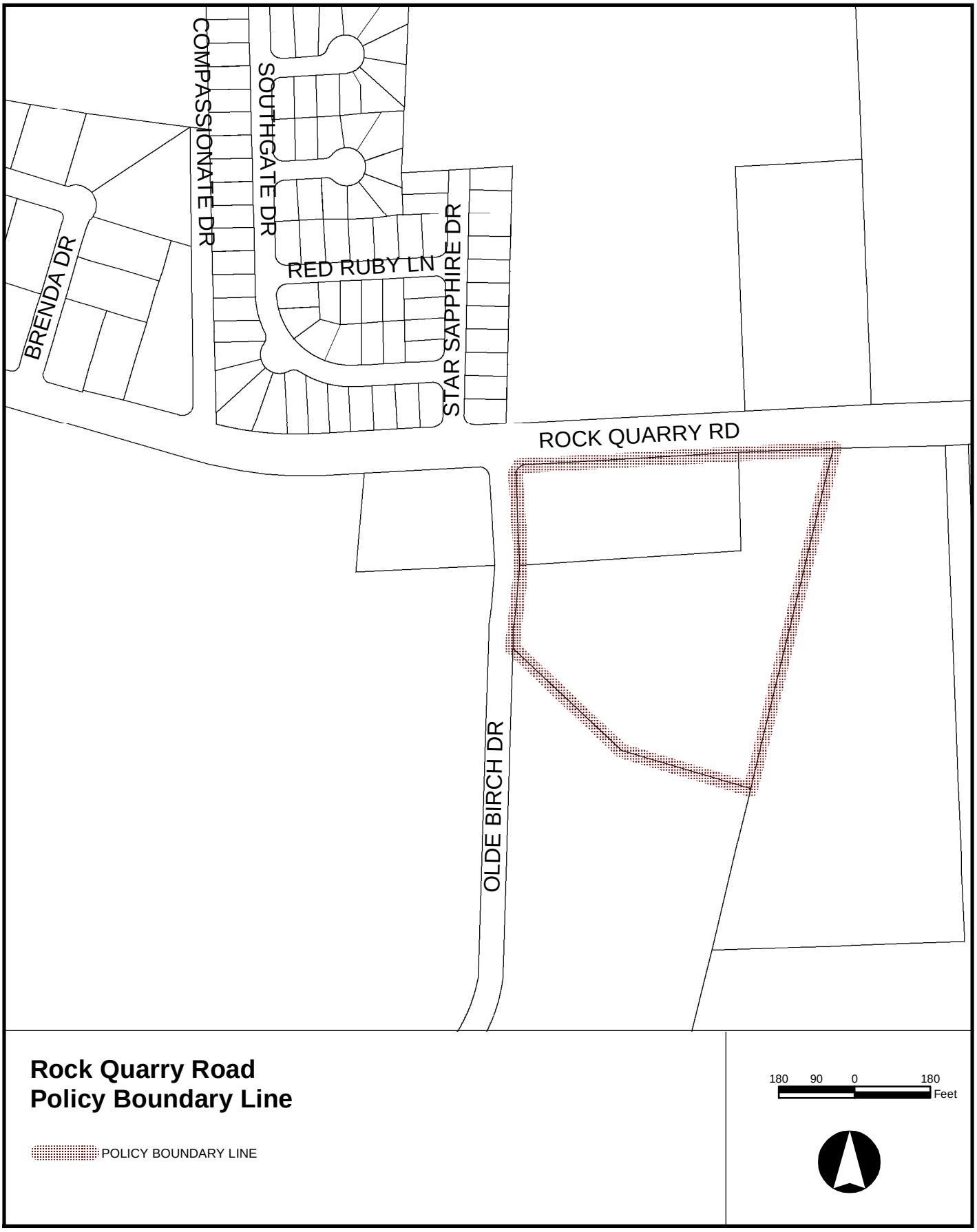
4,400 2,200 0 4,400
Feet



Southgate Area
Policy Boundary Line

POLICY BOUNDARY LINE

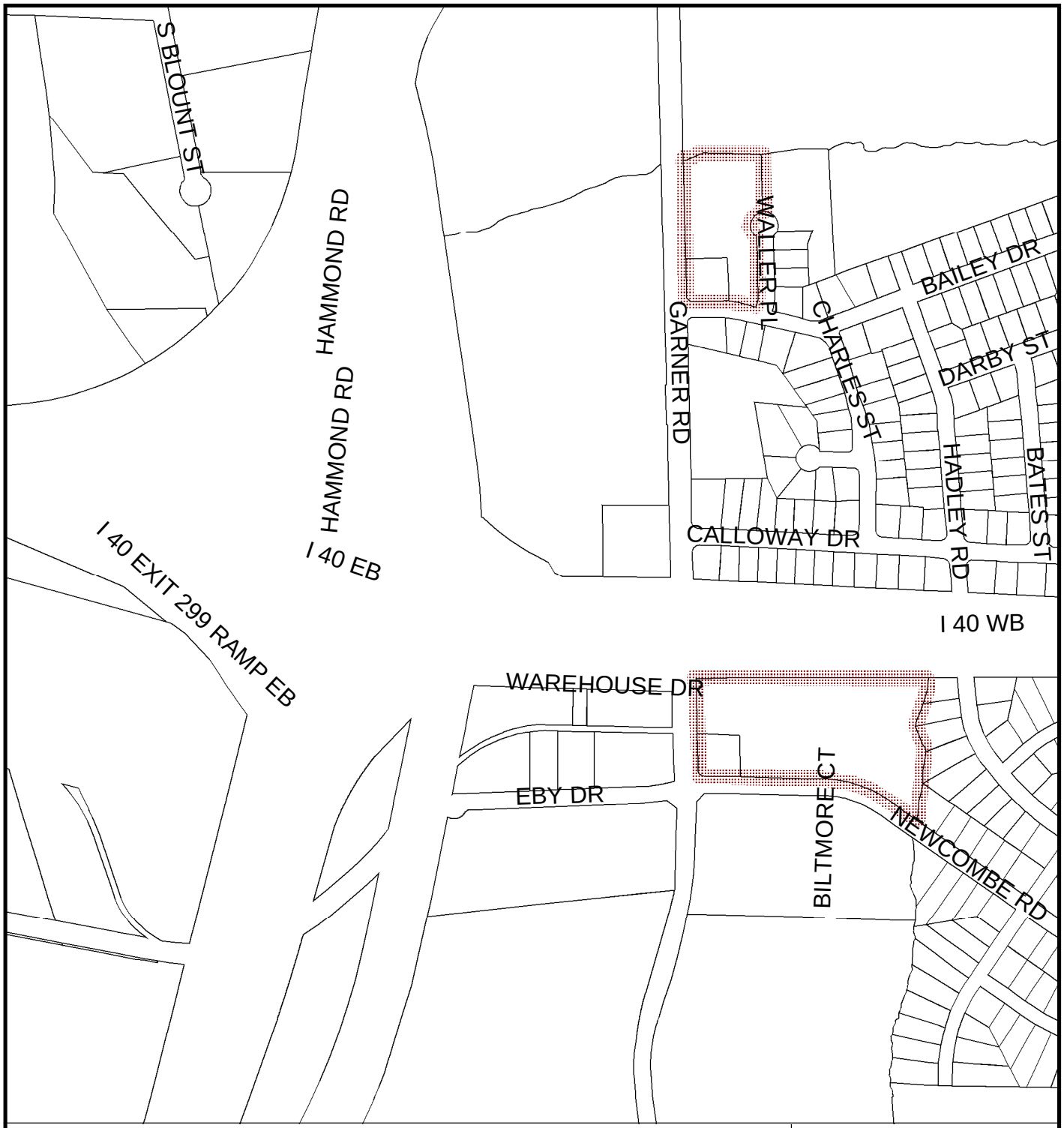
310 155 0 310
Feet



Rock Quarry Road
Policy Boundary Line

POLICY BOUNDARY LINE

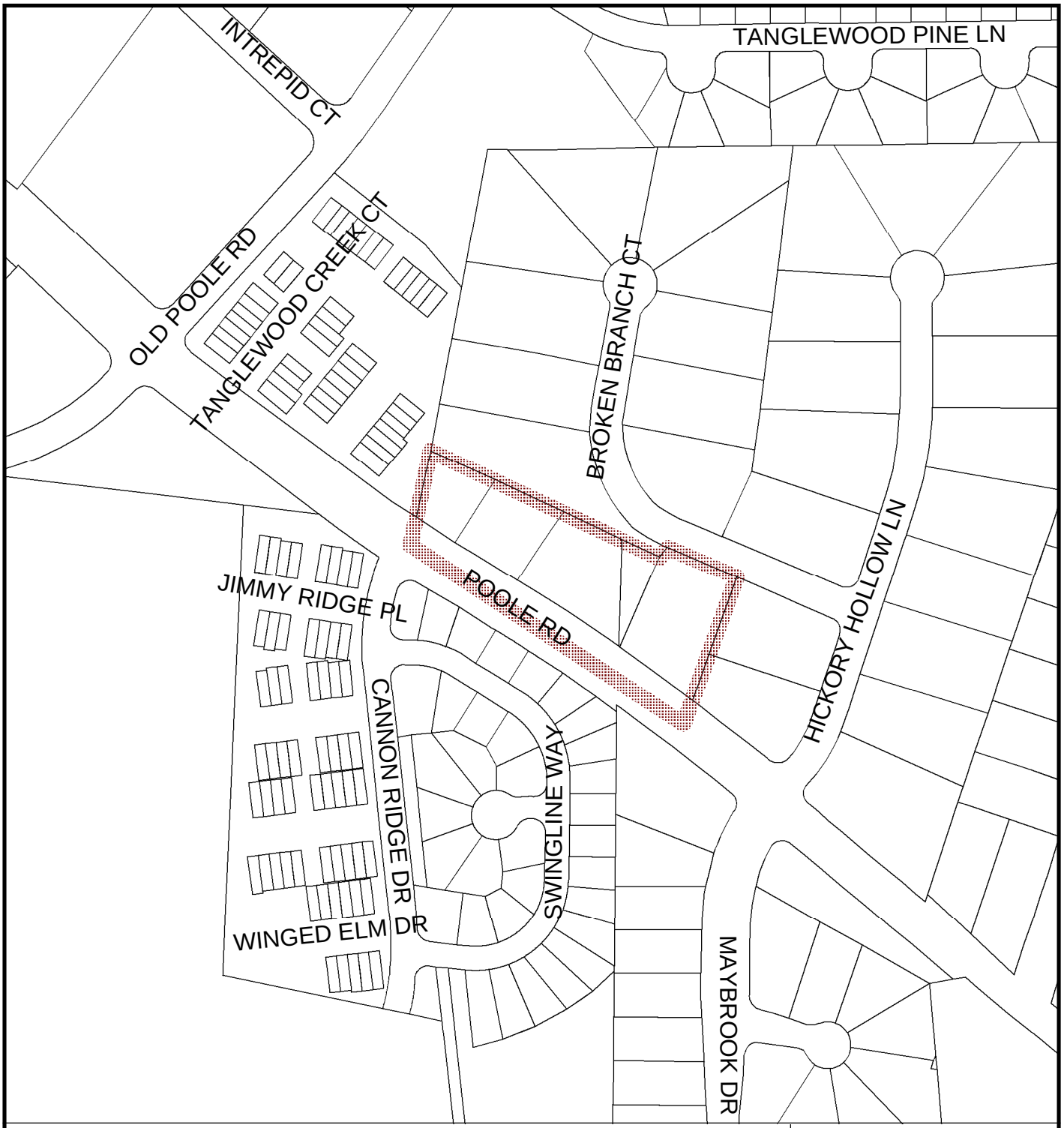
180 90 0 180
Feet



Garner Road
Policy Boundary Lines

POLICY BOUNDARY LINES

350 175 0 350
Feet



Poole Road - East of New Hope (Residential Retail Area) Policy Boundary Line

POLICY BOUNDARY LINE

180 90 0 180 Feet

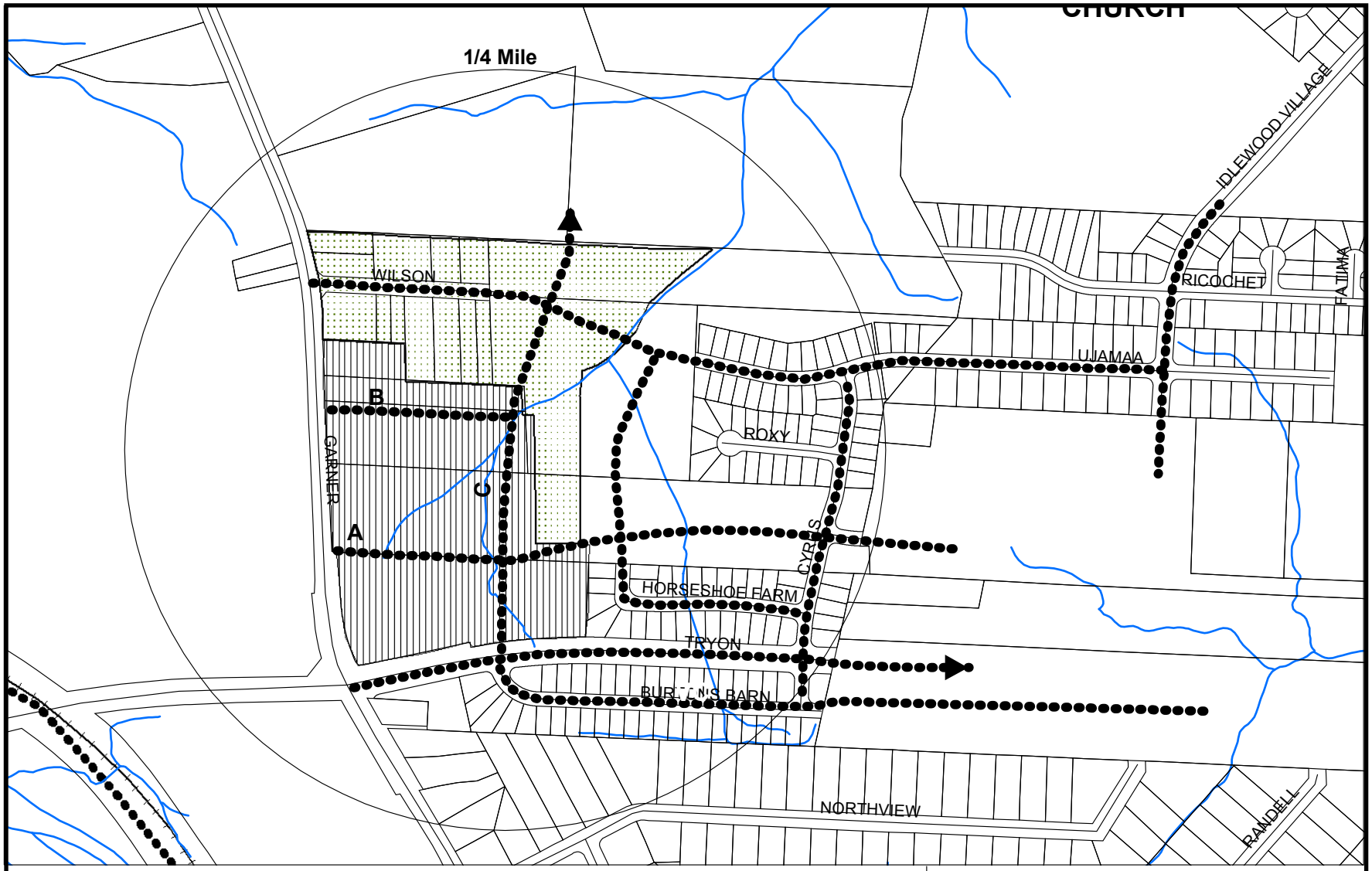
Garner - Tryon Neighborhood Center

The Garner – Tryon Neighborhood Center is located on the northeast quadrant of land at the intersection of Garner Road and Tryon Road. The Center has a maximum retail allocation of 130,680 square feet on 15 acres.

The designation of a Neighborhood Center requires a description of how the Urban Design Guidelines will be applied. The following policies were adopted as CP-18-04 in association with Z-12-04 to describe the application of the Urban Design Guidelines within the Neighborhood Center. A primary street system within the Neighborhood Center is shown on the attached map with street extensions north and east to adjacent residential areas.

Neighborhood Center Urban Design Guidelines

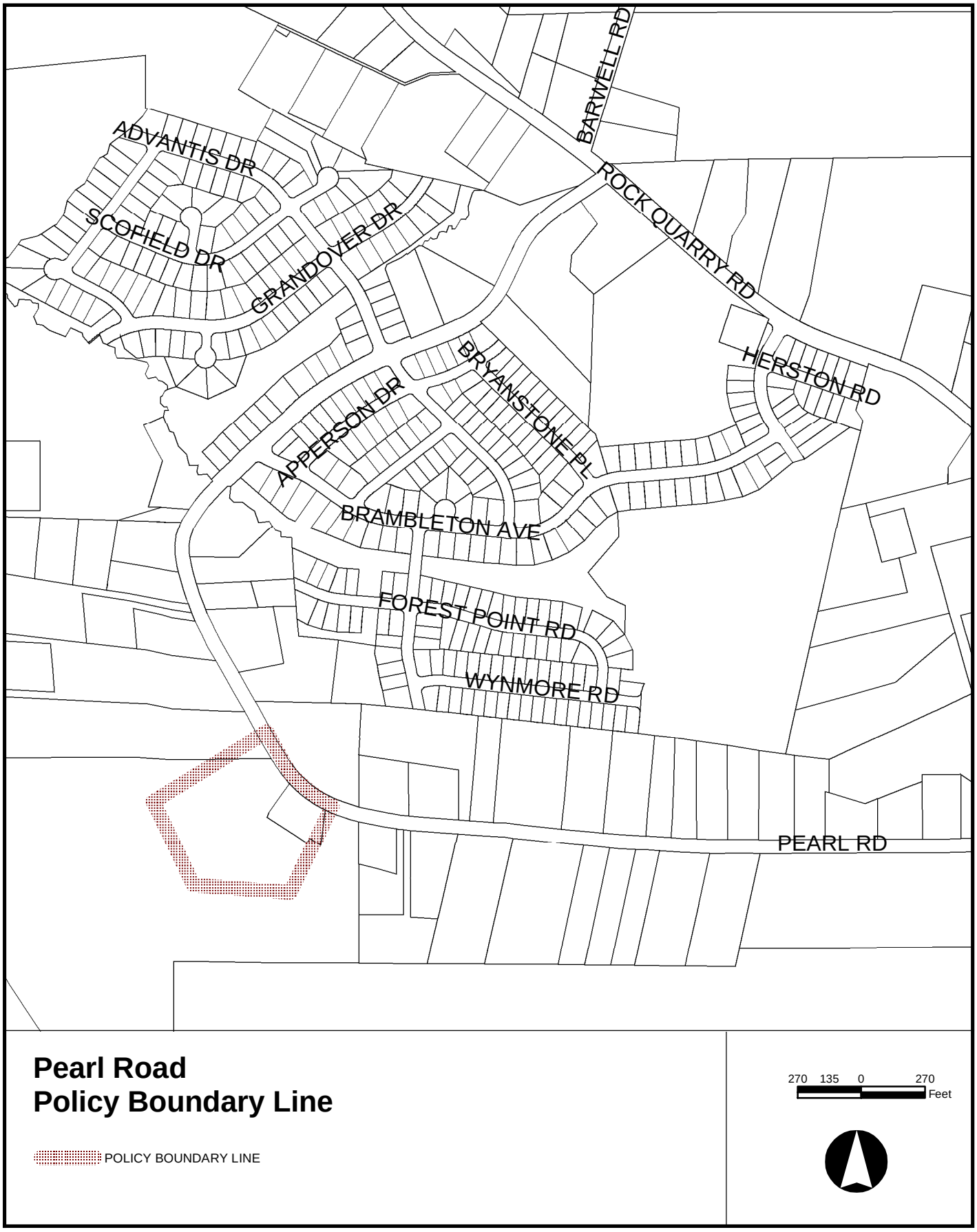
- The retail component within the proposed Neighborhood Center shall not exceed 15 acres in land area and 130,680 square feet in building area.
- The Core Area shall focus on several proposed intersecting streets in the northeast quadrant of the Garner Road/Tryon Road intersection. Streets A and B extend east off Garner Road and intersect with Street C that extends north from the future extension of Tryon Road. Streets A and C continue east and north respectively through the Transition areas and into the surrounding neighborhoods.
- The Core Area Policy Boundary Line shall follow Street C and the southern property lines for lots fronting Wilson Street.
- The site, street, and building design recommendations of the Urban Design Guidelines shall apply to Streets A, B, and C within the Core and Transition Areas. Within the Core Area, Street A, B, and C shall be designed as Secondary Pedestrian Ways as detailed in Figure 14b. of the Guidelines for Mixed-Use Centers in the Streets, Sidewalks, and Driveway Access Handbook and shall include on-street parking where not in conflict with transportation objectives.
- Beyond the Core Area on Streets A and C, a development transition using architectural design, height, and massing shall be incorporated. Appropriate commercial uses in the Transition are office and *retail sales-personal services*. A transition in housing density shall also be provided with the highest densities occurring in the Core. Within the Transition Area, streets shall be designed according to Figure14a. in the Streets, Sidewalks, and Driveway Access Handbook with on-street parking where appropriate.
- The Urban Design Guidelines do not apply to the frontage of the Neighborhood Center on Garner and Tryon Road. This area shall include landscape buffers adjacent to parking lots. Buildings shall be used to frame the intersection of Streets A, B, and C with the adjacent thoroughfares.



Garner-Tryon Neighborhood Center

STREET GRID
PARCELS
CORE AREA
TRANSITION AREA
STREETS
HYDROLOGY

550 275 0 550
Feet



Pearl Road
Policy Boundary Line

POLICY BOUNDARY LINE

270 135 0 270
Feet

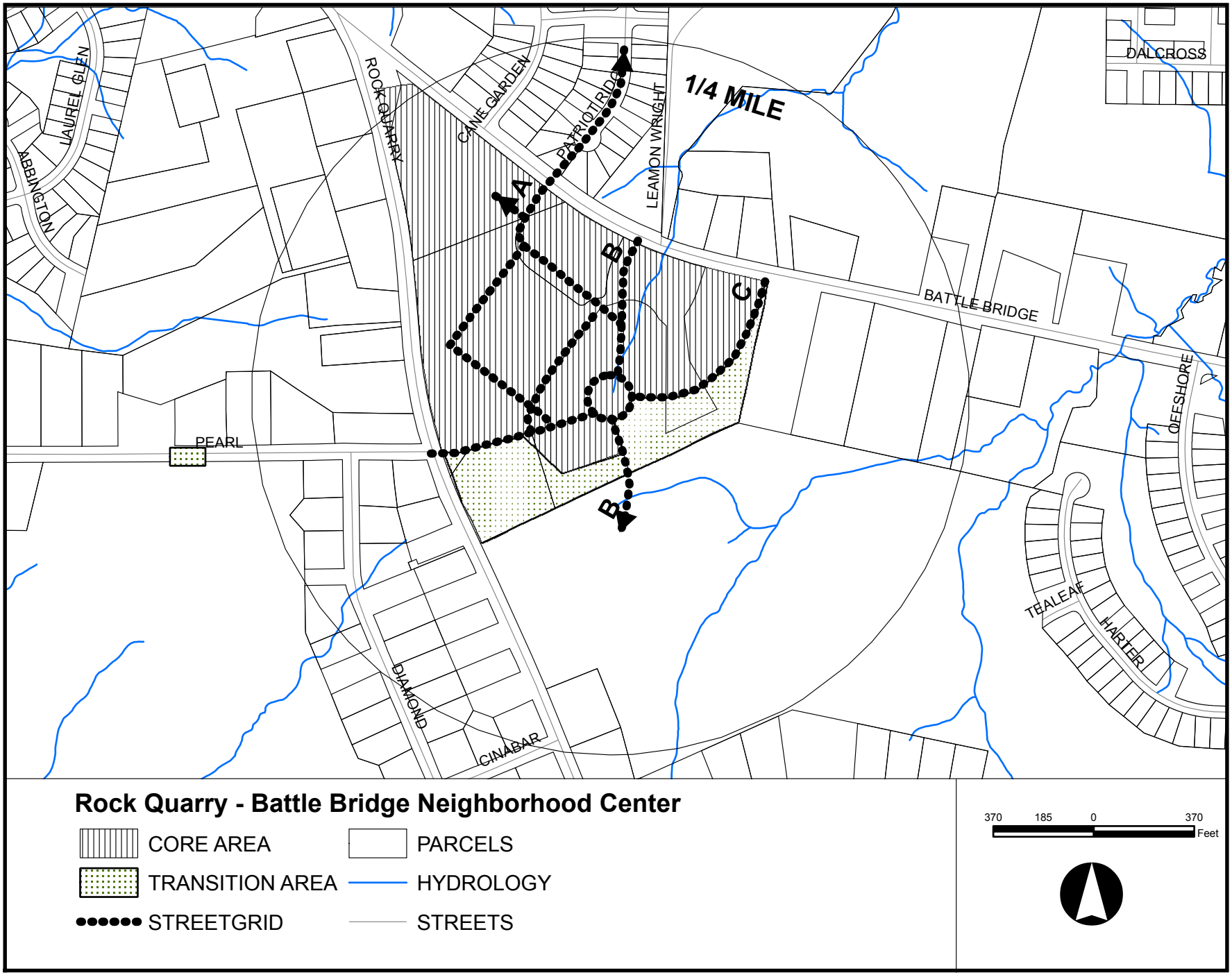
Rock Quarry - Battle Bridge Neighborhood Center

The Rock Quarry – Battle Bridge Neighborhood Center is located on the quadrant of land east of the intersection of and between Rock Quarry Road and Battle Bridge Road. The Center has a maximum retail allocation of 130,680 square feet on 15 acres.

The designation of a Neighborhood Center requires a description of how the Urban Design Guidelines will be applied. The following policies were adopted as CP-30-04 in association with Z-14-04 and Z-44-04 to describe the application of the Urban Design Guidelines within the Neighborhood Center. A primary street system within the Neighborhood Center is shown on the attached map with street extensions south to adjacent residential areas.

Neighborhood Center Urban Design Guidelines

- The Core Area will focus on several proposed intersecting streets and a traffic circle on the interior of the tract of land southeast of the intersection and between Rock Quarry Road and Battle Bridge Road as illustrated on the attached map.
- The retail component of the Core Area shall not exceed 15 acres and 130,680 square feet in building area.
- The site, street, and building design recommendations of the Urban Design Guidelines shall apply to an extension of Pearl Road east of Rock Quarry Road as well as to Streets A, B, and C that extend west off Battle Bridge Road and intersect on the tract interior to establish the focus of the Core Area. Within the focus of the Core Area, the streets illustrated with a bold line on the attached map shall be designed as Secondary Pedestrian Ways as detailed in Figure 14b. of the Guidelines for Mixed-Use Centers in the Streets, Sidewalks, and Driveway Access Handbook and shall include on-street parking where not in conflict with transportation objectives.
- Beyond the focus of the Core Area, Streets A, B, C, and Pearl Road extension as well as a street extension north off Street A into the Z-44-04 site shall be designed according to Figure14a. in the Streets, Sidewalks, and Driveway Access Handbook with on-street parking where appropriate.
- The Transition Area begins south of Pearl Road extension and Street C as shown on the attached map. Street B extends south from the traffic circle as a transitional street to the proposed residential area. A development transition using architectural design, height, and massing shall be incorporated throughout the Transition Area.
- Appropriate commercial uses in the Transition are office and *retail sales-personal services*. A transition in housing density shall also be provided with the highest densities occurring in the Core.
- The Urban Design Guidelines do not apply to the frontage of the Neighborhood Center on Rock Quarry Road and Battle Bridge Road. This area shall include landscape buffers adjacent to parking lots. Buildings shall be used to frame the intersection of Pearl Road extension as well as Streets A, B, and C with the adjacent thoroughfares.


ROCK QUARRY
CANE GARDEN
PATRIOTRIDGE
LEAMON WRIGHT
1/4 MILE
DALCROSS
LAUREL GLEN
ABBINGTON
BATTLE BRIDGE
OFFSHORE
PEARL
A
B
C
B
TEALEAF
HARTER
DIAMOND
CINABAR
Rock Quarry - Battle Bridge Neighborhood Center
CORE AREA
TRANSITION AREA
STREETGRID
PARCELS
HYDROLOGY
STREETS
370
185
0
370
Feet

SOUTHWEST DISTRICT PLAN

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1. SOUTHWEST DISTRICT PLAN

Background

Orientation
The boundaries of this 15,166 acre district are I-40 and Western Boulevard on the north, Highway 401 South and Garner Road on the east and the City's extraterritorial jurisdiction, or ETJ, on the south and west. Major transportation corridors are I-40, the I-440 Beltline, U.S.1/64 and U.S. 70 east/401 south. The NCSU Centennial Campus is in the northern portion of the Southwest District.

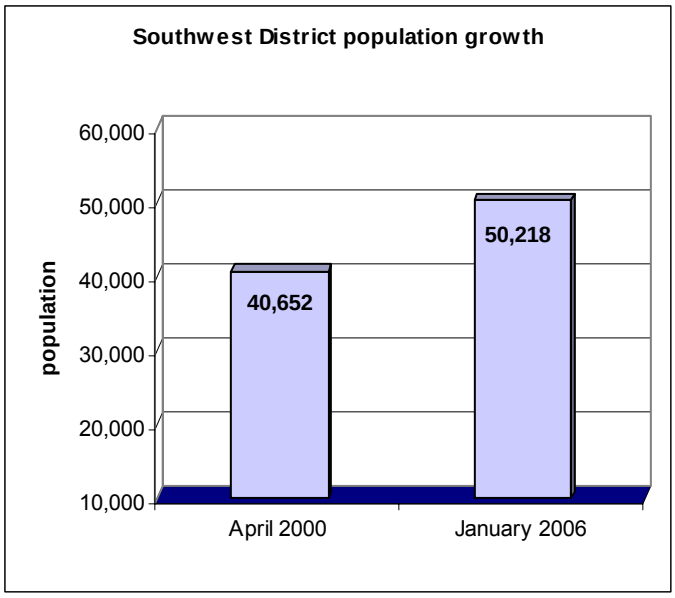
Existing Land Use and Zoning
The largest share of the Southwest District consists of vacant land, which comprises 5358 acres, or 32.6 percent of the total area. The majority of this vacant and agricultural land is owned by NCSU and the State of North Carolina. The second largest land use is single family residential, with 3656 acres, or 22 percent of the district. Multi-family uses account for 7.3 percent or 1205 acres. Most of the multi-family dwellings are related to NCSU, or from transitions from single family to nonresidential land uses along major corridors. Manufacturing and industrial uses occupy less than 2000 acres or about 11 percent of the district. Recreation, parks and other uses are each less than 4 percent of the total.

Residential zoning is applied to 7873 acres or about 51 percent of the total land in the Southwest District. Industrial Zoning, including Thoroughfare District, covers 4184 acres, or about 27 percent. Office accounts for 1794 acres, or 11 percent, and commercial / retail zoning for 343 acres, or about 2 percent of the total land.

Population and Employment

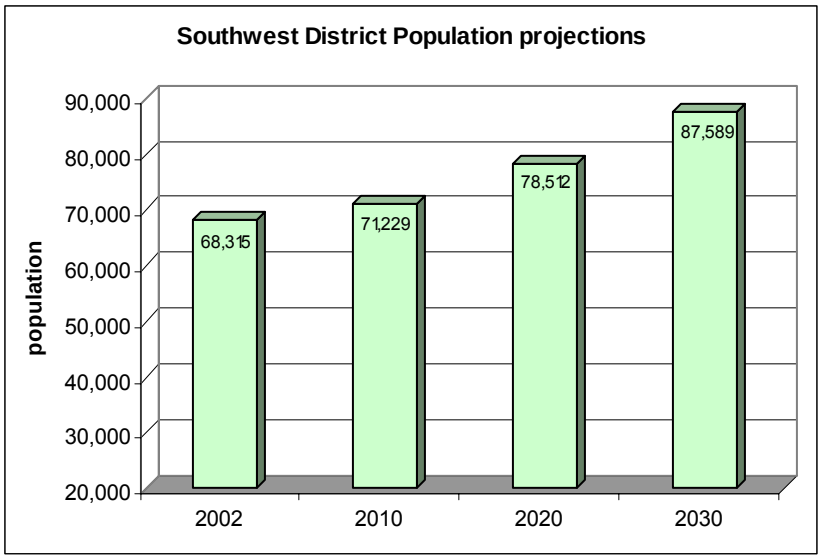
Population Growth by Planning District

Planning District	4/1/2000 Population*	1/1/2006 Population	Growth 4/1/00 to 1/1/06
Central	18,523	20,217	1,694
East	10,639	10,744	105
North	58,127	72,389	14,262
North Hills	26,081	28,102	2,021
Northeast	45,308	64,687	19,379
Northwest	41,631	51,374	9,743
Southeast	26,194	35,151	8,957
Southwest	**40,652**	**50,218**	**9,566**
Umstead	7,358	15,453	8,095
University	28,851	30,004	1,153
Total	303,364	378,339	74,975



In April 2000 the Southwest Planning District had a population of 40,652 persons or approximately 13.4 percent of Raleigh's Jurisdiction population. As of January 1, 2006 the Southwest Planning District had a population of 50,218. The increase of 9,566 persons between the 2000 Census and January 1, 2006 represents a 23.5 percent population increase.

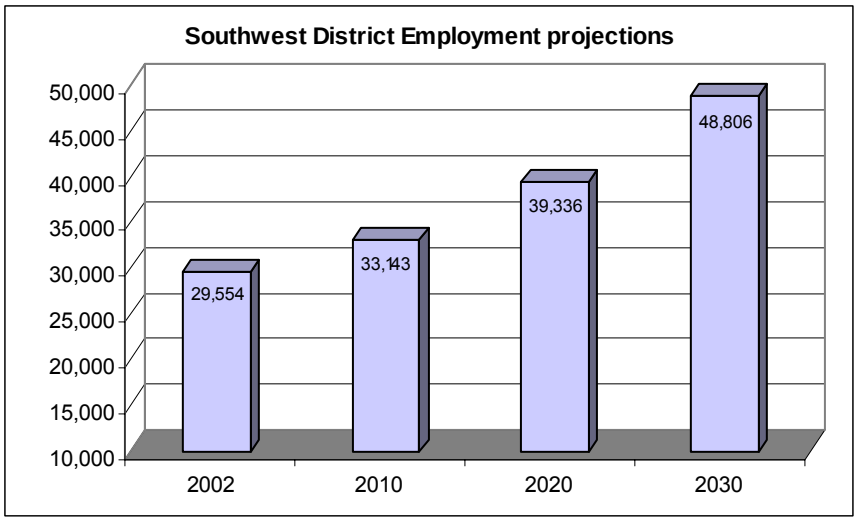
Planning District Population projections (2002 - 2030)						
	2002	2010	2020	2030	Growth 2002 to 2030	Percentage Growth 2002 to 2030
Central	18,712	22,870	30,103	30,763	12,051	64.4%
East	10,488	11,104	13,243	13,488	3,000	28.6%
North	59,404	66,020	74,197	81,334	21,930	36.9%
North Hills	26,648	27,181	28,750	30,681	4,033	15.1%
Northeast	63,745	78,959	96,949	123,068	59,323	91.1%
Northwest	43,516	49,571	53,181	57,133	13,617	31.3%
Southeast	34,010	37,344	53,356	75,799	41,789	122.9%
Southwest	**68,315**	**71,229**	**78,512**	**87,589**	**19,274**	**28.2%**
Umstead	10,452	23,334	26,370	26,463	16,011	153.2%
University	30,849	34,252	39,654	44,633	13,784	44.7%
totals	366,139	421,864	494,315	570,951	204,812	55.9%



The Southwest Planning District population is projected to increase by 28.2 percent or 19,274 people from year 2002 to year 2030. By the year 2030 the Southwest District is projected to have the second largest planning district population at about 87,600 persons.

source: CAMPO (Capital Area Metropolitan Planning Organization) socioeconomic data projections

Planning District Employment projections 2002 - 2030						
	2002	2010	2020	2030	Growth 2002 to 2030	Percent Growth 2002-2030
Central	44,035	48,797	57,096	57,850	13,815	31.4%
East	12,876	13,378	14,099	14,132	1,256	9.8%
North	32,472	36,660	41,129	47,491	15,019	46.3%
North Hills	30,895	31,897	36,371	38,968	8,073	26.1%
Northeast	38,113	45,718	57,240	71,146	33,033	86.7%
Northwest	33,256	35,722	37,898	40,572	7,316	22.0%
Southeast	8,276	9,620	17,980	33,505	25,229	304.8%
Southwest	**29,554**	**33,143**	**39,336**	**48,806**	**19,252**	**65.1%**
Umstead	7,429	19,316	25,004	25,364	17,935	241.4%
University	25,527	25,947	28,227	31,162	5,635	22.1%
totals	262,433	300,197	354,379	408,996	146,563	55.8%



Employment in the Southwest Planning District is projected to increase by 65 percent from 2002 to 2030, adding approximately 19,300 jobs to the Southwest District labor force.

source: CAMPO (Capital Area Metropolitan Planning Organization) socioeconomic data projections

Systems Plans

Transportation

The Southwest Planning District is generally bounded by I-40 on the west, Yates Mill Pond Road on the southwest, the City of Raleigh limits or extraterritorial jurisdiction (ETJ) boundaries on the south, Garner Road on the east, and Western Boulevard and Wade Avenue on the north. The study area has been expanded slightly north to Hillsborough Street from Faircloth Road to Morgan Street to include the main campus of North Carolina State University, Pullen Park, the Governor Morehead School for the Blind, Raleigh Central Prison, and the neighborhoods located north of the school and the prison. Several major transportation corridors serve the area, including I-40, the I-440 Beltline, US 1, US 64, US 70, and US 401.

To investigate transportation issues and needs for the Southwest Planning District, the study has focused on the following issues to develop the plan update:

1. Timing of all planned transportation improvements.
2. Travel volumes changes with the redevelopment of the Dorothea Dix Campus.
3. Identification of changes in transit routes.
4. Four areas with significant redevelopment opportunity have been evaluated in closer detail as part of the Southwest District Plan Update. These areas include:

    - Dorothea Dix Campus. The area currently occupied by the Dorothea Dix Hospital complex and adjacent uses southwest of downtown bounded by Western Boulevard, Lake Wheeler Road, the Farmers Market, NCSU Springhill District, and the Kirby-Bilyeu neighborhood.

- Mission Valley. The area surrounding the intersection of Avent Ferry Road and Western Boulevard between NCSU main campus and Centennial Campus.
- Fairgrounds. The area south of the State Fairgrounds, bounded by Powell Drive to the west, Blue Ridge Road to the east, and Western Boulevard to the south.
- South Saunders/Wilmington. The area south of Downtown Raleigh and northeast of the South Saunders Street/I-40 interchange, bounded by South Saunders Street to the west, Gilbert Street to the north, Wilmington Street to the east, and I-40 to the south.

Based on the evaluation of the District's transportation facilities, future traffic projections, and potential development opportunities, the following changes are recommended:

1. Improve Lake Wheeler Road as an urban boulevard between I-440 and downtown Raleigh including:
   - Widen to a four-lane cross-section with landscaped median and pedestrian facilities
   - Realign Lake Wheeler Road as the through movement at the intersection with South Saunders Street
   - Add the proposed connection of Lake Wheeler Road to South Street.
2. Add collector streets between Lake Wheeler Road and South Saunders Street, specifically at Prospect Avenue and Hammell Drive.
3. Revise the planned Blair-Hunt- Morgan connector as necessary, after investigating alternate routes and alignments.
4. Maintain the current Western Boulevard Extension alignment but improve connections to the Edwards Mills Road, Hillsborough Street, and Buck Jones Road corridor to the west.
5. Revise roadway classifications and improve connectivity south of NCSU Centennial Campus including:
   - Replace the proposed connector between Centennial Parkway and Trailwood Drive with the extension of Main Campus Drive to Trailwood Drive
   - Add a proposed interchange on I-40 between Gorman Street and Lake Wheeler Road with a roadway connection to Main Campus Drive
   - Main Campus Drive from I-440 to Centennial Parkway is reclassified as a minor thoroughfare
   - Reclassify Centennial Parkway as a major thoroughfare
6. Tryon Road is reclassified as a secondary arterial.
7. Add local and collector streets as proposed in the four opportunity areas.
8. Delete proposed collector street extensions of Inwood and Ileagnes Roads in southern portion of the District. Delete proposed collector street extension of Fort Sumter Drive in the Roylene Acres area.
9. Incorporate the pedestrian and bicycle recommendations outlined in Appendix II into the City's Comprehensive Plan and accompanying documents.

These changes are based upon the evaluation of transportation needs and land use growth in the Southwest District. The improvements will help alleviate traffic

congestion and facilitate mobility and redevelopment within the District through improvements to roadway, transit, pedestrian, and bicycle facilities. The detailed planning efforts in the four opportunity areas follow the principles used in determining the overall District recommendations, and demonstrate how focused improvements can aid in creating vibrant businesses and residential neighborhoods.

Water

All of the major planned water mains in the area are finished except for a planned main running along Trailwood Drive. NCSU will construct and operate a private water distribution system on Centennial Campus serviced from master meter locations on the edge of the campus. Numbers adjacent to the water and sewer lines indicate the diameter of pipes in those locations.

Wastewater

All previously planned wastewater lines likewise are complete, and should be extended into the Swift Creek basin only if emergencies exist that threaten the water quality of Swift Creek as a future source of drinking water for the City. See the Swift Creek Watershed Plan, included with Watershed Plans in the Small Area Plan section of the Comprehensive Plan for details about recommended land uses in and adjacent to the watershed. Numbers adjacent to the water and sewer lines indicate the diameter of pipes in those locations.

Parks, Recreation and Greenways

This area is served by several parks, open spaces and greenways, including Lake Johnson Park, Pullen Park Lake Raleigh and the Walnut Creek Greenway. The Steep Hill Creek corridor is included in the *Capital Area Greenway Master Plan*. Yates Mill is an historic 18th century facility currently owned by the State of North Carolina and managed by Wake County Parks and Recreation; State and County cooperation is necessary for any recreation development at that site. It is projected that one additional community park and six neighborhood parks are needed in this district; see the following map for the locations of these park search areas. For more information, see the Parks, Recreation and Greenways Plan, Chapter 4 of the *Raleigh Comprehensive Plan*.

Urban Form and Land Use

The Southwest District contains large land tracts, many owned by state government. Some of these tracts create special areas, such as the State Fairgrounds, NCSU research farms and forestry lands. The state-owned Dorothea Dix property forms a major part of the Downtown/NCSU Area Regional Center. This portion of the regional center contains a community focus area at Mission Valley and a retail area on Western Boulevard. Employment areas are designated along the U.S. 70 East/401 South gateway corridor, NC 54/Hillsborough Street and Tryon Road at Gorman Street. The employment area on Hillsborough Street contains a retail area across from the State Fairgrounds, while the U.S. 70 gateway corridor contains two retail areas. See page 18 for a map of the current urban form recommendations.

The remainder of commercial and office uses are in four community focus areas: Tryon Hills on U.S. 70 and three along Western Boulevard, two residential community focus areas along I-40 at Western Boulevard and at Gorman Street, six neighborhood focus areas and four residential retail areas. The retail portion of the I-40/Gorman Street Residential Community Focus includes properties bordered by Gorman Street on the east and the western property line of a tract of land zoned Shopping Center at Lake Dam Road on the west. There will be no additional retail uses in the employment area along Tryon Road at Gorman Street, except for that allowed as general nonresidential related services or incidental uses contained in existing retail zoning in the Residential Retail area at Rannette Street, just east of Gorman Street.

Additional office and institutional uses should be located in the primarily nonresidential corridor transition along portions of Hillsborough Street, Jones Franklin Road, Tryon Road, Hammond Road and Old Garner Road. The residential area north and south of Rush Street, and west of Old Garner Road, is defined by a policy boundary line. Between I-40 and Tryon Road, west of the U.S. 401 corridor is the only major area planned for new residential growth on the old municipal airport property.

Some of these focus area designations have been modified as a result of this Southwest Plan update. Some instances involve the application of the *Urban Design Guidelines* to encourage more urban, pedestrian and transit oriented development. In other instances the changes reflect how the properties involved have developed away from retail uses.

The Southwest District also contains three transit-oriented development areas, each based on proposed Triangle Transit Authority regional commuter rail stations. The West Raleigh Station will be at the southern end of Corporate Center Drive at Chapel Hill Road, the Fairgrounds Station on Hillsborough Street just west of Blue Ridge Road, and the NCSU stop, though located in the adjacent University Planning District, has transit-oriented development possibility in the vicinity of Mission Valley Shopping Center. These transit oriented development areas (TODs) village and neighborhood centers will provide lively urban settings for higher density housing, retail and office uses.

Policies for the Southwest District

Future student-oriented housing, including fraternities, sororities, dormitories and rent-by-the-room, multi-bedroom apartments, should locate in the Downtown/NCSU regional center.

Land along Gorman Street north of I-40, currently zoned Conservation Management district, will remain as open space.

Changes to urban form designations

The western edge of the Downtown/NCSU Regional Center is defined on map on page 21.

The *Urban Design Guidelines*, found in Chapter 3 of the *Raleigh Comprehensive Plan*, provide guidance for compact transit and pedestrian oriented activity centers, as an alternative to more typical suburban development. The guidelines are applied to designated neighborhood and village centers. Neighborhood centers have core areas of about 8 acres; village centers, 30 acres. The following neighborhood and village center designations are included in this plan update:

1. The Mission Valley Community Focus area is designated a Village Center. This area has potential for a significant increase of development intensity. Given its proximity to NCSU, transit service and high pedestrian use, the area is prime to evolve into a more urban village center. See also "Mission Valley Small Area Plan," page 30.

2. The northwest corner of Tryon Road at South Saunders Street is designated as a neighborhood center. This center will continue to be a part of the South Saunders/Tryon Road community focus area. This portion of the larger Tryon/South Saunders community focus has the potential for pedestrian and transit oriented development that could compliment the otherwise automobile-oriented area.

3. The Western Boulevard/Beltline Community Focus is designated as a Neighborhood Center. This site has the potential for more urban, vertically mixed uses. The site also has excellent visibility and access. See also Fairgrounds Area (an amendment to the Arena Small Area Plan), page 34.

4. The neighborhood focus designation at Lake Wheeler Road and I-40 to residential retail. This focus developed as multifamily residential with a small retail center.

5. The residential community focus designation at Tryon Road and Gorman Street is changed to a neighborhood focus area. This location has not attracted the scale of retail development that is associated with a community focus area.

Corridor Redevelopment

Guidelines for corridor transition areas will be applied to portions of these roadways, based on follow-up corridor studies. These guidelines will allow redevelopment options as economic incentives.

Gateway Corridors

South Saunders Street from Western Boulevard south to Garner. This is a commercial corridor with extensive aging strip development. The northern part of this corridor as a gateway to downtown provides a poor image for the city. Additional landscaping, especially on the edges of the right-of-way, is needed. The corridor south of I-40 is extremely wide with no visual relief.

Wilmington Street. This is the old US 1 entrance to Raleigh from the south. The corridor is characterized by aging, widely-spaced buildings that were originally highway-oriented. Poor property maintenance and economic deterioration gives the area a depressed image. The old E. B. Bains Water Treatment Plant remains unused despite extensive public/private work to rehabilitate it. A small portion of this corridor is included in the Penmarc opportunity area study. See Page 32 of this plan.

Primarily Nonresidential Corridors

Western Boulevard between the Beltline and Gorman Street is an old commercial strip which is still economically vital, though its appearance, number of curb cuts and lack of service diversity are still issues. This area has been designated a neighborhood center, (see Page 19).

Hillsborough Street in the Youth Center Drive/Powell Drive area is a primarily nonresidential corridor. Although fairly close to a future TTA station, this area lacks sidewalks and other pedestrian amenities. Maintenance of some properties is poor and the area's image suffers accordingly. The buildings are set relatively close to the street, with parking between the street and buildings, which makes landscaping and necessary road widening problematic.

Primarily Residential Corridors

Lake Wheeler Road This road will soon be widened to a three lane section with sidewalks. Modest, older single family houses, some on large lots, are mixed with churches and small businesses.

Jones Franklin Road south from Western Boulevard to the Beltline. This is a mostly single-family corridor whose owner-occupancy is dwindling. As a result, several of the properties are poorly maintained.

Buck Jones Road. Similar to the Jones Franklin Road corridor, this is a busy street lined with single family houses, some of which are deteriorating.

Potential Redevelopment Areas

Three areas have been chosen for additional study for their possible designation as certified redevelopment areas, as described in the North Carolina State Statutes for redevelopment. These areas have been cited because of their history of property deterioration, crime and code violations. The areas are 1) the manufactured housing park on Stoval Drive, 2) the manufactured housing park on Greenleaf Street, and 3) Peach Road area. Following the State-mandated procedure, first the Raleigh Planning Commission would certify the locations as redevelopment areas, then redevelopment plans would be prepared for the sites.

Following adoption of Redevelopment Area Plan for each designated area, the City's Community Development Department could undertake redevelopment

activities within each area consistent with the adopted Plan, including the acquisition, rehabilitation, and/or redevelopment of identified blighted properties within the area.

Small Area Plans

Method Small Area Plan

The Method Community contains about 85 acres located in the southwest quadrant of the intersection of the Beltline and Hillsborough Street and across Hillsborough Street from Meredith College. Method was founded in 1872 and with the Oberlin Community, in the University District, is one of Raleigh's historic African-American settlements. It was a separate village until it was annexed by Raleigh in 1959.

This plan was originally adopted in the 1980s as part of the original West/Southwest District Plan. The small area plan describes land uses for the area, and includes a policy boundary line to separate single family housing from other uses. In 2002, issues arose concerning the expansion of the Raleigh Islamic Association facility, which is in the Method community, and accompanying on-street parking concerns. At that time the City Council requested that the Method Small Area Plan be examined for possible updates.

Development intensity, landscaping and site design should all be used to provide transition between this low density residential area and surrounding nonresidential areas.

For the sake of this study, the southern boundary of the plan area was expanded southward to coincide with the northern boundary of the Avent West Neighborhood Plan. Consequently, both sides of Western Boulevard are now included in the Method Small Area Plan.

Centennial Campus/Dorothea Dix Small Area Plan

Land use policies are reflected in the Dorothea Dix/Centennial Campus small area plan map and Dorothea Dix land use proposal map.

This plan was originally adopted as a follow-up to the initial rezoning case for Centennial Campus, in 1988. The plan area contains Centennial Campus and the Dorothea Dix hospital campus. Since its original adoption, NCSU has made changes to its master plan that are not indicated on the small area plan map. In addition, a portion of the Dorothea Dix campus, called the Spring Hill Precinct, was put under NCSU control.

The map of the small area plan has been revised to show changes on Centennial Campus and the Spring Hill Precinct.

The future of the Dorothea Dix campus will be determined by the North Carolina State Legislature.

Mission Valley Small Area Plan

Land use policies are reflected on the Mission Valley Small Area Plan map.

This small area plan has evolved out of its study as one of three "opportunity areas" identified as meriting detailed planning during the preparation of the Southwest District Plan update. (The other two opportunity areas are the Penmarc and Fairgrounds areas.) This site was chosen because it is within walking distance of the TTA NCSU rail transit stop and has the potential for a significant amount of redevelopment and urbanization. There is already a high degree of pedestrian and transit access to the area, due to its proximity to NCSU.

At present, Mission Valley is a University-based service area consisting of retail and businesses mainly in the area of the Western Boulevard and Avent Ferry Road intersection, businesses such as WRAL that have been in the area for many years, ancillary University and other institutional uses, residential enclaves and University-related residential development.

The concept for future development for Mission Valley provides for conversion of parts of this auto-dominated area to a character that can support denser mixed use development in certain locations and provide better pedestrian amenities and connectivity. To facilitate this evolution, the Mission Valley Community Focus Area is redesignated as a Village Center. See also page 19. Student housing is appropriate and encouraged in the area, with the exception of the eastern end of the Catholic Diocese property adjacent to Pullen Park Terrace.

The highlight of this area will be redevelopment facing Avent Ferry Road and Centennial Parkway to create a more urban streetscape. Western Boulevard will retain its landscaped "boulevard" character, without a proliferation of curb cuts. For the balance of this area west of Avent Ferry Road, University-related administration, research, fraternity and sorority houses and classroom facilities are the most viable uses.

This concept envisions mainly residential development of the Catholic Diocese property, beginning with lower density single family residential as an extension of the Pullen Park Terrace neighborhood, and increasing in density in the direction of Avent Ferry Road. A mix of attached and detached for-sale residential could be supported in this area, linking the Pullen Park Terrace neighborhood, Pullen Park and the Dorothea Dix campus. The amenities of this area would be particularly attractive for active seniors seeking to relocate into an age restricted rental or for-sale community.

An important part of this plan is the improvement of pedestrian connections and open space amenities in the area. One opportunity is to connect an urban greenway to the University's open space network which will help facilitate pedestrian and bicycle traffic between the North Campus and Centennial Campus. A pedestrian underpass could be built to enable pedestrians to cross Western Boulevard. In addition, the University's concept for a "people-mover" (automated rail) would also facilitate movement of students and faculty between the two campuses.

Penmarc Area (an amendment to the Southern Gateway Corridor Plan)

Land use policies are reflected on the Penmarc Area Land Use Proposal map.

This has been the object of detailed study as an "opportunity area" during the preparation of the Southwest District Plan update. (The other two opportunity areas are the Mission Valley and Fairgrounds areas.) This area was chosen because of its excellent access and visibility and its potential as an image-enhancing gateway for downtown and consequently for the entire city. Penmarc is the area south of downtown, bounded by South Saunders Street, Wilmington Street and the Raleigh Beltline (I-40). The accessibility and visibility of this area are quite good due to the interchange at I-40 and South Saunders Street. Gilbert Avenue and the Caraleigh neighborhood lie to the north. The area is divided by Walnut Creek and its tributary streams; from a land use perspective at present the area is fragmented. Older commercial buildings, a limited service hotel, and vacant lots characterize the western portion of the study area. The east portion of this study area, which contains the old E. B. Bain Water Treatment Planti is limited by poor access and visibility.

Greater connectivity is needed for substantial improvements and reinvestment to be realized in the Penmarc area. Specifically, a new street linking the west and east sides of this study area is recommended. This street would connect South Saunders to Fayetteville Street, via an extension of Penmarc Drive. Ideally this street would be signalized at its intersection with South Saunders Street. This street will provide much needed additional access and visibility to the area and create some new infill opportunities. The E. B. Bain former water treatment plant with its attractive historic character is located at the east end of this proposed street connection, near South Wilmington Street. With the new street extension, this historic building could be a strong anchor for the entire area. The water treatment plant area could feature live/work units marketed to small start-up high-tech companies, artists and others. It is recognized that the water treatment plant re-use would necessarily be a destination rather than relying on drive-by appeal. The park immediately north of the water treatment plant is an amenity for the neighborhood and will create additional value for existing and new infill development.

The existing Bluff Street neighborhood between the former water treatment plant and I-40 could be assembled and redeveloped for industrial and flex spaces.

The west side of the study area, fronting on South Saunders Street and extending east to the floodplain is comparatively flat with high visibility. A mix of commercial uses, including flex, office, hotels and restaurants could be accommodated. The office and flex space would target small businesses seeking I-40 access, complementing larger downtown office buildings containing corporate and government anchors. One or two additional hotels would be the most likely development candidates for the southern portion of the site bordering I-40 and Walnut Creek, along with a travel-oriented restaurant.

Fairgrounds Area (an amendment to the Arena Small Area Plan)

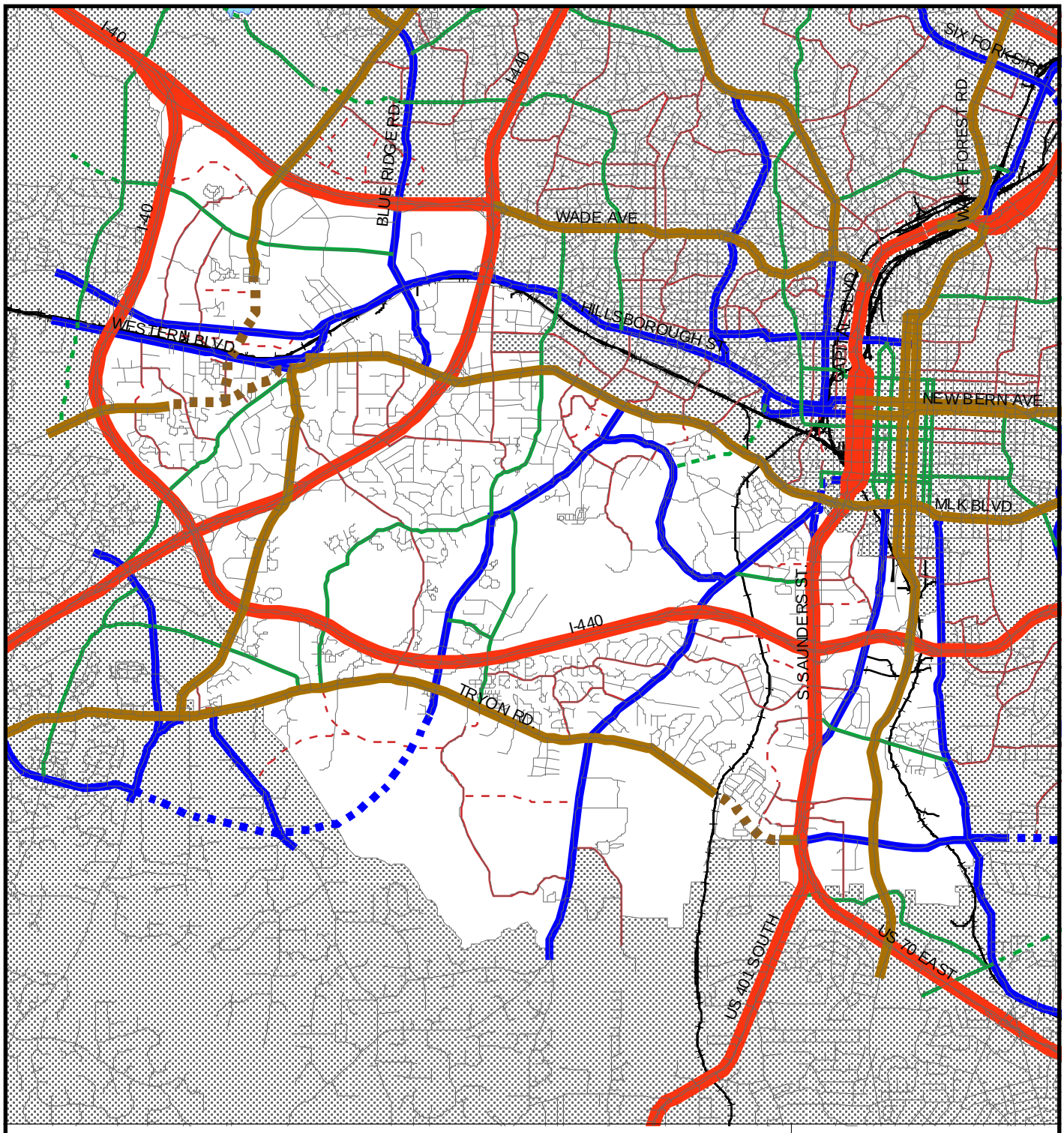
Land use policies are reflected on the Fairgrounds Area Land Use Proposal map.

This has been studied in detail as an "opportunity area" during the preparation of the Southwest District Plan update. (The other two opportunity areas are the Penmarc and Mission Valley areas.) This site was chosen because it is partially within walking distance of the TTA Fairgrounds rail transit stop and has the potential for a significant amount of redevelopment.

The concept plan for this area leverages the presence of the TTA station to stimulate transit-oriented redevelopment from the rail line at Hillsborough Street, south to Western Boulevard, especially within the ¼-mile radius of the station. To help facilitate a more urban form of development, a grid street pattern is proposed providing greater connectivity of existing streets. Among these new streets is an east-west connector parallel to the rail corridor, connecting Blue Ridge Road and Powell Drive. This street will provide critical access and visibility for commercial and residential uses nearest the transit station.

Nearest the transit station, the area is well positioned for high-density housing and entertainment-oriented retail, restaurants, and professional office space. The entertainment component would be supported by the extensive housing in the area, TTA riders, and participants of events held at the Fairgrounds, Carter Finley Stadium and the RBC Arena. The Arena Small Area Plan has already proposed an event-oriented shuttle route that would have as its terminuses the Fairgrounds and West Raleigh TTA stops. The shuttle would operate for events in the area and bring the public to the entertainment opportunities available adjacent to the Fairgrounds TTA stop.

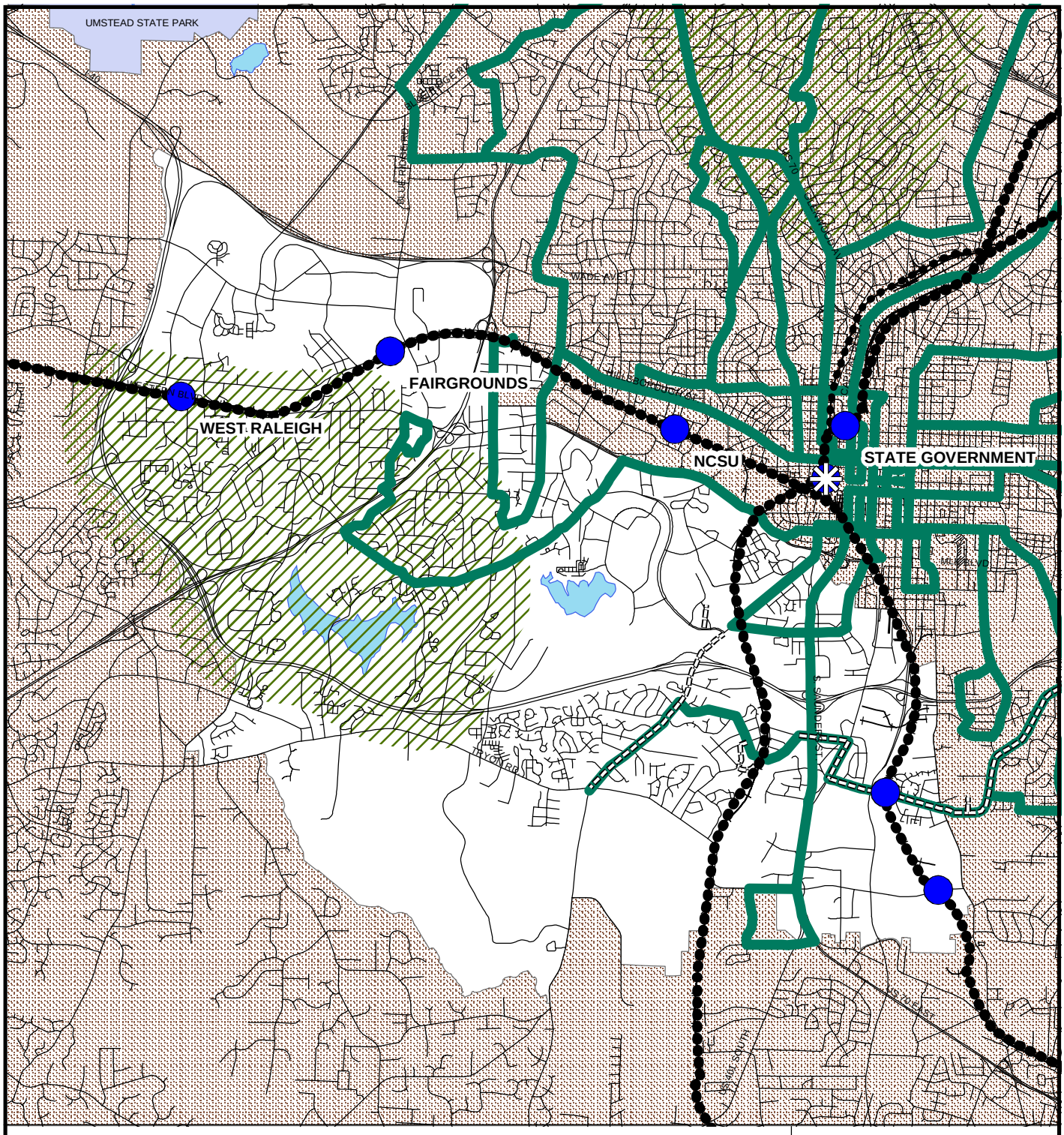
The existing K-mart shopping center, located at the intersection of Blue Ridge Road and Western Boulevard, should redevelop as a vertically mixed-use community center, including retail, residential and office uses. The center should be designed with a decidedly urban character, including internal streets and connections to adjoining parcels. This site is designated a neighborhood center. (See also page 19). On the southwest side of the study area, at the corner of Western Boulevard and Powell Drive, there is an older community retail area. The scale and character of the area is good and provides an appropriate transition to residential areas to the south and west. This area will continue to support small-scale service retail. The Western Boulevard corridor, between the two retail sites at the west and east end of the study area, should contain mostly for-sale residential development to support the existing neighborhood south of Western Boulevard. A substantial small-lot single family component could be incorporated in addition to townhouses and possibly condominiums. An open space network linking the residential areas with the three commercial nodes follows stream buffers and "green streets". These would be streets with expanded pedestrian and landscaping features along one side of the roadway.



Arterials, Thoroughfares & Collectors - Southwest District

- PRIMARY ARTERIALS
- SECONDARY ARTERIALS
- MAJOR THOROUGHFARES
- MINOR THOROUGHFARES
- COLLECTORS
- PROPOSED ROADS
- DISTRICT

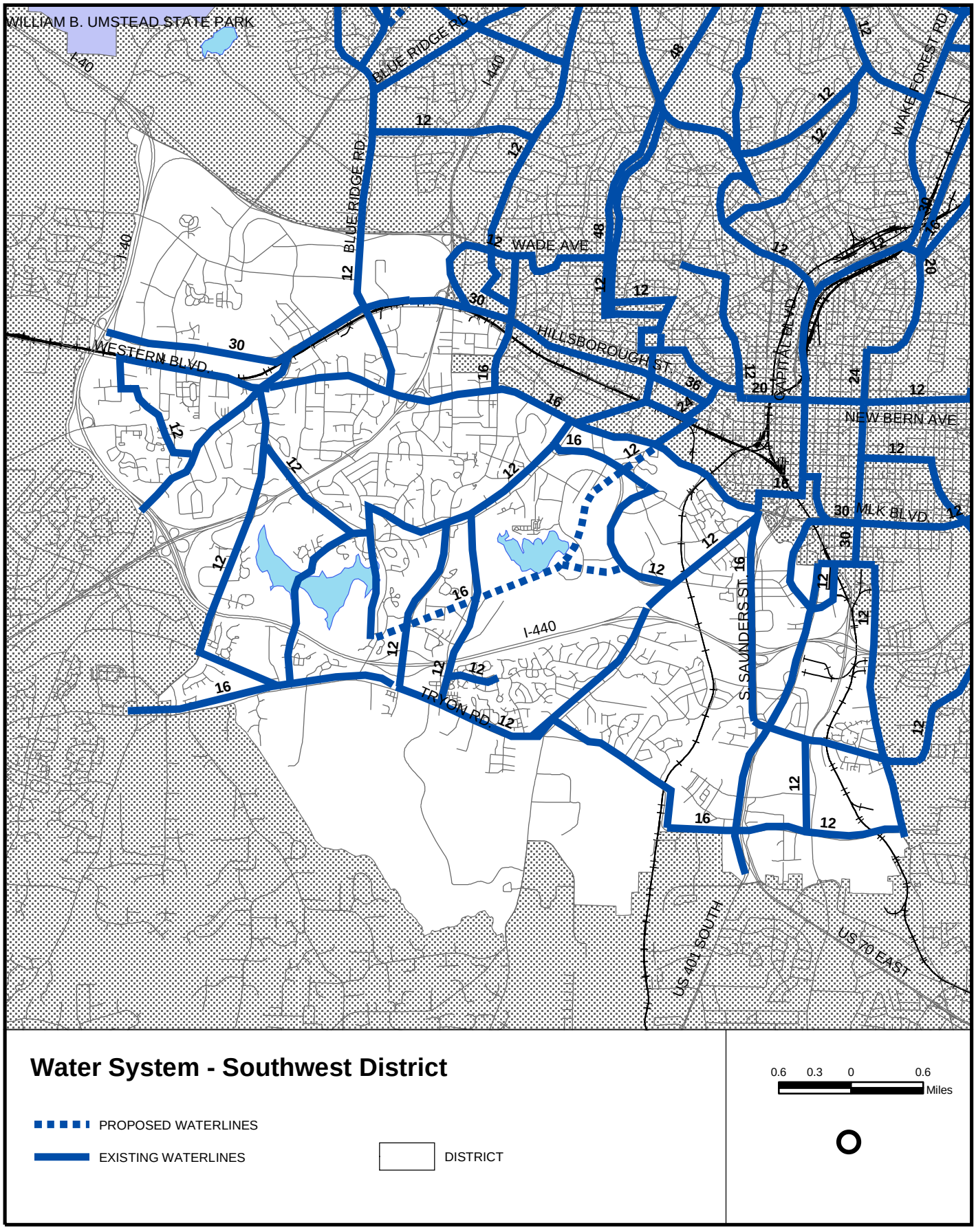
0.5 0.25 0 0.5 Miles

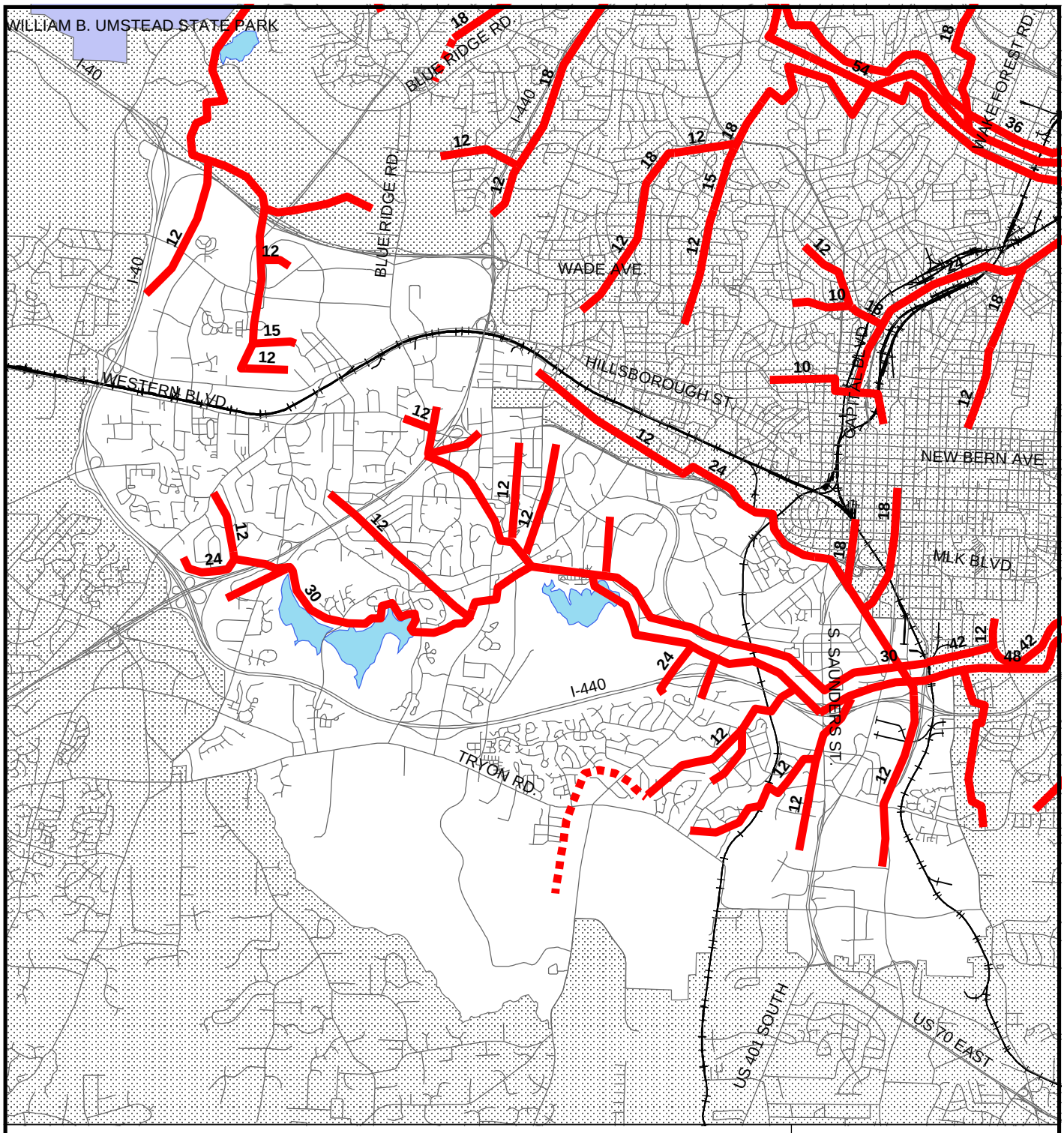


Public Transit, Railroads & Airports - Southwest District

- CAT ROUTES
- DEMAND RESPONSIVE ZONES
- CAT CONNECTOR FIXED ROUTE FEEDER
- WAKE COUNTY RAILROADS
- ROUTE DEVIATION FEEDER
- REGIONAL RAIL TRANSIT
- ALTERNATE REGIONAL RAIL TRANSIT
- TRANSIT STOPS
- INTERMODAL TRANSPORTATION CENTER
- DISTRICT BOUNDARY

0.5 0.25 0 0.5 Miles


WILLIAM B. UMSTEAD STATE PARK
I-40
BLUE RIDGE RD
I-440
WADE AVE
WESTERN BLVD
HILLSBOROUGH ST
CAPITAL BLVD
NEW BERN AVE
MLK BLVD
WAKE FOREST RD
S. SAUNDERS ST
TRYON RD
US 401 SOUTH
US 70 EAST
Water System - Southwest District
PROPOSED WATERLINES
EXISTING WATERLINES
DISTRICT
0.6 0.3 0 0.6
Miles



Wastewater System - Southwest District

PROPOSED WASTEWATERLINES

EXISTING WASTEWATERLINES

PUMP STATIONS

DISTRICT

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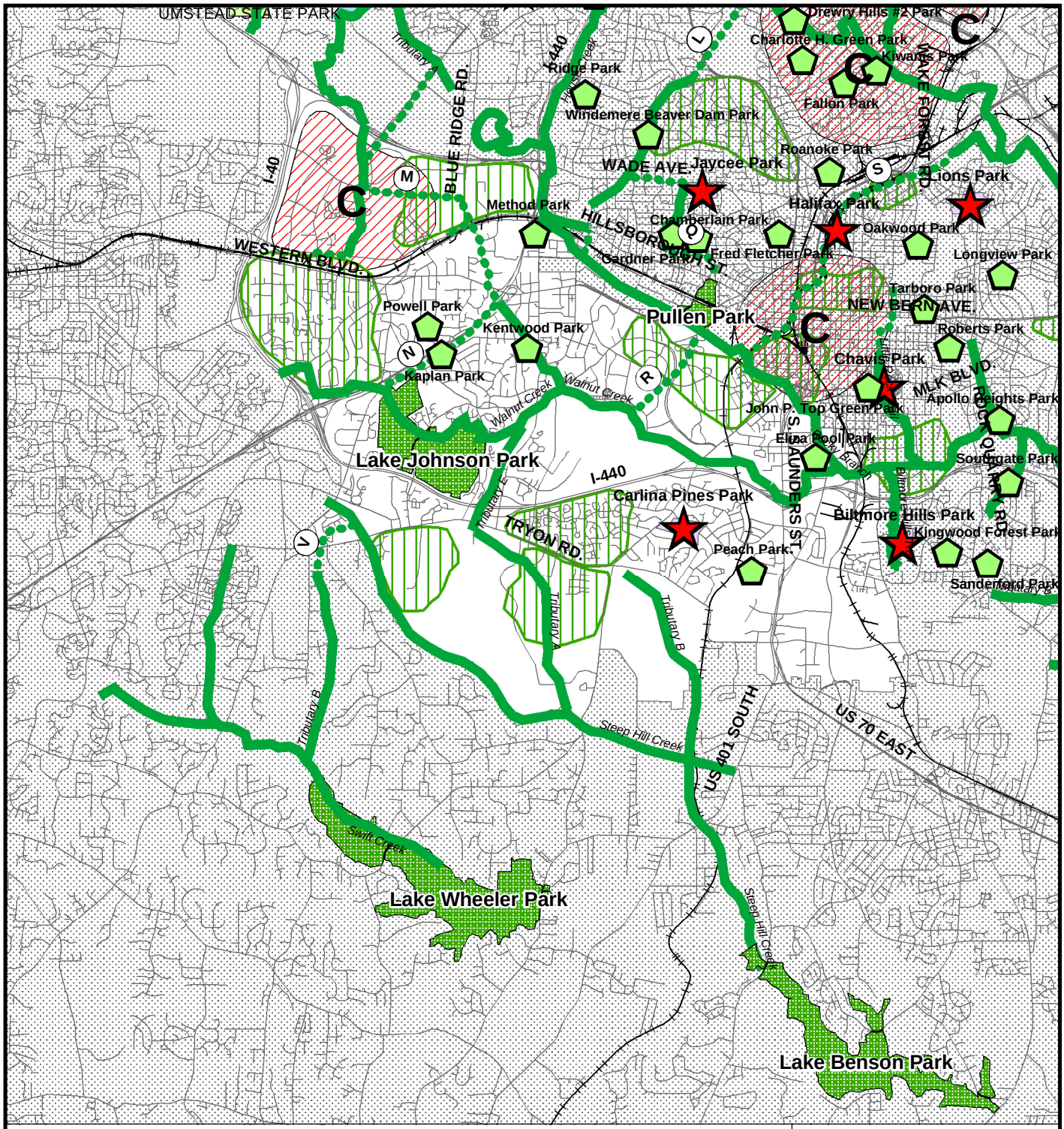
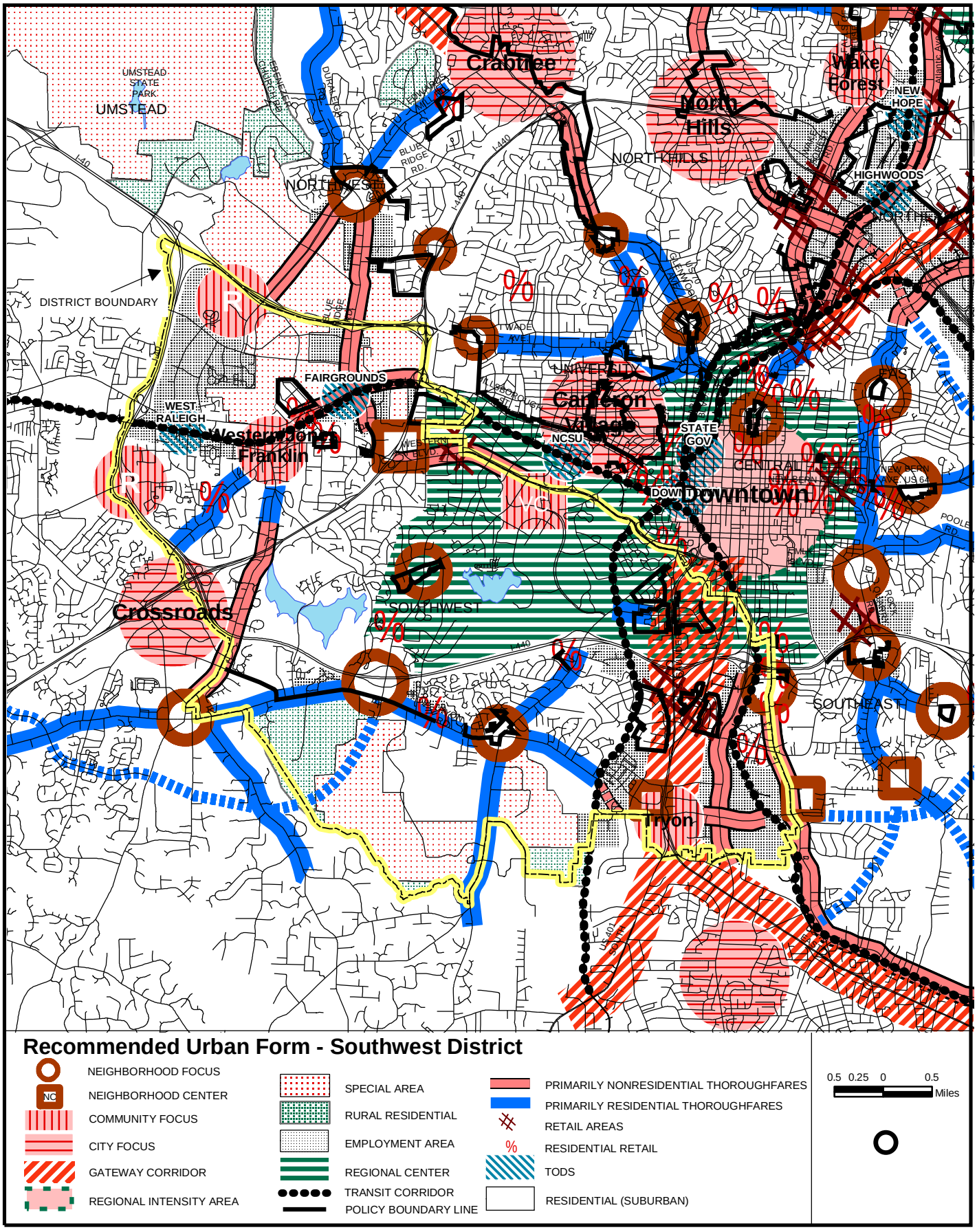
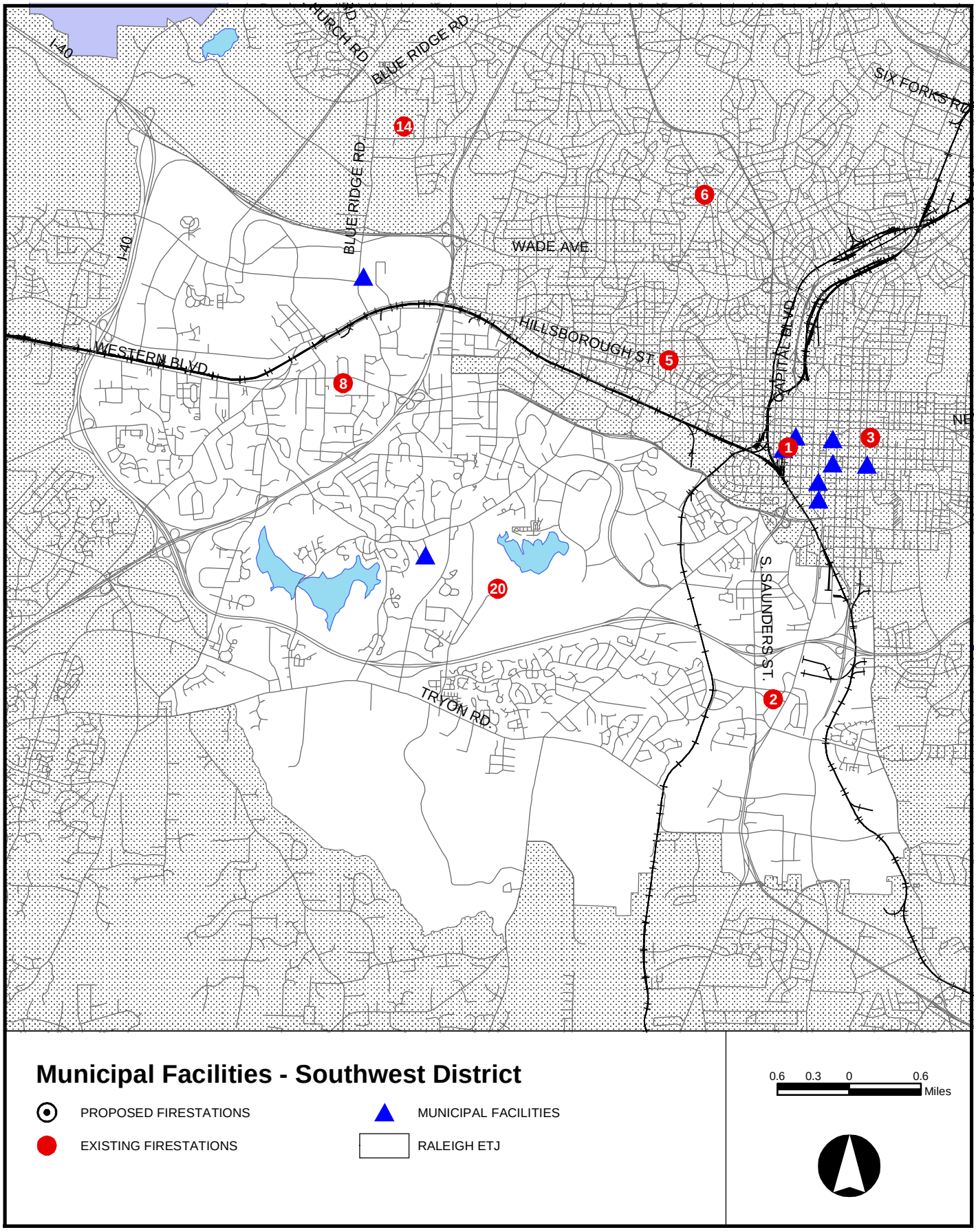


Greenway Corridors, Parks & Park Search Areas
Southwest District

- NEIGHBORHOOD PARKS
- COMMUNITY PARKS
- METRO PARKS
- NEIGHBORHOOD PARK SEARCH AREA
- COMMUNITY PARK SEARCH AREA
- DISTRICT
- GREENWAY CORRIDOR CONNECTORS
- GREENWAY CORRIDORS

0.8 0.4 0 0.8 Miles

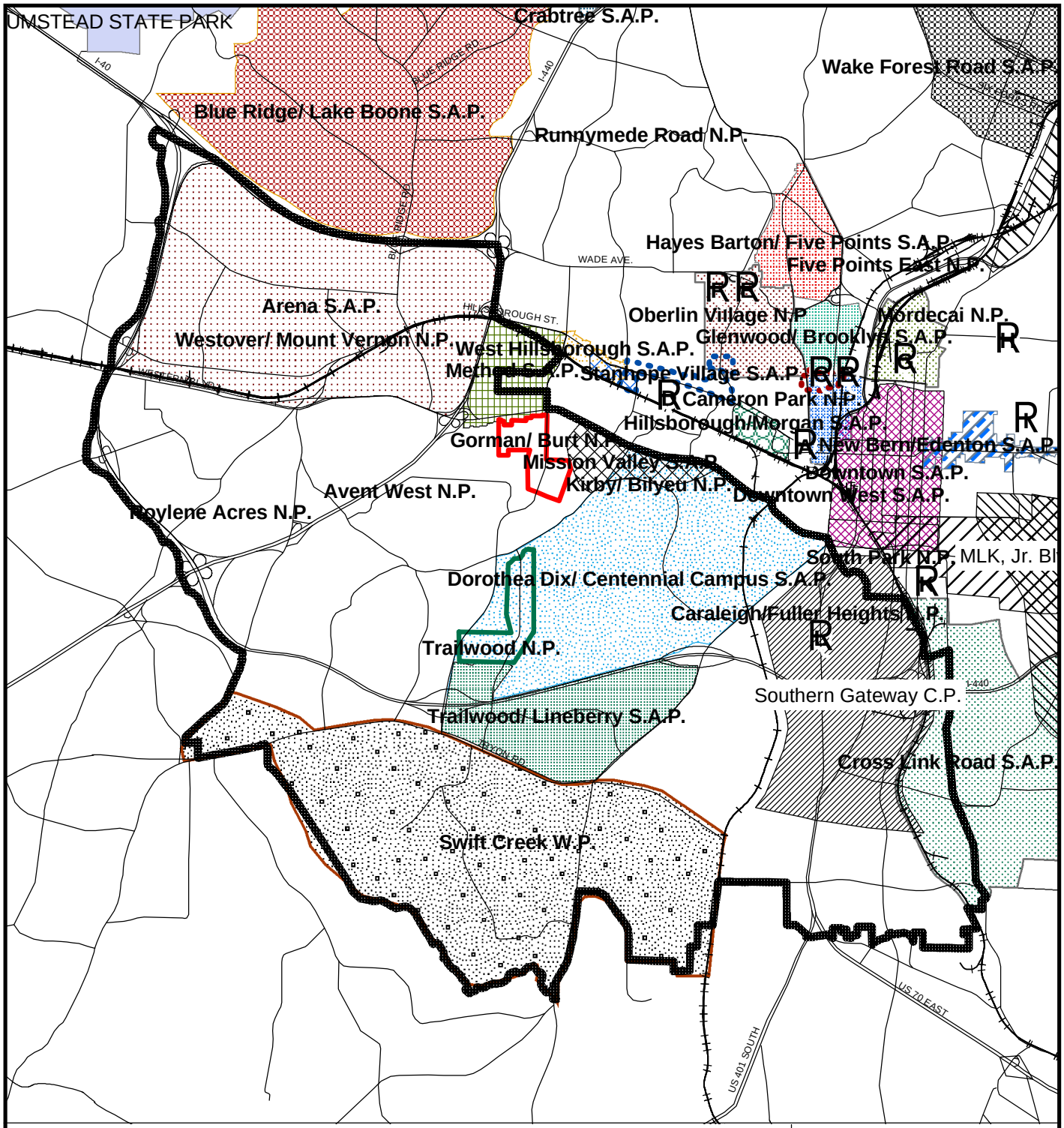

Recommended Urban Form - Southwest District
NEIGHBORHOOD FOCUS
NEIGHBORHOOD CENTER
COMMUNITY FOCUS
CITY FOCUS
GATEWAY CORRIDOR
REGIONAL INTENSITY AREA
SPECIAL AREA
RURAL RESIDENTIAL
EMPLOYMENT AREA
REGIONAL CENTER
TRANSIT CORRIDOR
POLICY BOUNDARY LINE
PRIMARILY NONRESIDENTIAL THOROUGHFARES
PRIMARILY RESIDENTIAL THOROUGHFARES
RETAIL AREAS
RESIDENTIAL RETAIL
TODS
RESIDENTIAL (SUBURBAN)
0.5 0.25 0 0.5
Miles
DISTRICT BOUNDARY
UMSTEAD
Crabtree
North Hills
Wake Forest
NORTHWEST
NORTHHILLS
HIGHWOODS
FAIRGROUNDS
WEST RALEIGH
Westernmont
Franklin
Cameron Village
NCSU
STATE GOV
CENTRAL RAIL
Downtown
Crossroads
SOUTHWEST
SOUTHEAST
Tryon



Municipal Facilities - Southwest District

- PROPOSED FIRESTATIONS
- EXISTING FIRESTATIONS
- MUNICIPAL FACILITIES
- RALEIGH ETJ

0.6 0.3 0 0.6 Miles



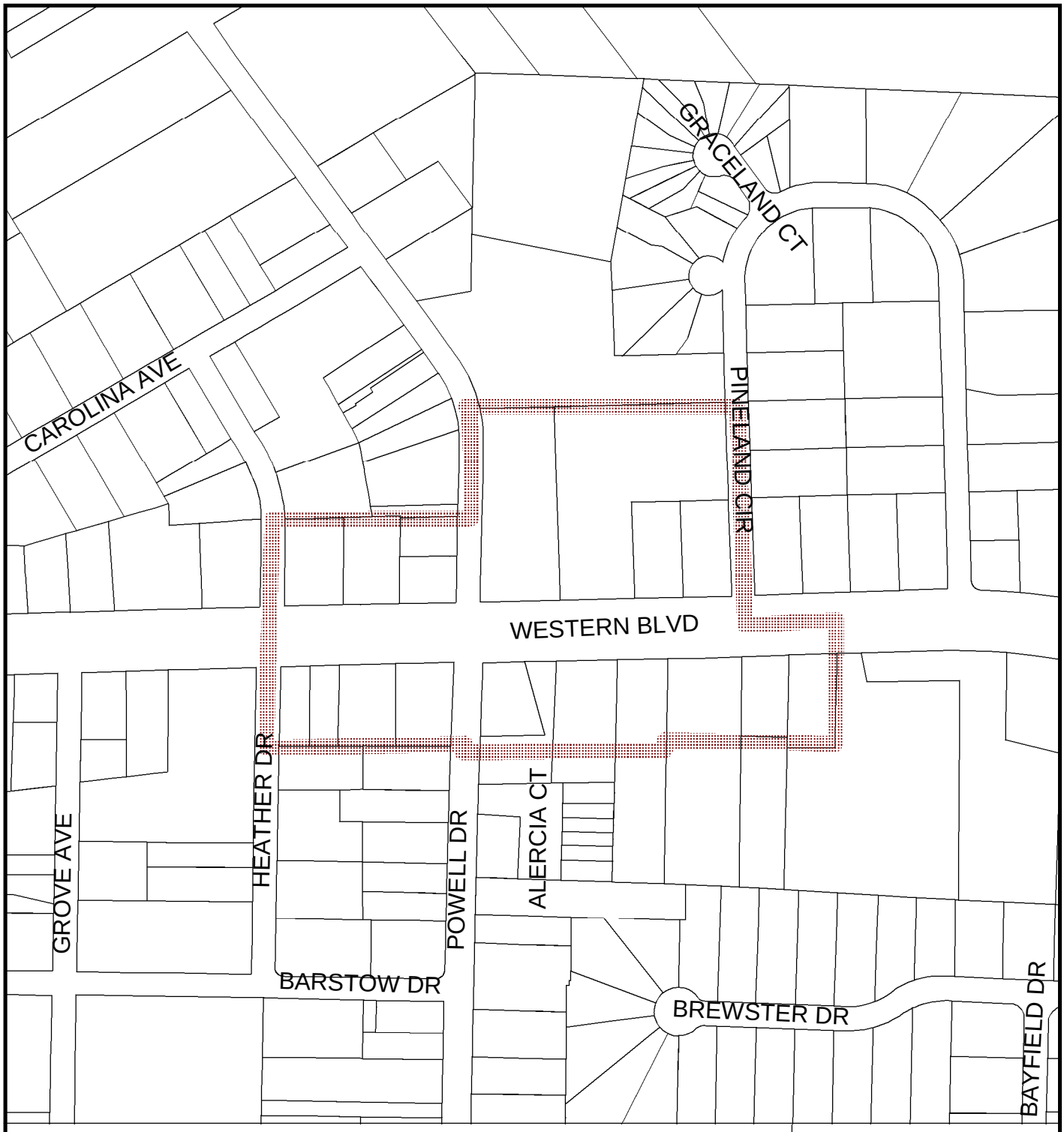
Key to Small Areas - Southwest District

S.A.P.	SMALL AREA PLAN	TEXTURE FILL
C.P.	CORRIDOR PLAN	ANGLE HATCH
N.P.	NEIGHBORHOOD PLAN	DASH OR SOLID OUTLINE
B.D.P.	BUSINESS DISTRICT PLAN	DOTTED OUTLINE
W.P.	WATERSHED PLAN	FILL + OUTLINE
R.C.P.	REGIONAL CENTER PLAN	FILL + OUTLINE

DISTRICT BOUNDARY

A. NORTH BOYLAN N.P.
B. GLENWOOD SOUTH S.A.P.
C. PEACE STREET B.D.P.
D. UNIVERSITY VILLAGE B.D.P.
E. WADE/OBERLIN S.A.P.
F. OBERLIN VILLAGE N.P.
G. BLOUNT/HALIFAX S.A.P.
H. OAKWOOD PARK N.P.
I. COLLEGE PARK/IDLEWILD N.P.
J. NEW BERN/EDENTON S.A.P.
K. SOUTH PARK N.P.
L. CARALEIGH N.P.

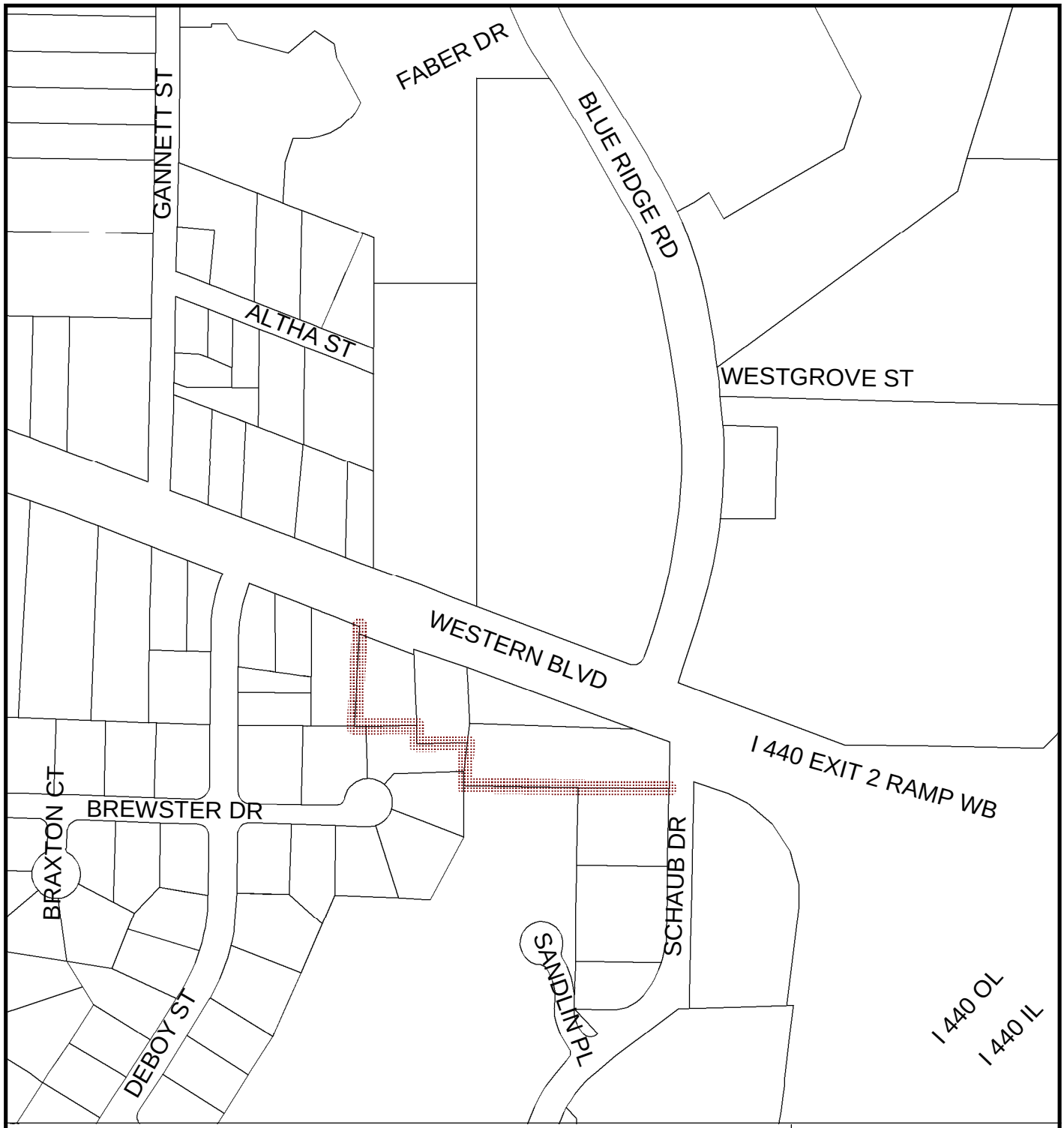
0.8 0.4 0 0.8 Miles



Western Boulevard at Powell Drive
Policy Boundary Line

POLICY BOUNDARY LINE

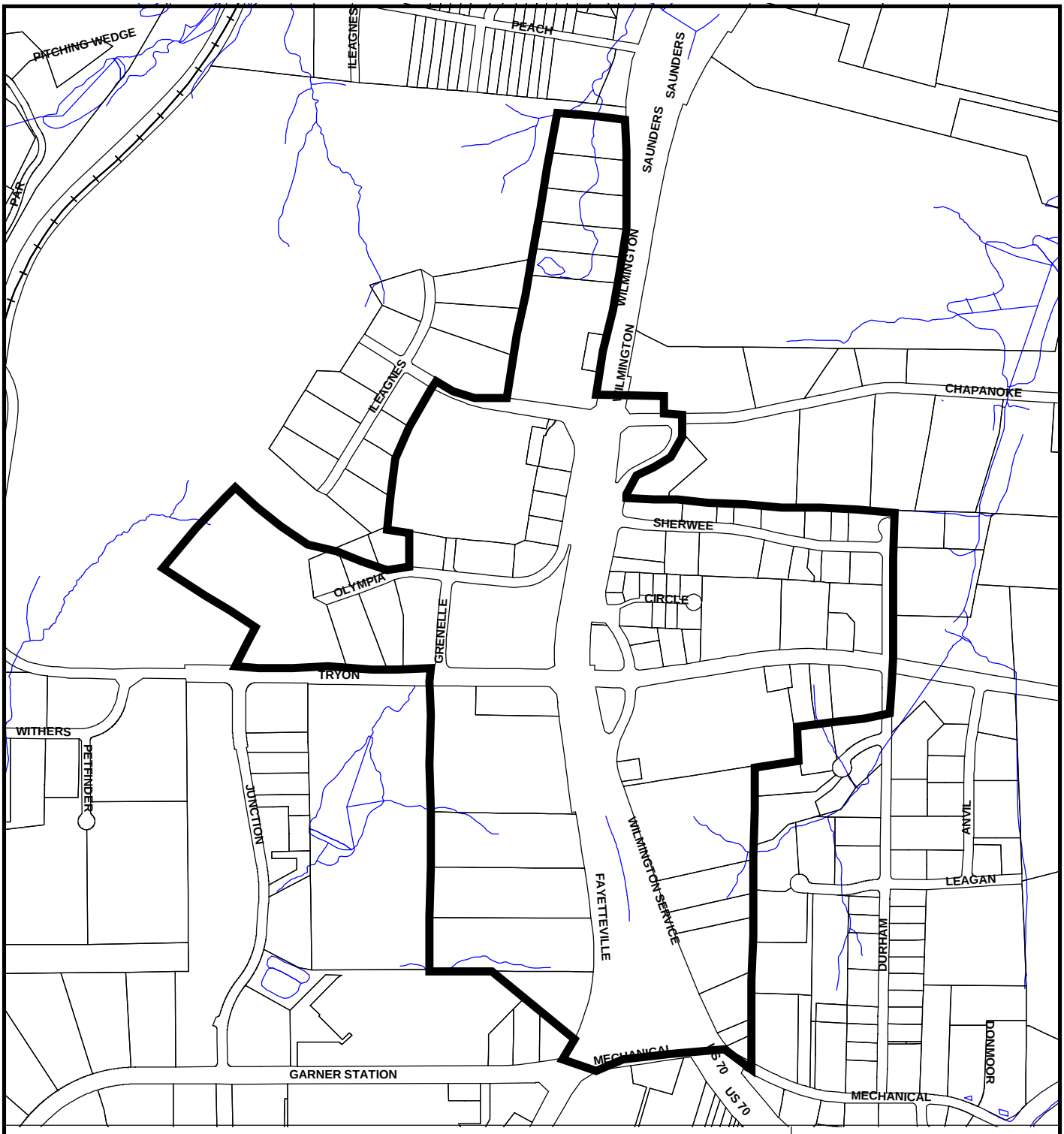
170 85 0 170
Feet



Western Boulevard at Schaub Drive
Policy Boundary Line

POLICY BOUNDARY LINE

180 90 0 180
Feet



Tryon Community Focus Area - Extent of Retail Uses

Retail Use Area

510 255 0 510 Feet

PART 9 UMSTEAD DISTRICT PLAN

CONTENTS

BACKGROUND
Orientation
Existing Land Use and Zoning
Umstead District Population and Employment Projections

SYSTEMS PLANS
Transportation
Water/Wastewater
Parks, Recreation and Greenways

URBAN FORM AND LAND USE

SMALL AREA PLANS
See Section 2 Small Area Plans for the Triangle Regional Center Plan.

MAPS

Background

Orientation
The Umstead Planning District is bounded on the north and west by the Durham-Wake County line and the Falls Lake Basin; on the east by Westgate and Ebenezer Church Roads; and on the south by the southern and western boundaries of Umstead State Park, the northern boundary of Raleigh-Durham International Airport, and the city limit line running west from Globe Road to the county line. The total area of the district is 11,833 acres or approximately 18.5 square miles. The major roadways now serving the area are U. S. 70, which forms a corridor between Raleigh and Durham, and a portion of I-540 connecting U. S. 70 to I-40. Other major features of the Umstead District include William B. Umstead State Park in the southern portion of the district and adjacent Raleigh-Durham International Airport.

Existing Land Use and Zoning
The two predominate types of land use in the Umstead District are recreation/parks and vacant land. William B. Umstead Park, located in the southern portion of the district, is over 5,000 acres and comprises almost 44 percent of the total land in the district. There are over 4,000 vacant acres in the district. Residential uses occupy 966 acres or 8 percent of the total, with other land uses constituting less than 3 percent each of the total.

Population and Employment Projections
In 1991 this district had a population of 1,273 persons or less than 1 percent of the Raleigh total population. By 1996 the district had grown to 3,765, and was still the least populous planning district. By 1998, population increased to 4,844, making it the tenth most populous district. In 1995 there were 7,644 jobs in the Umstead District; 2 percent are office, 2 percent highway retail 10 percent retail, 26 percent service, and 60 percent industrial.

Systems Plans

Transportation
The Northern Wake Expressway, or I-540, will provide east-west circulation for northern Wake County. An extensive network of major roadways will make this area the transportation center of the region. This network will include widening and other improvements to U. S. 70; improvements to Leesville Road between Lynn Road extension and the extension of T. W. Alexander Drive. The western end of Leesville Road is to be a major thoroughfare tied to a direct flow of traffic from New Leesville Boulevard on the east and to Angier Avenue on the west. Other new thoroughfares include the Airport to Durham Connector; the Durham Eastern Outer Loop and T. W. Alexander Drive and Skyland Drive north of U. S. 70; and the continuation of A. C. C. Boulevard. Westgate Road is to be extended westward into the Airport Assemblage property. These roadways will have landscaped medians: the Airport to Durham Connector, the Westgate Road extension, T. W. Alexander Drive north of U. S. 70, Skyland Drive, the Durham Loop Connector and the unbuilt portion of Ebenezer Church Road. The proposed Northern Wake Expressway and Old Leesville Road Extension will intersect with the Durham Loop Connector about 1,500 feet apart. The possibility of providing a double interchange here, rather than using an on-grade intersection, should be studied. Ebenezer Church Road adjacent to Umstead Park is a Sensitive Area Minor Thoroughfare.

The use of the median of U. S. 70 for future transit service should also be considered. A portion of the Regional Rail Transit line traverses the Triangle Regional Center, with proposed stops there and at the airport. Pedestrian access between buildings or developments is especially important in the Umstead District because the many creeks and grade changes tend to segment the pedestrian circulation system.

Water/Wastewater
City water extension plans provide for phased construction of major lines, water tanks and pump stations to serve the Umstead District. A system of 30", 24", 16", and 12" water distribution lines are planned for virtually all of the major roads in the district. The existing wastewater force main and sewers which follow along Aviation Parkway and U. S. 70 to Turkey Creek adequately serve this district.

Parks, Recreation and Greenways
Umstead State Park should provide a portion of the district's recreational needs, but it is primarily a state park serving non-local needs. One additional community park is proposed within the Umstead District. Two additional neighborhood parks are also indicated. For more information, see the Parks, Recreation and Greenways Plan, Chapter 4 of the Comprehensive Plan.

Urban Form and Land Use

Much of this district is in Triangle Regional Center, which stretches from Research Triangle Park to beyond the Airport. This area will provide growth opportunities for transportation, travel related businesses, manufacturing, commerce and office uses. Large scale, high intensity development is proposed in order to make efficient use of the transportation system and available land in this strategic location. Mixed uses, high density residential uses and other uses which have regional emphasis are encouraged. A regional intensity area, city focus area, three

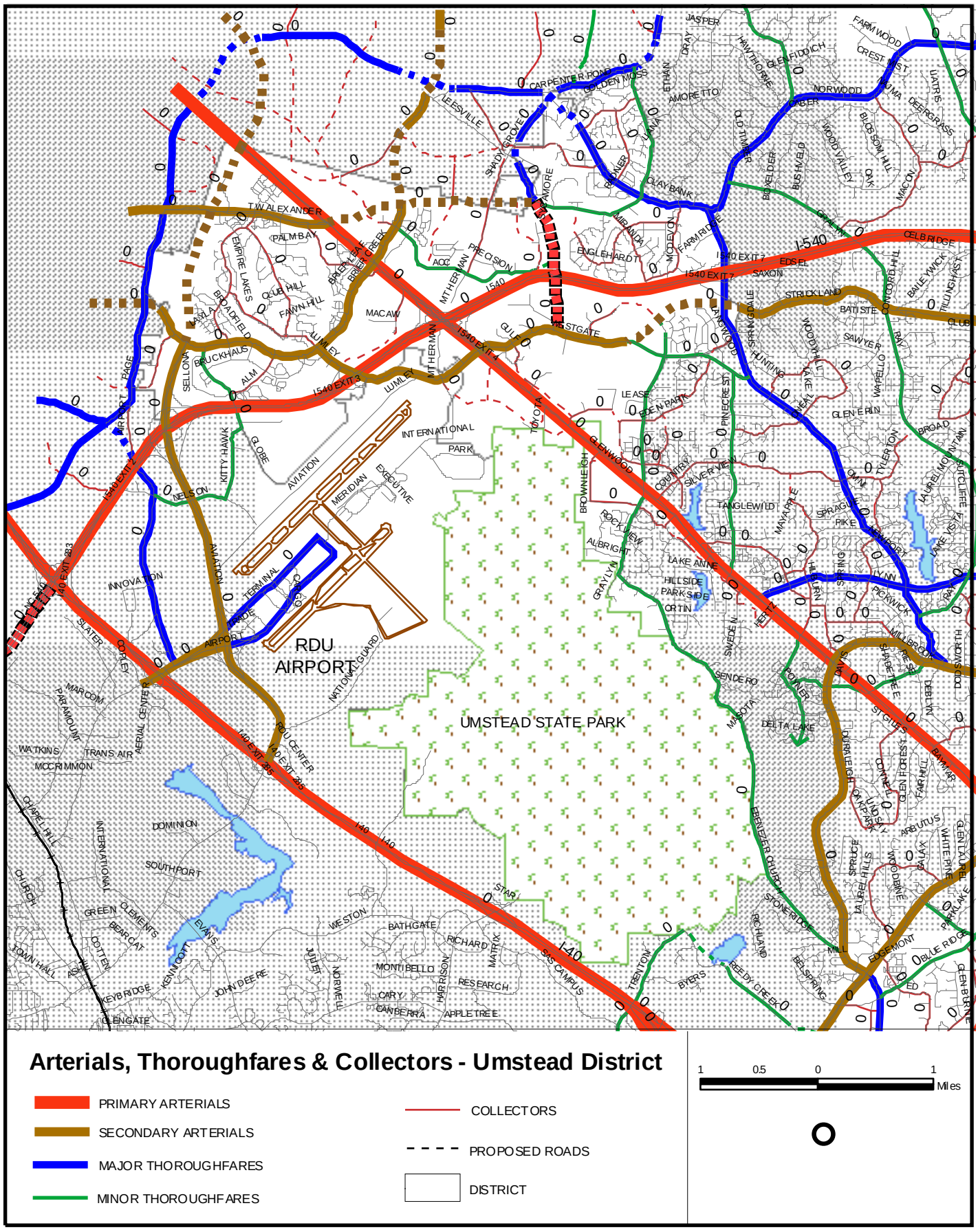
community focus areas and three neighborhood focus areas are included within the Umstead District. All but one of the major focus areas is located in the regional center. Due to the existing low density, residential pattern and the nonresidential uses planned for the regional center, there is a large, crescent-shaped area along the district's eastern boundary designated as low to medium density residential. Higher densities should be located where they form a land use transition to the regional center and other nonresidential uses.

Umstead State Park
The natural environment of Umstead State Park needs to be preserved to provide badly needed open space in the region. Impacts from the airport and surrounding land uses will continue to affect the park. These impacts should be dealt with through collective planning between Raleigh, Durham, Wake County, Durham County, Cary, Morrisville, Research Triangle Park, Umstead State Park and the Raleigh-Durham International Airport Authority. To protect Umstead State Park and the adjacent low intensity uses, new development in this portion of the district, particularly south of U. S. 70, should be low intensity. The Metro Park overlay zoning district enforces this concept. The residential area around the park shall be served by well and septic systems except for the areas east of Ebenezer Church Road in the Richland Creek basin, and west of Duraleigh Road. Up to seven dwellings per acre could be allowed in these sewerable areas. The State Department of Environmental Health and Natural Resources should provide an updated development plan for the park to include consideration of park entrances and wildlife protection. A study of the practical application of regional, permanent wet pond or ponds on Sycamore Creek is recommended in order to provide protection for Umstead Park's lakes and streams from sedimentation and urban pollutants. Special attention should be directed towards locating a wet pond south of U. S. 70 to control and filter stormwater from existing office development in this area.

Raleigh Durham International Airport
Airport expansion is important to the region's growth; however, the increased activity can also have detrimental effects on the surrounding area, much of which is in Raleigh's Umstead and Northwest Districts. The Airport Overlay zoning district, which prohibits new housing in much of the area includes areas of high noise levels. The underlying zoning should form transitions between residential uses and those allowed in Thoroughfare District and Industrial zoning. A public noise disclosure policy should be considered for all of the surrounding residential communities.

Planning for a Portion of Durham County
The City of Raleigh, Wake County, Durham County and the City of Durham should seek agreements to provide urban services to that portion of Durham County that drains into Raleigh's present jurisdiction. The area includes approximately 2,350 acres and drains toward U. S. 70 where urban services provided by the City of Raleigh are available. Raleigh and Durham should respect each other's extraterritorial jurisdiction and areas of future jurisdictional expansion once these areas have been agreed upon. The services of one municipality should not be extended into the territory of the other. This plan describes land use and the transportation, parks, water and sewer systems that could be applied if all or a portion of this area became a part of Raleigh's jurisdiction. Regional intensity office and residential uses with a community and neighborhood focus area, all as part of the Triangle Regional Center, are proposed for this area.

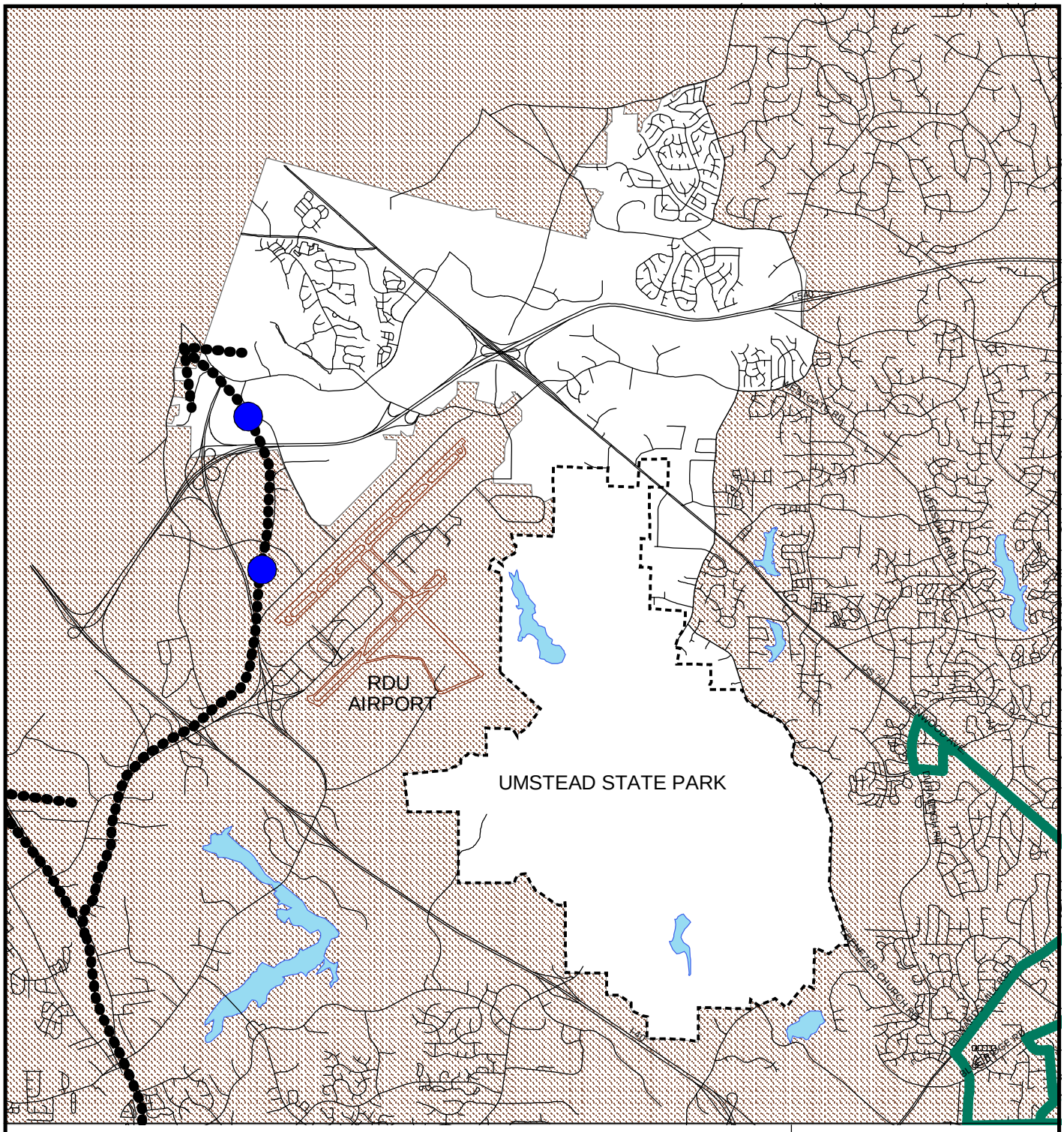
SMALL AREA PLANS
See Section 2 Small Area Plans for the Triangle Regional Center Plan.



Arterials, Thoroughfares & Collectors - Umstead District

- PRIMARY ARTERIALS
- SECONDARY ARTERIALS
- MAJOR THOROUGHFARES
- MINOR THOROUGHFARES
- COLLECTORS
- PROPOSED ROADS
- DISTRICT

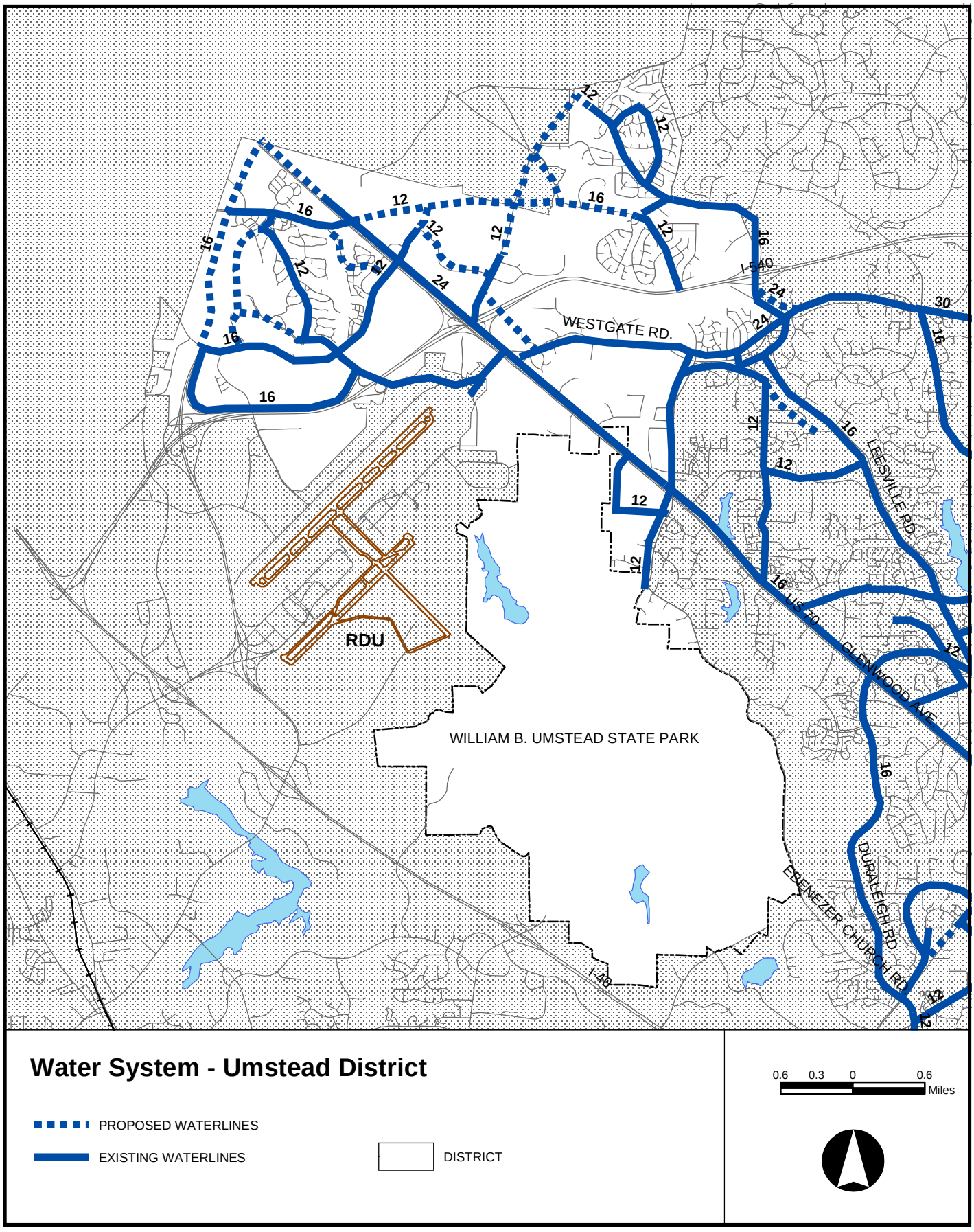
1 0.5 0 1 Miles



Public Transit, Railroads & Airports - Umstead District

- CAT ROUTES
- DEMAND RESPONSIVE ZONES
- CAT CONNECTOR FIXED ROUTE FEEDER
- WAKE COUNTY RAILROADS
- ROUTE DEVIATION FEEDER
- REGIONAL RAIL TRANSIT
- ALTERNATE REGIONAL RAIL TRANSIT
- TRANSIT STOPS
- INTERMODAL TRANSPORTATION CENTER
- DISTRICT BOUNDARY

0.6 0.3 0 0.6 Miles



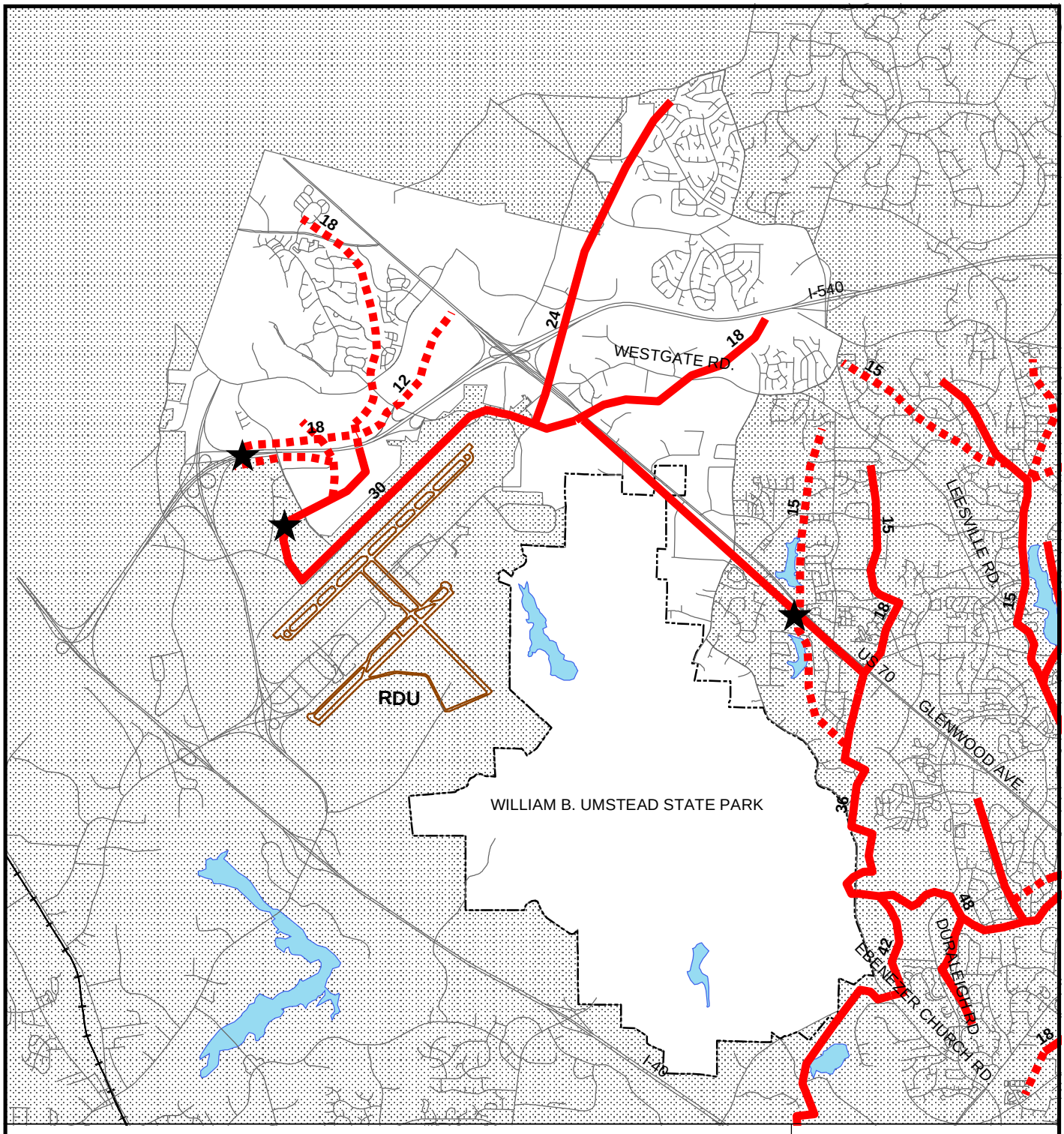
Water System - Umstead District

PROPOSED WATERLINES

EXISTING WATERLINES

DISTRICT

0.6 0.3 0 0.6 Miles



Wastewater System - Umstead District

PROPOSED WASTEWATERLINES

EXISTING WASTEWATERLINES

PUMP STATIONS

DISTRICT

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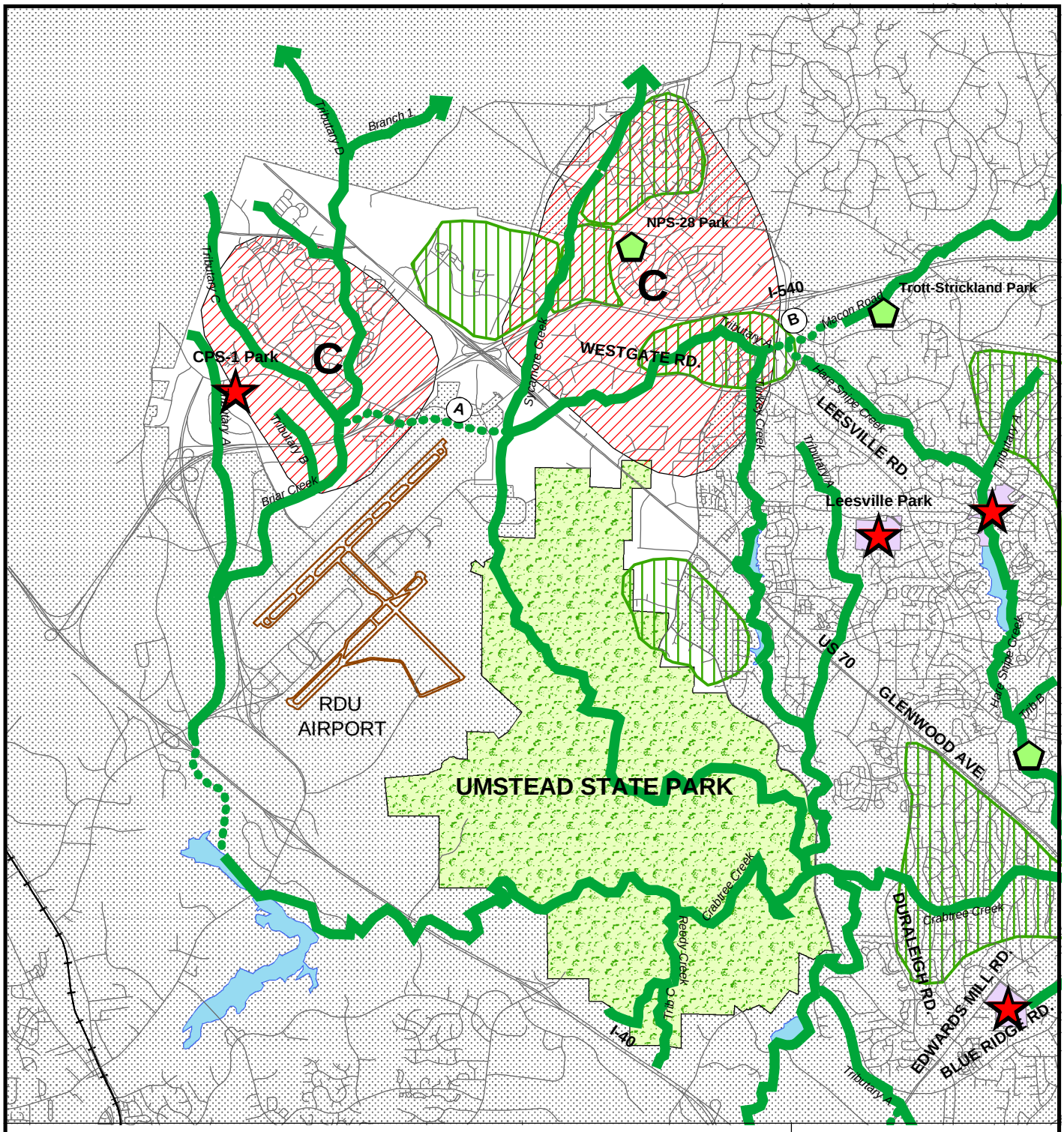
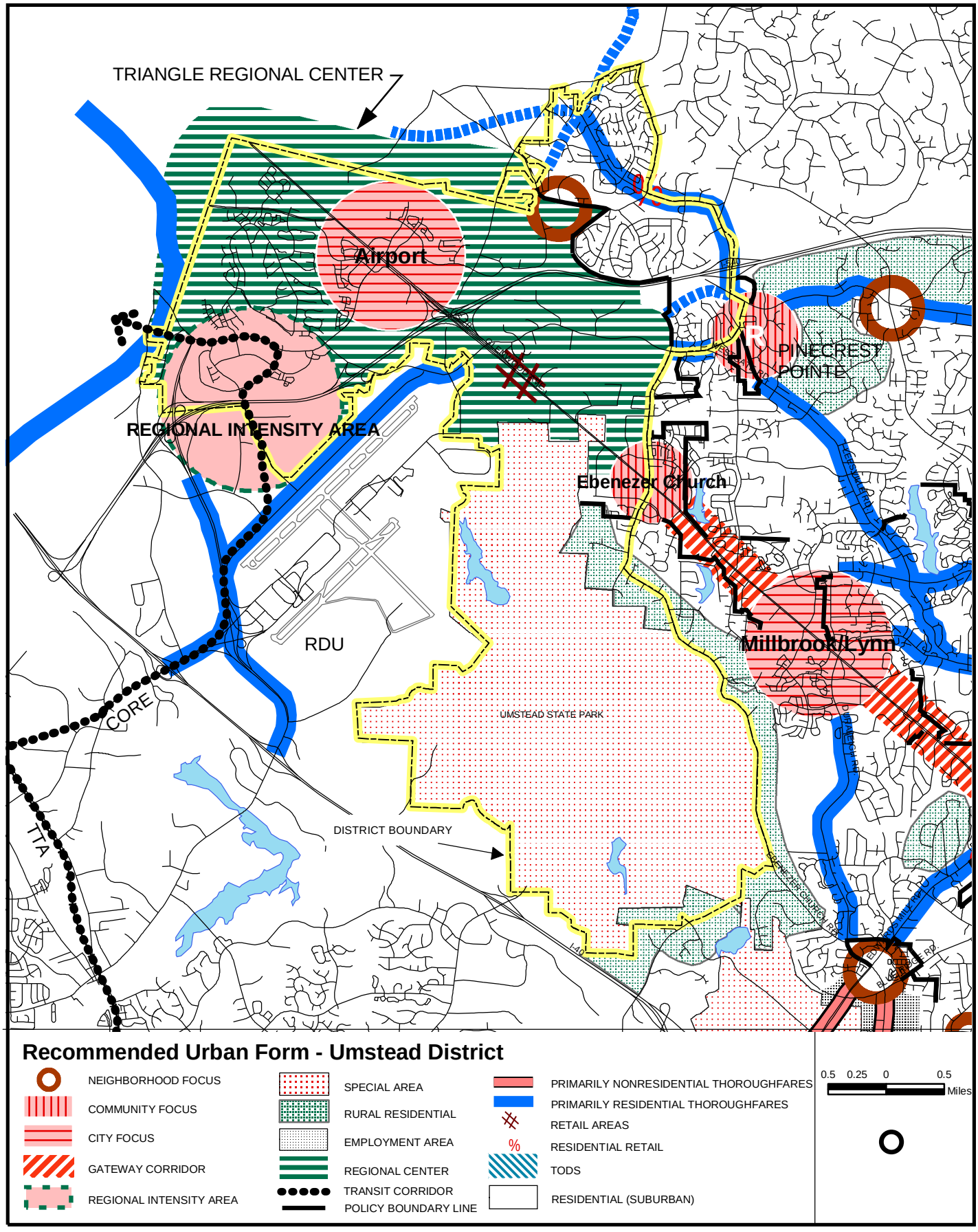
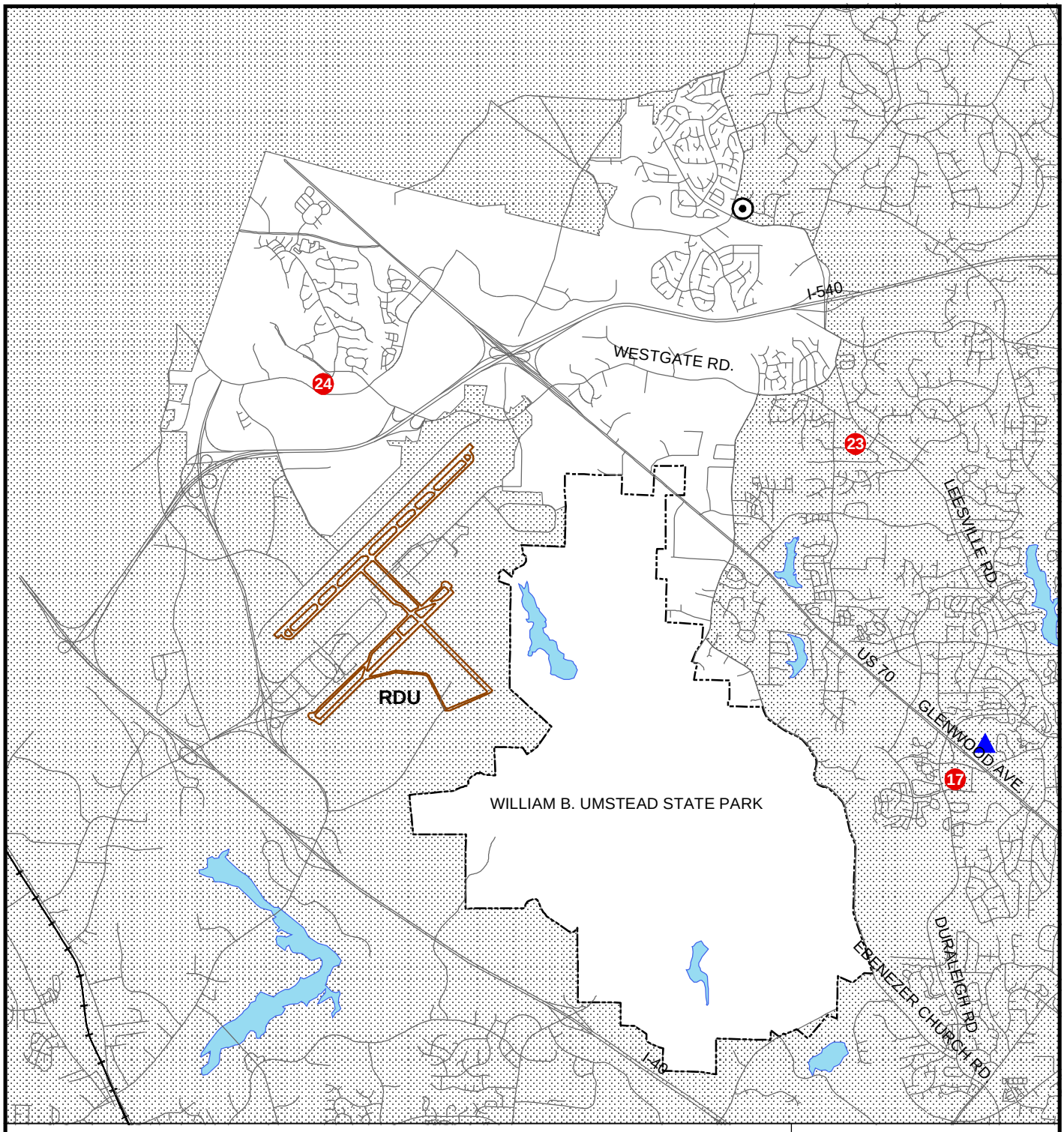


Greenway Corridors, Parks & Park Search Areas
Umstead District

- NEIGHBORHOOD PARKS
- COMMUNITY PARKS
- METRO PARKS
- NEIGHBORHOOD PARK SEARCH AREA
- C COMMUNITY PARK SEARCH AREA
- DISTRICT
- Ⓢ GREENWAY CORRIDOR CONNECTORS
- GREENWAY CORRIDORS

0.6 0.3 0 0.6 Miles

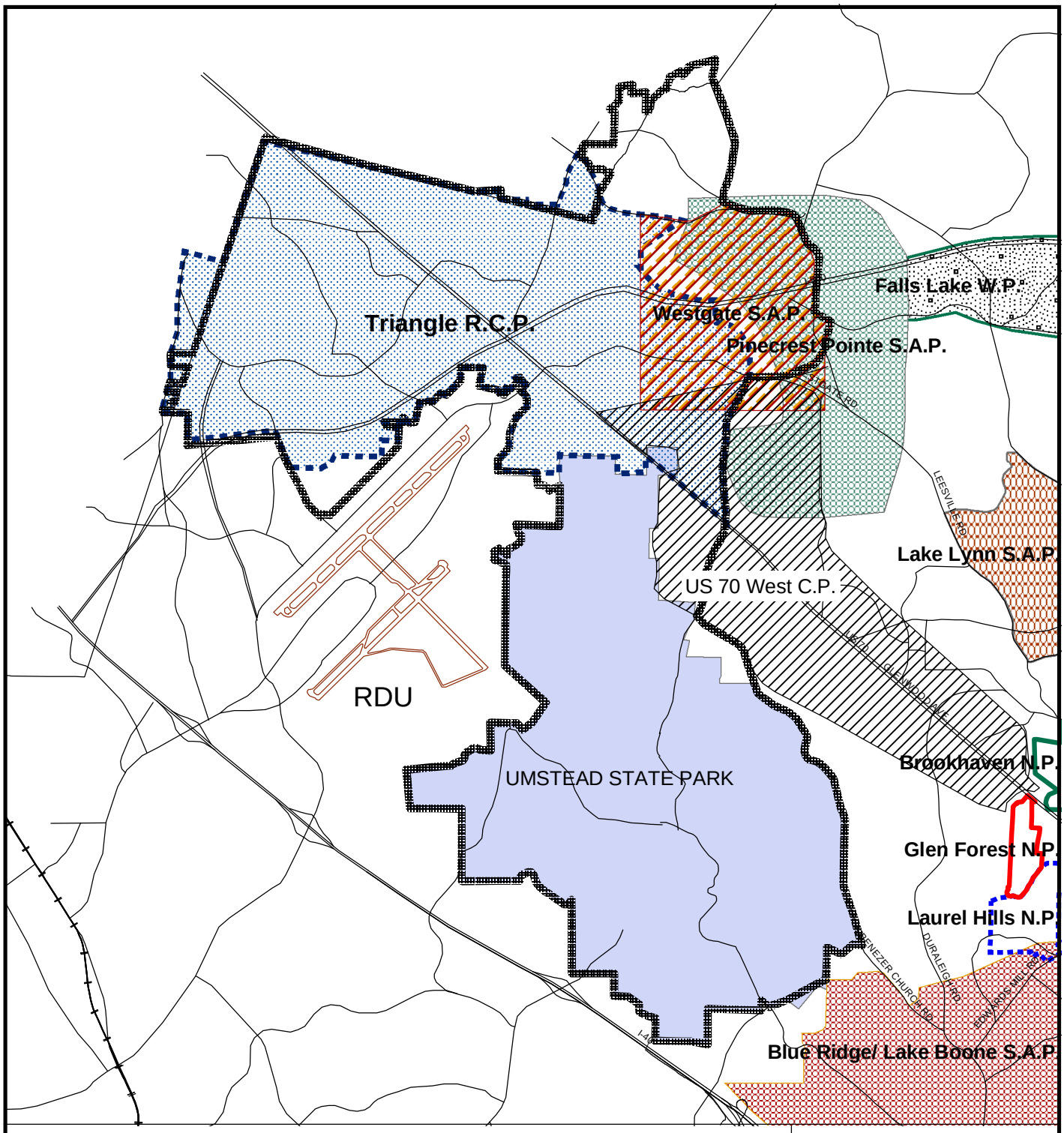

TRIANGLE REGIONAL CENTER
Airport
REGIONAL INTENSITY AREA
PINECREST POINTE
Ebenezer Church
RDU
Millbrook/Lynn
CORE
UMSTEAD STATE PARK
DISTRICT BOUNDARY
TTA
I-40
Recommended Urban Form - Umstead District
NEIGHBORHOOD FOCUS
COMMUNITY FOCUS
CITY FOCUS
GATEWAY CORRIDOR
REGIONAL INTENSITY AREA
SPECIAL AREA
RURAL RESIDENTIAL
EMPLOYMENT AREA
REGIONAL CENTER
TRANSIT CORRIDOR
POLICY BOUNDARY LINE
PRIMARILY NONRESIDENTIAL THOROUGHFARES
PRIMARILY RESIDENTIAL THOROUGHFARES
RETAIL AREAS
RESIDENTIAL RETAIL
TODS
RESIDENTIAL (SUBURBAN)
0.5 0.25 0 0.5
Miles



Municipal Facilities - Umstead District

- PROPOSED FIRESTATIONS
- EXISTING FIRESTATIONS
- MUNICIPAL FACILITIES
- RALEIGH ETJ

0.5 0.25 0 0.5 Miles



Key to Small Areas - Umstead District

S.A.P.	SMALL AREA PLAN	TEXTURE FILL
C.P.	CORRIDOR PLAN	ANGLE HATCH
N.P.	NEIGHBORHOOD PLAN	DASH OR SOLID OUTLINE
B.D.P.	BUSINESS DISTRICT PLAN	DOTTED OUTLINE
W.P.	WATERSHED PLAN	FILL + OUTLINE
R.C.P.	REGIONAL CENTER PLAN	FILL + OUTLINE

DISTRICT BOUNDARY

A. NORTH BOYLAN N.P.
B. GLENWOOD SOUTH S.A.P.
C. PEACE STREET B.D.P.
D. UNIVERSITY VILLAGE B.D.P.
E. OBERLIN S.A.P.
F. OBERLIN VILLAGE N.P.
G. BLOUNT/HALIFAX S.A.P.
H. OAKWOOD PARK N.P.
I. COLLEGE PARK/IDLEWILD N.P.
J. NEW BERN/EDENTON S.A.P.
K. SOUTH PARK N.P.
L. CARALEIGH N.P.

0.6 0.3 0 0.6 Miles

PART 10 UNIVERSITY DISTRICT PLAN

CONTENTS

BACKGROUND
Orientation
Existing Land Use and Zoning
Population and Employment Projections

SYSTEMS PLANS
Transportation
Water/Wastewater
Parks, Recreation and Greenways

URBAN FORM AND LAND USE
Specific Land Use Recommendations

SMALL AREA PLANS
See Section 2 Small Area Plans for the Glenwood/Brooklyn Small Area Plan, Boylan/Cox/Morgan Street Small Area Plan, Oberlin Small Area Plan, Ferndell Small Area Plan, West Hillsborough Small Area Plan, University Village Small Area Plan, Peace Street Business Area Plan, Hillsborough/Morgan Small Area Plan, Stanhope Village Small Area Plan and Five Points East Neighborhood Plan.

MAPS

Background

Orientation
The University Planning District is bounded by the Norfolk and Southern Railway on the east, Western Boulevard on the south and Gorman Street and the Beltline on the west. The boundary on the north side of the district runs along Wade Avenue and the southwest branch of Beaver Dam Creek, turning northwards to Anderson Drive, Crabtree Creek and along Crabtree Creek to the railroad.

Existing Land Use and Zoning
The land use in the University District is primarily single family housing. Over the past decade, the district has experienced a decrease in single family uses, to 41 percent or 1800 acres, and an increase in multifamily uses to 12 percent or 517 acres. The second largest land use, at 27 percent, or 1164 acres, is service related, which includes educational facilities such as NCSU, St. Mary's College, Meredith College and the Governor Moorhead School for the Blind. Vacant land accounts for 248 acres or just 6 percent of the total land area. Office and other uses are each less than 5 percent of the total. About 64 percent of the total land, or 2781 acres in the University District is zoned for residential uses. Office and institutional zoning is applied to 1077 acres, or 25 percent of the total. Industrial zoning covers 265 acres and retail 221 acres, each about 5 percent of the total.

Population and Employment Projections
In 1991 this district had a population of 38,463 or approximately 16 percent of the Raleigh jurisdiction's total. By 1998 the district had grown to 40,215 persons, making it the third most populous district. Between 1990 and 1998, population increased by 4.5 percent. In 1995 there

were 25,332 jobs in this district; 6 percent retail, 6 percent highway retail, 19 percent office and 63 percent service. University-related jobs are counted as service sector.

Systems Plans

Transportation
The only planned thoroughfare improvement in the University District is an extension from Morgan Street south to Western Boulevard. Public transportation services in the district meet the current demand. Future service will be evaluated according to changing land use intensities and rider preferences. The City continues to rely on transit services supplied by NCSU to its students and faculty. As the North and South Campuses and downtown continue to grow, a more efficient public transportation system may be needed to serve this regional center. The regional rail transit line crosses the southern portion of this district, with two proposed station locations.

Water/Wastewater
Due to increased demand, infrastructure deterioration or inadequate service, renovation or paralleling of existing water lines is planned.

Parks
There is a lack of available park land within the University District. For this reason no park search areas have been identified. Innovative ways of providing the required services must be explored, including cooperative use of University facilities, Dix Hospital property or other. For more information, see the Parks, Recreation and Greenways Plan, Chapter 4 of the Comprehensive Plan.

Urban Form and Land Use

Much of the southern part of the University District is in the Central Area Regional Center. The Cameron Village City Focus and NCSU lie within the regional center. A policy boundary line separates nonresidential land uses associated with the regional center from single family neighborhoods to the north. A plan for the Central Area Regional Center as a whole would be useful because the current district plans segment this important, intense area of activity.

The northern half of the district is primarily residential neighborhoods. Nonresidential uses are concentrated along the U. S. 1/Capital Boulevard gateway corridor transition area; in employment areas on Wake Forest Road, Six Forks Road and Atlantic Avenue; in two neighborhood focus areas; and in two residential retail areas. There are three focus areas and one retail center within an employment area which borders the district. There are also six residential retail areas in or on the edge of the district.

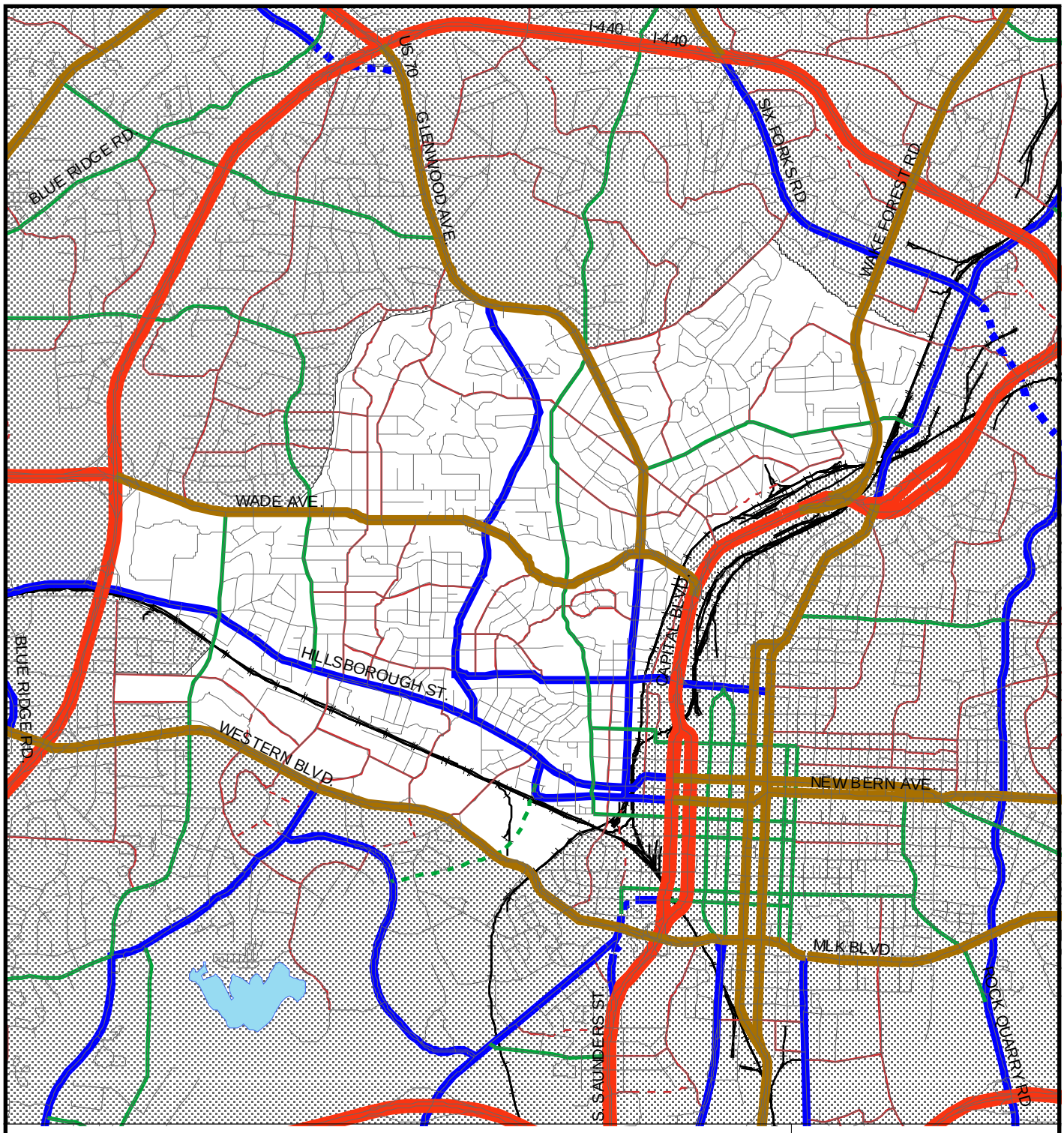
NCSU growth has necessitated the acquisition of property surrounding the campus. The Centennial Campus, in the Southwest Planning District, can aid in relieving some of the growth pressures created by NCSU expansion, and providing additional space for research, commerce and housing.

Some established, low density neighborhoods in this district, especially those close to NCSU, face pressures to redevelop into higher density housing. Neighborhood protection can be achieved by establishing the proper zoning to limit their densities, while encouraging higher density in designated locations. The increases in residential density should be primarily as transitional uses.

Policy boundary lines have been established to set limits on nonresidential uses. Policies to protect residential areas and provide compatible infill are found in the small area plans.

Specific Land Use Recommendations
Four areas are recommended for low density residential use: A1, Cameron Park; A2, Carson Street; A3, Beechridge Street vacant area; A4, vacant land at Oxford and Carroll streets. Four areas are recommended to develop or redevelop as medium density: B1, eight acres on Carroll Street; B2, vacant parcels behind Mayview Center; B3, Wake School Bus Garage; B4, southwest quadrant of McNeil Street at Wake Forest Road. Two additional areas include: C1, southwest quadrant of Wade Avenue at Dixie Trail for low or medium density; C2, Myrtle Underwood School for possible school or residential redevelopment.

SMALL AREA PLANS
See Section 2 Small Area Plans for the Glenwood/Brooklyn Small Area Plan, Boylan/Cox/Morgan Streets Small Area Plan, Oberlin Small Area Plan, Ferndell Small Area Plan, West Hillsborough Small Area Plan, University Village Small Area Plan, Peace Street Business Area Plan, Hillsborough/Morgan Small Area Plan, Stanhope Village Small Area Plan and Five Points East Neighborhood Plan.



Arterials, Thoroughfares & Collectors - University District

- PRIMARY ARTERIALS
- SECONDARY ARTERIALS
- MAJOR THOROUGHFARES
- MINOR THOROUGHFARES
- COLLECTORS
- PROPOSED ROADS
- DISTRICT

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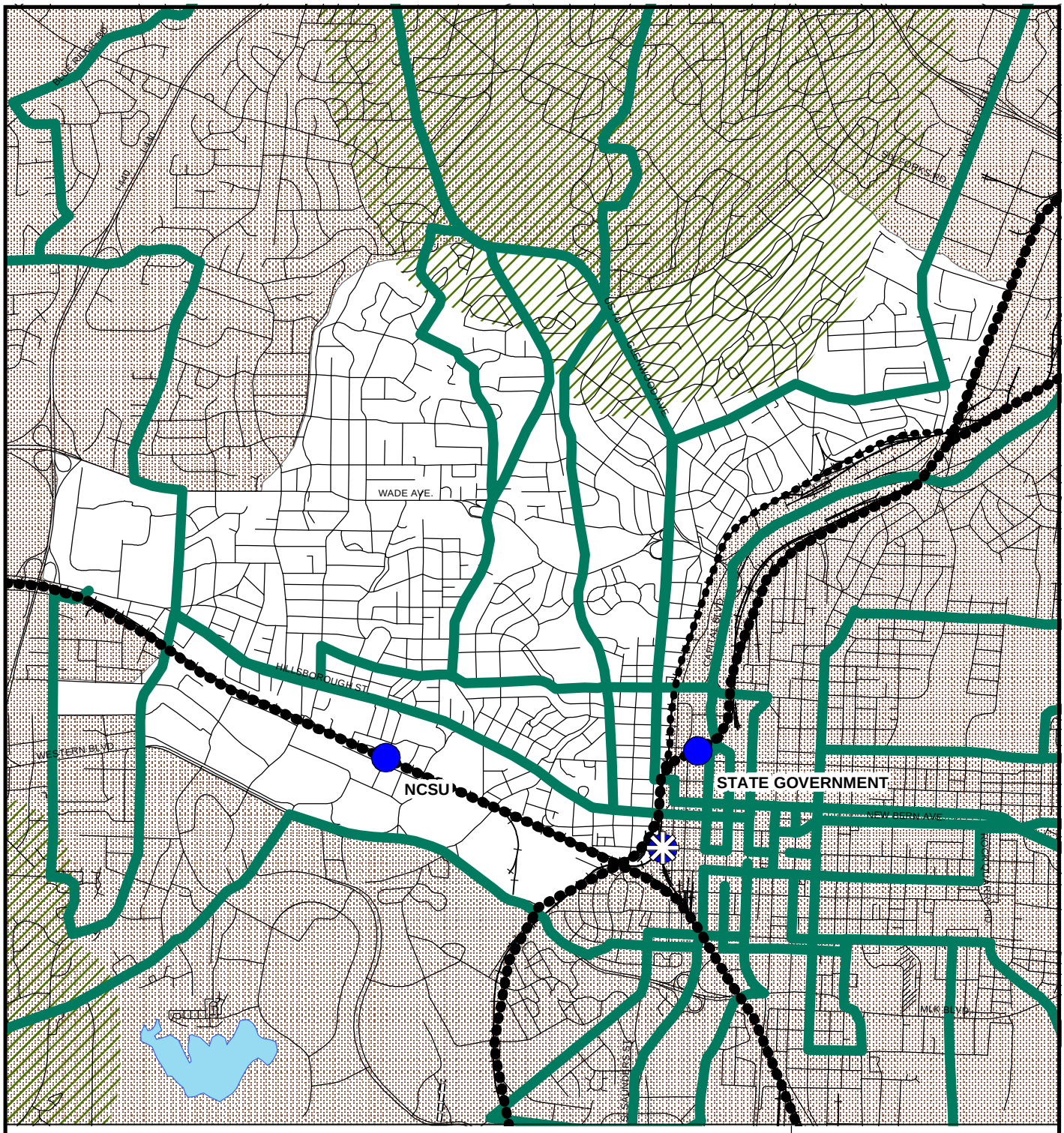
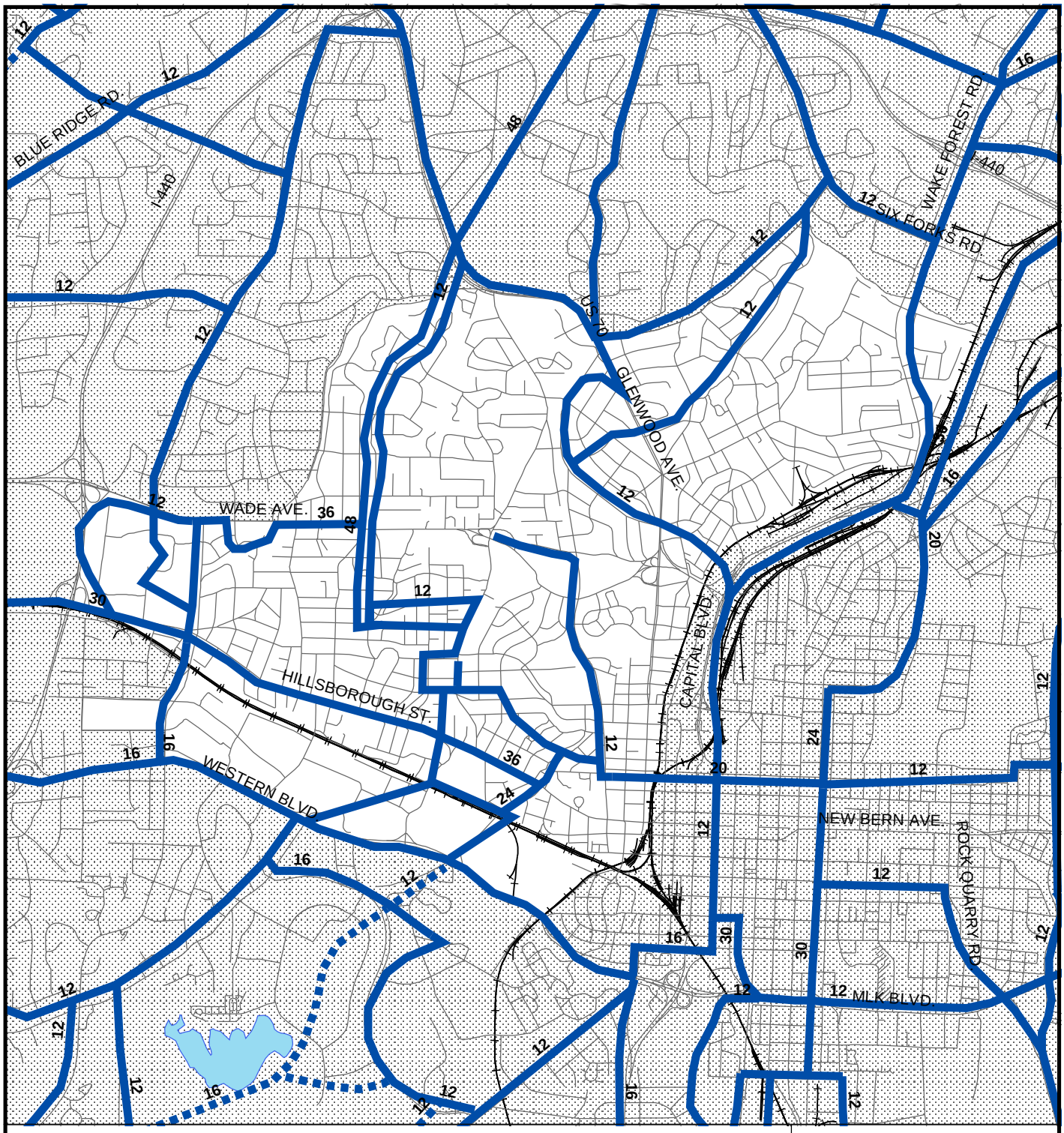


Public Transit, Railroads & Airports - University District

- CAT ROUTES
- DEMAND RESPONSIVE ZONES
- CAT CONNECTOR FIXED ROUTE FEEDER
- WAKE COUNTY RAILROADS
- ROUTE DEVIATION FEEDER
- REGIONAL RAIL TRANSIT
- ALTERNATE REGIONAL RAIL TRANSIT
- TRANSIT STOPS
- INTERMODAL TRANSPORTATION CENTER
- DISTRICT BOUNDARY

0.3 0.15 0 0.3 Miles



Water System - University District

PROPOSED WATERLINES

EXISTING WATERLINES

DISTRICT

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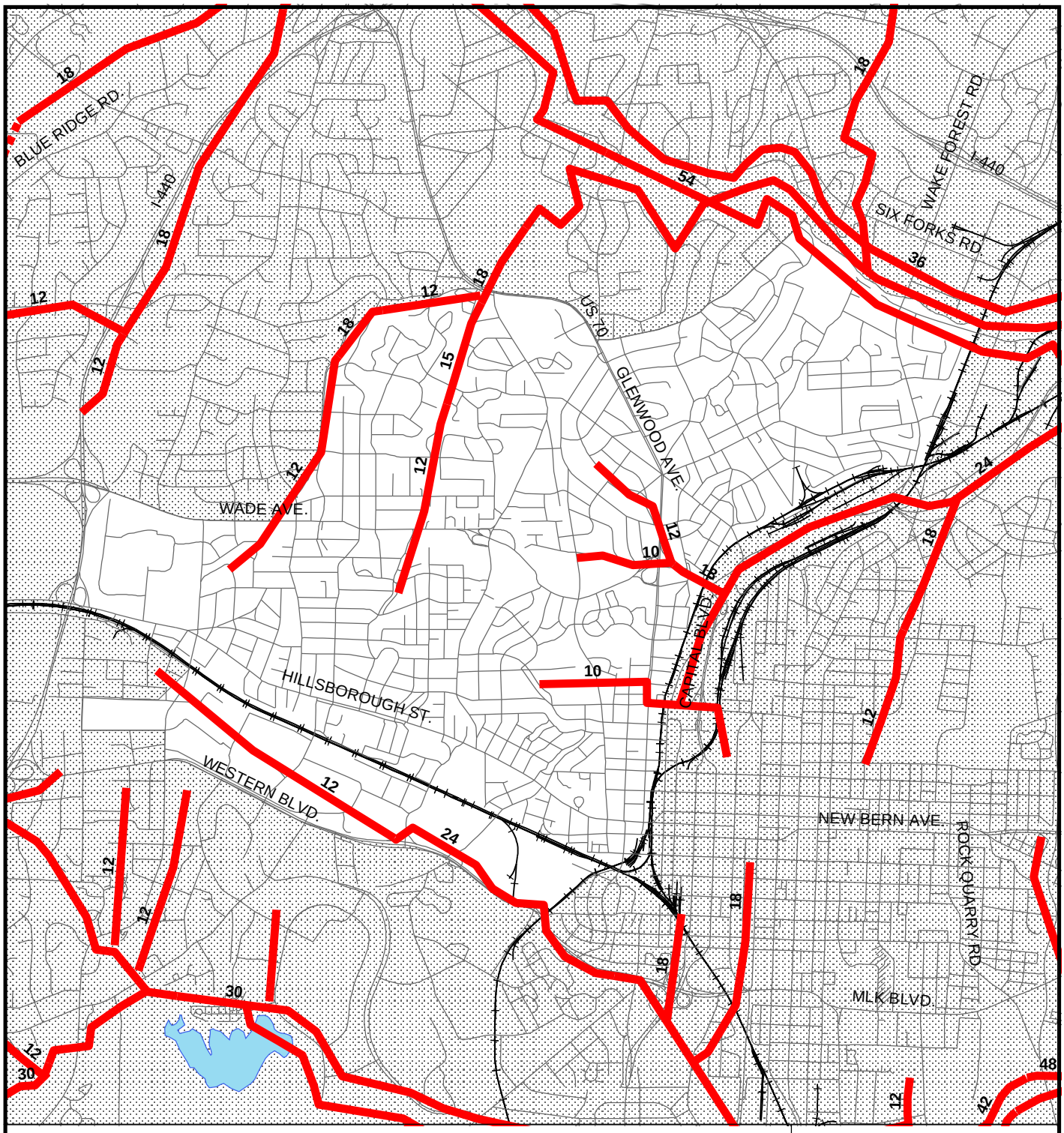

Wastewater System - University District

PROPOSED WASTEWATERLINES

EXISTING WASTEWATERLINES

PUMP STATIONS

DISTRICT

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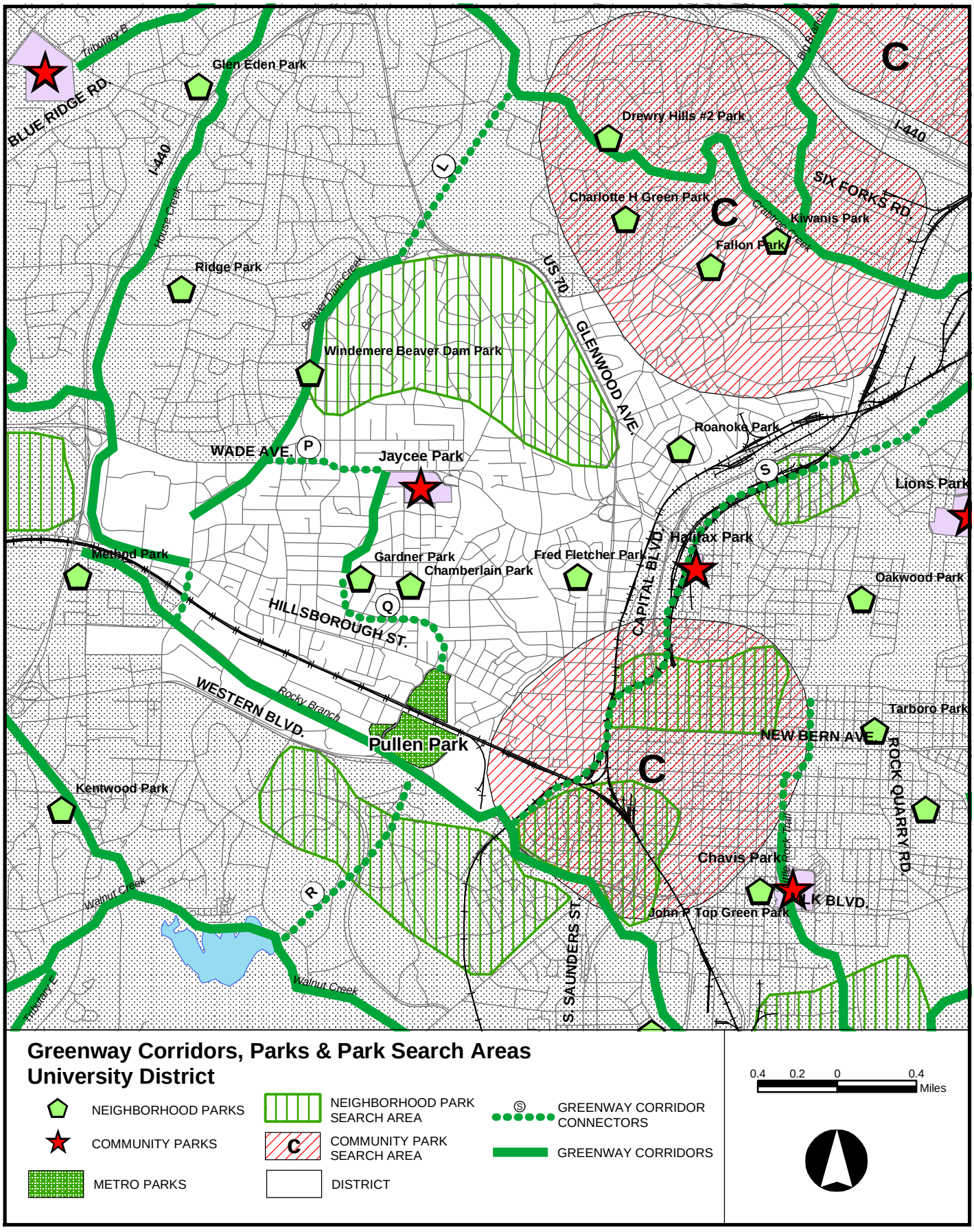
Greenway Corridors, Parks & Park Search Areas
University District
NEIGHBORHOOD PARKS
COMMUNITY PARKS
METRO PARKS
NEIGHBORHOOD PARK SEARCH AREA
COMMUNITY PARK SEARCH AREA
DISTRICT
GREENWAY CORRIDOR CONNECTORS
GREENWAY CORRIDORS
0.4 0.2 0 0.4
Miles
Glen Eden Park
Drewry Hills #2 Park
Charlotte H Green Park
Kiwanis Park
Fallon Park
Ridge Park
Windemere Beaver Dam Park
Roanoke Park
Lions Park
Jaycee Park
WADE AVE.
Halifax Park
Method Park
Gardner Park
Chamberlain Park
Fred Fletcher Park
Oakwood Park
HILLSBOROUGH ST.
CAPITAL BLVD.
Tarboro Park
NEW BERN AVE.
WESTERN BLVD.
Pullen Park
ROCK QUARRY RD.
Kentwood Park
Chavis Park
John P Top Green Park
S. SAUNDERS ST.
BLUE RIDGE RD.
I-440
SIX FORKS RD.
GLENWOOD AVE.
US 70
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Horse Creek
Beaver Dam Creek
Crabtree Creek
Rocky Branch
Walnut Creek
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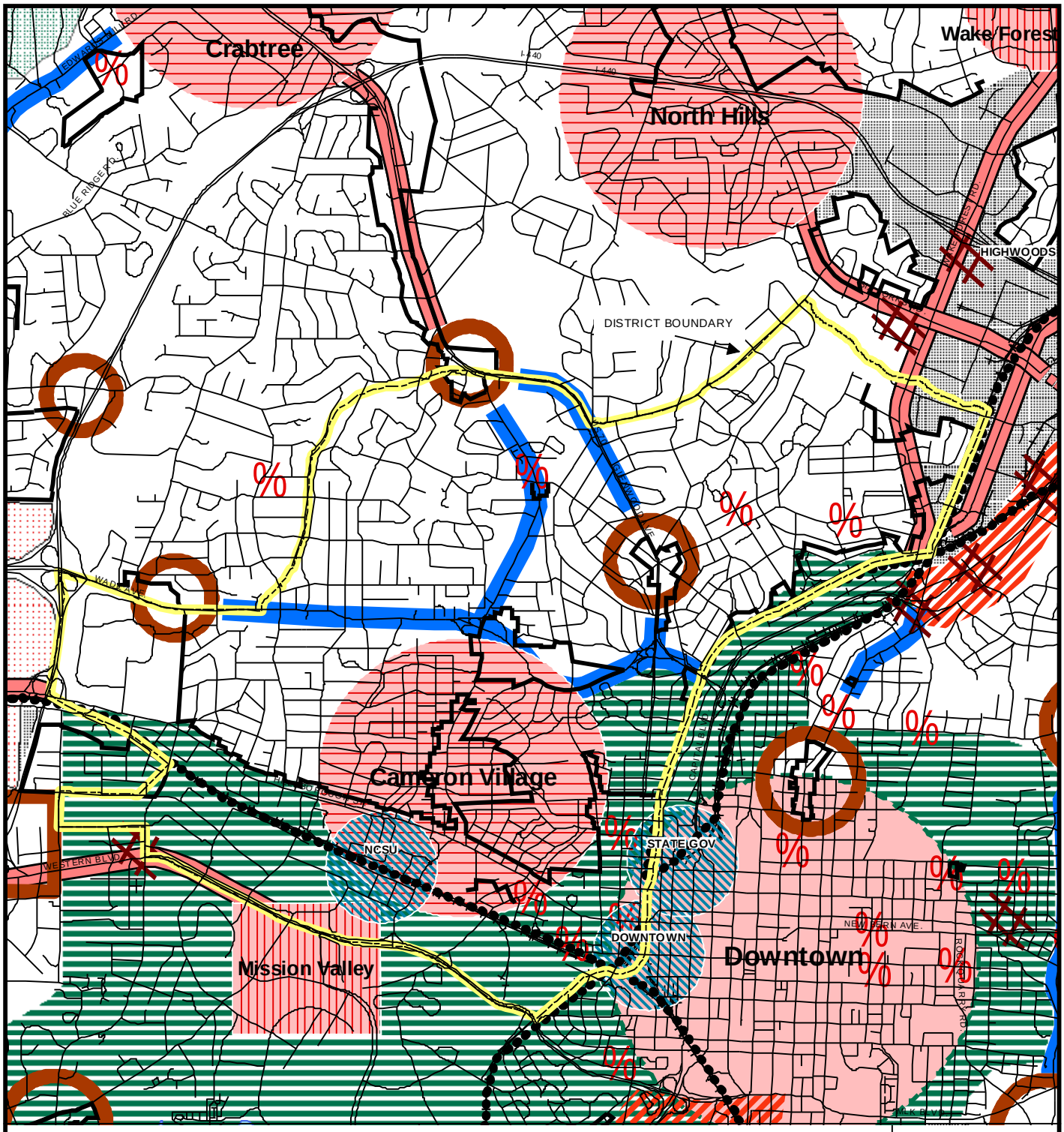
Crabtree
North Hills
Wake/Forest
HIGHWOODS
DISTRICT BOUNDARY
Cameron Village
NCSU
STATE GOV
DOWNTOWN
Downtown
Mission Valley
WESTERN BLVD.
NEW BERN AVE.
EDWARDS MILL RD.
BLUE RIDGE RD.
WADE AVE.
I-440
Recommended Urban Form - University District
NEIGHBORHOOD FOCUS
COMMUNITY FOCUS
CITY FOCUS
GATEWAY CORRIDOR
REGIONAL INTENSITY AREA
SPECIAL AREA
RURAL RESIDENTIAL
EMPLOYMENT AREA
REGIONAL CENTER
TRANSIT CORRIDOR
POLICY BOUNDARY LINE
PRIMARILY NONRESIDENTIAL THOROUGHFARES
PRIMARILY RESIDENTIAL THOROUGHFARES
RETAIL AREAS
RESIDENTIAL RETAIL
TODS
RESIDENTIAL (SUBURBAN)
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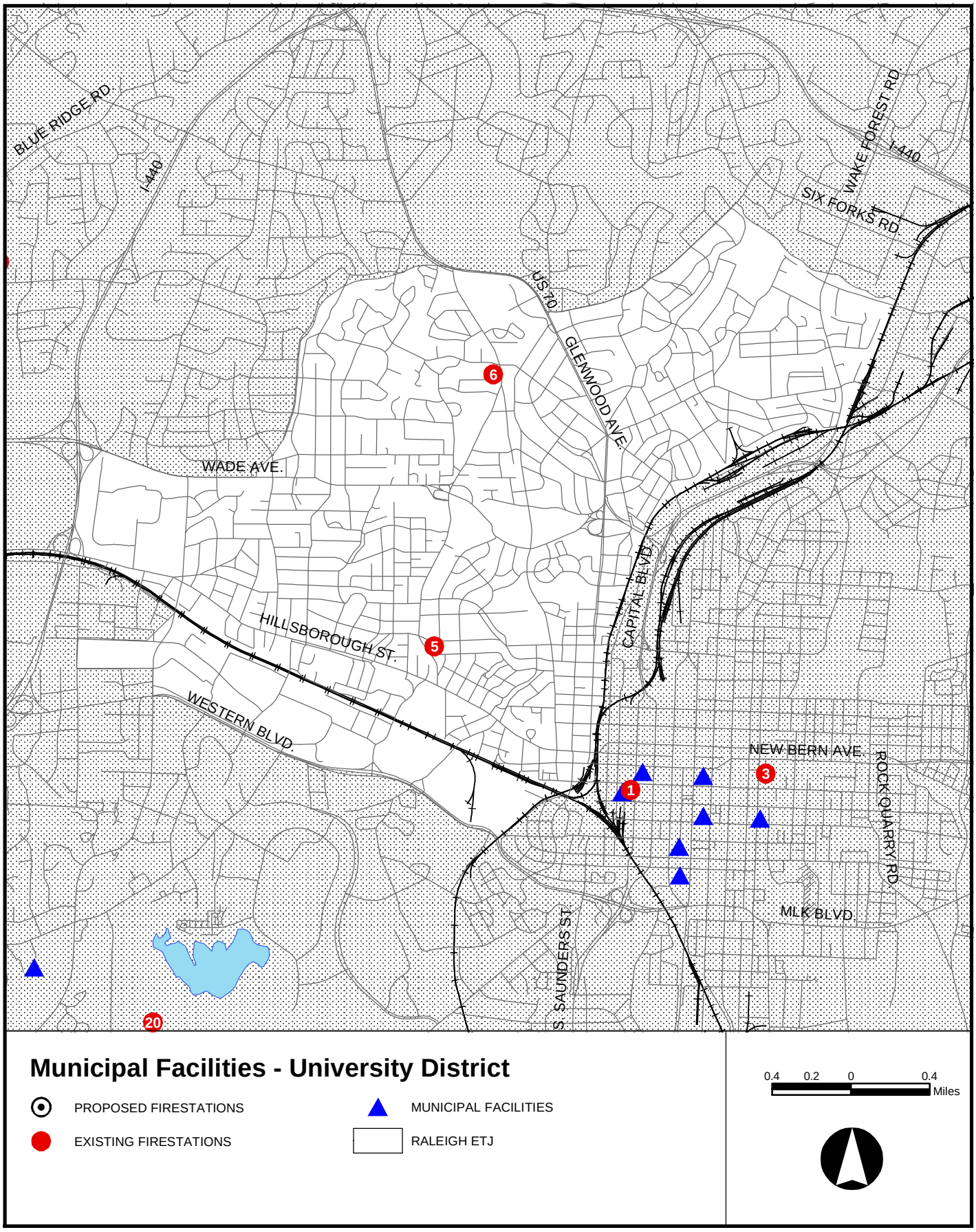
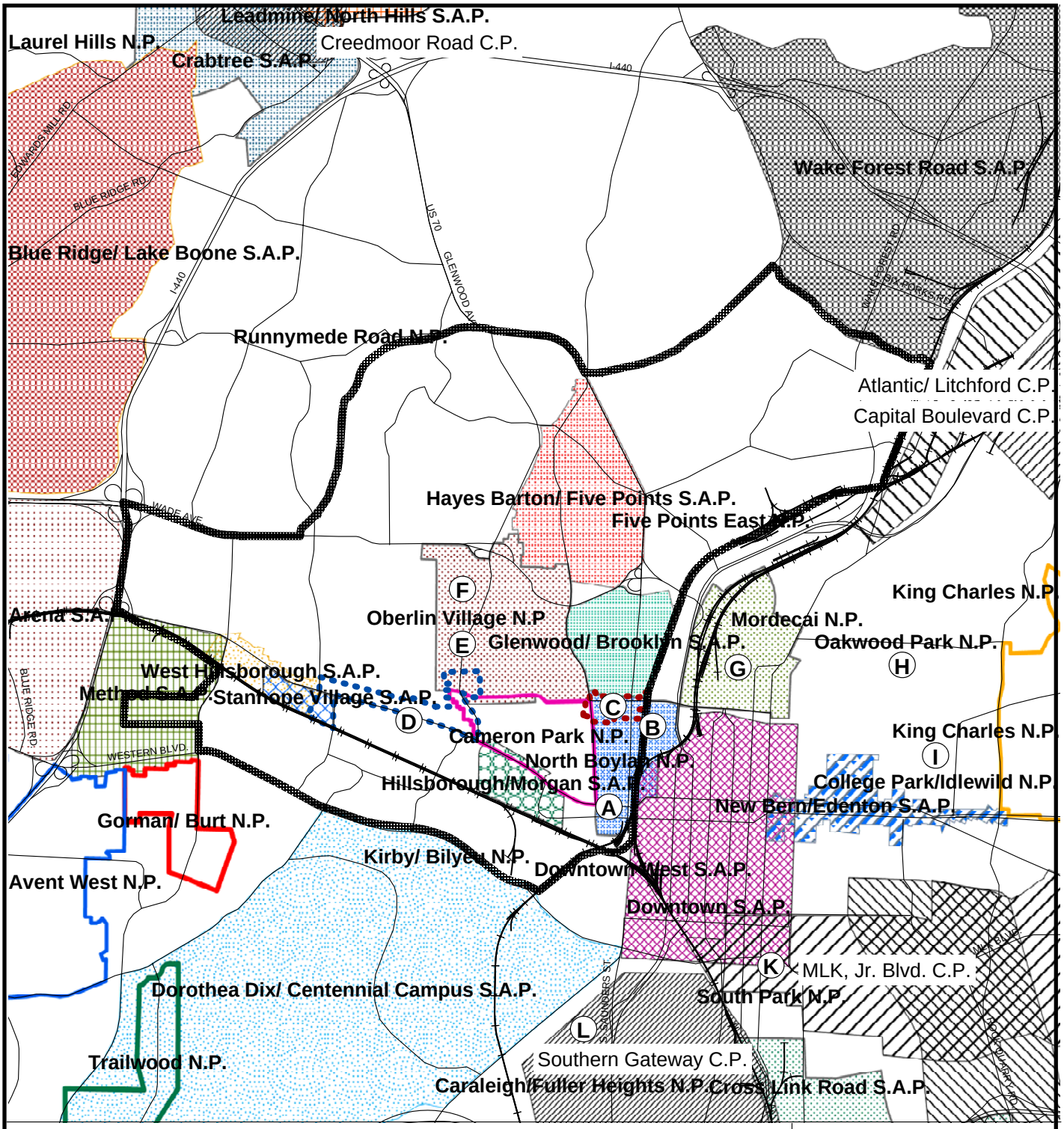


Municipal Facilities - University District

- PROPOSED FIRESTATIONS
- EXISTING FIRESTATIONS
- MUNICIPAL FACILITIES
- RALEIGH ETJ

0.4 0.2 0 0.4 Miles



Key to Small Areas - University District

S.A.P.	SMALL AREA PLAN	TEXTURE FILL
C.P.	CORRIDOR PLAN	ANGLE HATCH
N.P.	NEIGHBORHOOD PLAN	DASH OR SOLID OUTLINE
B.D.P.	BUSINESS DISTRICT PLAN	DOTTED OUTLINE
W.P.	WATERSHED PLAN	FILL + OUTLINE
R.C.P.	REGIONAL CENTER PLAN	FILL + OUTLINE
	DISTRICT BOUNDARY	

A. NORTH BOYLAN N.P.
B. GLENWOOD SOUTH S.A.P.
C. PEACE STREET B.D.P.
D. UNIVERSITY VILLAGE B.D.P.
E. WADE/OBERLIN S.A.P.
F. OBERLIN VILLAGE N.P.
G. BLOUNT/HALIFAX S.A.P.
H. OAKWOOD PARK N.P.
I. COLLEGE PARK/IDLEWILD N.P.
J. NEW BERN/EDENTON S.A.P.
K. SOUTH PARK N.P.
L. CARALEIGH N.P.

2,000 1,000 0 2,000 Feet

CHAPTER 6 REGIONAL CENTER PLANS

Part 1 Northeast Regional Center Plan

The Northeast Regional Center, one of three Raleigh regional centers, encompasses the CSX Railroad and Capital Boulevard corridors generally from the US-401 intersection north to Perry Creek Road. This center will be a commerce hub for the local economy and eastern North Carolina and provide regional employment opportunities and housing for a significant population base. The Regional Center is divided into four quadrants around the intersection of the Expressway and Capital Boulevard.

RECOMMENDATIONS

Urban Form Policies

•Designate the area centered around the intersection of the Northern Wake Expressway with the CSX Rail Corridor and Capital Boulevard as an area of greatest regional intensity. In this area, loosely defined by an interconnected loop thoroughfare, the highest intensity of mixed use urban development is recommended.

•Concentrate intense mixed use development around the interchange of the Northern Wake Expressway with Capital Boulevard and along the CSX Rail Corridor.

•Designate a City Focus in the southern portion of the plan area; this will be a focus for commercial, employment and residential land uses.

Land Use Policies

•The southeast quadrant, adjacent to the Capital Boulevard and Expressway corridors, should consist of intense office, residential and employment land uses. Immediately to the south, between the Old Wake Forest Road extension and Sumner Boulevard, will be a major concentration of regional and local retail and service uses. Medium to high intensity mixed use development should create a transition from the retail concentration. This area would be primarily residential and employment development with convenience retail and service uses. The intensity and density of the mixed use clusters should continue to decrease to the south and east approaching the existing Spring Forest and Fox Roads area neighborhoods.

•The northeast quadrant should have an intensive mixed use cluster of residential, office and employment development with supporting retail and service uses. Residential uses should predominate. High to medium density residential communities should provide appropriate transitions to the established low density residential areas in the north portions of the quadrant. The natural areas here offer a unique setting for carefully designed mixed employment and residential uses.

•The northwest quadrant should consist of mixed uses, including office with residential, retail and service uses. The more intensely developed mixed use areas should abut the rail corridor. Areas with higher portions of residential use should transition from the rail corridor towards Capital Boulevard. Industrial and distribution uses should be encouraged to locate on the outer edges of this quadrant. Greshams Lake should be maximized as a water quality-recreation urban amenity.

•The southwest quadrant should contain high residential densities to support regional transit. Warehouses, distribution, light industrial assembly and research and development uses could be integrated here to provide employment and to utilize the rail corridor. This segment of the Capital Boulevard corridor should be developed primarily with intense office, retail and service uses.

•A Policy Boundary Line is recommended along Fox Road, from the northeast corner of Spring Forest Road Park to the Northern Wake Expressway. Where possible, abrupt land use changes

should be avoided. The Oak Forest neighborhood is surrounded by nonresidential uses and zoning. This enclave of single family residential uses, in the future, should be considered in total for mixed use redevelopment as surrounding conditions and land uses intensify.

Natural Systems Policies

This area is in three drainage basins. Perry Creek and Beaverdam Creek are sensitive, largely undeveloped, minor stream basins, the third is the largely developed basin of upper Marsh Creek. Plans and policies are as follows:

- Plans for stormwater control and water quality have been prepared with the property owners in this area (see Implementation). The implementation of greenways and parks policies would benefit if detailed plans were similarly prepared.
- Development should follow the recommendations of the Marsh Creek and Perry Creek basin studies. Where the natural corridors are not preserved, proper retention and siltation and possibly filtration of stormwater runoff is necessary to protect water quality in accordance with the basin studies. Also, the Lake Preservation and Development Policy, Resolution No. 1994 - 439, seeks to preserve existing lakes and possibly build new regional lakes, based on mutual benefits and agreements between the lake owners and the City.
- An urban treatment is needed for greenway corridors in the most intense parts of the Northeast Regional Center. In designing these urban greenway trails, pedestrian circulation should follow natural areas where possible. The urban greenways should be well integrated into the greenway system. Corridor widths and locations should be flexible, and pathway designs may need to be varied from those specified in the Parks, Recreation and Greenways Plan. Alternative standards should be applied only where determined to be necessary on a case by case basis.

Transit Policies

Transit will be most efficient if the greatest land use intensities are located adjacent to public transportation routes including the thoroughfare loop that serves to connect the four quadrants of the Regional Center. Extensive bus feeder transit to the transit hub at the CSX line and Northern Wake Expressway intersection will serve the rest of the Regional Center. Bus feeder transit connects moderately intense areas to the primary transit line and may involve the use of vans and/or buses. This type of transit is called for in all three phases of this plan element. Transit should be implemented in response to development demands in the Regional Center in three phases.

Phase one would upgrade existing local bus service along Capital Boulevard to express bus service, as development and traffic become more intense. This express bus line would serve the Northeast Regional Center with feeder lines from within the area to a transit transfer station at the Ashton-Tarrymore Community Focus.

Phase two would relocate the bus transit transfer station to a location near the intersection of the two proposed transit corridors, the CSX Rail line and the Northern Wake Expressway. The route to the downtown area could follow an HOV lane down Capital Boulevard, Atlantic Avenue or possibly a route along the CSX corridor. The phase two bus transit transfer station should be on the east side of Capital Boulevard, where significant development will probably occur first. A bus transit connecting bridge at Old Wake Forest Road would allow the transit transfer station activities to shift to a fixed guideway transit hub on the west side of Capital Boulevard, if regional transit becomes available in the CSX corridor. The location of the transit transfer station on the east side of Capital Boulevard would remain the major collection point for the bus system for the east side of the Regional Center.

Phase three of the public transportation improvements could include regional fixed guideway transit along the existing CSX Rail line to downtown Raleigh and beyond. High density housing and mixed use development should be built adjacent to regional rail transit stops along the CSX line.

Thoroughfare and Collector Street Policies
The existing network of roads should be improved and extended using existing rights-of-way as much as possible. A street grid with a thoroughfare that encircles the expressway interchange will provide the primary interconnectivity between the quadrants. The more complete this grid system becomes, the better it will function.

The heavy regional traffic on Capital Boulevard will likely increase when the Northern Wake Expressway is completed. The gateway section of Capital Boulevard, south of the interchange, should have its access limited as much as possible to intersections with major east-west thoroughfares.

Because these traffic considerations limit direct access to the surrounding area, additional access along the freeway section of Capital Boulevard, north of the proposed interchange, is planned to be provided by parallel access roads. Along the gateway section of Capital Boulevard, public accessways or cross access agreements should be sought. Planned collectors can, on a case by case basis, be replaced by private access ways.

A strong connection, such as an overpass including transit, bicycle and pedestrian links across Capital Boulevard at Old Wake Forest Road, would better unify the Regional Center and add greatly to transit convenience.

Pedestrian and Bicycle Travel Policies
Easier pedestrian and bicycle travel will improve access, provide for recreation and make transit more effective. A system which will link neighborhoods, transit stations, shopping and recreation is desired. Grade separated and other pedestrian-sensitive crossings of the Northern Wake Expressway and Capital Boulevard provide many of these important links.

Most pedestrian travel should take place along the thoroughfare and collector grid system, particularly in the areas planned for intense development: the northwestern, southwestern and southeastern quadrants of the proposed Northern Wake interchange with Capital Boulevard. In these areas, sidewalks are recommended for both sides of all streets.

Bicycle travel should be improved as shown on the Pedestrian and Bicycle Plan Map. Several greenway connectors are also shown on the map, which, when added to the planned greenways, bikeways and sidewalks, make a complete walking and biking system.

A more articulated pathway system should interconnect with the road grid. This system would include sidewalks on minor streets, entry access, mid-block access where the through streets are more than 1000 feet apart and access through walls, berms and other barriers between developments. Entry access and mid-block access pathways in auto oriented areas, such as driveways, parking lots and drive through lanes, should provide a safe, direct, convenient way to walk to or through a development. These pathways could also be incorporated into wider landscaped streetyards along development road frontage in lieu of standard sidewalks typically located adjacent to the street curb line.

IMPLEMENTATION

The implementation strategy includes plans for infrastructure developed in conjunction with other governmental units and, when applicable, area property owners. These infrastructure plans for an urban context are to include: public transit, thoroughfares, collectors; utilities; stormwater management, water quality; parks, open space, greenways; pedestrian and bicycle pathways. They will be the basis of a plan through which the City of Raleigh will invite intensive mixed use development in the Northeast Regional Center.

Stormwater Management Plan

The stormwater management program for the 2,350+ acre Northeast Regional Center area is based on meeting the intent of the Neuse River Basin Nutrient Sensitive Waters Management Strategy. The mixed-use urban development concept adopted for the area in association with a comprehensive stormwater management plan is expected to provide more water quality protection for the Neuse River basin compared to what can be provided for areas of less intense urban sprawl.

The Neuse River Basin Strategy was written for individual site compliance. To apply the regulations to a region will require interpretation and flexibility with the requirements. The Strategy for the Northeast Regional Center involves addressing three major areas of stormwater protection including 1) Protection and maintenance of riparian buffers, 2) Peak runoff control and 3) Control of Nitrogen in runoff.

The protection and maintenance of riparian buffers will be honored unless due to site layout considerations, impacts are unavoidable and a determination of "no practical alternatives" has been made. With a development concept as dense as is proposed for the Northeast Regional Center, impacts to riparian buffer areas are anticipated. Such impacts may be associated with roadway and site layouts that have a significant impact on density, storm drainage systems (pipes) required to convey stormwater safely to regional facilities and channel improvements for erosion control. Without sufficient density, the concept of concentration of development as is proposed for the Northeast Regional Center, will fail. Therefore, impacts to internal streams and buffers must be weighed against the greater long-term benefits of this more intense development concept on the Neuse River watershed. All requests for riparian buffer impacts will be reviewed and approved by the City, subject to section 15A NCAC 2b.0233 Paragraph 8 of the Neuse River Basin regulations.

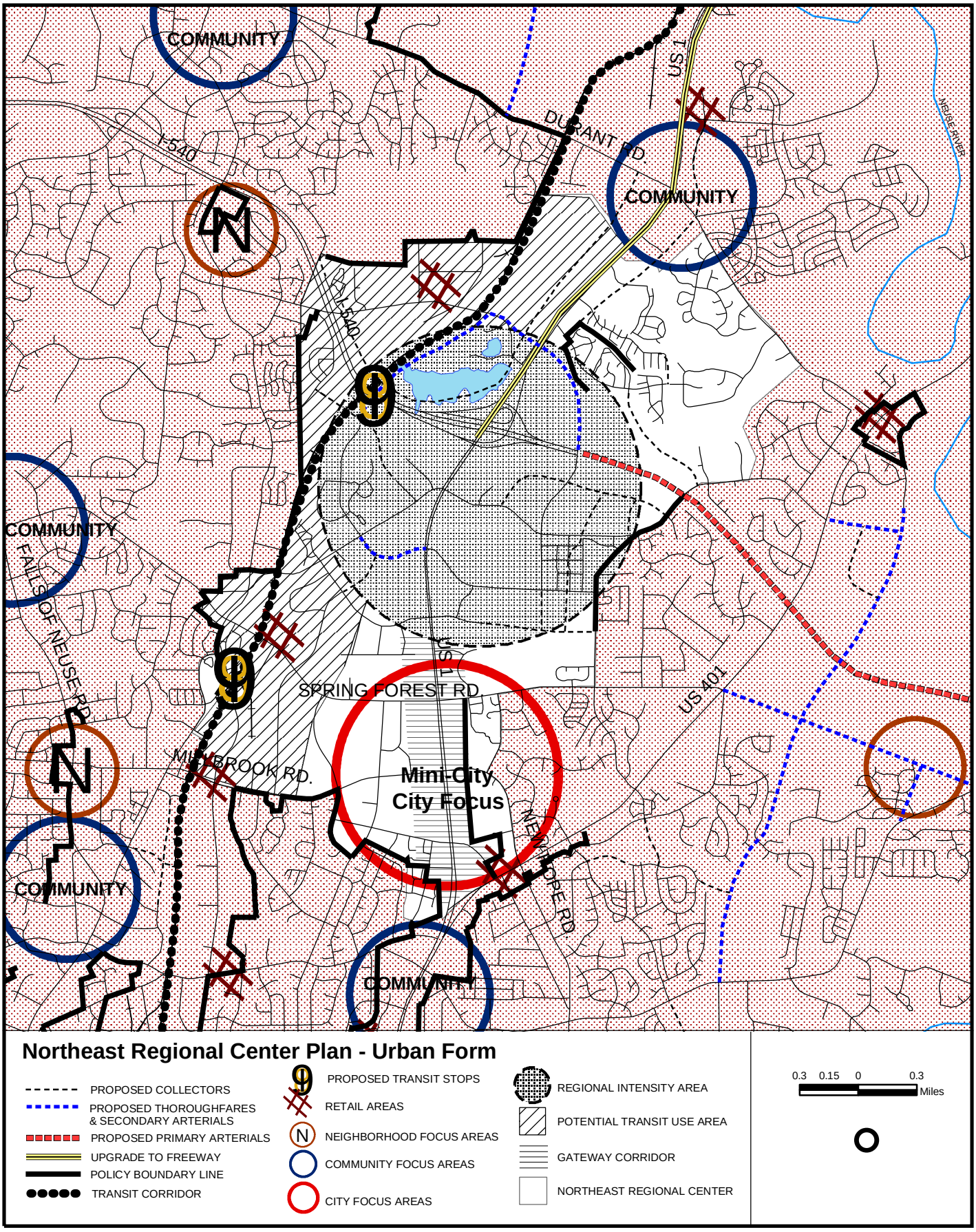
Detention of peak flows will be required per the State-approved City of Raleigh Neuse River Management regulations. Consequently, detention requirements will be applied at outfalls where the increase in discharge is 10% greater than predeveloped conditions, unless the receiving channel can convey the design storm, without erosion, to a regional facility or to a stream meeting the 10% rule.

Nitrogen (TN) water quality controls will be provided for the area as a whole via a combination of regional facilities and onsite BMP controls to meet the following performance standards:

- The undeveloped 750 acres of the area will reduce the TN loading after development from 16.95 Lbs./ac/yr. to 10 Lbs./ac/yr. for a load reduction of 5213 Lbs./year. Phased annual payments will be made to the Wetlands Restoration Trust Fund based on the area developed in any given year to reduce the TN loading to 3.6 Lbs./ac/yr.
- Existing and constructed regional facilities will be credited for TN removal for the entire area draining to the facility based on the appropriate pollutant removal efficiency calculated for the facility. In the event that the facility includes the drainage from existing development not subject

to the Neuse River Basin rules, the TN pollutant load removed by the facility will be credited to the 5213 lbs./yr. requirement for the entire site.
•The Regional facilities will be developed in a phased manner based on the prorated portion of the 5213 lbs./yr. required for new development.
•If the total percentage imperviousness for redevelopment areas is not proposed to exceed the existing percentage imperviousness, no additional TN removal will be provided. In the event that an increase is forecast in the future, BMP's will be provided to account for the difference in imperviousness.
•A total of 8 potential regional pond sites have been identified as shown on the Northeast Regional Center Stormwater Management Plan Map. The regional ponds include two existing facilities that are presently under consideration for elimination, one wetland system and five new potential facilities. The City of Raleigh will ensure the continued water quality function of the three facilities, Greshams Lake, Plantation Inn wetland and the Triangle Town Commons pond and ensure that they are maintained appropriately. These existing lakes have the potential to remove an estimated 5131 lbs./yr. of TN or 98% of the requirement for the Northeast Regional Center site. The remaining 2% will be credited by developing a new regional facility or by on-site BMP's.

Due to the long build-out period expected for this area and the need to be flexible to account for changed conditions, the City of Raleigh will reserve the land area of the five new regional pond sites from future development until such time a site or sites are selected for development. The City of Raleigh will maintain records of the Northeast Regional Center in regard to areas of development, redevelopment, and their collective densities to ensure that the approved development does not exceed the performance standards presented in this plan.


COMMUNITY
I-540
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US 1
NEUSE RIVER
COMMUNITY
FALLS RD
COMMUNITY
FALLS OF NEUSE RD
SPRING FOREST RD
US 401
MILLBROOK RD.
Mini-City
City Focus
NEW HOPE RD
COMMUNITY
Northeast Regional Center Plan - Urban Form
PROPOSED COLLECTORS
PROPOSED THOROUGHFARES & SECONDARY ARTERIALS
PROPOSED PRIMARY ARTERIALS
UPGRADE TO FREEWAY
POLICY BOUNDARY LINE
TRANSIT CORRIDOR
PROPOSED TRANSIT STOPS
RETAIL AREAS
NEIGHBORHOOD FOCUS AREAS
COMMUNITY FOCUS AREAS
CITY FOCUS AREAS
REGIONAL INTENSITY AREA
POTENTIAL TRANSIT USE AREA
GATEWAY CORRIDOR
NORTHEAST REGIONAL CENTER
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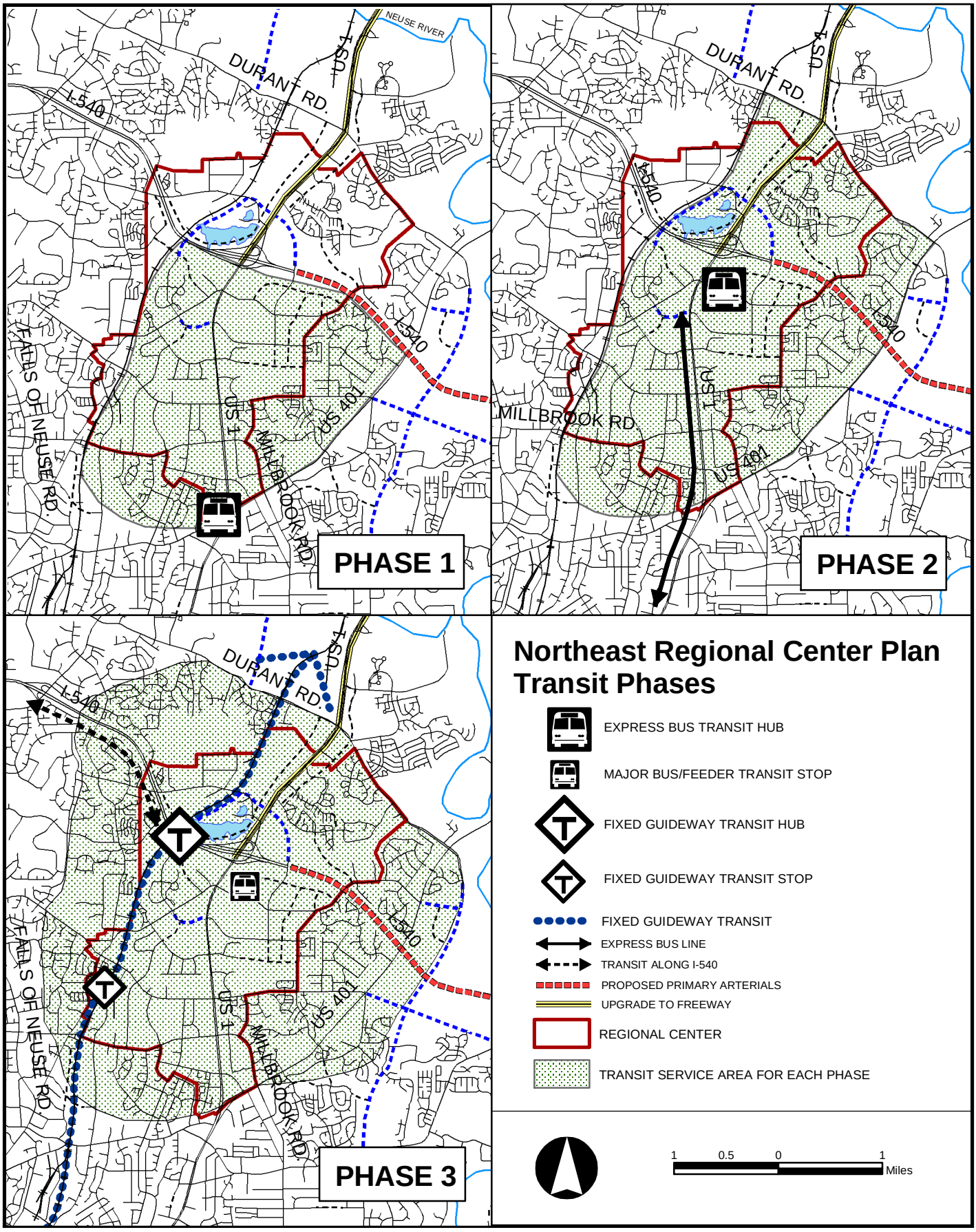
Miles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I-540
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FALLS OF NEUSE RD.
US 401
MILLBROOK RD.
PHASE 1
PHASE 2
PHASE 3
Northeast Regional Center Plan
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MAJOR BUS/FEEDER TRANSIT STOP
FIXED GUIDEWAY TRANSIT HUB
FIXED GUIDEWAY TRANSIT STOP
FIXED GUIDEWAY TRANSIT
EXPRESS BUS LINE
TRANSIT ALONG I-540
PROPOSED PRIMARY ARTERIALS
UPGRADE TO FREEWAY
REGIONAL CENTER
TRANSIT SERVICE AREA FOR EACH PHASE
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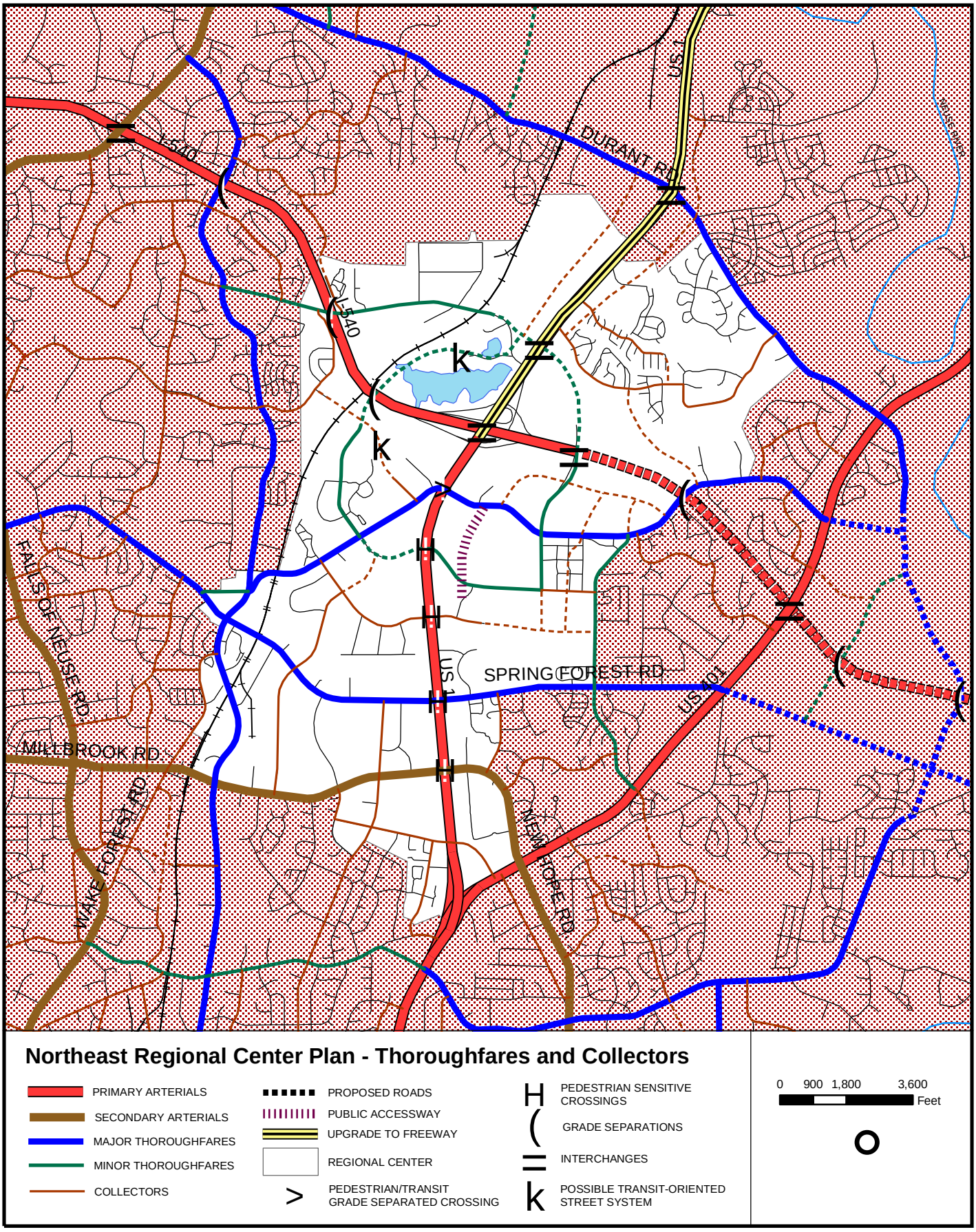
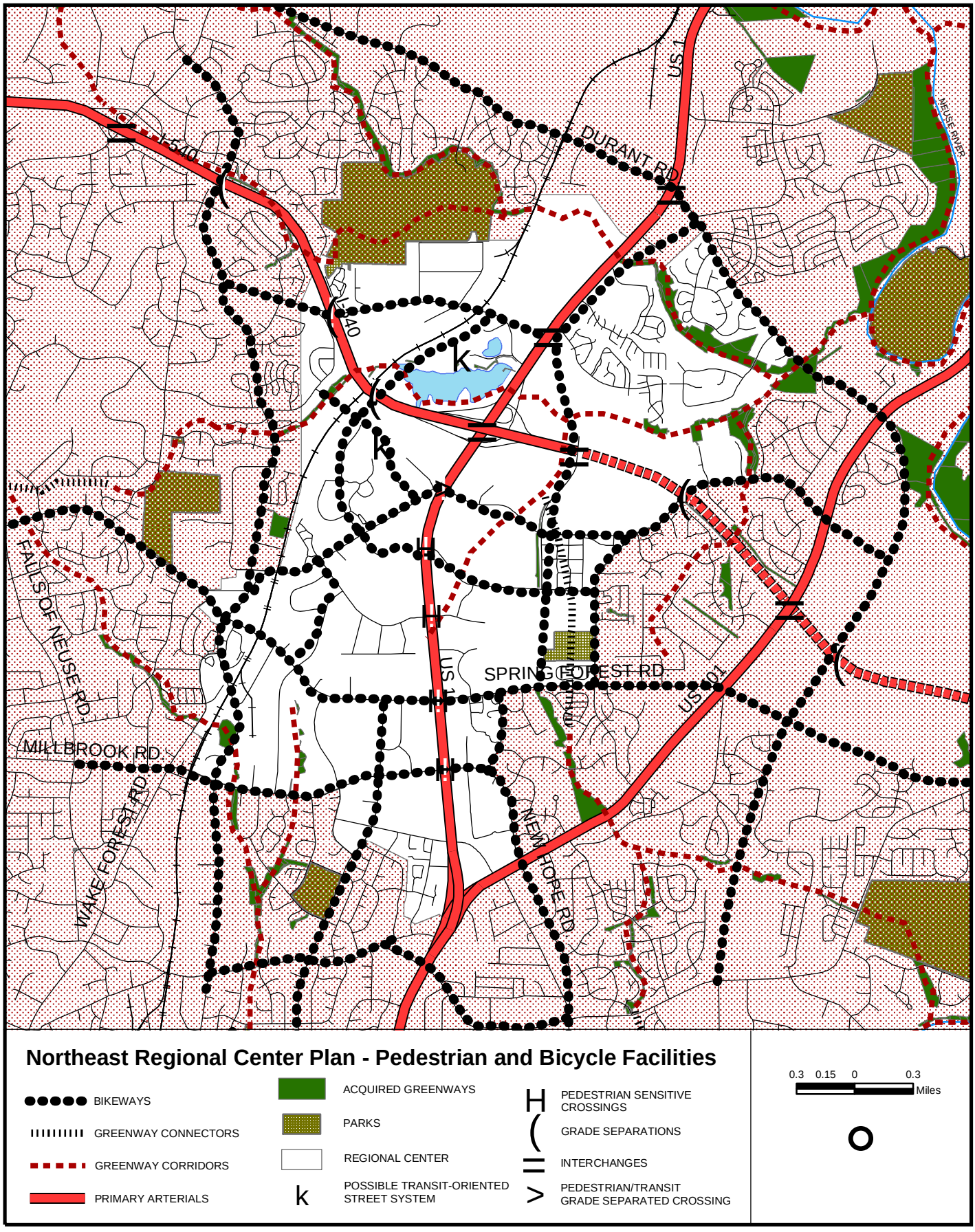


Northeast Regional Center Plan - Thoroughfares and Collectors

- PRIMARY ARTERIALS
- SECONDARY ARTERIALS
- MAJOR THOROUGHFARES
- MINOR THOROUGHFARES
- COLLECTORS
- PROPOSED ROADS
- PUBLIC ACCESSWAY
- UPGRADE TO FREEWAY
- REGIONAL CENTER
- > PEDESTRIAN/TRANSIT GRADE SEPARATED CROSSING
- H PEDESTRIAN SENSITIVE CROSSINGS
- (GRADE SEPARATIONS
- = INTERCHANGES
- k POSSIBLE TRANSIT-ORIENTED STREET SYSTEM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NEUSE RIVER
I-40
FALLS OF NEUSE RD
MILLBROOK RD
WAKE FOREST RD
SPRING FOREST RD
US 401
NEW HOPE RD
Northeast Regional Center Plan - Pedestrian and Bicycle Facilities
BIKEWAYS
GREENWAY CONNECTORS
GREENWAY CORRIDORS
PRIMARY ARTERIALS
ACQUIRED GREENWAYS
PARKS
REGIONAL CENTER
POSSIBLE TRANSIT-ORIENTED STREET SYSTEM
PEDESTRIAN SENSITIVE CROSSINGS
GRADE SEPARATIONS
INTERCHANGES
PEDESTRIAN/TRANSIT GRADE SEPARATED CROSSING
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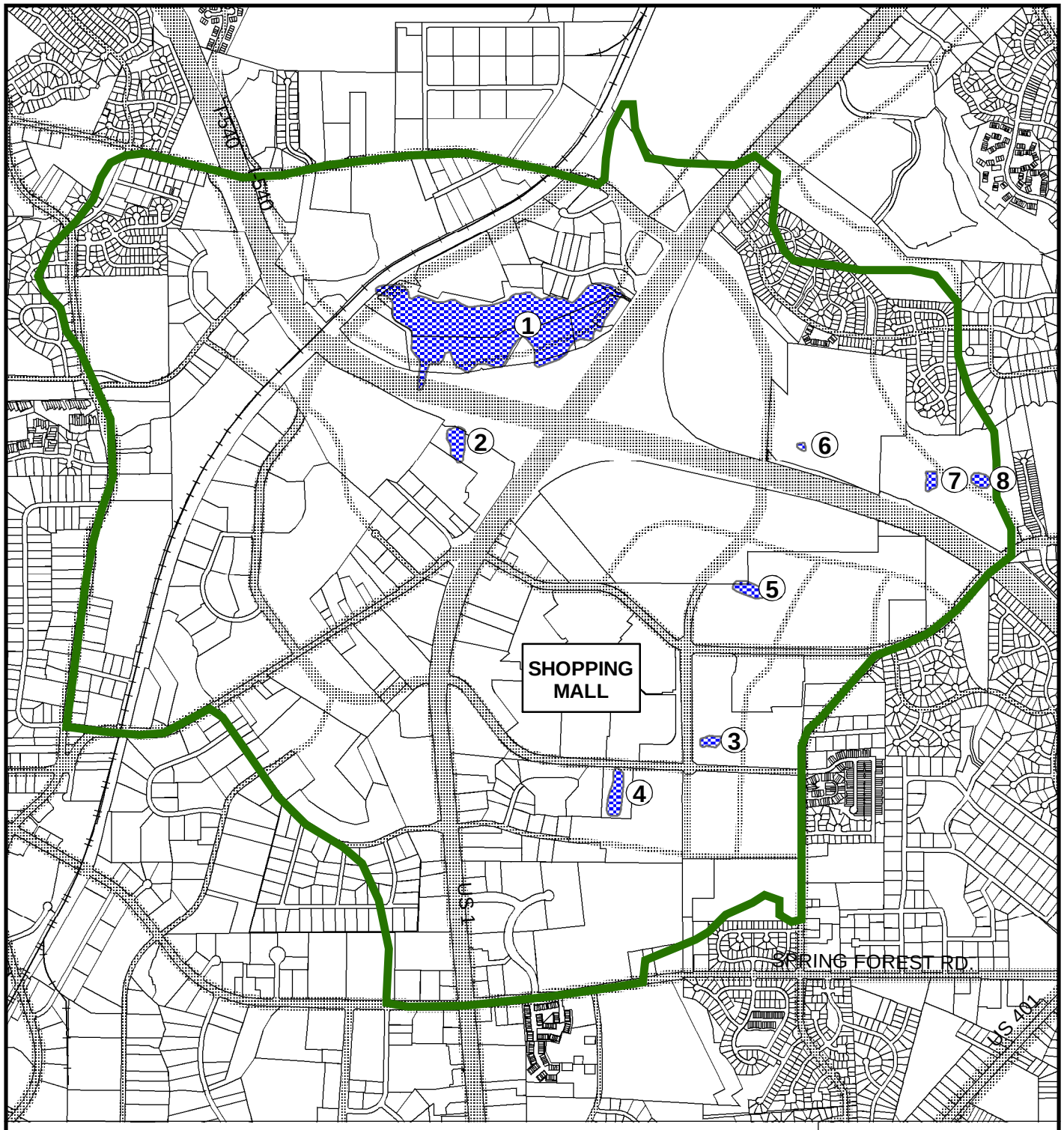


Northeast Regional Center Plan
Stormwater Management

NORTHEAST REGIONAL CENTER DRAINAGE BASIN

POTENTIAL REGIONAL POND SITES

0.2 0.1 0 0.2 Miles

Part 2 Triangle Regional Center Plan

Location
The Triangle Regional Center is located in the northwestern portion of the City of Raleigh's jurisdiction. The Triangle Regional Center, with adjacent lands in Durham County, City of Durham, Town of Cary, Town of Morrisville, Research Triangle Park and RDU Airport are centrally located in the Research Triangle Region. Because of location, access and large tracts of vacant land, growth potential in this area is very high. Recent infrastructure improvements, particularly roads, water and sewer service, are opening the area for development.

Existing Land Use
The Triangle Regional Center contains little developed land. There are some scattered, highway oriented nonresidential developments on U. S. 70, particularly between the Northern Wake Expressway and Ebenezer Church Road. There is also a warehousing/distribution area north of U. S. 70 on Triangle Drive. Several single family houses are scattered throughout the area.

Existing Zoning
The majority of the land within the regional center is zoned Thoroughfare District. This zoning category allows most land uses, either as a general use, a conditional use or with a special use permit. Several land tracts in this category have zoning conditions which limit uses to a further extent than the general Thoroughfare District restrictions. Nonresidential development, particularly industry, office and retail are common in this zoning district. Most of the remainder of the land here is zoned Residential-4, for about four dwellings per acre. A relatively small parcel of land is zoned Shopping Center and another for office, in the Dominion Park area. Lands to the northeast of Raleigh Durham International Airport are within the Airport Overlay zoning district. This district prohibits residential uses because of aircraft noise and controls building heights in accord with the airspace regulations.

Urban Form
Within the regional center are several other urban form designations. A regional intensity area is in the vicinity of the Northern Wake Expressway/Aviation Parkway interchange, at the southwestern edge of the regional center. The Airport City Focus is located on U. S. 70 centered near the T. W. Alexander Drive intersection. The Mount Herman Community Focus Area is located at the intersection of Mount Herman and Leesville Roads. There is a retail area designated on U. S. 70 at Angus Drive. Finally, there is a neighborhood focus area in the vicinity of Andrews Chapel Road and the proposed Skyland Drive. Currently, none of these focus or retail areas is developed. The Ebenezer Community Focus, at the intersection of U. S. 70 and Ebenezer Church Road, is rapidly developing. There is a policy boundary line defining the eastern edge of the regional center in the vicinity of the Dominion Park and Harrington Grove neighborhoods

Airport Assemblage Property
This tract of land is south of U. S. 70, east of the Wake/Durham County line and northwest of Raleigh Durham Airport. This is the largest tract of land under single ownership in the Raleigh portion of the Triangle Regional Center, and its development will be crucial to the entire area. Both the regional intensity area and city focus area are located on this land. It is zoned Thoroughfare Conditional Use, with conditions that broadly define land uses permitted in various areas within the property. There are several relatively small outparcels in individual ownership within the Airport Assemblage. These properties are zoned R-4.

Water and Sewer Service
The area lies within two drainage basins: the Brier Creek basin, which contains Brier Creek and Little Brier Creek and Sycamore Creek. The western edge of Briar Creek basin generally is the

Page Road ridge, just inside of Durham County. The northern edge of both basins is the Leesville Road ridge, portions of which are also in Durham County. These streams flow to the south, to Crabtree Creek. These basins can have sewer service provided by the City of Raleigh. A sewage lift station has been built to carry effluent from the Little Brier Creek basin, just west of the airport, up to U. S. 70. Sewer lines also run north from U. S. 70 to the Leesville Road/Dominion Boulevard vicinity. Water service currently runs northwest up U. S. 70 to the vicinity of the Northern Wake Expressway interchange. Water mains also run along Westgate and Leesville Roads.

Road Network

Existing major roads:

•U. S. 70 (Glenwood Avenue) runs northwest from downtown Raleigh through the Triangle Regional Center to Durham.

•Aviation Parkway accesses RDU Airport from U. S. 70 and Interstate 40 and continues northward of U. S. 70 as Westgate Road.

•Near the Wake/Durham County line, T. W. Alexander Drive cuts westward from U. S. 70 to Research Triangle Park.

•Brier Creek Parkway connects U. S. 70 to Lumley Road, Globe Road and Aviation Parkway.

•Page Road, just inside Durham County, runs roughly north and south, parallel to the county line. •Ebenezer Church and Strickland Roads form portions of the regional center's eastern boundary. •The Northern Wake Expressway (I-540) connects I-40 to points north and east.

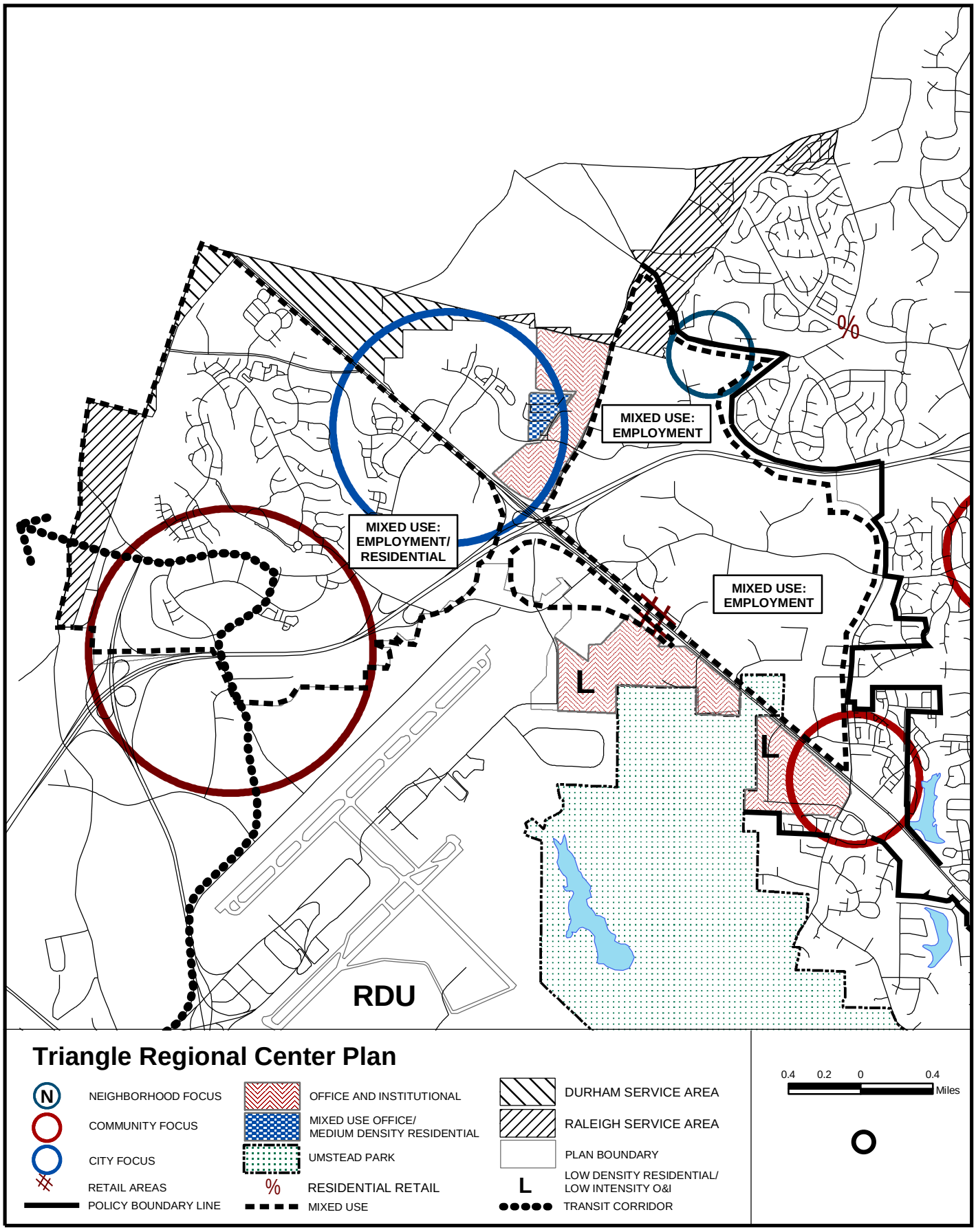
Planned roads:

•Aviation Parkway will be extended from Brier Creek Parkway northward along the county line to U. S. 70.

• T. W. Alexander Drive will be extended eastward from U. S. 70 to Leesville Road.

•Brier Creek Parkway will extend north of U. S. 70 into Durham County, intersecting with the future T. W. Alexander Drive extension.

•The Northern Durham Parkway (formerly Eno Drive) will extend from Aviation Parkway north of U. S. 70 into Durham.


MIXED USE: EMPLOYMENT
MIXED USE: EMPLOYMENT/ RESIDENTIAL
MIXED USE: EMPLOYMENT
RDU
L
L
%
Triangle Regional Center Plan
NEIGHBORHOOD FOCUS
COMMUNITY FOCUS
CITY FOCUS
RETAIL AREAS
POLICY BOUNDARY LINE
OFFICE AND INSTITUTIONAL
MIXED USE OFFICE/ MEDIUM DENSITY RESIDENTIAL
UMSTEAD PARK
RESIDENTIAL RETAIL
MIXED USE
DURHAM SERVICE AREA
RALEIGH SERVICE AREA
PLAN BOUNDARY
LOW DENSITY RESIDENTIAL/ LOW INTENSITY O&I
TRANSIT CORRIDOR
0.4 0.2 0 0.4
Miles

CHAPTER 7 CORRIDOR PLANS

Part 1 Atlantic Avenue/Litchford Road Corridor Plan

Both Atlantic Avenue and Litchford Road are major thoroughfares. The Atlantic Avenue corridor is primarily nonresidential; Litchford Road is primarily residential. Much of Atlantic Avenue lies within or adjacent to employment areas. There are three retail areas in employment areas: Brentwood Square Shopping Center at the New Hope Church Road and Atlantic Avenue intersection, the Millbrook Collection Shopping Center at the Atlantic Avenue and Millbrook Road intersection and Pavillion at Spring Forest Shopping Center at the Atlantic Avenue and Spring Forest Road intersection. The Litchford Road portion of the corridor lies in a low to medium density residential area. It contains one neighborhood focus area, Litchford Village Shopping Center, at the crossing of Litchford Road and the Northern Wake Expressway.

CORRIDOR-WIDE TRANSPORTATION RECOMMENDATIONS

Objective: Protect and enhance the thoroughfare functions of the Atlantic Avenue/Litchford Road corridor.

- The City Transportation Department should review development proposals in order to encourage a coordinated and comprehensive strategy for preserving the through traffic-carrying capacity of the corridor.
- Roadway capacity improvements should be included in development or redevelopment on the corridor to promote safe and convenient travel and to emphasize the aesthetic qualities of the right-of-way.
- To allow for double left turn and exclusive right turn lanes, land for 110 feet of right-of-way within 400 feet of major intersections should be conveyed to the City: These would include the intersections with Six Forks, New Hope Church, Millbrook and Spring Forest Roads.
- No major structures, parking or significant landscaping should be approved within the additional proposed right-of-way areas.
- Developments that generate significant amounts of traffic during the peak travel period should be required to install separate turn lanes, such as center left turn lanes and/or right turn deceleration/acceleration lanes.

Objective: The combined thoroughfare and collector street network should allow a smooth and logical flow of traffic, facilitating through movement along the corridor.

- Collector streets and other access alternatives should be provided for properties fronting onto Atlantic Avenue and Litchford Road and should be designed to minimize turning movement and intersection congestion along the primary thoroughfare.

Objective: Minimize access points onto Atlantic Avenue and Litchford Road.

- Joint use of curb cuts and shared access to parking facilities should be required wherever possible.
- Internal circulation patterns that reduce access onto the thoroughfares should be required for new subdivisions.
- Thoroughfare District standards for curb cut spacing should be applied to the corridor wherever possible.

Objective: Institute a consistent street-naming system for the area.

•Wake Forest Road, Atlantic Avenue, Old Wake Forest Road and Litchford Road should be re-examined as a group for possible street renaming.

Objective: Provide for alternative transportation uses in the corridor.
•Pedestrian and bicycle facilities should be provided to enhance circulation between residential and nonresidential areas.
•Rail transit opportunities, including adaptation of existing rail right-of-way for regional rail uses, should be explored.

CORRIDOR-WIDE LAND USE POLICIES AND GUIDELINES

The land use recommendations indicated in this plan represent preferred land uses and are not intended to identify appropriate, specific zoning districts. Analysis of various factors in the corridor, including existing land use, existing zoning, transportation and development potentials resulted in these identifications for appropriate future land uses. In some cases the land uses suggested diverge from the allowable uses of the current zoning. When a preferred use is indicated, it is not necessarily intended that that area be limited solely to that use. For example, mixed use developments which are predominantly residential, but which also incorporate convenience services for residents, may be appropriate where an area has been identified as suitable for residential uses. Such factors as traffic impacts, design, buffers and the like should be considered when a development proposal is evaluated.

Objective: Provide for the reasonable economic use of land abutting Atlantic Avenue and Litchford Road.
•Transitional land uses are encouraged in accordance with the concepts outlined in the Urban Form section, Chapter 3, of the Comprehensive Plan.
•Provision of recreational space and facilities in new developments along and adjacent to the right-of-way is encouraged.
•Design of new development should contribute to the overall visual quality of the corridor and the definition of the street space.
•Infill development that is sensitive to traffic concerns and the surrounding context is encouraged.
•Comprehensive assembly of small infill lots into larger parcels for redevelopment is appropriate.

Objective: Existing land use regulations in the corridor should continue to be re-evaluated.
•Further regulation of land uses in industrially-zoned land should be considered, which might include requiring all site plans to conform to the Comprehensive Plan and/or rezoning to other zoning categories, such as SHOD, or Special Highway Overlay District or Thoroughfare District zoning.
•Retail uses should be restricted to locations as specified herein.
•Higher density residential development is encouraged as a means of attaining affordable housing and increasing density to take advantage of transit opportunities in the corridor.
•Development at key intersections should be low-traffic generating and site-planned to avoid traffic congestion.

Objective: The identity and boundaries of focus areas should be strengthened and clarified by observing the Policy Boundary Lines identified herein.

•Residential communities adjacent to Atlantic Avenue and Litchford Road should be protected and enhanced and neighborhood edges strengthened, where needed.

Objective: Restrict stormwater runoff from new developments to the amount expected if the site were developed as R-4.

Objective: Open space should be preserved to enhance the overall quality of the corridor.
•Areas which the City will consider for purchase, if not dedicated or reserved by developers, should be identified.
•Developers are encouraged to preserve certain natural features as specified in this Plan.
•Parks, greenways, open space and natural features should be incorporated into a comprehensive urban design and landscape concept for the corridor's development.

Policies and Recommendations for Each Road Segment

For the purpose of identifying particular policy areas, the corridor has been divided into six segments. The numbers refer to specific sites on the corridor plan maps.

1. Rename portions of Wake Forest Road.
2. Extend Six Forks Road eastward to Capital Boulevard.
3. Construct left turn lanes from Atlantic Avenue to Hodges Street.
4. Office and institutional uses are recommended for the northeast and southeast corners and commercial, office and institutional uses for the northwest and southwest corners of the intersection with Six Forks Road.
5. Locate a 100' greenway along the north side of Crabtree Creek in the vicinity of Atlantic Avenue.
6. Preserve the pond and surrounding floodway area at the northeast corner of Atlantic Avenue and Hodges Street through purchase or easements.
7. Retain the tree stand at the entrance to Highwoods South office park.
8. Classify Wolfpack Lane as a collector street.
9. Reduce access points in the strip of duplexes if redevelopment occurs and attempt to provide collector street access.
10. Upgrade intersection of Atlantic Avenue with New Hope Church Road to include left turn lanes.
11. Retain the tree stand at the entrance to the Highwoods development.
12. Require dedication of right-of-way to allow an ultimate right-of-way of 110' within all approaches of the intersection of Atlantic Avenue and Millbrook Road.
13. Office and institutional uses are appropriate for the area between Atlantic Avenue and the existing residential area to the east.
14. Limit acreage of commercial uses to its present amount at the Atlantic Avenue/New Hope Church Road retail area.
15. Office and institutional uses are appropriate for the undeveloped land in the southeast quadrant of the intersection of Atlantic Avenue and Millbrook Road. Mixed uses include medium to high density housing, office, institutional and commercial, provided traffic generation is low and access is planned to reduce congestion.
16. Rename portions of Old Wake Forest Road to reduce confusion.
17. Mixed use, low traffic generating land uses are appropriate at the northeast and northwest quadrants of the Atlantic Avenue/Millbrook Road intersection.
18. Limit commercial uses to their present location and acreage at the intersection of Atlantic Avenue and Spring Forest Road.
19. These are the preferred land uses at the Spring Forest Road intersection: southwest corner: office and institutional; northwest corner: mixed use with retail, office, and residential uses;

southeast corner: mixed use, with office and institutional and medium to high density residential uses preferred; area just north of the shopping center: medium density residential; area north of the shopping center between Litchford and Old Wake Forest Roads and south of Johnsdale Road: low intensity office and institutional uses with FARs less than .33, a building height limit of 25 feet, a low density residential scale and character and limitations on primary access points along the adjacent thoroughfares; area north of Dixie Forest Road between Millbrook High School and Litchford Road: low intensity office and institutional uses with FARs on individual lots of up to .33 and up to .50 if small lots are assembled into larger developable tracts, a building height limit of 25 feet is desirable, a low density residential scale and character and limitations on primary access points along adjacent thoroughfares. Development which occurs in this area should also be sensitive to adjacent low density residential uses along Johnsdale Road and should include natural or landscaped buffers, shield lighting away from residential uses and not increase stormwater runoff into residential areas. This intersection has potential as a transit stop and development proposals should be reviewed with this factor in mind.

20. Redevelopment should be accomplished with comprehensive land assemblage and unified, coordinated projects.

21. The western edge of the employment area in this segment is the railroad and the former right-of-way for Wake Forest Road that lies just west of the railroad, in the southeast quadrant of the Atlantic Avenue/Spring Forest Road intersection. The policy boundary line marks the western edge of the employment area at the Spring Forest Road/Atlantic Avenue retail area. This is a general policy boundary line; future development in the area may require further definition of the line.

22. Low land associated with Marsh Creek in this segment should be preserved by purchase or easements.

23. Dedication of additional right-of-way on Litchford Road is required for upgrading to major thoroughfare standards.

24. Existing residential lots with no other access will be allowed single access points onto Litchford Road.

25. Hunting Ridge Road and Rowland Road should be realigned to eliminate the offset intersection with Litchford Road and dedication of additional right-of-way for intersection upgrading to include left turn lanes is necessary.

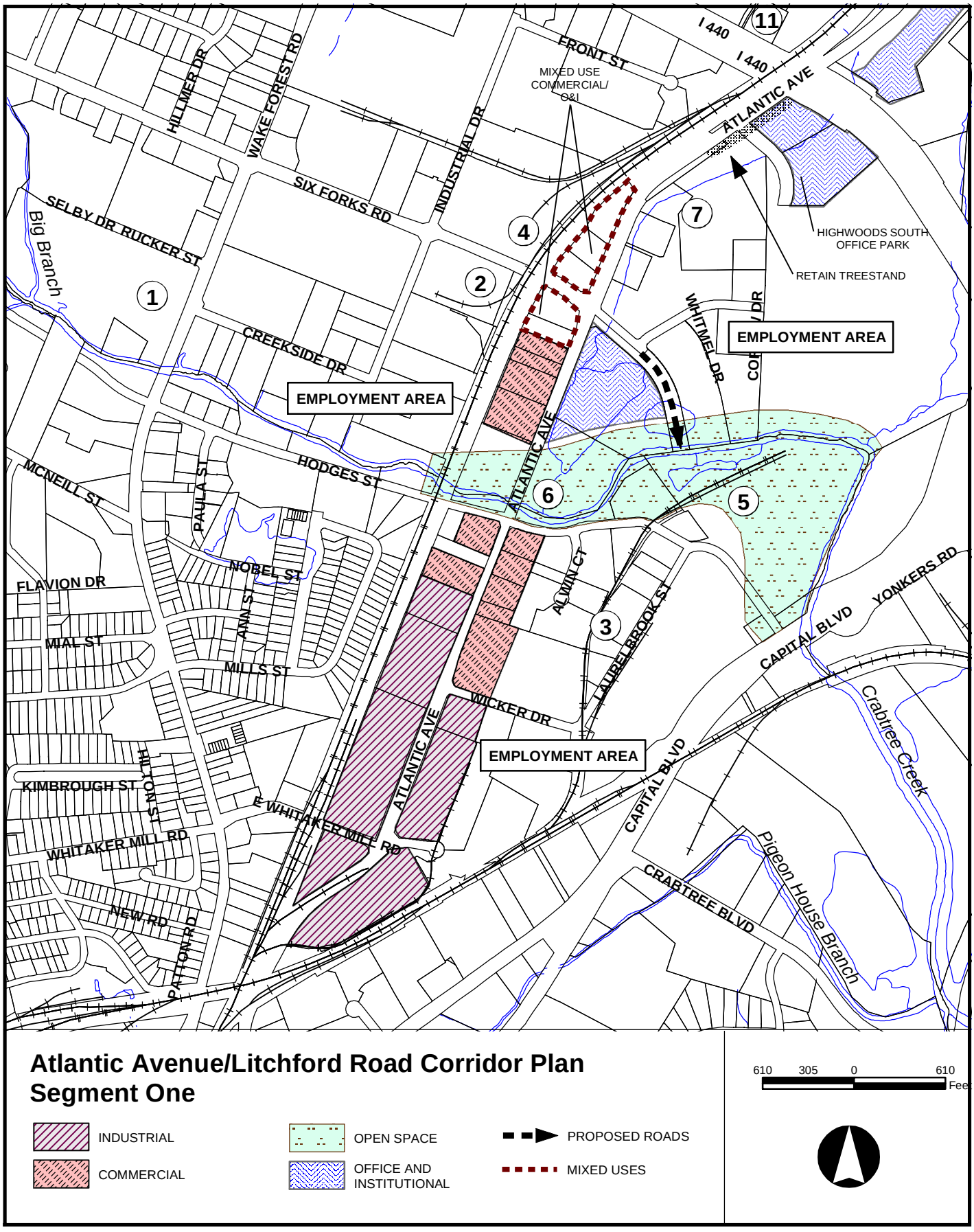
26. Land between Litchford Road and the employment area to the east should develop as low to medium density residential.

27. The triangle of land between Old Wake Forest Road and Litchford Road just north of the shopping center should develop as medium density residential.

28. Retain tree stands where possible.

29. Restrict nonresidential development to the southeast quadrant of the intersection of Litchford Road with the proposed Northern Wake Expressway.

30. The tributary of Perry Creek should be considered for a greenway.


Atlantic Avenue/Litchford Road Corridor Plan
Segment One
INDUSTRIAL
COMMERCIAL
OPEN SPACE
OFFICE AND INSTITUTIONAL
PROPOSED ROADS
MIXED USES
610 305 0 610
Feet
EMPLOYMENT AREA
EMPLOYMENT AREA
EMPLOYMENT AREA
MIXED USE COMMERCIAL/ O&I
HIGHWOODS SOUTH OFFICE PARK
RETAIN TREESTAND
I 440
I 440
FRONT ST
ATLANTIC AVE
INDUSTRIAL DR
WAKE FOREST RD
HILLMER DR
SIX FORKS RD
SELBY DR RUCKER ST
Big Branch
CREEKSIDE DR
WHITMEL DR
HODGES ST
MCNEILL ST
PAULA ST
NOBEL ST
FLAVION DR
MIAL ST
MILLS ST
ALWIN CT
LAUREL BROOK ST
YONKERS RD
CAPITAL BLVD
WICKER DR
KIMBROUGH ST
HILTON ST
E WHITAKER MILL RD
WHITAKER MILL RD
NEW RD
ATTON RD
CRABTREE BLVD
Crabtree Creek
Pigeon House Branch
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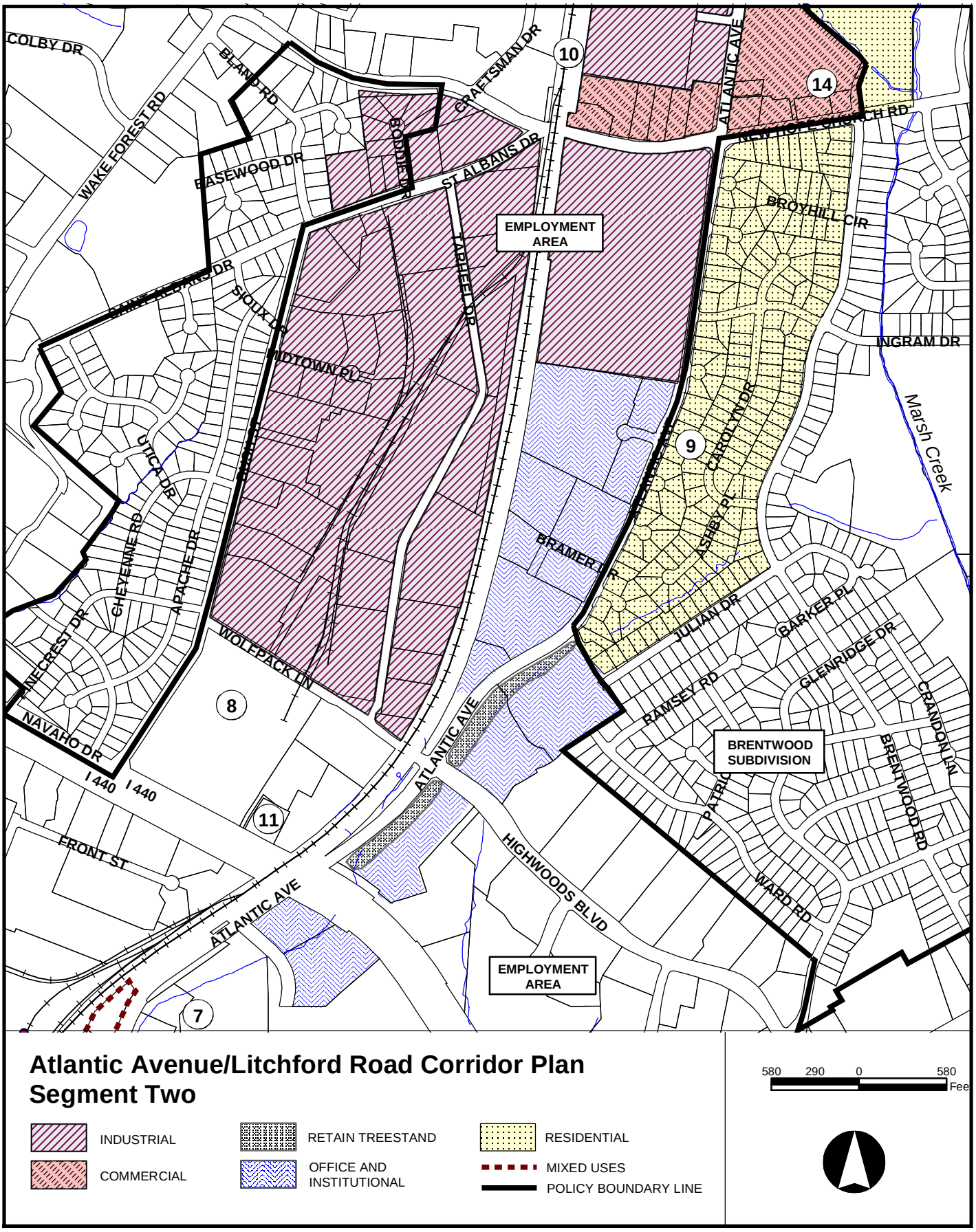
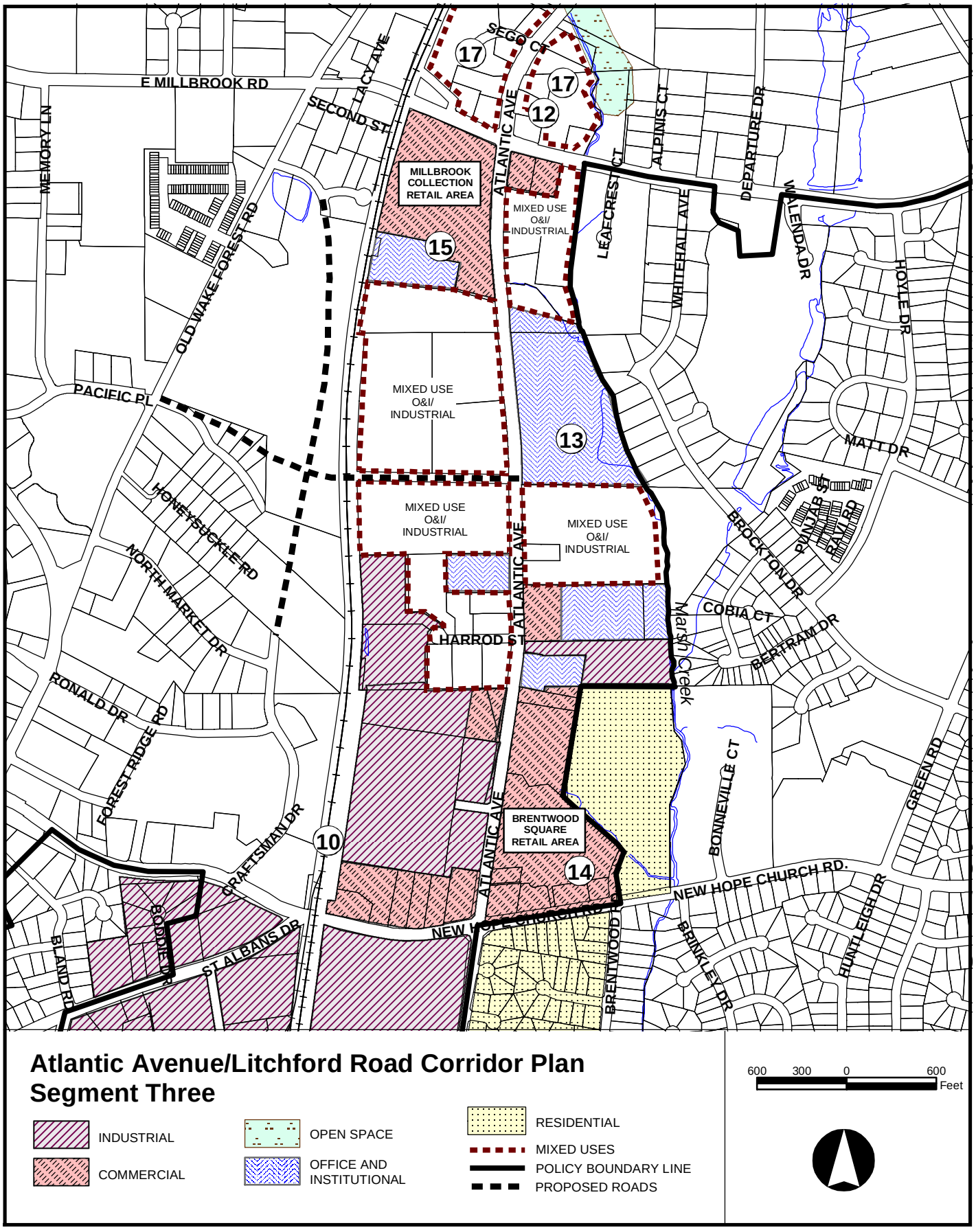
2
3
4
5
6
7
11



Atlantic Avenue/Litchford Road Corridor Plan
Segment Two

580 290 0 580
Fee

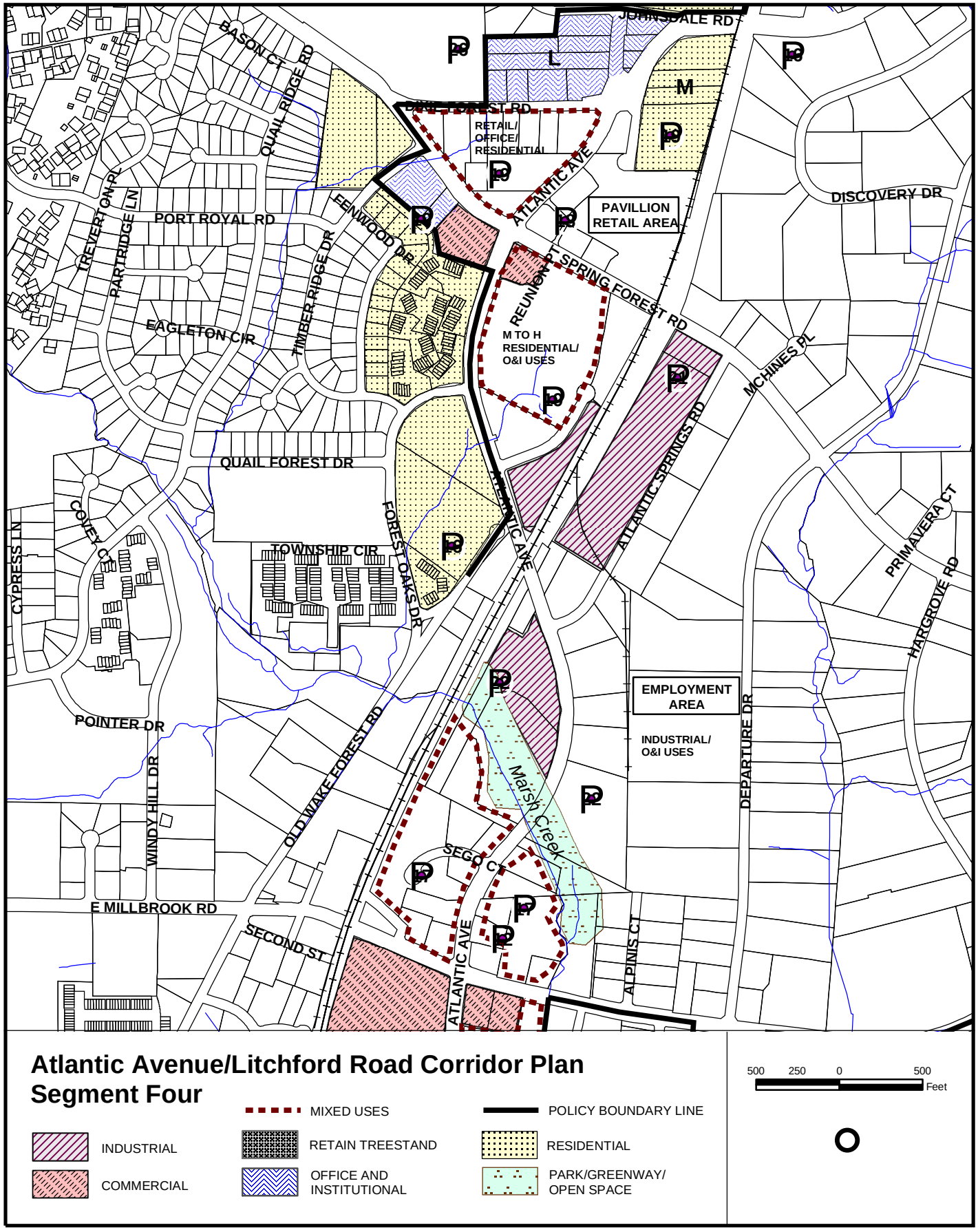
- INDUSTRIAL
- COMMERCIAL
- RETAIN TREESTAND
- OFFICE AND INSTITUTIONAL
- RESIDENTIAL
- MIXED USES
- POLICY BOUNDARY LINE



Atlantic Avenue/Litchford Road Corridor Plan
Segment Three

- INDUSTRIAL
- COMMERCIAL
- OPEN SPACE
- OFFICE AND INSTITUTIONAL
- RESIDENTIAL
- MIXED USES
- POLICY BOUNDARY LINE
- PROPOSED ROADS

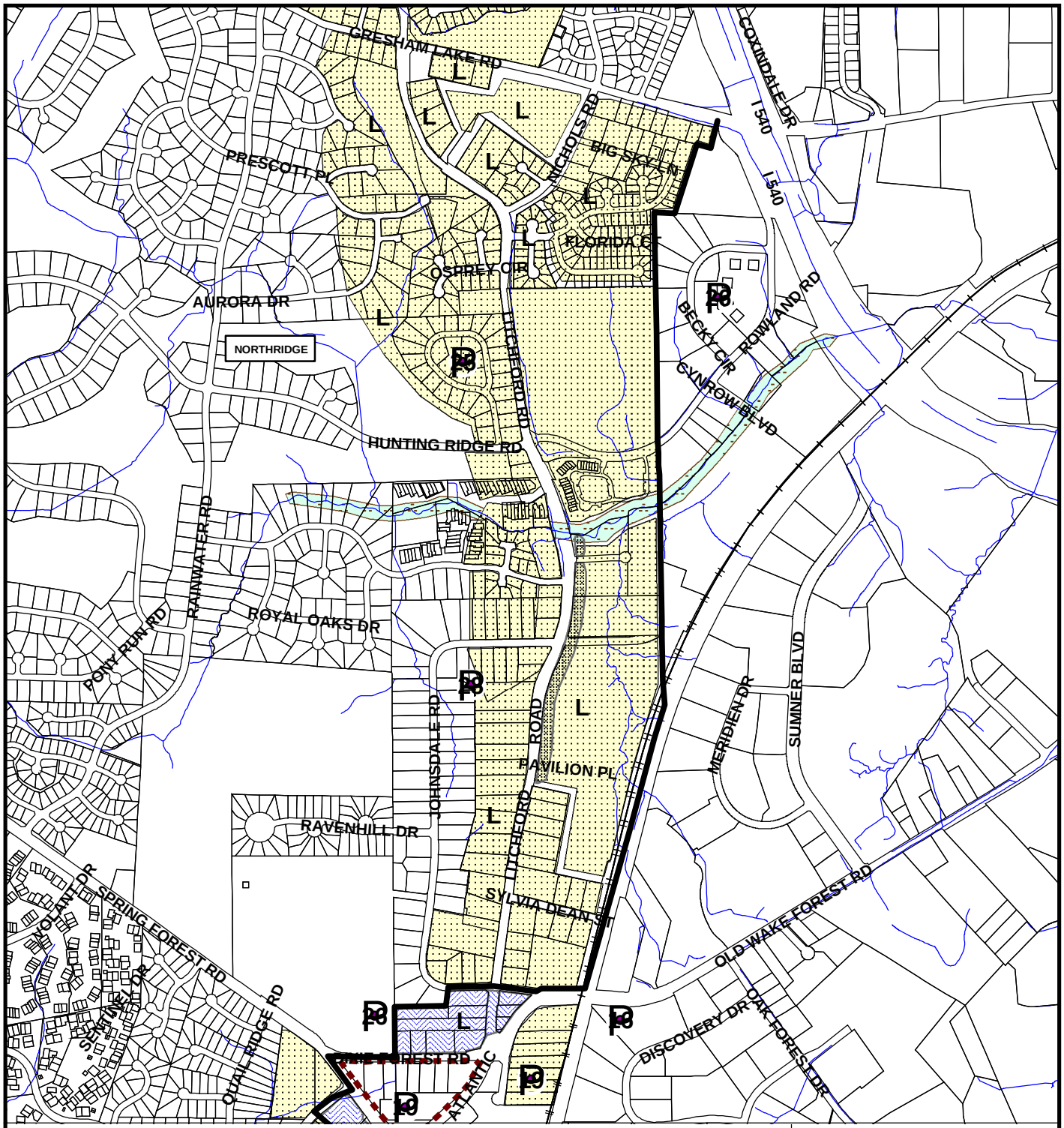
600 300 0 600 Feet



Atlantic Avenue/Litchford Road Corridor Plan
Segment Four

- MIXED USES
- POLICY BOUNDARY LINE
- INDUSTRIAL
- RETAIN TREESTAND
- RESIDENTIAL
- COMMERCIAL
- OFFICE AND INSTITUTIONAL
- PARK/GREENWAY/ OPEN SPACE

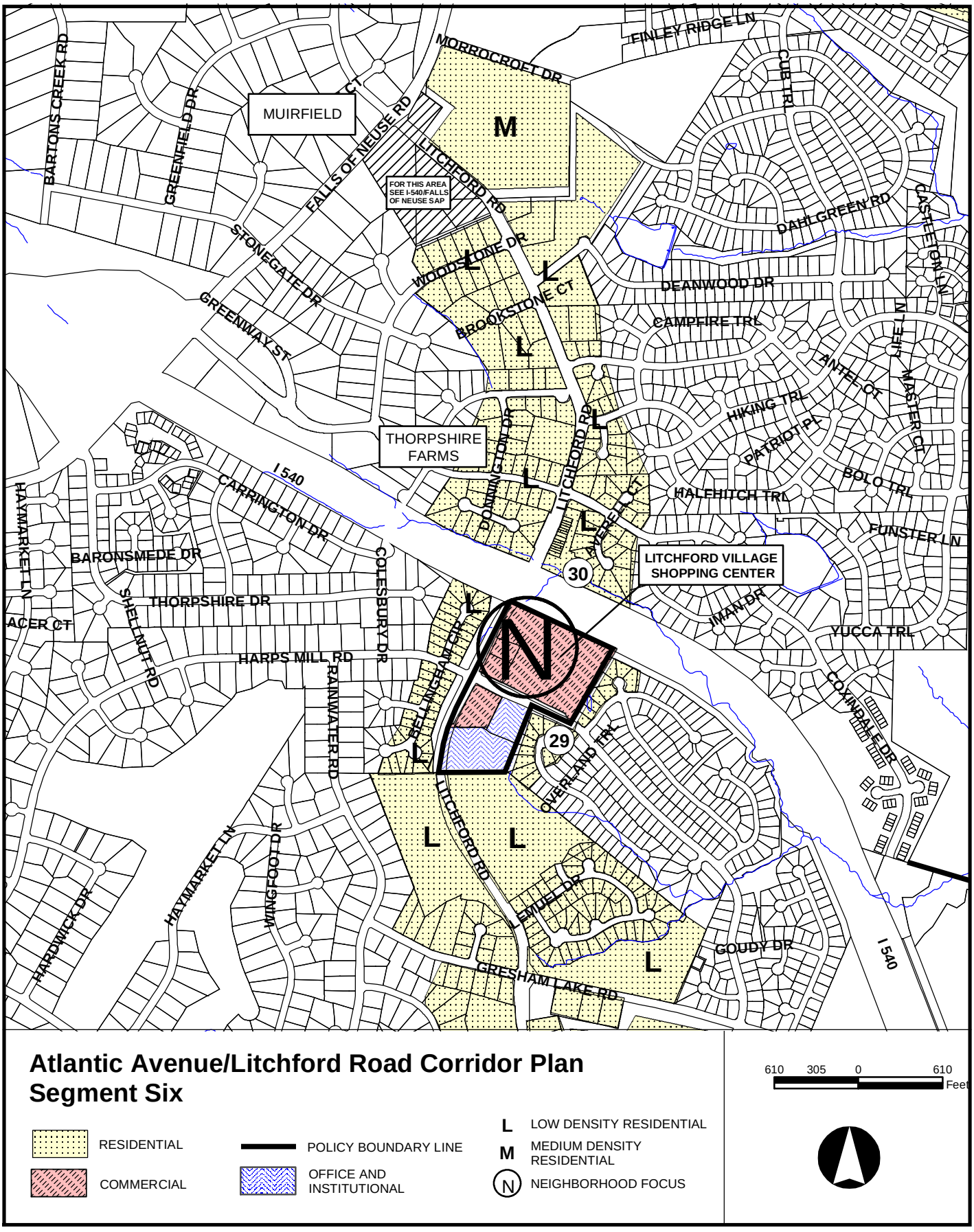
500 250 0 500 Feet



Atlantic Avenue/Litchford Road Corridor Plan
Segment Five

720 360 0 720
Feet

- INDUSTRIAL
- COMMERCIAL
- PROPOSED ROADS
- OPEN SPACE
- OFFICE AND INSTITUTIONAL
- POLICY BOUNDARY LINE
- RESIDENTIAL
- RETAIN TREESTAND
- MIXED USES



Atlantic Avenue/Litchford Road Corridor Plan
Segment Six

RESIDENTIAL

COMMERCIAL

POLICY BOUNDARY LINE

OFFICE AND INSTITUTIONAL

L LOW DENSITY RESIDENTIAL

M MEDIUM DENSITY RESIDENTIAL

(N) NEIGHBORHOOD FOCUS

610 305 0 610 Feet

Part 2 Capital Boulevard Corridor Plan

Section 1

LOCATION AND EXISTING CONDITIONS

This plan covers the Capital Boulevard corridor from the U.S. 401 intersection on the north to the Crabtree Boulevard intersection on the south. On both the east and west, the corridor is bounded by low density neighborhoods, office development and wetlands. Existing zoning along the boulevard is primarily Industrial 1 and 2 with a border of Conservation Buffer between the industrial and the residential zones on either side. There are several commercial uses which often have too many access points, large signs and other visual clutter which make the corridor confusing and unpleasant. Crabtree Creek and Marsh Creek greenways cross this section of Capital Boulevard.

URBAN FORM DESIGNATIONS AND LAND USE POLICIES

•Capital Boulevard is a gateway corridor, surrounded by employment area on the south on both sides of the Beltline and ending at Ashton-Tarrymore Community Focus on the north. A specific policy boundary line runs along much of the corridor north of the I-440 Beltline.
•The Beltline/Yonkers Road employment area includes properties on the north side of Trawick Road and the undeveloped properties on the north side of Huntleigh Drive. The southern portion of the employment area is dominated by large land parcels, office and industrial uses and flood plain and wetlands of Crabtree Creek. The northern portion of the employment area now includes a distinct pattern of smaller land parcels developed for flex space use. The Brentwood retail area is here.
•Three retail areas are Old Buffaloe Road, Starmount and Huntleigh. The transition area north of these retail areas and south of the community focus has a transitional character. This area should remain primarily retail. The transition to the south will provide relief adjacent to Marsh Creek, just north of the Brentwood retail area.
•The majority of the employment area contains industries and offices; this land use mix should expanded.
•All lots of five acres or less which front this section of the corridor north of the Beltline are recommended as potential retail sites.
•The area along the railroad tracks to the west has potential for transit oriented development. High intensity uses may be appropriate along the potential regional transit corridor. Two transit oriented development alternatives follow.

Alternative 1: Single Transit Oriented Development (TOD)
A transit oriented development could be centered on a transit stop on the CSX rail corridor at or near the I-440 Beltline. Pedestrians could access the station from each of the four quadrants of the intersection. The TOD center could be in one or two of the quadrants near the transit stop. This alternative would allow intense development of a large area, close to the rail line. There could be transit along the Beltline in the future.

Alternative 2: Two Transit Oriented Developments
One TOD would be centered in the area east of Atlantic Avenue, west of Capital Boulevard, south of the Beltline and north of the Crabtree Creek flood plain. The other TOD would be located south of Crabtree Creek, east of Atlantic Avenue along the right-of-way of the Norfolk and Southern Railroad near where that line crosses Capital Boulevard and runs to the east. The N & S spur line could then be extended across Crabtree Creek to the center of the other TOD site and connect with the existing CSX corridor. These smaller sites must be intensely developed to

be viable transit stops. Pedestrian access would be provided across the Beltline to the Highwoods development. An advantage of this alternative is the possibility of future transit along the Norfolk and Southern Railroad line to the east. The transit stop of the southern TOD would be at the junction of the CSX and Norfolk and Southern rights-of-way.

SITE-SPECIFIC LAND USE RECOMMENDATIONS

•The ABB property includes 90 subdivided acres zoned Industrial-2. The lots of five acres or less are recommended to develop as retail. Larger lots can be developed as office or hotel uses. Because of the large size of this tract, its close proximity to the Beltline and Stonybrook Shopping Center, retail uses could result in significant traffic and access problems. No additional retail area designation is made for this area. The drive in front of the factory building should be retained as a collector stree,t and the landscaped street yard on Capital Boulevard should be maintained.

•This site includes 3.5 acres zoned Industrial-2 on the southeast corner of Stonybrook Drive and Brentwood Road. As a transition to the adjacent residential area, uses should be limited to office on this and the adjacent vacant Brentwood lots.

•The site contains 5 acres of land zoned Industrial-1. It is located on Stonybrook Drive, just north of Stonybrook Mobile Home Park. Development should be limited to low intensity, residentially scaled office uses.

•This site is 3 acres zoned Residential-6 composed of two developed residential lots, one on either side of Old Buffaloe Road. The adjacent properties north and south of these lots are zoned Industrial-1 with a 75 foot strip of Conservation Buffer along the creek bordering the eastern side of the properties. The transition from the higher intensity uses along Capital Boulevard to low density residential might be improved with low intensity office or medium density residential on these lots. A 75 foot undisturbed protective yard and policy boundary line along the creek should be maintained.

•This 6.5 acre area zoned Industrial-1 backs up to multifamily structures along Pine Knoll Drive and contains frontage lots which have a residential depth of about two hundred feet. Behind are long, narrow, low-lying lots parallel to the boulevard, which have been used for storage. These should be recombined with at least some of the frontage lots and provide transition protective yards, rear access parallel to the boulevard and parking. Access to Old Buffaloe Road to the south should be provided for all of the frontage lots. In the absence of recombinations, cross access agreements for all of the frontage lots should be pursued. Possible development of the rear lots, if not combined with the frontage lots, should face toward the boulevard and appear residential in character from the multifamily housing fronting on Pine Knoll Drive.

•These 35 acres are zoned Industrial-1, Residential-10 and Residential-6. The majority of this site is west of the Pine Knoll Drive collector. The northern section, zoned R-6 and R-10, should be developed as medium density residential. Properties should be recombined for greater depth of development. New office and retail uses on the boulevard side of Pine Knoll Drive should have access to Pine Knoll Drive and have low light and noise impact on Pine Knoll. The land south of the east-west drainage way may prove to be an improved transition between the planned medium density residential and nearby nonresidential uses. Medium density residential or small scale mixed retail and office uses would form a good transition. No long, unbroken facades are recommended. Height should be limited to 25 feet for nonresidential uses and 40 feet for residential uses. The residential neighborhoods on the eastern side of the Capital Boulevard corridor are protected by a 75 to 100 foot natural buffer. Similar buffers would protect the neighborhoods to the north and west, if the area develops in nonresidential uses. Mixed uses, excluding high intensity night uses, would be appropriate throughout the southern section, if noise and light intrusion into residential areas is limited.

•This site contains 6 acres of land zoned Industrial-1. It is subdivided into small lots on both sides of Huntleigh Drive. Retail uses are appropriate here, with low profile ground signs and

additional landscaping. Access points on Huntleigh Drive should be minimized by the use of cross access agreements.

•This site, with access to Glenridge Drive, contains five acres of vacant land zoned Residential-6 and about half an acre of Industrial-1. Office use of the Industrial-1 lot would be a good intermediate, transition use. The R-6 land should be low density attached residential development. Additional buffers such as plantings or fencing should separate this area from the Glenridge Drive residences. The specific policy boundary line is on the south side of the R-6 property.

•The 28.5 acre former site of the Farmers Market is zoned Industrial-1. Almost totally within the flood plain, the site contains no wetlands. Being adjacent to the proposed transit oriented development area and connected to the Crabtree Creek Greenway Corridor, the most appropriate use would be for public or private recreation or a park and ride lot for the transit system. If flood plain problems were solved, the site could be developed for a large single-use retail outlet.

WETLANDS AND FLOODPLAIN POLICIES

The Crabtree basin wetlands should be maintained in their natural state as much as possible. Nothing is recommended to be built in these wetlands, nor should they be drained or cleared except as permitted under these regulations.

Adjacent to the Crabtree Creek wetlands in the 100-year flood plain, elevated structures can be built on that part of the site that is not floodway. These sites could be developed for public and private recreation, parking areas and other employment area uses.

TRANSPORTATION PLAN

Policies for Thoroughfares and Collectors

Create a network of collector streets and public access ways parallel to the corridor and collectors and thoroughfares crossing Capital Boulevard at full movement intersections. The collector system road widths will be determined on a case by case basis by the Raleigh Department of Transportation. Intersection changes will correct two offsets: Trawick/Huntleigh and Highwoods/Westinghouse. The result is better auto access to and from the cross streets where traffic light controlled left turns can be made into and out of adjacent developed areas. The parallel collector and public access system could also serve as good primary access to many establishments with signs keyed to the cross street intersections.

Public Access Policies

Improve access from Capital Boulevard to roadside developments in some areas. This would be accomplished through cross access agreements, easement purchase or street right-of-way. A public access way is an irrevocable legal right of the public to use privately owned drives and streets for vehicular, pedestrian and public transit purposes. The standards required would be determined on a case by case basis by the Raleigh Department of Transportation.

The general areas which will need better access include the area north of the Beltline on the west side of Capital Boulevard, the area on the east side of Capital Boulevard between Trawick Road andStarmount Drive, and the transition area just south of the Ashton-Tarrymore Square Focus Area on both sides of the corridor, extending south to Old Buffaloe Road on the east side. Specific access points are detailed on the Thoroughfare Plan Map. Public access should also be provided from Highwoods Boulevard to the south side of the Holiday Inn and the other nearby properties. This access should be considered when Highwoods Boulevard is realigned.

Bus Transit Policies

Transit service along the Capital Boulevard corridor will be provided by large buses, with feeder van service to the neighborhoods. The plan for the feeder systems and the stops/transfer points along the corridor are shown on the Pedestrian/Bicycle/Transit Map. For pedestrian access to transit, there is less than one mile between transit stops. Sidewalks, crossing points at signalized intersections, bus turnouts and van stops will all be needed to facilitate transit use.

Pedestrian and Bicycle Policies

- A pedestrian and bicycle transportation system of multi-purpose pathways should be located along the parallel collector streets and cross streets. One of the most important connections in this system is between Huntleigh and Brentwood and continuing through the Home Quarters Shopping Center to connect with Pine Knoll Drive. This pedestrian link should be built as a multi-purpose pathway.
- Pedestrian and bicycle access under the Beltline at the Highwoods development should be built as part of a continuous system from the parallel collectors to the south side of the Beltline. The Highwoods Boulevard pathways may be an alternative, internal pedestrian system if exterior connections are made.
- Raleigh Boulevard pedestrian connection will be more valuable if the proposed pedestrian and bicycle connection along the N & S railroad line between Capital and Raleigh boulevards is built.

STREETSCAPE AND VISUAL RESOURCE POLICIES

Visual Resources

- New development on vacant property should use visual patterns from existing development and reflect that image as closely as possible.
- More detailed streetscape planning is needed to organize the physical elements and to add new plant materials where most beneficial. Assets which should be retained and amplified include the boulevard median, wetland and views of the skyline. The streetscape plan should make visually harmonious street lights, power lines, street tree and median planting and street yard plantings.
- The two large green areas at each end of the corridor should be emphasized, retaining the buffer between the neighborhood and commercial core. The repetition of the major intersections should be stressed with special landscaping, signs and traffic signals. Pedestrian ties from the neighborhoods to the commercial areas and development of vacant property to enhance mobility within the corridor are encouraged.

Section 2

The plan area is bordered by Sims Branch near the Cheviot Hills Golf Course; Durant Road and Perry Creek Road on the south; the Wake County Landfill on the west; and the Neuse River on the north and east.

URBAN FORM AND LAND USE

The existing urban form elements for this portion of Capital Boulevard include a gateway corridor on the Boulevard with an employment area on the west side and mostly residential development on the east side. The intersection of Durant and Perry Creek Roads with Capital Boulevard is a community focus area. A retail area is designated near the Thornton Road intersection. The gateway and employment area are framed by residential areas along Durant Road, the Wake County Landfill on the west and the residential areas east of the corridor. A policy boundary line exists along the west side of the employment area. Where this policy boundary line requires more refinement, it is addressed in specific land use recommendations. Additionally, the urban form map shows the concept of a potential fixed guideway transit corridor that could traverse this area.

The area is bordered by a conservation area along the Neuse River that should be provided with pedestrian access, including greenways. The conservation area is land between the greenway easement or dedicated area and the edge of the floodplain (inside the 100 year flood fringe). City code restrictions allow certain uses or development to occur within the 100 year floodplain area. In the majority of the City's zoning categories, development regulations can require the first 150 feet from the Neuse River to be reserved for greenway easements.

The Capital Area Soccer League facility and the Wake County Landfill provide a transition to residential uses. The landfill could continue to be used for many years with monitoring for 30 years after closing.

No expansion of the employment area is proposed. The Perry Creek/Capital Boulevard Community Focus will include alternative access points when Capital Boulevard becomes limited-access. Retail and residential uses should be discouraged along the majority of the west side of the corridor to preserve land for employment generating uses. Parallel to the Neuse River is a planned sewer main that would supply wastewater treatment for this area and the area upstream. The area along the railroad tracks at the old Neuse Crossing on Durant Road has potential for a transit station with park and ride facilities. Multiple uses would be permitted in the mostly vacant land between Cheviot Hills Golf Course and Durant Road.

If this section of Raleigh is considered appropriate for regional transit through the use of the railroad right-of-way, the area best suited for development near a transit station is between the railway and Capital Boulevard, south of Durant Road. Low-intensity development which relies solely on the automobile for transportation may redevelop with a transit orientation. Large tracts of vacant land, north of Durant Road, would be preserved for industrial developments, adjacent to a transit station. In addition to the transit station on the south side of Durant Road, a secure right-of-way for possible fixed guideway transit through the present Mallinckrodt property, north of Durant Road, is essential, along with the ability to share the right-of-way with freight trails carrying material for area industries.

TRANSPORTATION

Capital Boulevard is planned to be reconstructed as a freeway north of the Northern Wake Expressway. The adjacent railroad right-of-way provides an opportunity for regional transit. Parallel collector streets serving employment sites can help the area evolve into more transit-oriented station development in the southern portion of the area.

VISUAL RESOURCES

The large, new land developments should create images similar to other industrial and research parks in the Triangle Area. The Neuse River, the vistas and existing buffers along the corridor are major visual elements. New landscaping should supplement the existing vegetation to order and highlight development.

ECONOMIC DEVELOPMENT

Industrial, office and institutional development will occur in two of the four areas listed below: Area 3 (east of the railroad to Durant Road) and Area 4 (west of the railroad to the landfill and north of Durant Road).

AREA RECOMMENDATIONS

Area 1

•This area is between Capital Boulevard, the Neuse River and Thornton Road extended due east to the Neuse River and contains about 360 developable acres. The area contains large sections of Neuse River floodplain. A buffer street yard, such as SHOD III, should be used along this section of Capital Boulevard.

•Large developments could be accommodated here, with access through collector streets that would originate at Perry Creek Road. Improved right-of-way along a portion of Thornton Road will be required as the area develops.

Area 2

•This area is between Capital Boulevard, Thornton Road extended eastward to the Neuse River and Perry Creek Road. It is bound on the east by the Capital Area Soccer League property and the Neuse River. A portion of the approximately 520 developable acres contains Neuse River floodplain. Most of this area is owned by a handful of individuals and corporations.

•The collector street parallel to Capital Boulevard is necessary to provide access to the freeway from property near Neuse Baptist Church and secondary access to those properties in Area 1. An optional collector street connecting Perry Creek Road to Thornton Road would be required should this tract be subdivided into parcels of 10 acres or less. A buffer street yard should be used along the boulevard here, adjacent to the parallel collector. The street yard would enclose the area and separate industrial development from the retail quadrants and other development at Perry Creek Road and Capital Boulevard.

•A second scenario would include retail at the intersection of Perry Creek Road and retain the balance of the property for other large development. A collector street would be required with the retail site, as would landscaping required by the zoning code. The required landscaping should be supplemented by a SHOD IV-type streetyard. In conjunction with the collector street, buffering should occur behind the retail area.

Area 3

•About 200 acres in size, this area is bordered by CSX Railroad, the Neuse River, Capital Boulevard and Durant Road. The majority of the property is presently owned by Mallinckrodt, Inc. Under other ownership are small parcels in the southwestern and southeastern corners along Durant Road. Industry has been established here with extensive buffering along Capital Boulevard. Additional landscaping is needed along Durant Road to buffer industrial uses from the proposed mixed-use area. The southwest portion of this area is mostly vacant or undeveloped, with a few residences. The small parcels in the southwest corner of area 3 should be accessed from minor streets. The entire area should be used for industry. Small parcels should be recombined into larger lots.

Area 4

•This area lies between the Neuse River, the CSX Railway, Durant Road, the Wake County Landfill, and the creek leading from the landfill to the Neuse River. Mostly owned by Mallinckrodt, the area contains about 375 developable acres. A large floodplain is adjacent to the Neuse River. A proposed minor thoroughfare will connect Falls of Neuse Road to Durant Road east of Durant Elementary School. This new road could provide a new entrance to the Wake County Landfill and provide access along the river without intruding into industrial areas.

•A landscape buffer should be installed where needed along Durant Road between the landfill entrance and Capital Boulevard. Due to poor topography, a portion of Durant Road between Windsor Forest and the industrial area should be widened or relocated, creating an opportunity for buffering between residential and industrial uses. A special landscape treatment, including understory trees, evergreens and shrubs, would be appropriate for new industries adjacent to the proposed north/south thoroughfare, if housing develops west of the thoroughfare.

SPECIFIC SITE RECOMMENDATIONS

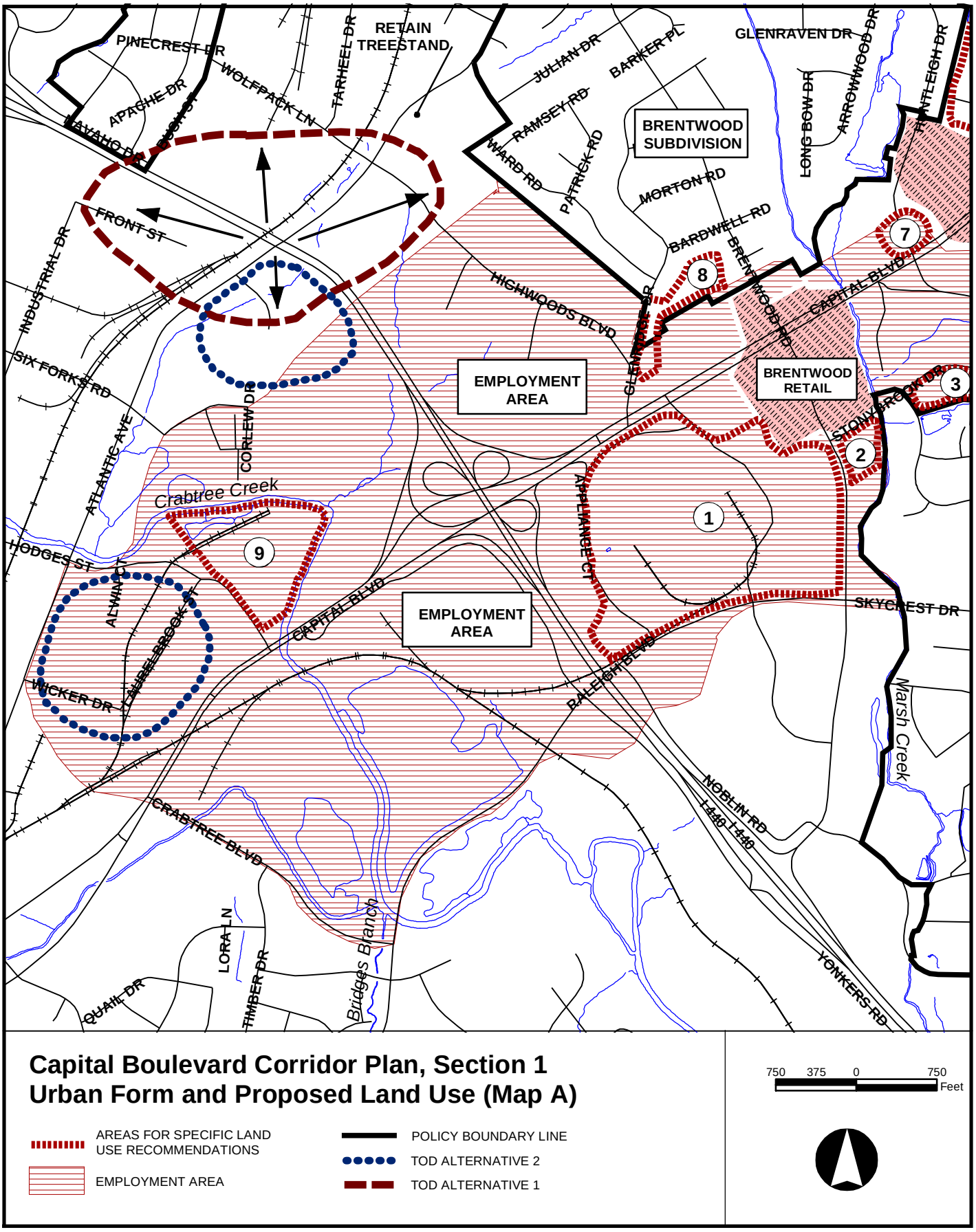
•Site A: medium density residential, industrial or office and institutional. If residential development occurs between Durant Road and the proposed north/south thoroughfare, special landscape treatment on Durant Road is appropriate. The proposed north/south thoroughfare should connect to Durant Road opposite Durant Nature Park's north entrance. If the site is used for industrial purposes, landscape buffering along Durant Road should be established.

•Site B: mixed-uses such as industrial or office/institutional uses with no more than 30 percent retail uses on the site. This subdivision may redevelop in the future to become a transit station and associated compact development in conjunction with shuttles and park and ride facilities. Street yards, such as SHOD IV, should be provided along Capital Boulevard and Durant Road.

•Site C: the land use on parcels between the proposed collector street and the intersection of Capital Boulevard should be mixed-use (Institutional, Office and Industrial) with a guideline that no more than 30 percent of the site be used for retail uses. This area could also redevelop as part of transit station development with guidelines incorporated to allow park and ride facilities and shuttle transfer points. Street yards, such as SHOD IV, should be provided along Capital Boulevard and Durant Road.

•Site D: mixed-uses. A future access to Paragon Park would come off a proposed collector street passing around the east side of the site to Perry Creek Road. Street yards, such as SHOD IV, should be provided along Capital Boulevard.

•Site E: industrial uses with a potential for expansion southward. Street yards, such as SHOD IV, should be provided along Capital Boulevard.



Capital Boulevard Corridor Plan, Section 1
Urban Form and Proposed Land Use (Map A)

AREAS FOR SPECIFIC LAND USE RECOMMENDATIONS

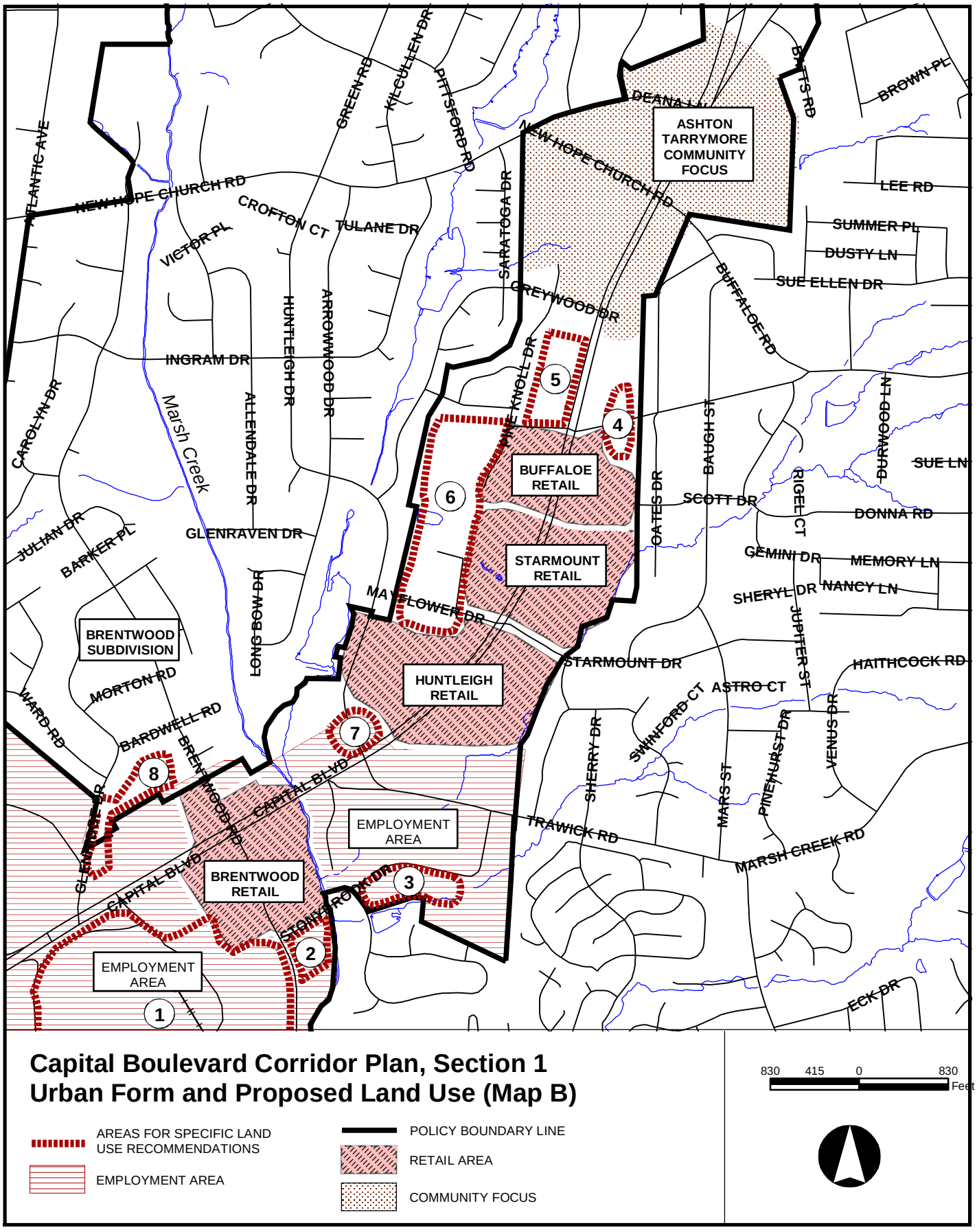
EMPLOYMENT AREA

POLICY BOUNDARY LINE

TOD ALTERNATIVE 2

TOD ALTERNATIVE 1

750 375 0 750 Feet



Capital Boulevard Corridor Plan, Section 1
Urban Form and Proposed Land Use (Map B)

AREAS FOR SPECIFIC LAND USE RECOMMENDATIONS

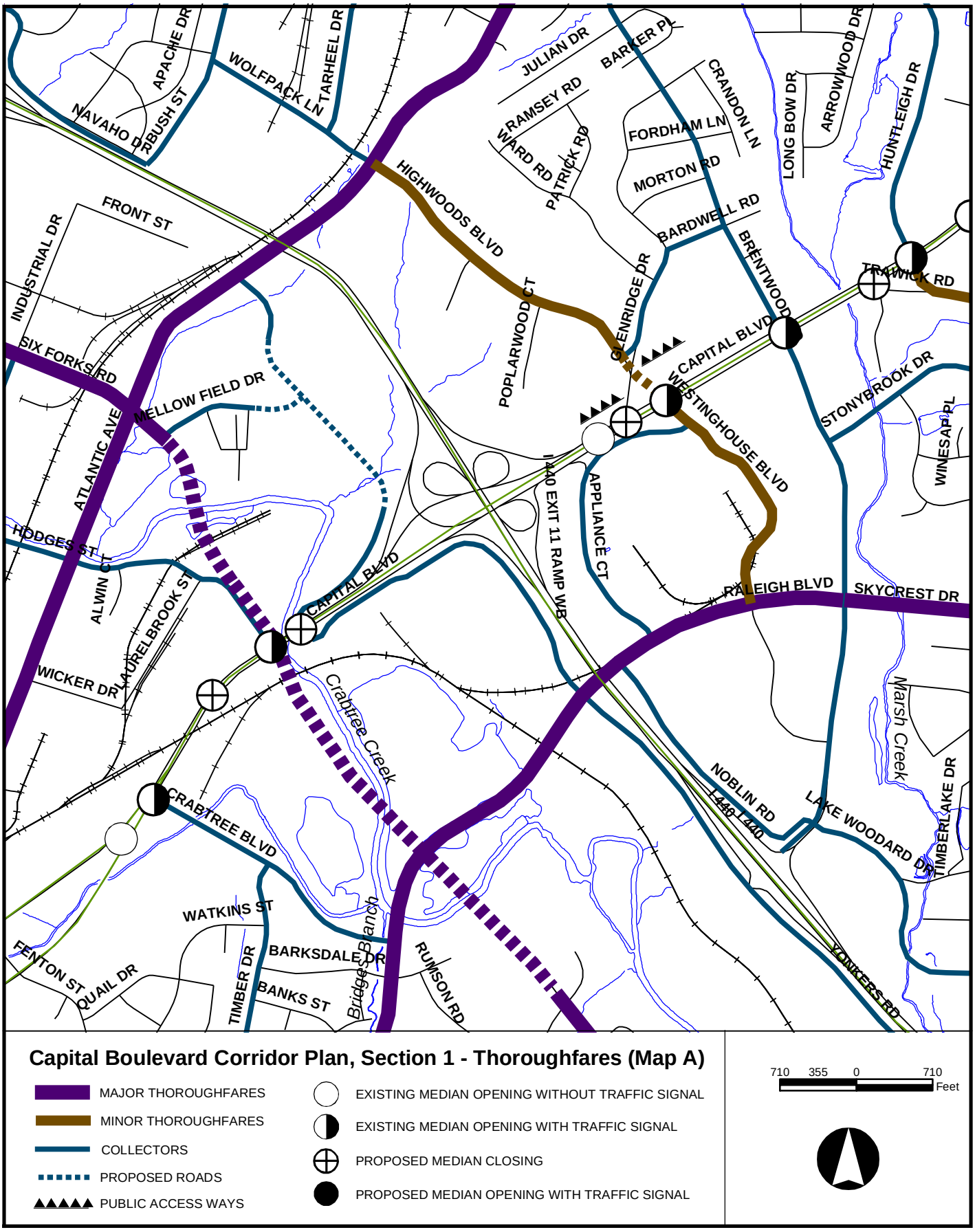
EMPLOYMENT AREA

POLICY BOUNDARY LINE

RETAIL AREA

COMMUNITY FOCUS

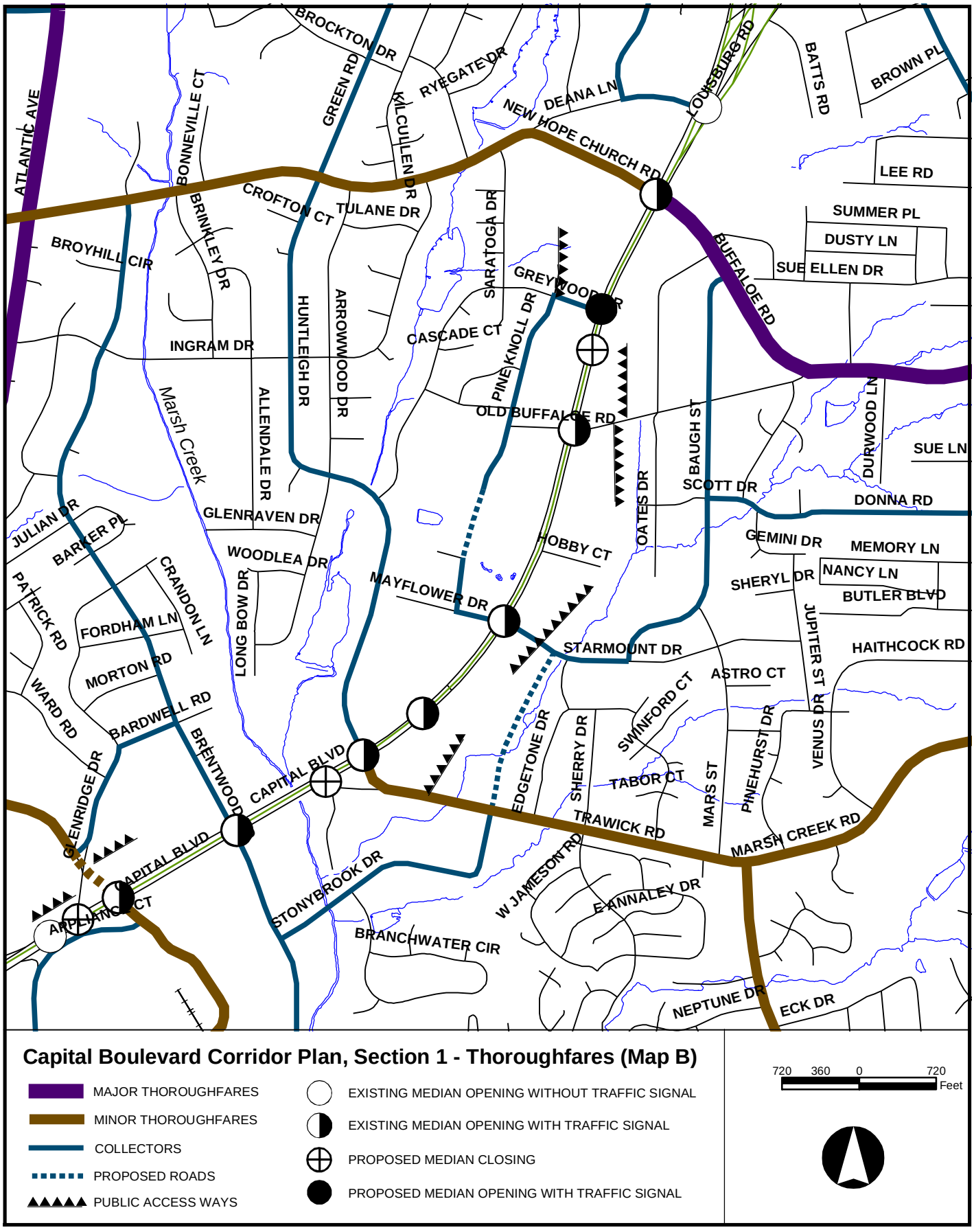
830 415 0 830 Feet



Capital Boulevard Corridor Plan, Section 1 - Thoroughfares (Map A)

- MAJOR THOROUGHFARES
- MINOR THOROUGHFARES
- COLLECTORS
- PROPOSED ROADS
- PUBLIC ACCESS WAYS
- EXISTING MEDIAN OPENING WITHOUT TRAFFIC SIGNAL
- EXISTING MEDIAN OPENING WITH TRAFFIC SIGNAL
- PROPOSED MEDIAN CLOSING
- PROPOSED MEDIAN OPENING WITH TRAFFIC SIGNAL

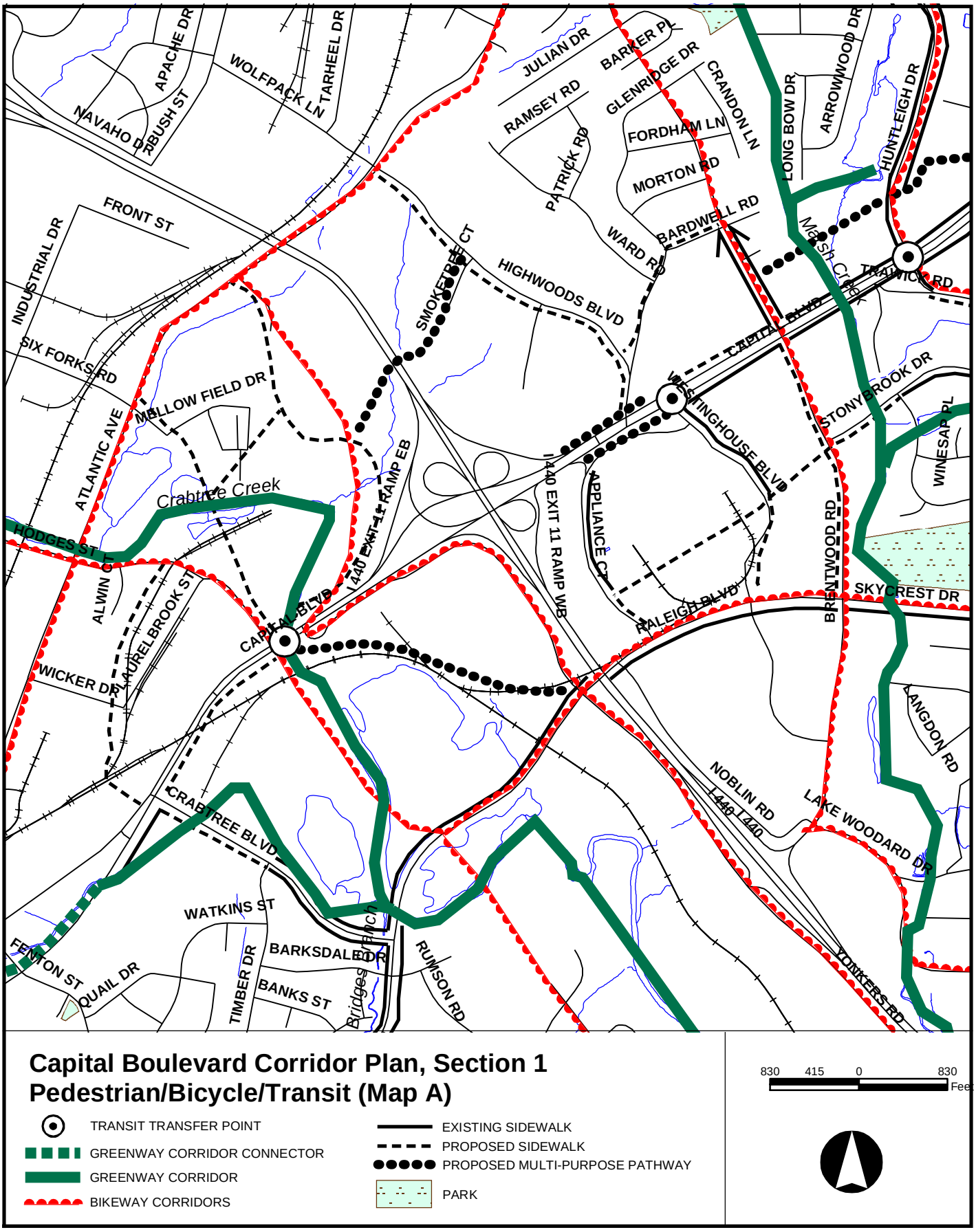
710 355 0 710 Feet



Capital Boulevard Corridor Plan, Section 1 - Thoroughfares (Map B)

- MAJOR THOROUGHFARES
- MINOR THOROUGHFARES
- COLLECTORS
- PROPOSED ROADS
- PUBLIC ACCESS WAYS
- EXISTING MEDIAN OPENING WITHOUT TRAFFIC SIGNAL
- EXISTING MEDIAN OPENING WITH TRAFFIC SIGNAL
- PROPOSED MEDIAN CLOSING
- PROPOSED MEDIAN OPENING WITH TRAFFIC SIGNAL

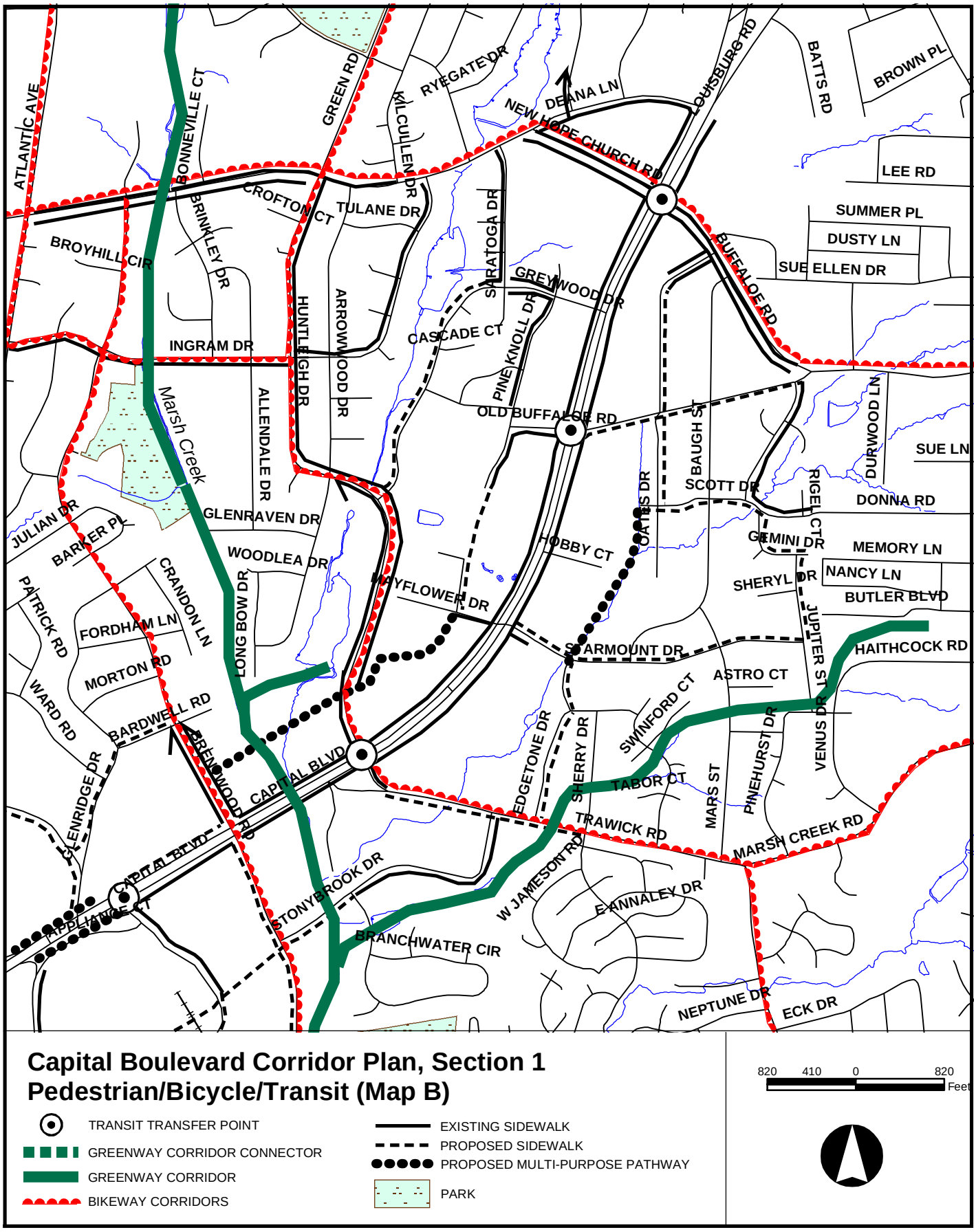
720 360 0 720 Feet



Capital Boulevard Corridor Plan, Section 1
Pedestrian/Bicycle/Transit (Map A)

- TRANSIT TRANSFER POINT
- GREENWAY CORRIDOR CONNECTOR
- GREENWAY CORRIDOR
- BIKEWAY CORRIDORS
- EXISTING SIDEWALK
- PROPOSED SIDEWALK
- PROPOSED MULTI-PURPOSE PATHWAY
- PARK

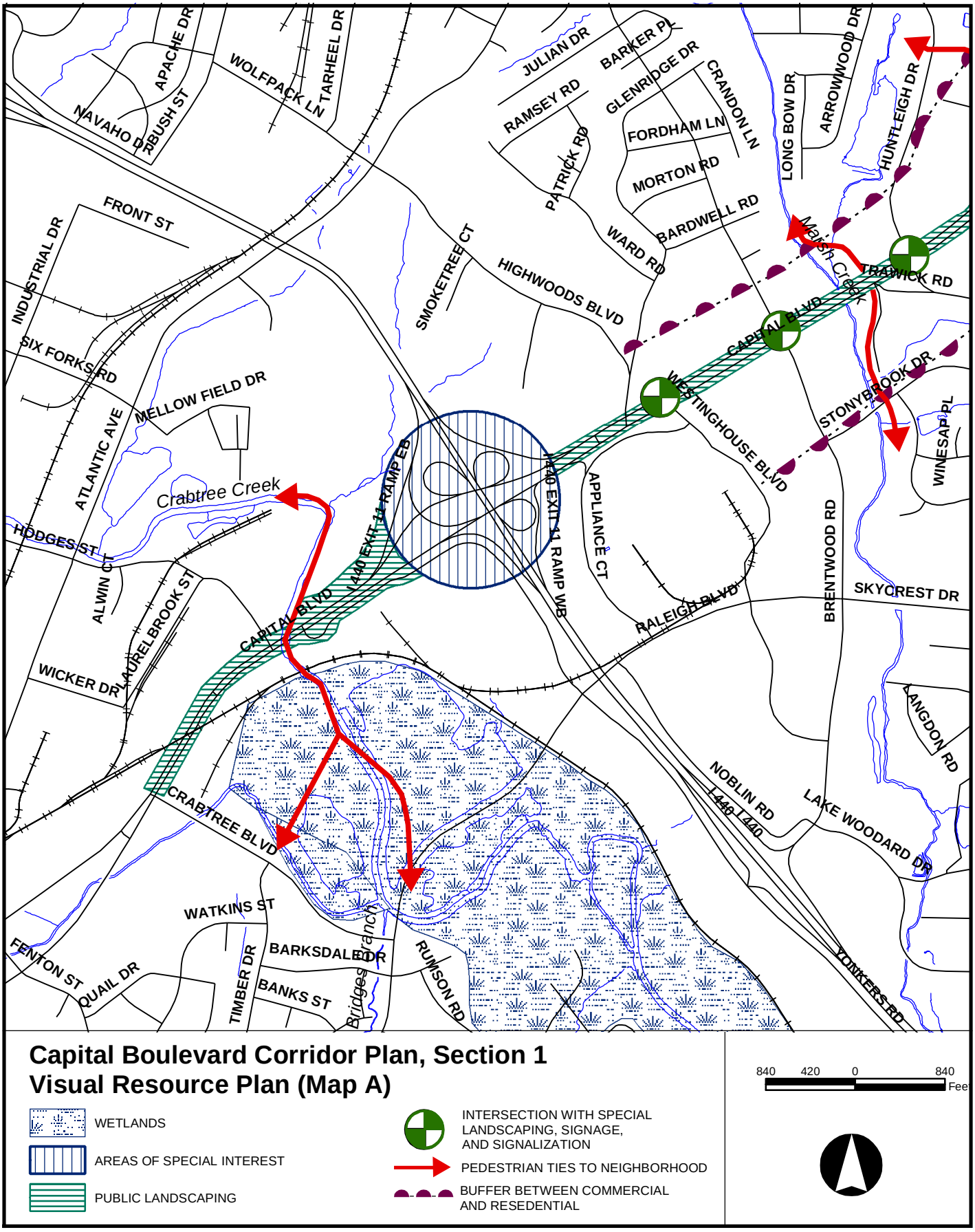
830 415 0 830 Feet



Capital Boulevard Corridor Plan, Section 1
Pedestrian/Bicycle/Transit (Map B)

- TRANSIT TRANSFER POINT
- GREENWAY CORRIDOR CONNECTOR
- GREENWAY CORRIDOR
- BIKEWAY CORRIDORS
- EXISTING SIDEWALK
- PROPOSED SIDEWALK
- PROPOSED MULTI-PURPOSE PATHWAY
- PARK

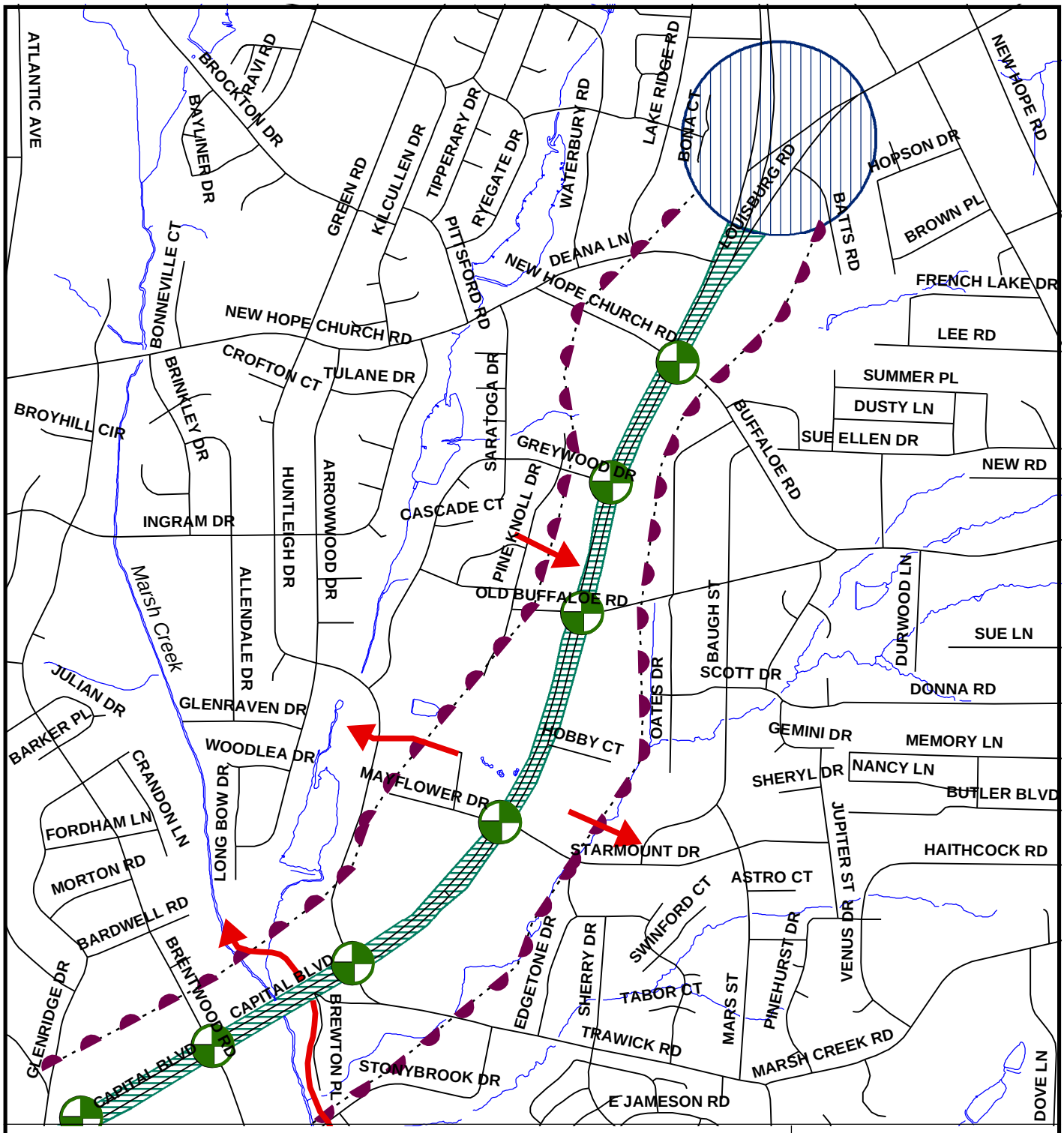
820 410 0 820 Feet



Capital Boulevard Corridor Plan, Section 1
Visual Resource Plan (Map A)

- WETLANDS
- AREAS OF SPECIAL INTEREST
- PUBLIC LANDSCAPING
- INTERSECTION WITH SPECIAL LANDSCAPING, SIGNAGE, AND SIGNALIZATION
- PEDESTRIAN TIES TO NEIGHBORHOOD
- BUFFER BETWEEN COMMERCIAL AND RESEDENTIAL

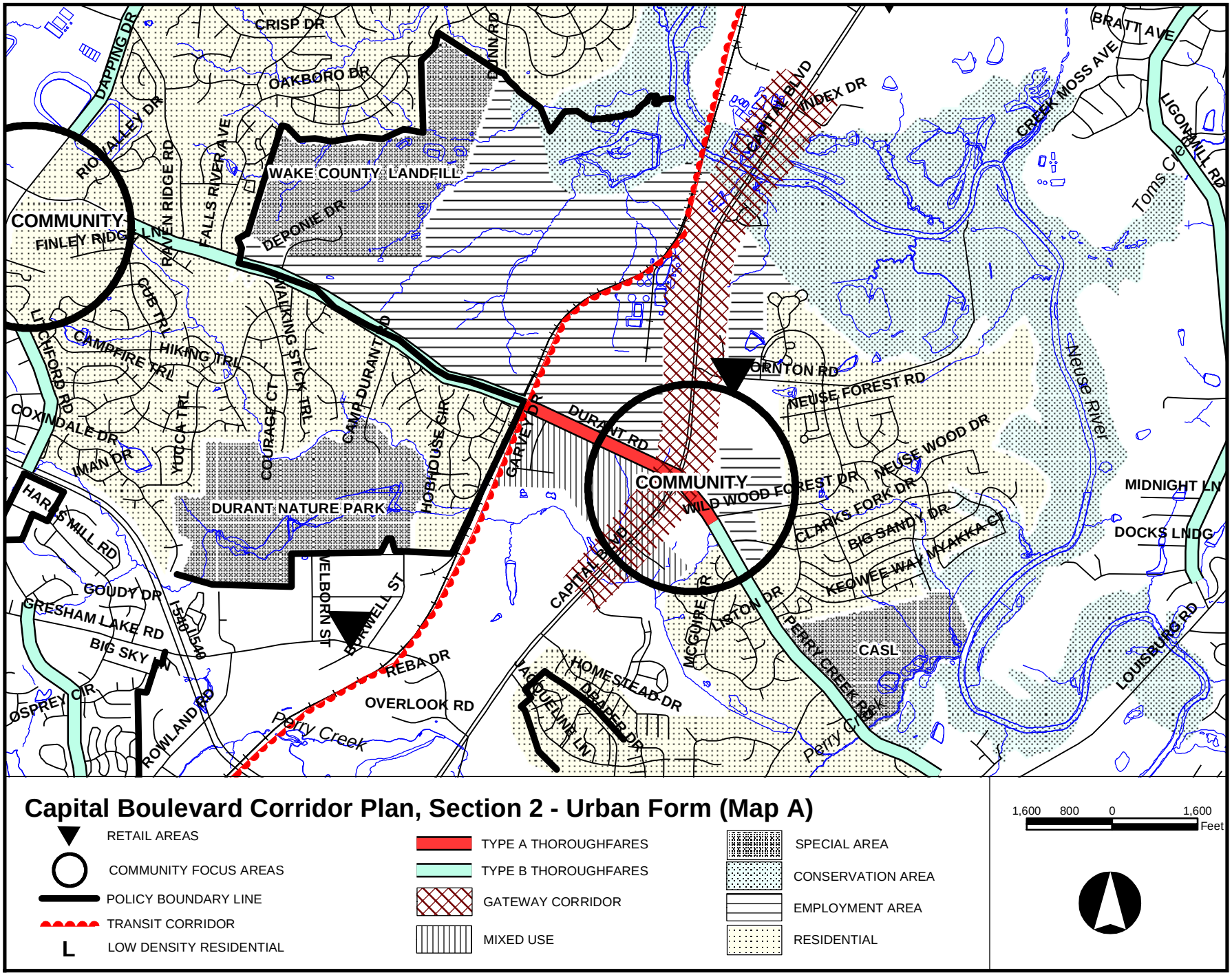
840 420 0 840 Feet



Capital Boulevard Corridor Plan, Section 1
Visual Resource Plan (Map B)

- WETLANDS
- AREAS OF SPECIAL INTEREST
- PUBLIC LANDSCAPING
- INTERSECTION WITH SPECIAL LANDSCAPING, SIGNAGE, AND SIGNALIZATION
- PEDESTRIAN TIES TO NEIGHBORHOOD
- BUFFER BETWEEN COMMERCIAL AND RESEDENTIAL

830 415 0 830 Feet



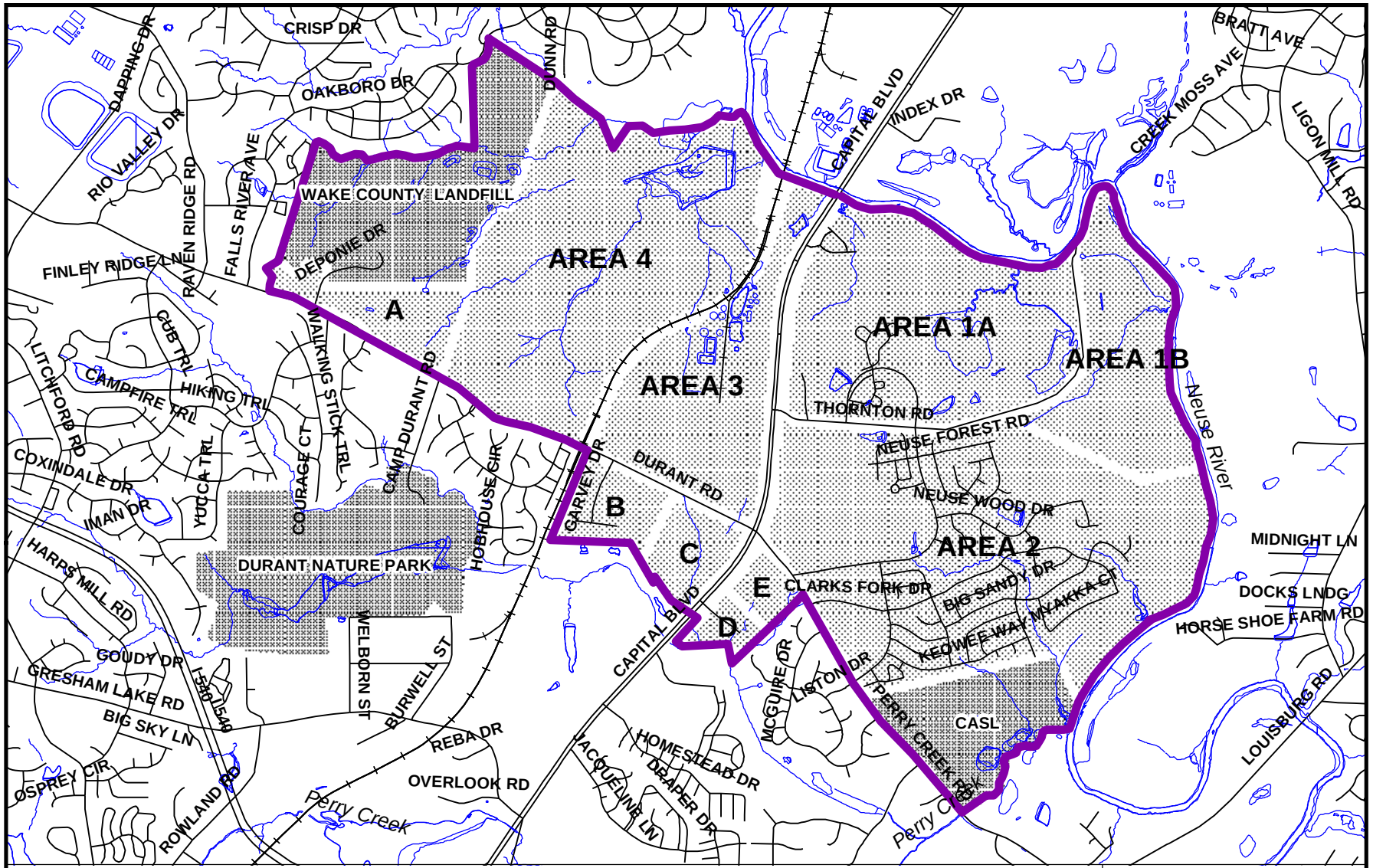
Capital Boulevard Corridor Plan, Section 2 - Urban Form (Map A)

- RETAIL AREAS
- COMMUNITY FOCUS AREAS
- POLICY BOUNDARY LINE
- TRANSIT CORRIDOR
- L LOW DENSITY RESIDENTIAL
- TYPE A THOROUGHFARES
- TYPE B THOROUGHFARES
- GATEWAY CORRIDOR
- MIXED USE
- SPECIAL AREA
- CONSERVATION AREA
- EMPLOYMENT AREA
- RESIDENTIAL

1,600 800 0 1,600 Feet

Raleigh Comprehensive Plan 10/02

Capital Boulevard Corridor Plan 7-2.16



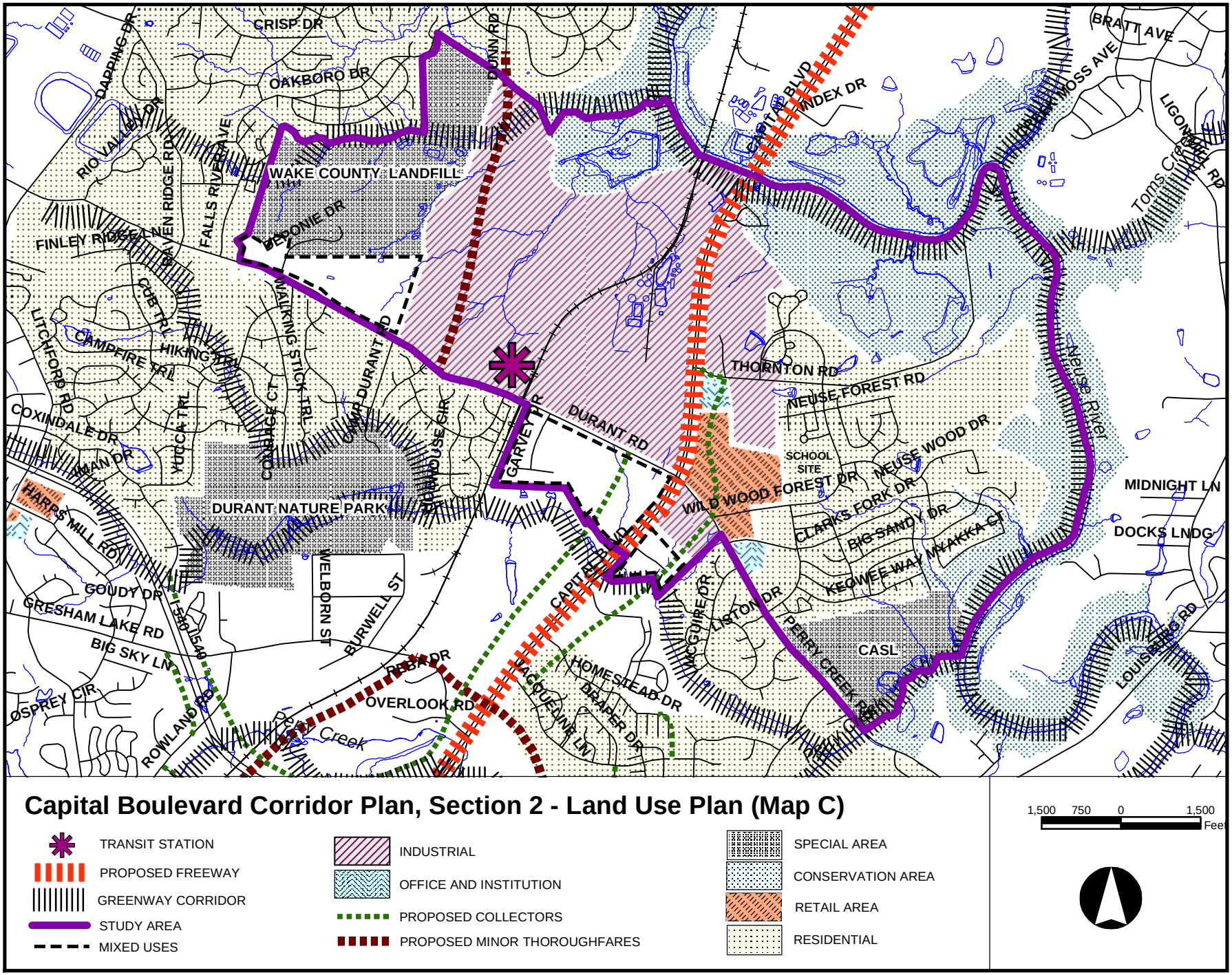
Capital Boulevard Corridor Plan, Section 2
Development Areas and Specific Sites (Map B)

SPECIAL AREA

STUDY AREA

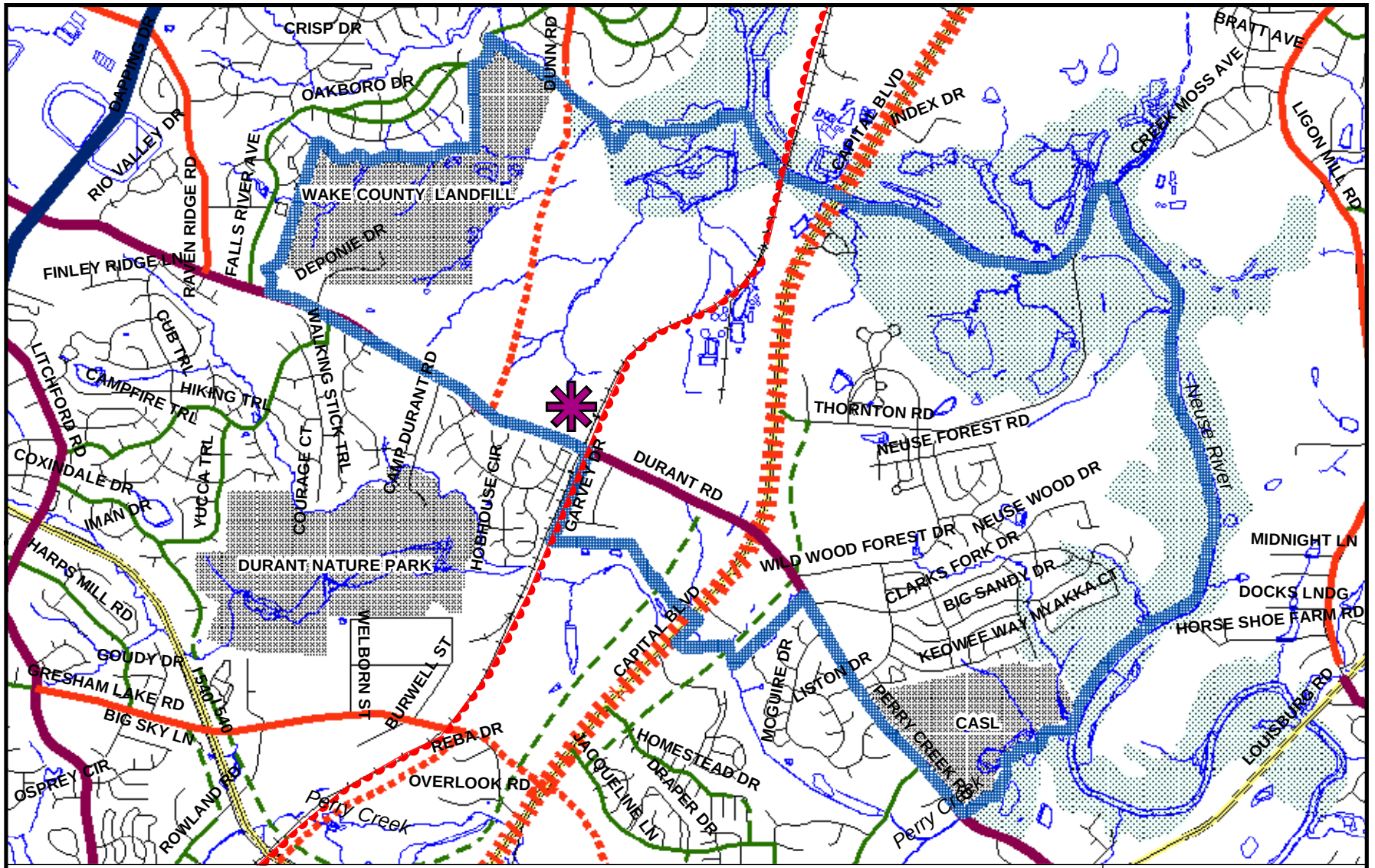
DEVELOPMENT AREAS

A SPECIFIC SITES



Raleigh Comprehensive Plan 10/02

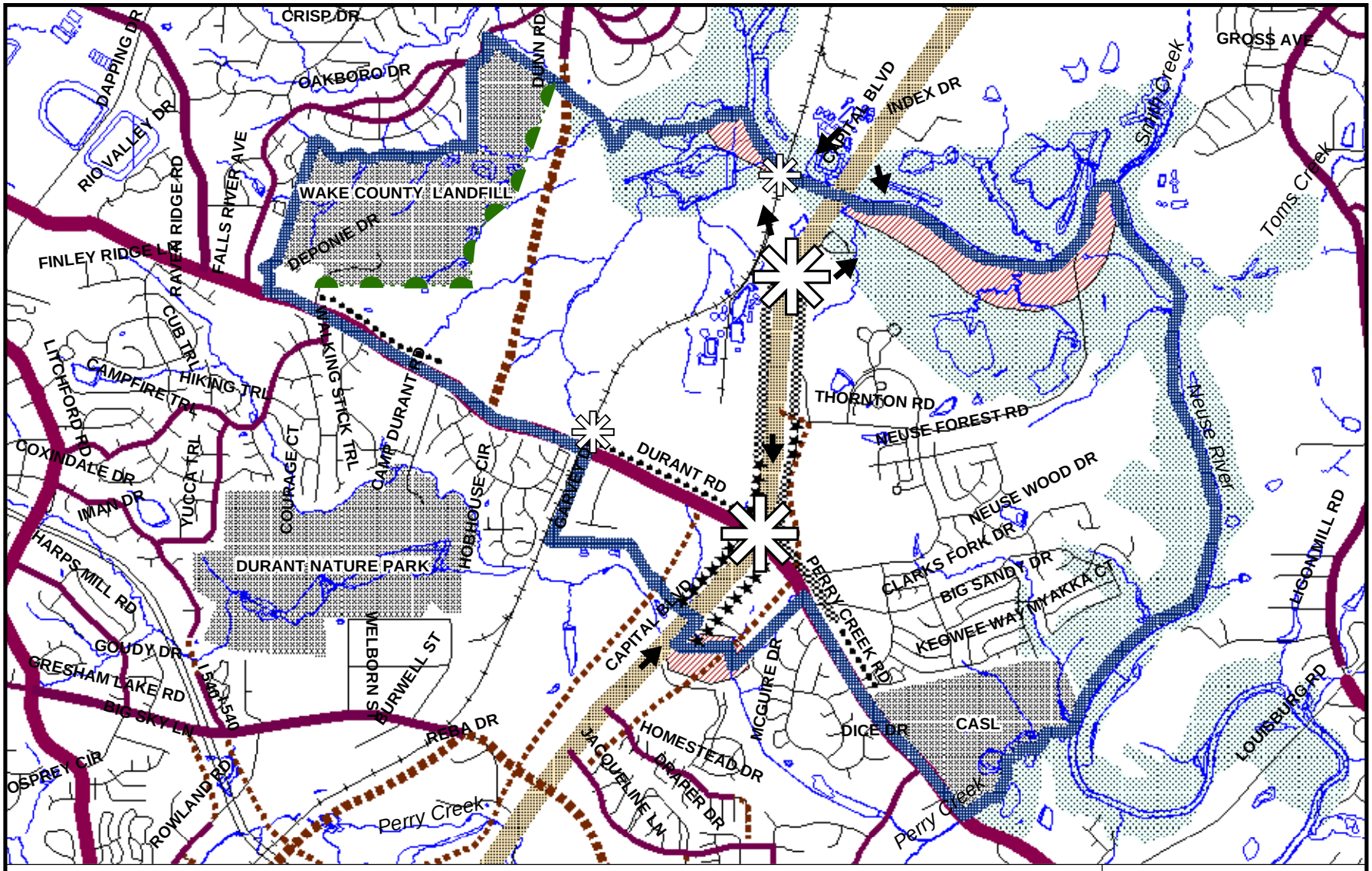
Capital Boulevard Corridor Plan 7-2.18



Capital Boulevard Corridor Plan, Section 2
Transportation Plan (Map D)

- TRANSIT STATION
- PROPOSED FREEWAY
- TRANSITCORRIDOR
- STUDY AREA
- SPECIAL AREA
- CONSERVATION AREA
- PRIMARY ARTERIALS
- SECONDARY ARTERIALS
- MAJOR THOROUGHFARES
- MINOR THOROUGHFARES
- PROPOSED MINOR THOROUGHFARES
- COLLECTORS
- PROPOSED COLLECTORS

1,800 900 0 1,800 Feet



Capital Boulevard Corridor Plan, Section 2 - Visual Resource Plan (Map E)

- LANDFILL BUFFER AREA
- SHOD III
- SHOD IV
- GOOD VIEWS
- POINTS OF SPECIAL INTEREST
- MINOR THOROUGHFARES
- STUDY AREA
- SPECIAL LANDSCAPE TREATMENT
- PROPOSED ROADS
- SPECIAL AREA
- CONSERVATION AREA
- PRESERVE TREES

1,600 800 0 1,600 Feet

Raleigh Comprehensive Plan 10/02

Capital Boulevard Corridor Plan 7-2.20

Part 3 Creedmoor Road Corridor Plan

The study area includes the general portion of the City's jurisdiction that is bounded by Glenwood Avenue - U.S. 70 West, Leadmine Road, Strickland Road and Leesville Road.

Objectives

•Maintain a strong residential scale and character of development along Creedmoor Road.
•Protect and enhance the residential communities adjacent to Creedmoor Road.
•Strengthen neighborhood edges, where needed.
•Provide for the economic use of land abutting the Creedmoor Road right-of-way.
•Encourage sensitive corridor transition development of vacant or under used frontage lots along Creedmoor Road.
•Encourage a compatible relationship of land uses along Creedmoor Road.
•Preserve and enhance critical natural features along the right-of-way.
•Encourage innovative design of new development.
•Protect Creedmoor Road's functions as a major thoroughfare.
•Provide capacity improvements that promote safe, convenient and pleasant travel.
•Foster alternate means of transportation along the corridor, such as increased use of transit, bicycling and pedestrian facilities.

Policies: Land Use and Infill

•Allow only low-intensity uses along Creedmoor Road's right-of-way.
•Land assemblage of small transition area frontage lots for appropriate infill or redevelopment is of extreme importance to the success of this plan. Developers are encouraged to work with property owners of frontage lots and adjacent neighborhoods to ensure that transition area projects are compatible with the surrounding area.
•There is a need to provide for appropriate land use and development intensity on Creedmoor Road frontage lots. Special attention should be paid to transition areas along the right-of-way, including vacant land or single-family residential uses likely to develop to higher intensities.
•New single-family detached residential uses fronting on Creedmoor Road are discouraged, unless development plans incorporate shared access provisions. Those vacant frontage lots currently zoned R-4 could, however, be considered for possible rezonings in order to encourage low to medium density attached housing or other low-intensity uses where possible.
•Nonresidential conversions of and direct thoroughfare access from formerly single-family residential lots should be prohibited or strongly discouraged in an attempt to curb strip development patterns which negatively impact on traffic flow and have the potential of creating visual clutter along the roadway.
•Establish low to medium density residential uses or low intensity office uses to serve as transitions between nonresidential zones and uses and low density residential neighborhoods. In corridor transition areas along Creedmoor Road, low to medium density attached housing is recommended, although low intensity office uses are appropriate.
•Along Creedmoor Road where residential development is not practical or desirable, allow transitional, low-intensity O&I uses when the transition uses are compatible with residential uses. Compatible uses include churches, schools, day care, social organizations, clinics, art studios/galleries, funeral homes, professional offices and business-service firms, etc..
•Revise current code regulations to remove hospitals as a permitted use in residential zones and disallow hospitals, hotels and other higher impact uses in corridor transition areas along Creedmoor Road.
•New development should not adversely impact adjoining residential properties as a result of stormwater runoff or noise caused by high levels of activity of service area functions.

•Adverse impacts on adjacent residential properties should not be created by new development as a result of bulk, scale, mass, fenestration or orientation of structures.
•Maximum building height of 25 feet for nonresidential uses and 2 1/2 stories for residential uses. The maximum building height would be measured from the finished curb elevation of the road.

Policies: Transportation
•New development occurring along the right-of-way should not impede the continuous flow of traffic. Joint use of ingress/egress and the interconnection of parking facilities along Creedmoor Road are encouraged; curb cuts and left-turn movements are discouraged.
•New development may require acceleration/deceleration lanes to facilitate traffic flow.
•Divert neighborhood traffic to collector streets and minor thoroughfares, wherever possible, by interconnecting the system of collector streets in the area. Residential streets connecting to Creedmoor Road should be avoided. It is also important that traffic from focus areas not be directly discharged into neighborhood residential streets.
•Eliminate curb cuts directly from Creedmoor Road, wherever possible and discourage left-turn movements.
•Bus service, shuttle services, vanpooling, car-pooling, sidewalks and bikeways are encouraged within the corridor.
•The provision of pedestrian/bike access between residential areas and nonresidential areas should be an integral part of the overall development of the corridor.
•Provide pedestrian amenities in focus areas, high-density residential areas and recreational/open space areas.

Policies: Parks, Recreation and Greenways
•Encourage the provision of recreational space and facilities in new development along and adjacent to the right-of-way.
•Aggressively pursue the acquisition of an additional neighborhood park site to serve the northern section of the corridor, as well as the proposed greenway corridors and corridor connections that generally parallel Creedmoor Road.
•Study the use of incentives for new development in and adjacent to focus areas within the corridor that include the provisions of open space and recreational facilities in site plans.
•Open space corridors should tie focus areas to existing and proposed greenways along Hare Snipe and Leadmine Creeks. These proposed greenways extend the full length of the corridor and generally parallel Creedmoor Road.
•Tie the Hare Snipe Creek and Leadmine Creek greenways to focus areas along Creedmoor Road through open space and pedestrian corridors paralleling roadways.

Policies: Urban Design and Environment
•Particular attention must be paid to strengthening the edges of low-density residential areas. The boundaries of certain higher density residential developments should remain fixed so as not to negatively impact single-family neighborhoods.
•A clear separation of focus areas is necessary to preserve the integrity of residential areas and to ensure an orderly, well-integrated pattern of development adjacent to the road's right-of-way.
•Design amenities, including finishing materials, sidewalks, tree plantings and vegetative buffering, lighting, benches, etc., can help define the street space and reinforce the residential character of the road. Urban features at focus areas can provide needed accents and help to delineate the activity centers.
•Street tree planting and landscaping can make the roadway attractive and serve the additional purposes of identifying the street as an arterial and ameliorating negative impacts of increased

traffic on adjacent residential areas. Attention should also be given to protecting existing vegetation.

•Screen parking and service areas of high-density residential and nonresidential uses.

•Promote public and private landscaping of the corridor.

•Support the placement of utility lines underground.

•Signs should be either attached to the building or detached, in the form of a low-profile ground sign. All signs should complement the architectural style of buildings with scale, color and texture. Medium or high profile ground signs should be limited to focus areas only and sign criteria adopted for multi-establishment facilities in focus areas should only permit one such ground sign which would identify the development.

•Environmental quality should be considered an integral factor in land use, subdivisions and site planning decisions.

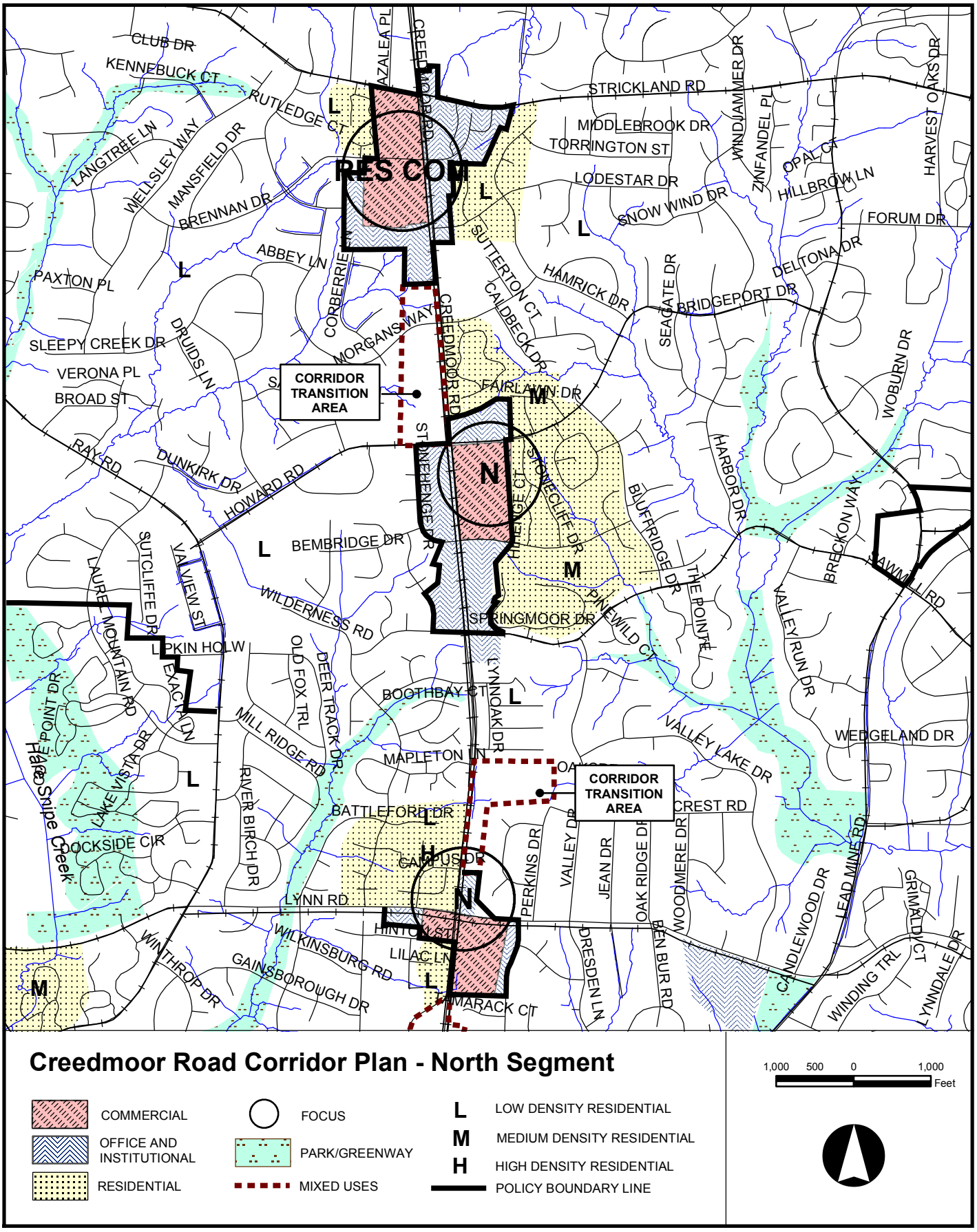
•Encourage and in some cases require the preservation of open space, existing tree stands and other significant natural features along the roadway as a part of public and private development plans. New development should respect and conserve the existing vegetation and avoid displacing it wherever possible.

•Portions of a significant woodland and knoll on the southwest side of Creedmoor Road across from the Hamilton Ridge development should be considered for environmental conservation. Public acquisition or the incorporation of extensive preservation plans in private development proposals for this area should be aggressively pursued.

•Conservation of an existing tree stand and open space located between Creedmoor Road and Jeffreys Grove School Road, north of Millbrook Road, is strongly recommended. This land area, which includes the school grounds and adjacent property, should be maintained and enhanced for recreational and institutional uses.

•Site planning for new development along the roadway should respect the natural topographical features as integral elements in site development and should incorporate them into overall project designs.

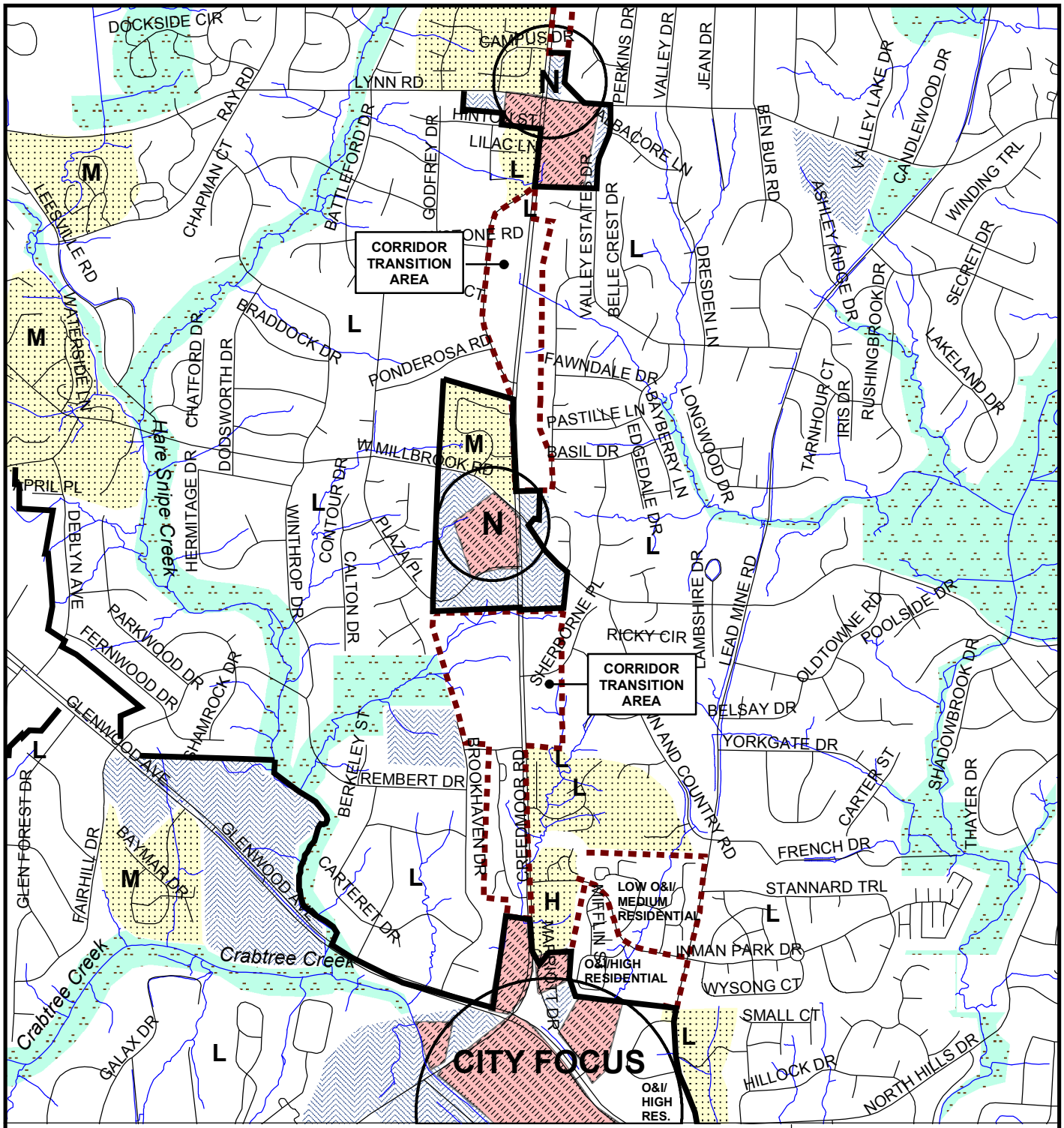
For infill development guidelines, see Chapter 3, Guidelines.



Creedmoor Road Corridor Plan - North Segment

COMMERCIAL
OFFICE AND INSTITUTIONAL
RESIDENTIAL
FOCUS
PARK/GREENWAY
MIXED USES
L LOW DENSITY RESIDENTIAL
M MEDIUM DENSITY RESIDENTIAL
H HIGH DENSITY RESIDENTIAL
POLICY BOUNDARY LINE

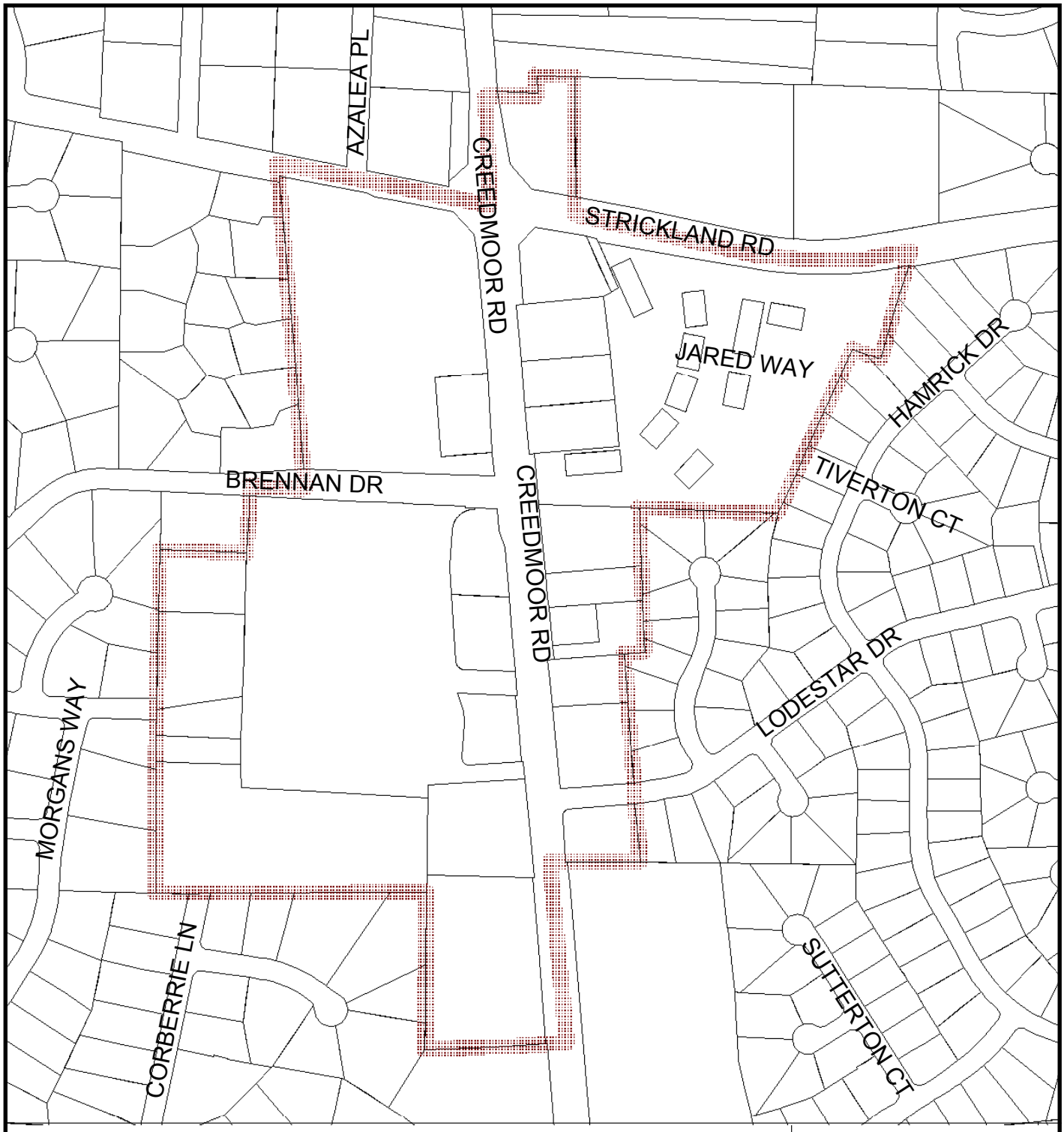
1,000 500 0 1,000 Feet



Creedmoor Road Corridor Plan - South Segment

COMMERCIAL
OFFICE AND INSTITUTIONAL
RESIDENTIAL
FOCUS
PARK/GREENWAY
MIXED USES
L LOW DENSITY RESIDENTIAL
M MEDIUM DENSITY RESIDENTIAL
H HIGH DENSITY RESIDENTIAL
POLICY BOUNDARY LINE

1,100 550 0 1,100 Feet



Creedmoor Road Corridor Plan
Strickland/Creedmoor Residential Community Focus
Policy Boundary Line

250 125 0 250
Feet

POLICY BOUNDARY LINE

Part 4 Martin Luther King, Jr. Boulevard Corridor Plan

The Martin Luther King, Jr. Boulevard (MLK, Jr. Blvd.) Corridor Plan includes properties along the MLK, Jr. Blvd. from the railroad tracks at Fayetteville Street, east to the intersection with Poole Road, as shown on the plan boundary map. These boundaries roughly encompass an area extending 2500 feet on either side of MLK, Jr. Blvd. and include portions of the South Park, Chavis Park, Roberts Park and Stratford Park neighborhoods.

GOALS

- To enhance the visual quality of Martin Luther King, Jr. Blvd. as a memorial boulevard and as an entry to the Southpark neighborhood, Shaw University and Downtown Raleigh.
- To preserve the residential scale and upgrade the character of development along the MLK, Jr. Blvd. corridor
- To stabilize and improve housing conditions in the area
- To alleviate social ills within the neighborhood through land use planning and zoning
- Increase opportunities for affordable housing and home ownership.
- Identify appropriate land uses along MLK, Jr. Blvd. and adjacent areas.
- Assure availability of adequate and convenient neighborhood services.

OBJECTIVES

- Protect the integrity of existing stable residential areas
- Encourage the upgrading of deteriorated structures
- Encourage infill development on vacant lots
- Bring zoning into conformance with land use recommendations
- Improve economic climate of area
- Provide adequate transitions between land uses
- Protect the traffic carrying capacity and function of MLK, Jr. Blvd.

LAND USE AND INFILL

Policies

- Maintain the residential scale of development along MLK, Jr. Blvd. with an emphasis on the protection of existing residential uses and the redevelopment of vacant properties with single family homes.
- Stimulate opportunity for single family home ownership
- Improve neighborhood environment to attract young families and professionals to locate and/or remain in the neighborhood
- Encourage the upgrading of deteriorated properties above minimum building code standards
- Maintain the existing residential scale and use along MLK, Jr. Blvd. and in the Southpark neighborhood.
- Identify potential locations for convenient professional and commercial neighborhood support services.
- Support redevelopment efforts underway to build new owner occupied single family homes.
- Encourage non-profit and for-profit organizations to invest in housing projects in the area.

•Emphasize the importance of the extension of Martin Luther King, Jr. Blvd. west to connect with Western Blvd. and the resulting increased accessibility of Southeast Raleigh with the rest of the City.
•Protect the existing residential character of MLK, Jr. Blvd. and adjacent neighborhoods by encouraging future residential development along the boulevard.
•Assure the safety and convenience of pedestrian crossings on MLK, Jr. Blvd. as connections between neighborhoods.
•Maintain the single family residential nature of the existing neighborhoods adjacent to MLK, Jr. Blvd. and encourage the renovation of existing structures where needed.
•Encourage residential infill on vacant lots within existing neighborhoods. Infill should be sensitive to the design elements (building orientation, setback and height) of the adjacent structures.
•Intensify and redevelop the commercial area on Rock Quarry Road north of MLK, Jr. Blvd. to provide services to adjacent neighborhoods.
•Encourage low intensity employment base and low density residential land uses for undeveloped properties south of MLK, Jr. Blvd. on either side of Raleigh Blvd. This will create a transition to the adjacent residential neighborhoods.

Implementation
•Rezone Neighborhood Business properties located at the intersection of Bloodworth and East Streets with MLK, Jr. Blvd. to encourage low to medium density residential uses.
•Study the feasibility of increasing the minimum building code standards to establish a higher norm for the maintenance and appearance of residential units. Consider viable methods to limit the time period that structures may be boarded up without renovation to help improve the appearance and livability of the area.
•Inform residents and property owners of resources available from the City for building improvement and maintenance.
•Encourage the development of block A-17 (bounded by Lenoir, Bloodworth, South and Person Streets) as a location and public/private incubator for African-American owned professional and commercial support services to the neighborhood. Possible uses may also include second story residential housing units and other types of residential uses. Developments designed for this site should be of a small scale with a strong pedestrian orientation. On site parking areas should be located in the interior of the block with buildings fronting on the street and sidewalk. Compatible transitions to adjacent residential uses should be emphasized.
•Consider the future location of a fixed guideway transit stop which will conveniently serve the Southpark and Shaw University area.
•To maintain the residential identity of the road, retain the Comprehensive Plan designation of MLK, Jr. Blvd. as a primarily residential thoroughfare
•Identify potential sites for residential development along the corridor and recommend density limits as follows: The property south of the Roberts Park neighborhood and north of Joe Louis Avenue on the west side of Raleigh Blvd. should be developed as single family residential. Development should be an extension of the Roberts Park community (via. Merrywood and Sherrybrook Drives) in order to preserve the character of the established residential neighborhood and draw upon this character and value as a base for future development. Development should incorporate a transition to the Joe Louis area with smaller lot sizes and affordable cost housing to blend with the existing housing in the area. Higher density development with unit ownership opportunities (townhouse, condominium) may be incorporated into the site development with a sensitivity to the adjacent single family uses. These higher density uses should be developed as small clusters of units which share common open space and address the street in a single family character. The units must be sensitively incorporated into the overall development so as not to impact the single family uses in the area. The Cluster Unit Development standards should be considered in order to accommodate smaller

lots and to establish an overall development concept for the extensive undeveloped area. The vacant property at the northeast corner of MLK, Jr. Blvd. and Raleigh Blvd. should accommodate low density residential uses. Gatling Branch and its future greenway provide a visual and physical separation of the site from adjacent single family developments as well as providing an open space amenity. This greenway corridor and the standing vegetation should be protected and incorporated into the site development. The vacant property on the south side of MLK, Jr. Blvd. between Peyton Street and Poole Road should accommodate low to medium density residential uses. Cluster Unit Development standards should be considered as a method to reduce lot sizes and improve housing affordability. Higher density development with unit ownership opportunities (townhouse, condominium) may be sensitively incorporated into the site development. These higher density uses should be located so they will not impact the single family uses abutting the southeast border of the site. Access onto MLK, Jr. Blvd. from the site should be limited and coordinated between the individual properties.

•Designate the intersection of Rock Quarry Road and MLK, Jr. Blvd. as a Neighborhood Focus. Commercial land uses should be concentrated at the northwest quadrant of this intersection to help intensify and revitalize the existing commercial area located here. A parcel of vacant land (about 4.5 acres) also located in the northwest quadrant of the intersection could serve as an expansion area for neighborhood-oriented commercial services.

•Retain the Employment Area designation for the properties south of MLK, Jr. Blvd.and west of Raleigh Blvd. Development in this area should be sensitive to the surrounding residential areas and respect the residential nature of MLK, Jr. Blvd. Commercial strip development is discouraged in the Employment Area. Primary access to non-residential uses and the orientation of structures should be directed toward Raleigh Blvd. and Rock Quarry Road, not MLK, Jr. Blvd. Vacant land south of MLK, Jr. Blvd. and east of Raleigh Blvd. should be developed for market-rate low density residential uses.

•Retain the primarily nonresidential thoroughfare designation for Raleigh Blvd. south of MLK, Jr. Blvd. This designation implies primarily non-residential uses to complement the Employment Area designation of the adjoining land to the west.

•Rezone the properties located at the intersection of MLK, Jr. Blvd. and Holmes Street from Neighborhood Business to Residential-20 to bring the zoning into conformance with the residential land use recommendations for the area. The subject properties are presently vacant or in residential use.

NEIGHBORHOOD AND APPEARANCE

Objectives

•Assure that MLK, Jr. Blvd. will be an attractive corridor
•Maintain local neighborhood and institutional identities along MLK, Jr. Blvd.
•Protect and enhance the residential scale and appearance along the corridor
•Assure that MLK, Jr. Blvd. does not become a physical barrier dividing the neighborhood
•Improve the efficiency and safety of pedestrian circulation within the neighborhood

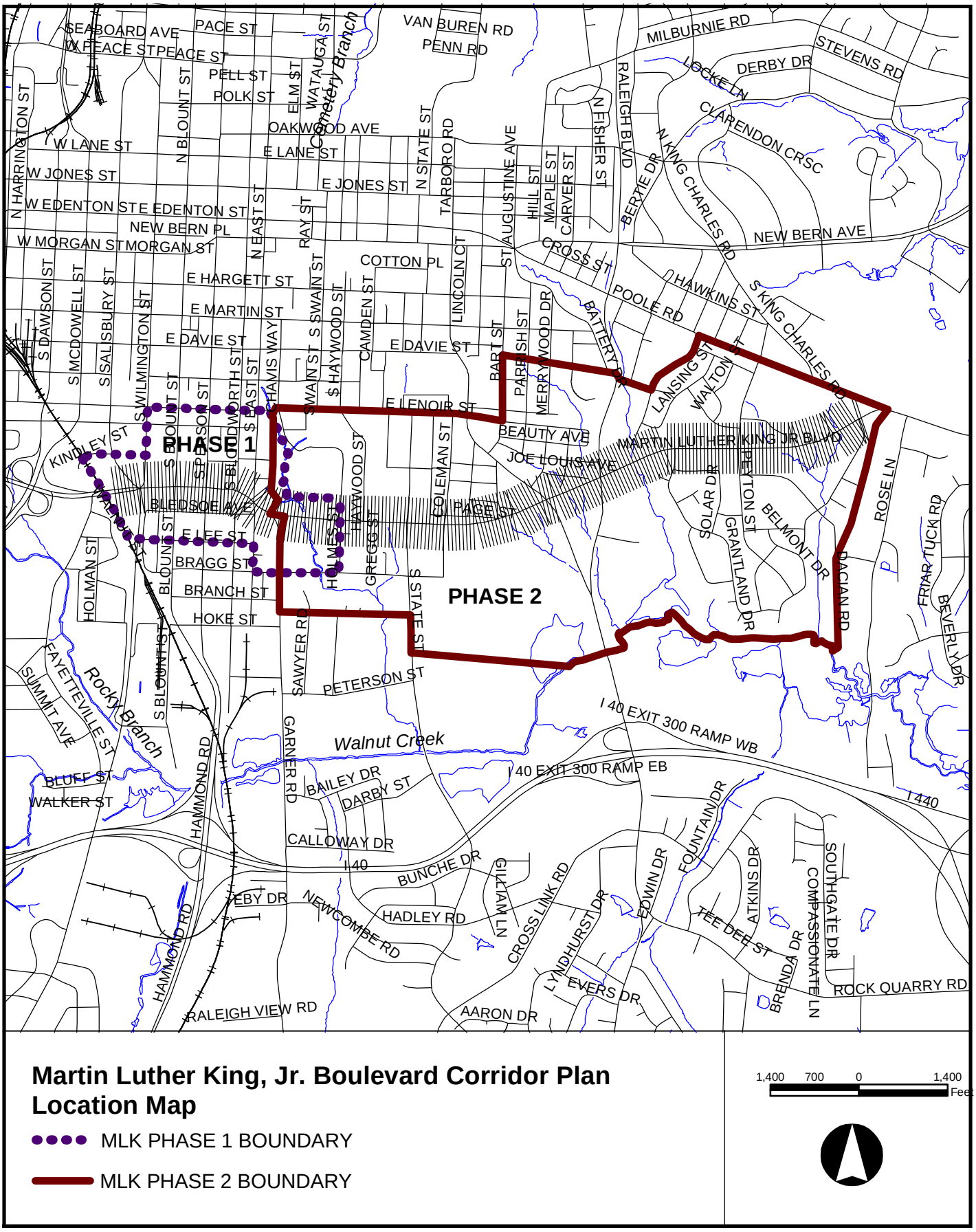
Policies

•Identify with signs the South Park neighborhood, Shaw University and Chavis Park along MLK, Jr. Blvd.
•Landscaping along the corridor should accent the residential nature and emphasize the institutional uses
•Residential areas should be buffered from conflicting land uses
•Provide pedestrian friendly crossings at all major intersections along MLK, Jr. Blvd.

•Protect the existing visual amenities such as tree stands, open space and scenic views along MLK, Jr. Blvd. and Raleigh Blvd. These features help to establish a visual character along the corridor.
•Development should be sensitive to the existing natural systems and features of the area. Site plans should incorporate means to protect these elements in order to decrease erosion, reduce stormwater runoff, improve water quality, preserve mature trees and protect existing vegetation and wildlife habitat. These areas also serve as natural buffers and transition areas between contrasting land uses, as well as being of ecological importance.
•Protect the character and importance of the Martin Luther King, Jr. Memorial Garden at the intersection of MLK, Jr. Blvd. and Rock Quarry Road as development occurs in the area.
•Landscaping along MLK, Jr. Blvd. should reflect the residential character and memorial designation of the road. Problem areas of visual disorder and deterioration should be addressed and specific improvement projects developed and supported.

Implementation
•Clearly mark and signal pedestrian crossings along MLK, Jr. Blvd. to assure convenient and safe movements across the street and to help maintain the neighborhood cohesion between properties on the north and south sides of MLK, Jr. Blvd. The following intersections with MLK, Jr. Blvd. should be considered: Salisbury Street, Wilmington Street, Blount Street, Person Street, South East Street, Garner Road and Holmes Street.
•Assist residents with property frontage on MLK, Jr. Blvd. with coordination and design of driveways and parking to assure a safe and convenient means of access to their homes.
•Consider the construction of a sidewalk connection from the greenway on the south side of MLK, Jr. Blvd. to Garner Road to allow pedestrians the option of crossing the street rather than using the tunnel under the road.
•The construction of new sidewalks along the west side of Person Street between Worth and Smithfield Streets, and on the east side of Bloodworth Street between Worth and Smithfield Streets should be considered to complete important pedestrian networks in these areas.
•Prepare a detailed landscape plan with an emphasis on plant materials that will identify and give special character to areas along the corridor and buffer housing from the road. This plan would supplement the planting approved with the road construction project.
•Coordinate landscape plans with CP&L to buffer the power substation located at South East Street from MLK, Jr. Blvd. and neighborhood properties.
•Encourage a neighborhood organization to apply for an America the Beautiful Planting Grant to supplement the streetscape along MLK, Jr. Blvd. and/or to provide a Southpark entrance feature.
•Assist neighborhood groups in locating and designing an entrance feature on MLK, Jr. Blvd. to identify the Southpark neighborhood. One possible site is adjacent to the greenway entrance behind the CP&L substation.
•Recognize the importance of East South Street as an entrance to the Southpark neighborhood. Study the feasibility of continuing the South Street landscape treatments, recommended in the Downtown Public Facilities Action Plan, to create a formal entrance feature into the neighborhood from downtown.
•Work with the Raleigh Urban Forester in supplementing the existing street trees in the neighborhood.
•Protect and emphasize the view of the downtown skyline from MLK, Jr. Blvd. at Chavis Park
•Encourage the underground location of all new power lines as properties develop along MLK, Jr. Blvd.
•Initiate a community campaign to emphasize maintenance of yards and buildings in order to improve the area appearance.
•Encourage continued local support in the renovation of Estey Hall on the Shaw University campus for use as a community education center for the Southpark neighborhood.

•Establish protective yards along Raleigh Blvd. to preserve the existing tree stands on both sides of the road. The existing vegetation serves as a visual amenity along the corridor and as a buffer for adjacent residential developments from the road.
•In the designated Employment Area, establish protective yards to serve as a buffer and transition area for future office and commercial development along the corridor and preserve the residential nature of MLK, Jr. Blvd. This protective yard should be established as the property is rezoned to allow non-residential uses.
•Protect Gatling Branch, Walnut Creek and their associated wetlands. Slopes greater than 15% and the vegetative cover should remain undisturbed. The natural area along Walnut Creek as identified in the Wake County Inventory of Natural Areas should be preserved.
•At the intersection of MLK, Jr. Blvd. and Rock Quarry Road, emphasize the Martin Luther King, Jr. Memorial Garden by establishing a strong visual edge on the adjacent corners through use of evergreen vegetation and walls to allow an open view of the Garden from the road.
•Develop a streetscape plan for the commercial area along Rock Quarry Road to create visual order, improve the pedestrian environment and stimulate redevelopment in the area.
•Coordinate streetscape improvements with the State Women's Prison facility for the property frontage on MLK, Jr. Blvd.

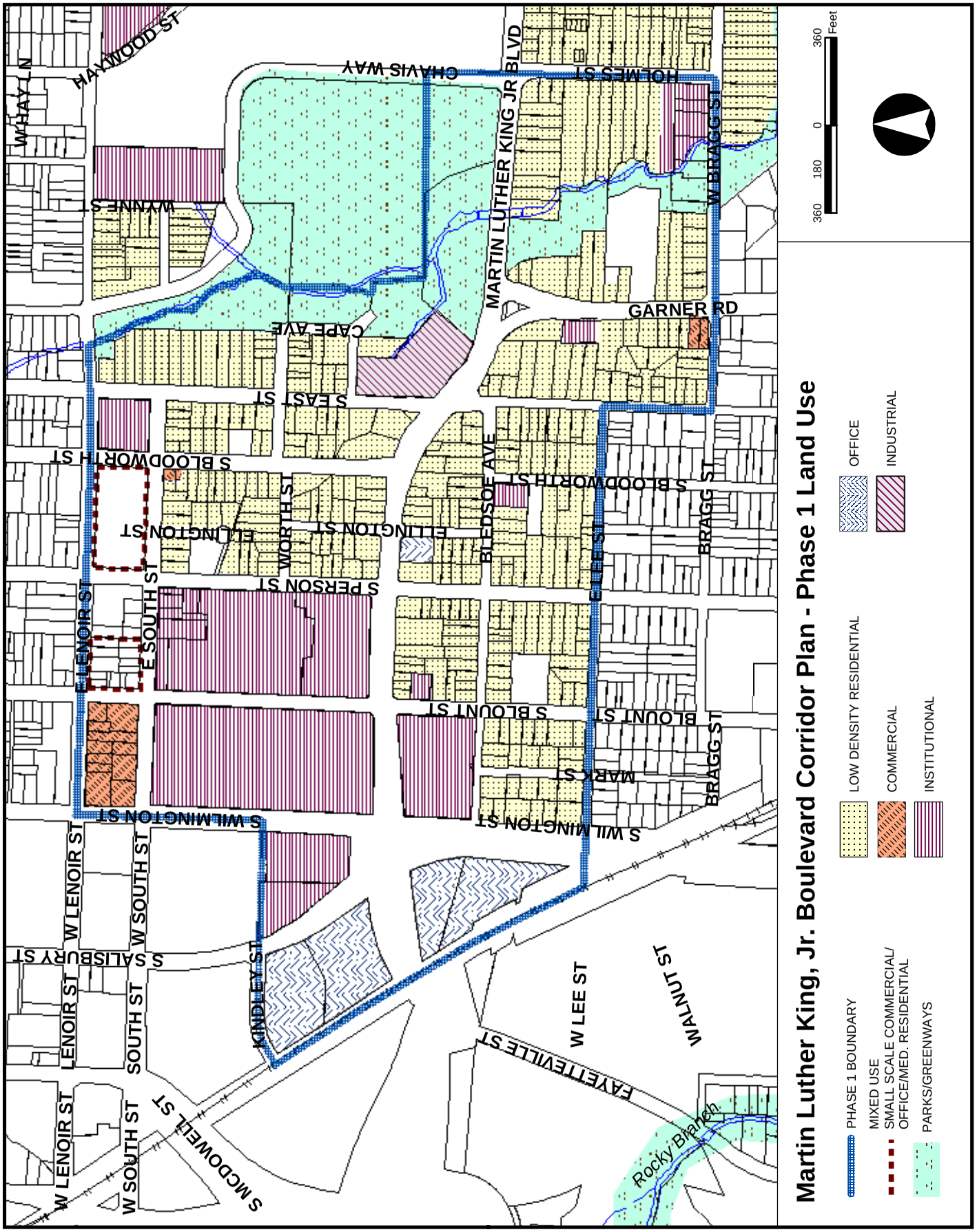


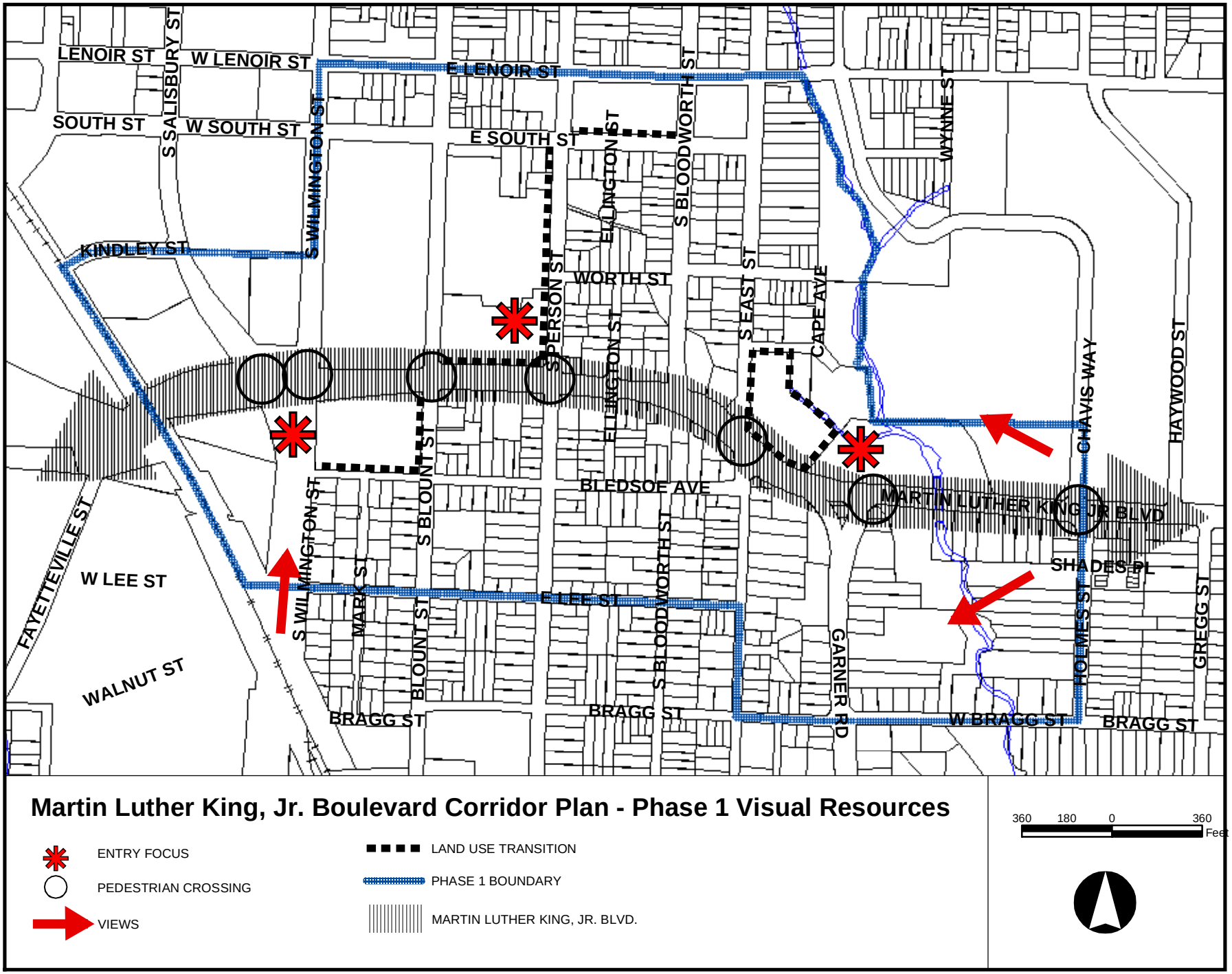
Martin Luther King, Jr. Boulevard Corridor Plan Location Map

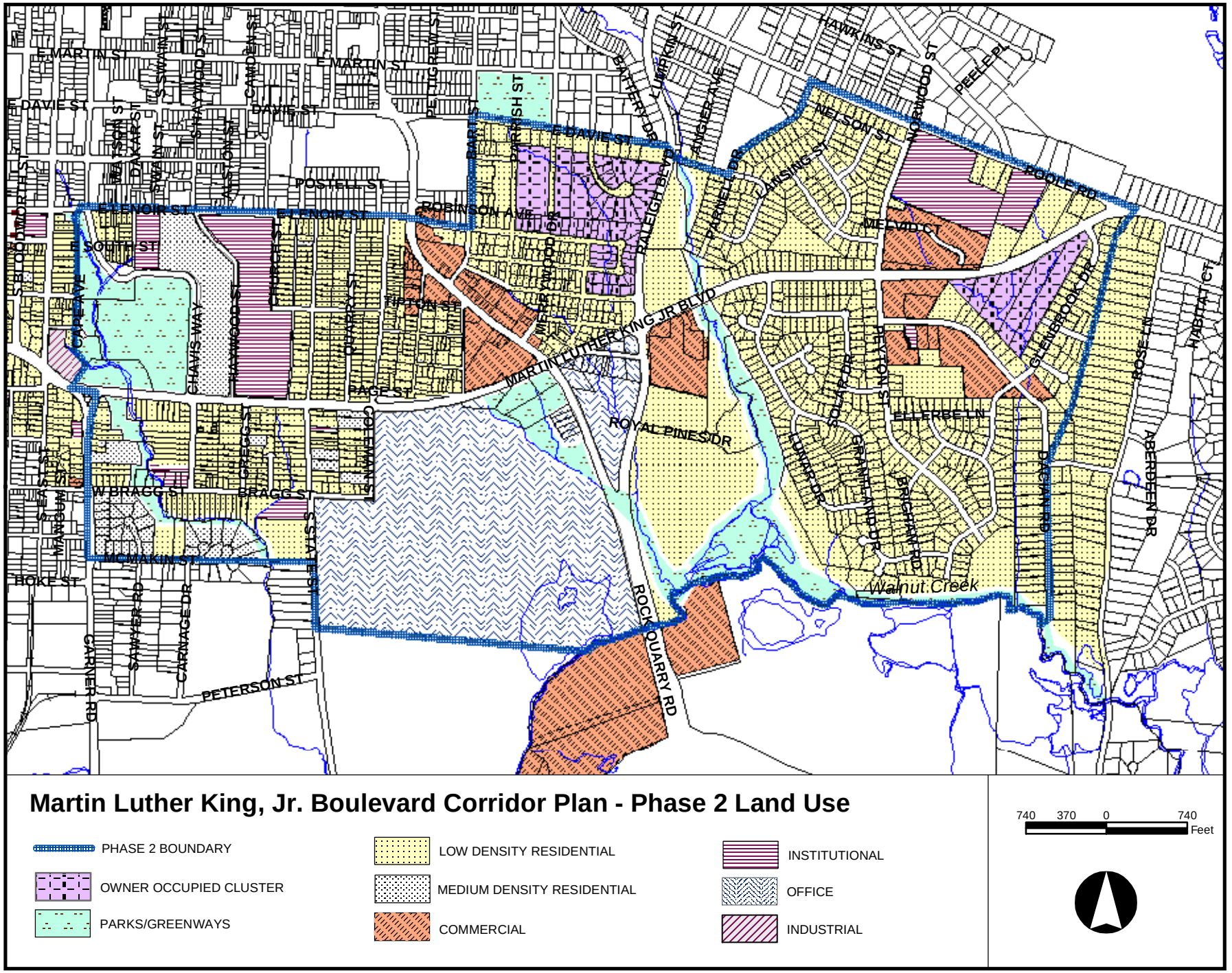
MLK PHASE 1 BOUNDARY

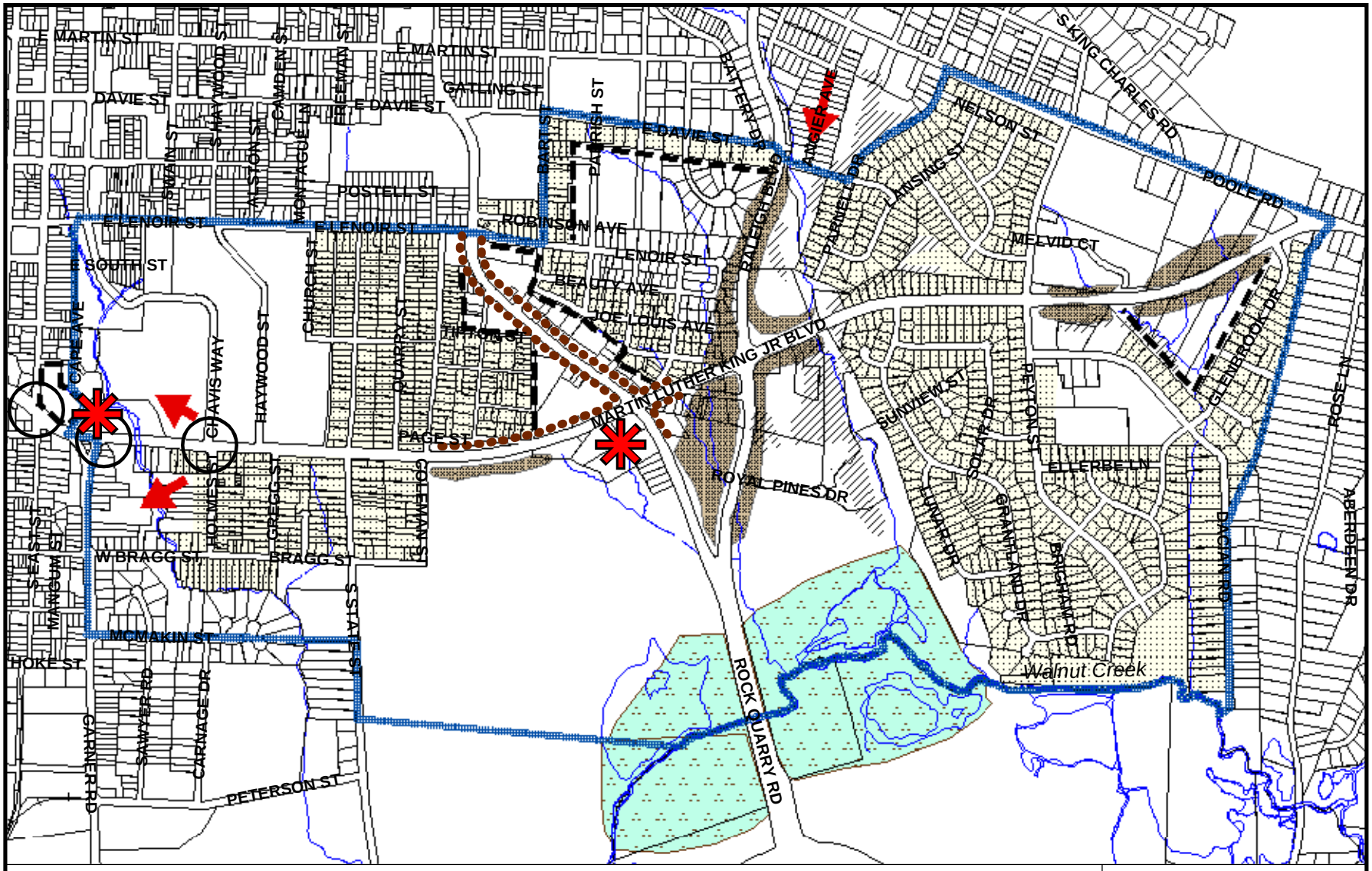
MLK PHASE 2 BOUNDARY

1,400 700 0 1,400 Feet


Martin Luther King, Jr. Boulevard Corridor Plan - Phase 1 Land Use
PHASE 1 BOUNDARY
MIXED USE
SMALL SCALE COMMERCIAL/
OFFICE/MED. RESIDENTIAL
PARKS/GREENWAYS
LOW DENSITY RESIDENTIAL
COMMERCIAL
INSTITUTIONAL
OFFICE
INDUSTRIAL
360 180 0 360 Feet
MARTIN LUTHER KING JR BLVD
CHAVIS WAY
HOLMES ST
W BRAGG ST
GARNER RD
CAPE AVE
S EAST ST
S BLOODWORTH ST
ELLINGTON ST
WORTH ST
BLEDSOE AVE
BRAGG ST
E LEE ST
S PERSON ST
E SOUTH ST
E LENOIR ST
S BLOUNT ST
BLOUNT ST
MARK ST
S WILMINGTON ST
W LENOIR ST
W SOUTH ST
S SALISBURY ST
KINDLEY ST
W LEE ST
WALNUT ST
FAYETTEVILLE ST
S MCDOWELL ST
Rocky Branch
HAYWOOD ST
W HAY L N
WYNNE ST


LENOIR ST
W LENOIR ST
E LENOIR ST
SOUTH ST
W SOUTH ST
E SOUTH ST
S SALISBURY ST
S WILMINGTON ST
S BLOODWORTH ST
WYNNE ST
KINDLEY ST
ELLINGTON ST
PERSON ST
WORTH ST
S EAST ST
CAPE AVE
CHAVIS WAY
HAYWOOD ST
BLOUNT ST
BLEDSOE AVE
MARTIN LUTHER KING JR BLVD
SHADES PL
FAYETTEVILLE ST
W LEE ST
E LEE ST
MARK ST
GARNER RD
HOLMES ST
GREGG ST
WALNUT ST
BRAGG ST
W BRAGG ST
Martin Luther King, Jr. Boulevard Corridor Plan - Phase 1 Visual Resources
ENTRY FOCUS
PEDESTRIAN CROSSING
VIEWS
LAND USE TRANSITION
PHASE 1 BOUNDARY
MARTIN LUTHER KING, JR. BLVD.
360 180 0 360
Feet


E MARTIN ST
E DAVIE ST
DAVIE ST
POSTELL ST
E LENOIR ST
ROBINSON AVE
RALEIGH BLVD
BART ST
PARRISH ST
BATTERY DR
LUMPKIN ST
ANGIER AVE
HAWKINS ST
NORWOOD ST
PEELE PL
NELSON ST
LANSING ST
PARNELL DR
POOLE RD
MELVID CT
GLENBROOK DR
ROSE LN
HABITAT CT
ABERDEEN DR
DACIAN RD
ELLERBE LN
PELTON ST
SOLLER DR
LUNDY DR
GRANTLAND DR
BRENTWAY RD
MARTIN LUTHER KING JR BLVD
ROYAL PINES DR
Walnut Creek
ROCK QUARRY RD
PAGE ST
TIPTON ST
MERRIWOOD CT
DIVIDEND CT
CHAVIS WAY
HAYWOOD ST
CHURCH ST
CARE AVE
SE SOUTH ST
SE TOWNSEND ST
COLEMAN ST
CREECH ST
W BRAGG ST
BRAGG ST
MANGUM ST
MCMAKIN ST
HOKE ST
S STATE ST
STWITHER RD
CARNAGE DR
CARNER RD
PETERSON ST
Martin Luther King, Jr. Boulevard Corridor Plan - Phase 2 Land Use
PHASE 2 BOUNDARY
OWNER OCCUPIED CLUSTER
PARKS/GREENWAYS
LOW DENSITY RESIDENTIAL
MEDIUM DENSITY RESIDENTIAL
COMMERCIAL
INSTITUTIONAL
OFFICE
INDUSTRIAL
740 370 0 740
Feet



Martin Luther King, Jr. Boulevard Corridor Plan - Phase 2 Visual Resources

- SPECIAL FEATURE
- PEDESTRIAN CROSSING
- VIEWS
- LAND USE TRANSITION
- STREETSCAPE IMPROVEMENT
- PHASE 2 BOUNDARY
- SEVERE SLOPES
- ESTABLISHED SINGLE-FAMILY NEIGHBORHOODS
- NATURAL AREA (WAKE CO. SPECIAL AREA INVENTORY)
- FEATURE TREE STAND

680 340 0 680 Feet

Raleigh Comprehensive Plan 10/02

Martin Luther King, Jr. Boulevard Corridor Plan 7-4.10

Part 5 Rock Quarry Road Corridor Plan

Introduction

Phase I of the Rock Quarry Road Corridor Plan begins at Lenoir Street and extends in a southeasterly direction to the Walnut Creek Amphitheater just beyond Sunnybrook Road. Phase II, which will follow, extends into rural areas east of the Amphitheater.

The goal is to create an attractive, cohesive and safe roadway environment with an economic development focus, while respecting the character of the surrounding neighborhoods. The plan serves as a foundation for future joint planning efforts between the City of Raleigh, the Southeast Raleigh Improvement Commission, residents of the area and business owners along the corridor.

Recommendations

Urban Form

•The Rock Quarry Road Employment Area should be reduced in size through the deletion of the Mendenhall tract, east of Raleigh Boulevard and south of Martin Luther King, Jr. Boulevard. This large, undeveloped tract is recommended for low density residential use.

•A Retail Area has been identified on the north side of I-440 within the Rock Quarry Road Employment Area to facilitate the development and redevelopment of the Watson Flea Market area for more intense retail/entertainment uses.

•A Residential Community Focus is appropriate for the intersection at Sunnybrook Road. This area is expected to experience nonresidential growth due to the proximity to the Walnut Creek Amphitheater

•The Residential Retail Area on Rock Quarry Road west of I-40 should not be allowed to expand. The policy boundary line around the existing neighborhood business zone should be maintained as currently delineated. Future development of the small office and institutional tract on the north side of the road should be residential in scale , design and character. This site offers the potential for the co-location of public institutional uses, such as libraries, fire stations, etc., in addition to the existing telecommunications facility.

Land Uses

•New residential and nonresidential development along the corridor should be sensitive to existing single family neighborhoods. Three existing neighborhoods in particular should be protected from encroachment by nonresidential development - - Pine Haven located on the north side of Rock Quarry at Southgate Drive, single family housing located east of Foxridge Apartments at Creech Road and single family housing at the intersection of Rock Quarry and Rockwood Drive.

•Single family residential development is proposed in three locations, the former Gatling estate property near the intersection of Rock Quarry and Martin Luther King, Jr. Boulevard, the Mendenhall Property in the southeast quadrant of the same intersection, and the south side of Rock Quarry Road east of the I-40 corridor.

•Retail uses should be concentrated in the following four locations:

•The Rock Quarry Road Neighborhood Retail Center at the intersection of Rock Quarry and Martin Luther King, Jr. Boulevard. Existing retail uses at the northwest quadrant of the intersection should be expanded to help revitalize the area and to provide additional services for the adjacent neighborhoods, such as a grocery, pharmacy and smaller retail shops and services. A redevelopment plan has been prepared for this older retail district to facilitate its revitalization.

•The existing neighborhood focus at Rock Quarry and Cross link Road. This area includes Southgate Shopping Center and could be expanded to provide additional shops and services for surrounding neighborhoods.
•The tract of land north of the I-440 interchange currently occupied by Watson's Flea Market. Due to its excellent access, this location within the Rock Quarry Road Employment Area could provide for regionally oriented retail facilities serving all of Southeast Raleigh and beyond with public or private entertainment components.
•The Residential Community Focus at Rock Quarry and Sunnybrook Roads. Retail uses should be concentrated in the northeastern quadrant of Rock Quarry and Sunnybrook Roads.
•Office and institutional growth should continue within the Rock Quarry Road Employment Area. Three specific areas for such growth are:
•The area north and west of Southgate Sopping Center and adjacent to I-440 known as the Southgate Office Park.
•The triangular tract bounded by Rock Quarry Road, Martin Luther King, Jr. and Raleigh Boulevards. Mixed uses, with office as the primary use, should be further explored.
•The Residential Community Focus at Sunnybrook Road offers a substantial opportunity for office development as a transition to developing low density neighborhoods. Such development should concentrate in an area of mixed uses adjacent to Walnut Creek Amphitheater and in the Williams Road.
•Consideration should the given to both the physical and programmatic expansion of the Martin Luther King, Jr. Memorial Garden. This important site serves as a community landmark from a geographic as well as cultural perspective. The land on the west side of the memorial garden along Martin Luther King Jr. Boulevard should develop with uses that are compatible to the garden.

Parks and Greenways
•There are several opportunities to provide greenways and greenway connectors in the corridor. On the north side of I-440, a greenway connector, consisting of a pedestrian and bicycle pathway adjacent to Rock Quarry Road, should be made between the Walnut Creek greenway and Martin Luther King, Jr. Memorial Gardens. South of I-440, a connection of Tributary C of Walnut Creek should be made from Southgate Park to the Southeast High School and Sanderford Road Park.
•East of I-40, a neighborhood park needs to be located to serve the future development of residential neighborhoods. A park located in close proximity to the Rock Quarry/Sunnybrook Residential Community Focus may be desirable.

Transportation
•In order to protect the major thoroughfare function of Rock Quarry Road, it is necessary to minimize curb cuts and to encourage shared access. Roadway capacity improvements should be included in new development and redevelopment.
•Rock Quarry Road should be widened from I-440 through Sunnybrook Road to better accommodate current and projected traffic volumes. Widening plans should be sensitive to existing single family homes adjacent to the Type "B", primarily residential portions of the thoroughfare.
•The extension of Sunnybrook Road south to connect with Tryon Road, will encourage future development in Southeast Raleigh.
•A balanced transportation system is essential to future development strategies along the corridor. Adequate public transit, improved sidewalks and bicycle routes should be included in new development proposals, as well as widening plans for Rock Quarry Road. Studies by the Triangle Transit Authority (TTA) suggest the possibilities of future fixed guideway transit or more extensive bus systems along the Martin Luther King, Jr. corridor. This could provide excellent alternative access for Southeast Raleigh and the Rock Quarry Road corridor to

Downtown and the Triangle. TTA should be encourage to study these concepts in more detail in their analyses of future transit phases.

Urban Design

•Along the corridor, there are four focus areas where more intense development will occur: the neighborhood focus at Martin Luther King, Jr. Boulevard; the Retail Area north of the I-440 interchange; the Neighborhood Focus at Southgate south of the I-440 interchange; and the Residential Community Focus at Sunnybrook Road. A clear separation of focus areas from intervening transition areas is necessary to ensure an orderly, well - integrated pattern of development adjacent to the roadway. Higher intensity uses should be concentrated in the focus areas, with less intense uses serving as linear transitions along the corridor.

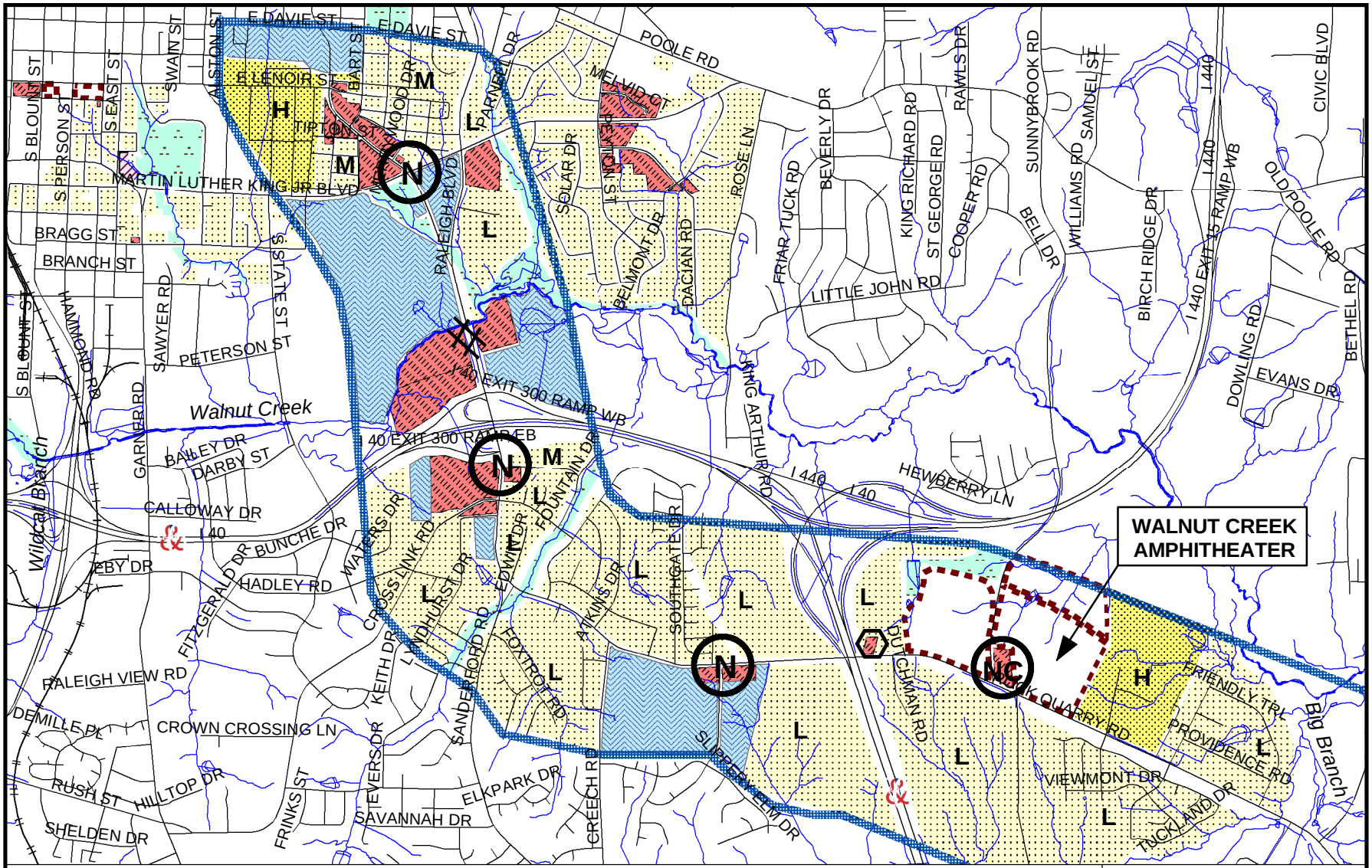
•In creating a positive image for the corridor, consideration should be given to the use of themes or special identities for each of the focus areas. Public squares or other types of special open spaces could also be incorporated into focus designs. Unifying elements should be used in developing steetscape plans and marketing strategies to better promote the corridor. An example could be the Martin Luther King, Jr. Memorial Garden at the intersection of Martin Luther King, Jr. Boulevard and Rock Quarry Road. The neighborhood focus and surrounding development could celebrate the life and contributions of Dr. King to give identity to this portion of the overall corridor.

•Development along the corridor should be sensitive to the existing natural environment. Site plans should incorporate means to protect natural elements in order to decrease erosion, reduce stormwater runoff, improve water quality, preserve mature tree stands and protect significant vegetation and wildlife habitats. Natural areas should be used as buffers or transitions between contrasting land uses. An example is the Walnut Creek greenway and wetlands area which can serve as a boundary or transition between a neighborhood focus and a retail area, as well as a preserve for unique and significant vegetation and wildlife.

•A streetscape plan should be developed for the entire corridor. Emphasis should be given to creating special identities and strong edges for the four focus areas through unique landscaping themes. Transition areas should maintain a more natural appearance.

•Distinctive landmarks, such as fountains, public art or distinctive architecture, should be encouraged along the corridor to create identities at designated locations.

•Signs along the corridor should be attached to buildings or detached in the form of low-profile ground signs. All signs should complement the architectural styles of existing and proposed buildings with regards to scale, color and texture.


WALNUT CREEK AMPHITHEATER
Walnut Creek
Wildcat Branch
Big Branch
E DAVIE ST
E LENOIR ST
MARTIN LUTHER KING JR BLVD
BRAGG ST
BRANCH ST
PETERSON ST
SAWYER RD
S BLOUNT ST
S PERSON ST
S EAST ST
SWAIN ST
ALSTON ST
BARTS ST
WOOD DR
TIPTON ST
LARRY L DR
RALEIGH BLVD
SOLAR DR
S SAUNDERS ST
MELVID CT
POOLE RD
ROSE LN
BELMONT DR
PACIAN RD
FRIAR TUCK RD
BEVERLY DR
KING RICHARD RD
ST GEORGE RD
COOPER RD
RAWLS DR
SUNNYBROOK RD
WILLIAMS RD
SAMUEL ST
I 440
I 440 EXIT 35 RAMP WB
CIVIC BLVD
OLD POOLE RD
BIRCH RIDGE DR
BELL DR
LITTLE JOHN RD
DOWLING RD
EVANS DR
BETHEL RD
I 40 EXIT 300 RAMP WB
I 40 EXIT 300 RAMP EB
KING ARTHUR RD
HEWBERRY LN
I 40
GARNER RD
BAILEY DR
DARBY ST
CALLOWAY DR
BUNCHE DR
HADLEY RD
FITZGERALD DR
WATERS DR
CROSS LINK RD
LYDHURST DR
EDWIN DR
FOUNTAIN DR
SOUTHGATE DR
ATKINS DR
FOXTROT RD
SANDERFORD RD
KEITH DR
RALEIGH VIEW RD
DEMILLE PL
CROWN CROSSING LN
RUSH ST
HILLTOP DR
SHELDEN DR
FRINKS ST
STEVERS DR
SAVANNAH DR
ELKPARK DR
CREECH RD
SUPERVIEW DR
LUCHMAN RD
ROCK QUARRY RD
FRIENDLY TRL
PROVIDENCE RD
VIEWMONT DR
TUCKLAND DR
Rock Quarry Road Corridor Plan - Phase I
MIXED USES
RETAIL AREA
RESIDENTIAL RETAIL
NEIGHBORHOOD FOCUS
NEIGHBORHOOD CENTER
RETAIL
OFFICE & INSTITUTIONAL
PARKS/GREENWAY
RESIDENTIAL
HIGH DENSITY RESIDENTIAL
RESIDENTIAL DENSITIES
L LOW
M MEDIUM
H HIGH
1,300 650 0 1,300
Feet

Part 6 Southern Gateway Corridor Plan

The plan area is bounded by Western Boulevard to the north, Lake Wheeler Road and Norfolk - Southern Railroad to the west. It is further bound by the Southern Railroad tracks east of South Wilmington Street, the Southern Railroad tracks east of Hammond Road, the intersection where South Saunders Street and South Wilmington Street merge to the south. The Caraleigh/Fuller Heights Neighborhood Plan was prepared as part of this planning effort; that plan is located with the other neighborhood plans in this section of the Comprehensive Plan.

Policies

Urban Form and Land Use

- To encourage high levels of mixed use development throughout the entire plan area especially where there is vacant land that is industrially zoned.
- To promote higher density residential development which is urban in character and would encourage the use more of mass transit.
- The current policy boundary line around the residentially zoned properties should be reaffirmed.
- All the vacant public properties around the City's historic water works should be considered for inclusion in a future neighborhood park centered around the Poole School site.
- The site of the Caraleigh Mill owned by the Fred Whitaker Company on Maywood Avenue should be considered for high density residential housing should the current use of the property change. The mill building and site, including the historic cemetery, should be studied for designation and preservation as a Raleigh Historic Landmark because of their historic significance to the community.
- The City should further examine preservation, rehabilitation and reuse of the water works buildings for public use. These structures should be studied for designation as a Raleigh Historic Landmark.

Transportation

- Assess the feasibility of incorporating in the Thoroughfare Plan a collector street between Lake Wheeler Road at Centennial Boulevard to Hubert Street and South Saunders in the area south of Maywood Avenue and north of I-440. This collector could serve increased heavy truck traffic resulting from potential industrial growth in the area, thus relieving residential streets of truck traffic and providing an alternative to Maywood Avenue between Lake Wheeler Road and South Saunders Street. The new collector should be sensitive to existing buildings, development and wetlands.
- Fayetteville Road should be maintained as a through street with intersections at Western Boulevard and Wilmington Street. The intersection at Wilmington Street should be studied for possible realignment for increased traffic safety.
- The City should make development of the Rocky Branch Greenway a higher priority to serve pedestrian traffic between Lake Wheeler Road and Wilmington Street at Walnut Creek.
- The City should explore future provision of transit facilities in the area as bus and rail service is expanded.

Economic Development

- To improve the poor economic health along South Wilmington Street by defining a clear direction for business opportunities which would expand the tax base.
- To improve the infrastructure as a tool for attracting quality businesses to this area.

•The City should encourage through marketing and land use designations new and rehabilitated mixed land use developments. Mixed service, retail and office development is recommended in the following areas: South Saunders Street where there are existing business uses; the intersection of Lake Wheeler Road and Maywood Avenue; and the portion of South Saunders Street north of the junction with the McDowell-Dawson Connector. Mixed use developments should be encouraged at the intersections of I-40/I-440 and South Saunders Street, I-40/I-440 and Wilmington Street, Hammond Road and Rush Street and South Wilmington Street and South Saunders Street.
•A high level of mixed office, service, retail and industrial development should be encouraged on the vacant industrially zoned properties north of I-40/I-440.
•The triangular shaped area at the junction of the McDowell-Dawson connector and South Saunders Street should reflect the opportunity for redevelopment into a mix of residential and office uses with a neighborhood orientation.

Social Issues and Safety
•Restrict businesses such as adult books stores, bars and pornographic establishments in the area.
•The City should refurbish the existing facilities at the Caraleigh Mini Park.

Streetscape, Appearance and Environmental Preservation
•To enhance the appearance and image of the Gateway along South Saunders Street, South Wilmington Streets and Hammond Road.
•To improve environmental conditions in the area which inhibit development and detract from the enjoyment of natural features.

Implementation and Action Items

Urban Form and Land Use
•Historic sites in the area should be identified and explored for the adaptive reuse and preservation potential.
•A Policy Boundary Line should be established around the following residential neighborhoods: Hertford Village Neighborhood, Parkland Road Neighborhood, Robinwood / Peach Road Neighborhood and Carolina Pines Neighborhood.

Transportation
•Support the Thoroughfare Plan's proposed collector street extending Kirkland Road parallel to I-440 to intersect with South Saunders Street. A detailed study should be done to see what impact this new collector street will have on the existing intersection and traffic signalization of Carolina Pines Avenue and South Saunders Street as well as ensure coordination with signalization in Phase I and the recommended light at Penmarc Drive and Hubert Street.
•A study should be done to determine the feasibility of incorporating into the Thoroughfare Plan a public access way intersecting Pecan Road and terminating at Wilmington Street. This corridor could serve increased heavy truck traffic resulting from potential industrial growth in the area, thus relieving residential streets of truck traffic and providing an alternative to Pecan Street between South Saunders Street and South Wilmington Street. Planning should be sensitive to existing buildings, development and wetlands.
•Study the possible mass transit opportunities in the area using the two existing rail road lines on the east and west boundaries of this area. These lines could provide direct access to Downtown Raleigh as well as to other areas, such as NC State University, the Research Triangle Park and Garner.

•The City and the NC Department of Transportation should consider adjusting the timing of the traffic signal at the intersection of South Wilmington Street and Ileagnes Road to be responsive to the needs of traffic flow during school hours.
•Carolina Pines Avenue should be improved with curb and gutter to meet appropriate street standards for accommodation of anticipated vehicular, pedestrian and bicycle needs. Sidewalks should be on one side of the street and better lighting is also needed.
•The City should initiate resurfacing the following streets through the minor street assessment process: Marble Street, Granite Street and Steel Street.
•South Wilmington Street should be more attractive by having the City coordinate with NC Department of Transportation for re-paving, improving the storm drainage problem, performing more periodic maintenance, and installing special plantings in this area.
•The City should explore the feasibility of a multi - purpose recreational path for pedestrian and bicycle along South Wilmington Street connecting on the north side of I-440 to the Rocky Branch Greenway Corridor. The potential multi - purpose recreational path connector should be explored along South Wilmington Street. ISTEA moneys can possibly be used for this type of development.
•Explore the rerouting of the CAT bus to make a loop that comes up Ileagnes Road to South Wilmington Street, down Pecan Road and back to South Saunders Street.
•An additional street lane should be installed on Pecan Road at the intersection of South Saunders Street. At this intersection the center lane should be a left turn only and the right turn lane should be straight and or right turn only.
•The City and the North Carolina Department of Transportation should study and consider installation of a traffic signal at the intersection of South Saunders Street and Penmarc Drive and Hubert Street. Such a signal should be responsive to the needs of truck traffic and would relieve heavy truck traffic from residential streets.
•The City should pursue construction of sidewalks along the McDowell-Dawson connector between downtown and the junction with South Saunders Street.
•Fayetteville Road should be improved and upgraded with curb and gutter to meet appropriate street standards for accommodation of anticipated vehicular, pedestrian and bicycle needs. A safe connection for pedestrians and bicyclists should be provided through the intersection of Fayetteville Road and Martin Luther King Boulevard to downtown. In the short term it should be resurfaced from Maywood Avenue south to Wilmington Street.
•The City should initiate paving the following unpaved streets according to established policies: Fuller Street and Prospect Avenue on the west side of South Saunders Street; Hammell Drive between Lake Wheeler Road and South Saunders Street; and Summit Avenue at the south end adjacent to the former Poole School property and the developed residential properties.
•The City should explore the feasibility of a pedestrian and bicycle path connection between the Fuller Heights neighborhood and Caraleigh west of South Saunders Street. The potential connection should be explored from the unpaved section of Fuller Street west to Moring Street and Mercury Drive via the power easement.

Economic Development
•The City Council should establish a citizen improvement commission for the entire Southern Gateway corridor to focus on improvement, growth and development of the area. Membership on the improvement commission should be representative of all interests in the area. The new improvement commission should work jointly with the City and local public and private groups to develop, promote and market the housing and business resources of the area. Market analyses and feasibility studies could be undertaken for several opportunity sites including: the vacant properties north of I-440, the McDowell-Dawson/South Saunders junction and the South Wilmington Street area.

•The City Council should provide resources through existing programs to rehabilitate existing business facades and streetscapes in this area in accordance with future adopted streetscape plans.
•A study should be undertaken to provide guidance for the creation of a nonprofit community land trust like the North Carolina Community Land Trustees to help provide affordable community controlled housing in the Caraleigh / Fuller Heights neighborhoods.
•To enhance the image of the gateway and to promote economic development of the corridor, the McDowell - Dawson Connector and South Saunders Street should be renamed from Western Boulevard to the junction with Wilmington Street. The new name of the road should be McDowell - Dawson Boulevard.
•The City of Raleigh, the Greater Raleigh Chamber of Commerce, and the Raleigh Merchants Association should band together with other groups to market this area and to encourage a sound mix of office, service, retail and industrial development on the extensive vacant commercial tracts located along I-40/I-440 and along South Saunders Street, Hammond Road and South Wilmington Street.
•The Winn-Dixie property should be redeveloped as a quality mixed use of housing, office, public or private cultural facilities, industrial and retail uses. Institutional uses should be discouraged. The housing in this area should be urban in character typical of downtown areas and not suburban apartment complexes.
•The Raleigh City Council should form a Commission for the entire Southern Gateway corridor to focus on visual improvement, growth and development of the area. This should be a public/private partnership to develop, promote and market the residential and commercial resources of the area. The large amount of commercial property that could be developed within this area would provide the City of Raleigh with a unique opportunity to expand the tax base in an area already served by City services.
•The City of Raleigh should provide resources through existing and new programs to rehabilitate existing business and residential areas.
•Upon the completion of plans for all phases of the Southern Gateway a study should be done, possibly by a citizen commission, to determine an appropriate new name for South Saunders Street and a portion of South Wilmington Street. A suitable new name should be sought for the section of roadway from the Garner Town limit (Wilmington Street) to the intersection of Dawson and McDowell Streets. The section of South Saunders Street running north from the Dawson-McDowell intersection to Cabarrus Street should remain so named. The corridor should be renamed in order to reflect a continuous gateway experience, to encourage economic development and to promote an improved image for this entryway into Downtown Raleigh.
•The following areas should be studied for designation as redevelopment areas as a public policy instrument that directs local and federal funds into distressed areas: Robinwood / Peach Road neighborhood, Carolina Pines Neighborhood and South Wilmington Street

Streetscape and Appearance
•The City should work with area property owners to develop unified streetscape plans for the three thoroughfares. Streetscape plans should focus on opportunities for landscaping to improve the visual character of the area. Plans should be prepared in order of importance as follows: South Saunders Street including the McDowell-Dawson Connector, Wilmington Street and Lake Wheeler Road. Landscape plans should also be developed for old South Saunders Street north from the connection with McDowell-Dawson and for Fayetteville Road.
•The interchange area of the McDowell-Dawson connector and Western Boulevard should convey a dynamic image of Downtown and the Southern Gateway. Extensive landscaping using flowering trees, shrubs and ground covers should be provided to enhance this area.

Social Issues and Safety

•The City should refurbish the existing Hertford Village Mini Park and complete the Peach Road Park with consideration for better policing and neighborhood safety concerns.

•The City should study the placement of a police substation in the Robinwood/ Peach Road Neighborhood.

•The City should study the street lighting condition along Carolina Pines Avenue to insure the lighting condition meets the City's street lighting standard. Upon the completion of the lighting study the City should assess the need for more street lights within the plan area for public safety reasons especially along Carolina Pines Avenue.

•A public / private partnership should be established between the police and the community to offer housing incentives that will encourage police officers to live in the community.

•The neighborhood and the business community should form a neighborhood watch program and work with other agencies to promote community safety and stability.

Streetscape, Appearance and Environmental Preservation

•Landscape plans should be developed for South Saunders Street, South Wilmington Street and Hammond Road. Plans should be compatible with the streetscape concepts established for the Southern Gateway Phase I.

•Encourage local businesses to participate in the Adopt-A-Highway Program.

•The City should initiate such steps that are necessary to enforce the clean up, maintenance, and drainage of the old dump site located behind the KFC property.

•A Conservation Buffer zoning should be considered for the creek between Fenwick Drive and Ileagnes Road, parallel to South Saunders Street.

•A study should be done to determine whether the wetlands in the boundary area that are not developable can be made a part of the City of Raleigh greenway system. These wetland areas can be used as a way to connect the greenway system across the City.

Penmarc Area

•Penmarc is the area south of downtown, bounded by South Saunders Street, Wilmington Street and the Raleigh Beltline (I-40). Access and visibility to this area are quite good due to the interchange at I-40 and South Saunders Street. Gilbert Avenue and the Caraleigh neighborhood lie to the north. The area is divided by Walnut Creek and its tributary streams; from a land use perspective at present the area is fragmented. Older commercial buildings, a limited service hotel, and vacant lots characterize the western portion of the study area. The east portion of this study area which contains the old E. B. Bain Water Treatment Plant , bordering South Wilmington Street, is limited by poor access and visibility.

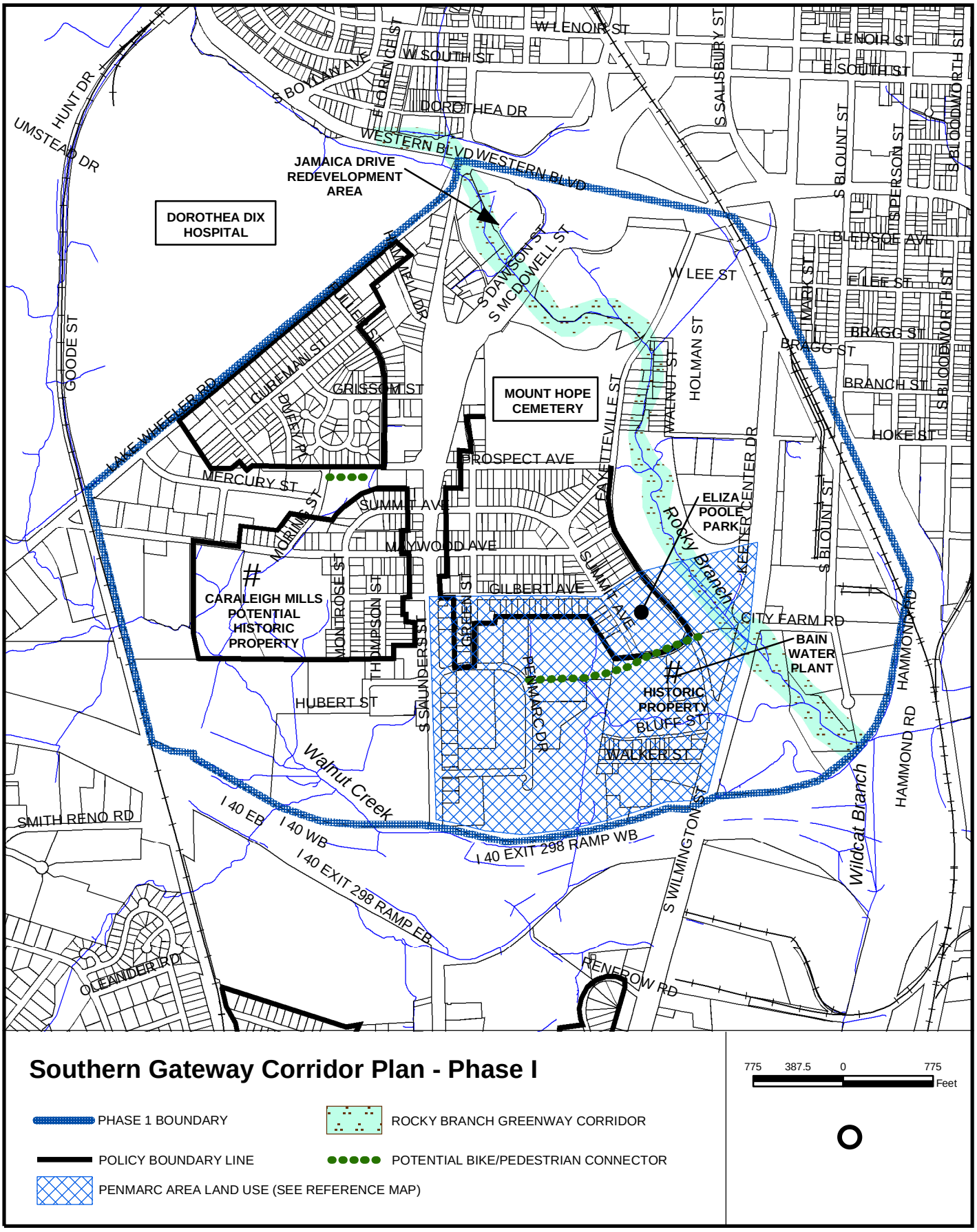
•Greater connectivity is needed for substantial improvements to be realized in the Penmarc area. Specifically, a new street linking the west and east sides of this study area is recommended. This street would connect South Saunders to Fayetteville Street, via an extension of Penmarc Drive. Ideally this street would be signalized at its intersection with South Saunders Street. This street will provide much needed additional access and visibility to the area and create some new infill opportunities.

•The E. B. Bain former water treatment plant with its attractive historic character is located at the east end of this proposed street connection, near South Wilmington Street. With the new street extension, this historic building could be a strong anchor for the entire area. The water treatment plant area could feature live/work units marketed to small start-up high-tech companies, artists and others. It is recognized that the water treatment plant re-use would necessarily be a destination rather than relying on drive-by appeal.

•The park immediately north of the water treatment plant is an amenity for the neighborhood and will create additional value for existing and new infill development.

•The existing Bluff Street neighborhood between the former water treatment plant and I-40 could be assembled and redeveloped for industrial and flex spaces.

•The west side of the study area, fronting on South Saunders Street and extending east to the floodplain is comparatively flat with high visibility. A mix of commercial uses, including flex, office, hotels and restaurants could be accommodated. The office and flex space would target small businesses seeking I-40 access, complementing larger downtown office buildings containing corporate and government anchors. One or two additional hotels would be the most likely development candidates for the southern portion of the site bordering I-40 and Walnut Creek, along with a travel-oriented restaurant.



Southern Gateway Corridor Plan - Phase I

PHASE 1 BOUNDARY

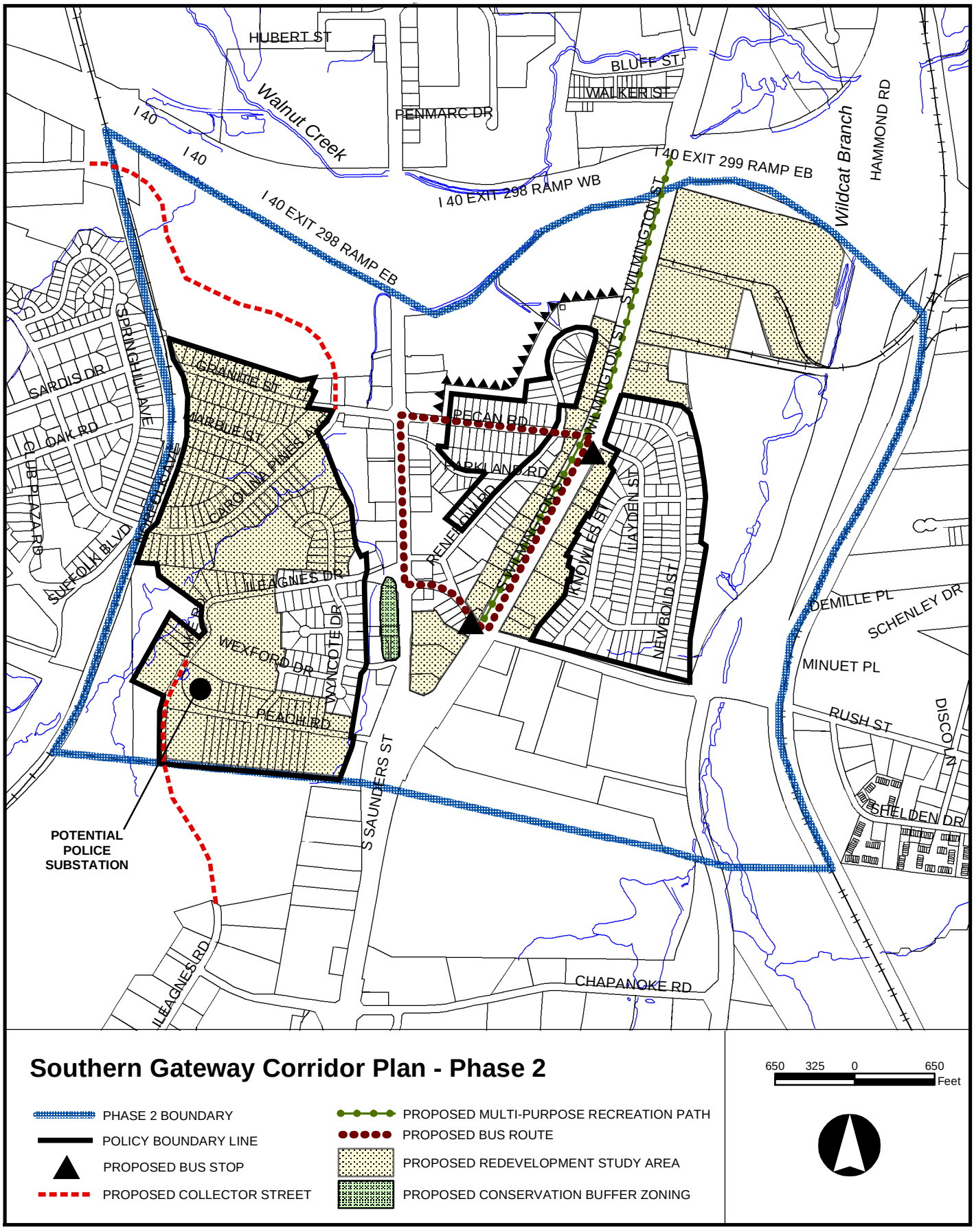
POLICY BOUNDARY LINE

PENMARC AREA LAND USE (SEE REFERENCE MAP)

ROCKY BRANCH GREENWAY CORRIDOR

POTENTIAL BIKE/PEDESTRIAN CONNECTOR

775 387.5 0 775 Feet


HUBERT ST
Walnut Creek
I 40
I 40
I 40 EXIT 298 RAMP EB
I 40 EXIT 298 RAMP WB
I 40 EXIT 299 RAMP EB
PENMARC DR
BLUFF ST
WALKER ST
Wildcat Branch
HAMMOND RD
S WILMINGTON ST
SPRINGHILL AVE
SARDIS DR
OAK RD
GRANITE ST
MARBLE ST
CAROLINA PINES PL
REDFORD AVE
SUFFOLK BLVD
PECAN RD
PARKLAND RD
RENEE CIR
MAYDEN ST
NEWBOLD ST
ILEAGNES DR
WEXFORD DR
WYNCOTE DR
PEACH RD
POTENTIAL POLICE SUBSTATION
S SAUNDERS ST
ILEAGNES RD
CHAPANOKE RD
DEMILLE PL
SCHENLEY DR
MINUET PL
RUSH ST
SHELDEN DR
Southern Gateway Corridor Plan - Phase 2
PHASE 2 BOUNDARY
POLICY BOUNDARY LINE
PROPOSED BUS STOP
PROPOSED COLLECTOR STREET
PROPOSED MULTI-PURPOSE RECREATION PATH
PROPOSED BUS ROUTE
PROPOSED REDEVELOPMENT STUDY AREA
PROPOSED CONSERVATION BUFFER ZONING
650 325 0 650
Feet

Part 7 U.S. 401 North Corridor Plan

The study area extends along U.S. 401 from U.S. 1 to the Neuse River, excluding those areas northwest of New Hope Road, Hollenden Drive, Spring Forest Road, Fox Road and a branch of Perry Creek. The U.S. 401 corridor east of the Neuse is covered in the Neuse River East Small Area Plan.

GOALS AND OBJECTIVES

Overall Goal: Provide better guidance for making land use and public investment decisions.

Land Planning Objectives
- Promote a sense of community
- Limit strip retail development by separating retail and other intense, focus areas with less intense transition areas
- Develop the gateway corridor transition areas as less intense uses which provide visual relief.
- Support transit and make the most efficient use of the existing roadway
- Maintain the primarily residential character of the corridor
- Promote affordable, higher density and transit oriented housing
- Protect the Neuse River corridor including the river's natural features, and use it for recreation

Economic Development Objectives
- Explore possible employment areas, particularly at the location of the Northern Wake Expressway
- Provide a better transportation link between the employment areas along U.S. 1 North and U.S. 401, where nearby housing can be provided

Transportation Objectives
- Provide safe and adequate facilities for the projected traffic flow on U.S. 401, including intersections, interchanges, median cuts, frontage access and road capacity
- Plan for transit and transit oriented, high intensity uses along the 401 corridor and routes leading to U.S. 1 employment areas, including a link to a possible regional transit system
- Serve the land within the greater corridor area, with particular attention to connections between subdivisions
- Place greater emphasis on pedestrian and bicycle pathways, including access between developments, access within developments, access to retail and employment areas and recreational loops.

Appearance Objectives
- Promote an image for the corridor through extensive landscaping which can influence land use and public investment decisions.
- Preserve the existing character of the corridor, including outstanding views, tree stands, wetlands, the Neuse River and historic structures
- Promote the rural, residential and historic character of the corridor in the construction of new buildings and roadways.
- Encourage median planting.

URBAN FORM AND LAND USE

- A Community Focus is located on U.S. 401 North at Spring Forest Road. There are gateway retail areas on U.S. 401 at New Hope Road and Perry Creek Road. There is a neighborhood focus on Buffaloe Road at Spring Forest Road.

•The area around the Wake Forest/Spring Forest Road area is planned for higher density housing. The area surrounding the proposed interchange with the Northern Wake Expressway will be an intense employment area.

Specific Land Use Recommendations

1. Single family development is preferred for the land zoned R-10 just east of Capital Blvd. and at the west end of both Lee Road and French Lake Drive. Adequate direct access to a major thoroughfare is not available. Medium density development would require a multiple entry plan.
2. A policy boundary line is on the south side of the nonresidentially zoned properties on the south side of U.S. 401 near U.S. 1. This policy boundary line is specific except along the backs of the four residential lots adjoining James Street, where it is general.
3. The residential property on the west side of the historic Sion Rogers House should be developed for offices, not industrial or retail.
4. The Sion Rogers House should be carefully preserved on its present site.
5. The 1/2 acre property east of the Sion Rogers House should be developed for office uses.
6. Shopping Center zoning would be appropriate for the other properties, now zoned I-1, between the Sion Rogers House and New Hope Road.
7. The Shopping Center zoning between New Hope and St. James Church roads should serve the community south of U.S. 401 and New Hope Road. Multiple orientation and access points, including pedestrian access to Honey Tree Apartments, are appropriate.
8. The narrow 70 foot strip of Shopping Center zoned land south of the O&I-3 area just east of New Hope Road would be more appropriate as O&I-3 so that it can be developed to complement the O&I-3 parcel to the north.
9. The four residential lots which front on U.S. 401 and surround James Street should remain residential or develop as frontage lot residential transition uses. Guidelines for such frontage lots can be found in Chapter 3 of the Comprehensive Plan. Lots should be combined to increase the site width or depth. The development should receive its primary access from James Street, have an FAR not to exceed .50 and provide adequate buffers to adjacent residential lots.
10. The Courtney Square Apartments site currently developed to R-6 density would be more appropriate at a higher density, as it is nearly surrounded by R-10 zoning.
11. The small community around U.S. 401, St. Matthews Baptist Church and Kyle Drive is a candidate for a neighborhood plan. The lots on the north side may be combined for development as residential transition uses. Property on the northeastern edge of the community may be appropriate for office uses as part of the community focus.
12. With the extension of Spring Forest Road, Kyle Drive should intersect with Spring Forest Road about 600 feet southeast of U.S. 401. The land northwest of Kyle Drive should be used for retail uses that take advantage of high traffic volume.
13. Office development is recommended for the 5.6 acre site zoned Neighborhood Business on the south side of U.S. 401 and north of the proposed extension of Spring Forest Road.
14. The historic Ivey-Hedrick House and the lot on its west side should share access to Spring Forest Station. Development should take advantage of the historic house on its original site and maintain a residential scale and character. A nonresidential use could be appropriate for this historic house, if sensitively rehabilitated.
15. Many residential areas between Spring Forest and Wake Forest/Fox Roads are proposed for medium density because they are immediately adjacent to existing low density developments.
16. The property on the south side of U.S. 401, east of the proposed Northern Wake interchange is currently zoned for retail uses. This area has access limitations, and is more appropriate for employment uses or higher density housing which access the surrounding planned roads, not U.S. 401.
17. The area east and west of the proposed interchange on the south side of U.S. 401, is planned for intense employment and residential uses as part of the Capital Boulevard Regional Center. The area directly adjacent to the interchange should be reserved for open space. Taller office

buildings can be located in other parts of the site. Mixed uses of predominantly employment with some high density residential and accessory retail uses are recommended, with FARs of up to 2, with access from the Spring Forest/Perry Creek/Wake Forest Road.
18. The land on the north side of U.S. 401 and the southern edge of the Bentley Woods neighborhood is currently zoned Shopping Center. This area would be more appropriate for medium density residential use. Development of this land for retail uses would not conform to the spacing guidelines for retail uses in the Comprehensive Plan.
19. The existing Bentley Woods lots on U.S. 401 are deep with large setbacks and could remain residential. Otherwise, the frontage lot redevelopment guidelines would apply. Guidelines for frontage lots can be found in Chapter 3 of the Comprehensive Plan.
20. The zoning for the existing retail uses should be maintained on the north side of U.S. 401 at Perry Creek Road, but should be contained by a policy boundary line.
21. A large area at the river oxbow should be used for low density residential and recreation. Sites nearest the river should be reserved for recreation and other river-oriented enterprises, including canoe access. This area should retain as much of the existing tree cover as possible and have a low impervious surface coverage. A major greenway is planned for the river, the width of the greenway being 150 feet or the 100-year floodplain, whichever is greater.

TRANSPORTATION

A strong transportation connection to U.S. 1 and the railway to the west, is provided by a loop street system along Wake Forest/Fox Road and Spring Forest Road which could become the basis for a transit system for this area. This local transit system could provide an opportunity to connect to a regional system based on U.S. 1 or the adjacent railway. In order to improve the circulation within the area surrounded by the loop, cross streets form a grid street pattern. This street pattern breaks up development into smaller blocks and allows flexibility in the multi-modal transportation system. The number of traffic signals on the corridor will be limited, as will be direct access, by using joint driveways. Access will be restricted to feeder streets. The street system will be continuous and connect all parts of this area.

Transit and Pedestrian Circulation Policies
- In coordination with the regional and Raleigh transit systems, study regional transit implications for the high intensity area around the proposed transportation loop. The study should include transit's effect on the need for the extensive cross section planned for U.S. 401 and for additional roads.
- Along the transportation loop, study the needs for additional bus lanes, busways and transit/pedestrian development orientation. These transit-related facilities should be planned for and built into development of the proposed transportation loop. Minimally, bus stop/transit transfer points should be planned so that additional rights-of-way can be reserved and land for transit stops can be reserved in focus areas.
- Pedestrian travel should be designed as an integral part of the transportation facilities in this area. All of the roads and transit lanes shall be crossed easily, and new development should have good pedestrian access.

Road Network Policies
- The future cross-section of U.S. 401 should include a median preferably not less that 20 feet wide. It is anticipated that 130 feet of right-of-way, with six-lane divided with 16 foot raised landscaped median, will be needed on the length of 401 between Capital Boulevard and New Hope. Between New Hope Road and Perry Creek Road 150 feet of right-of-way will be needed, with six-lanes divided with 30 foot swale landscaped median. In the section north of Perry Creek Road towards Rolesville, 220 feet will be needed with 46 foot ditch- type median.
- Medians are recommended to ensure smooth traffic flow and to improve the aesthetics of the corridor. The full movement median cross-overs should occur only at the intersection with other

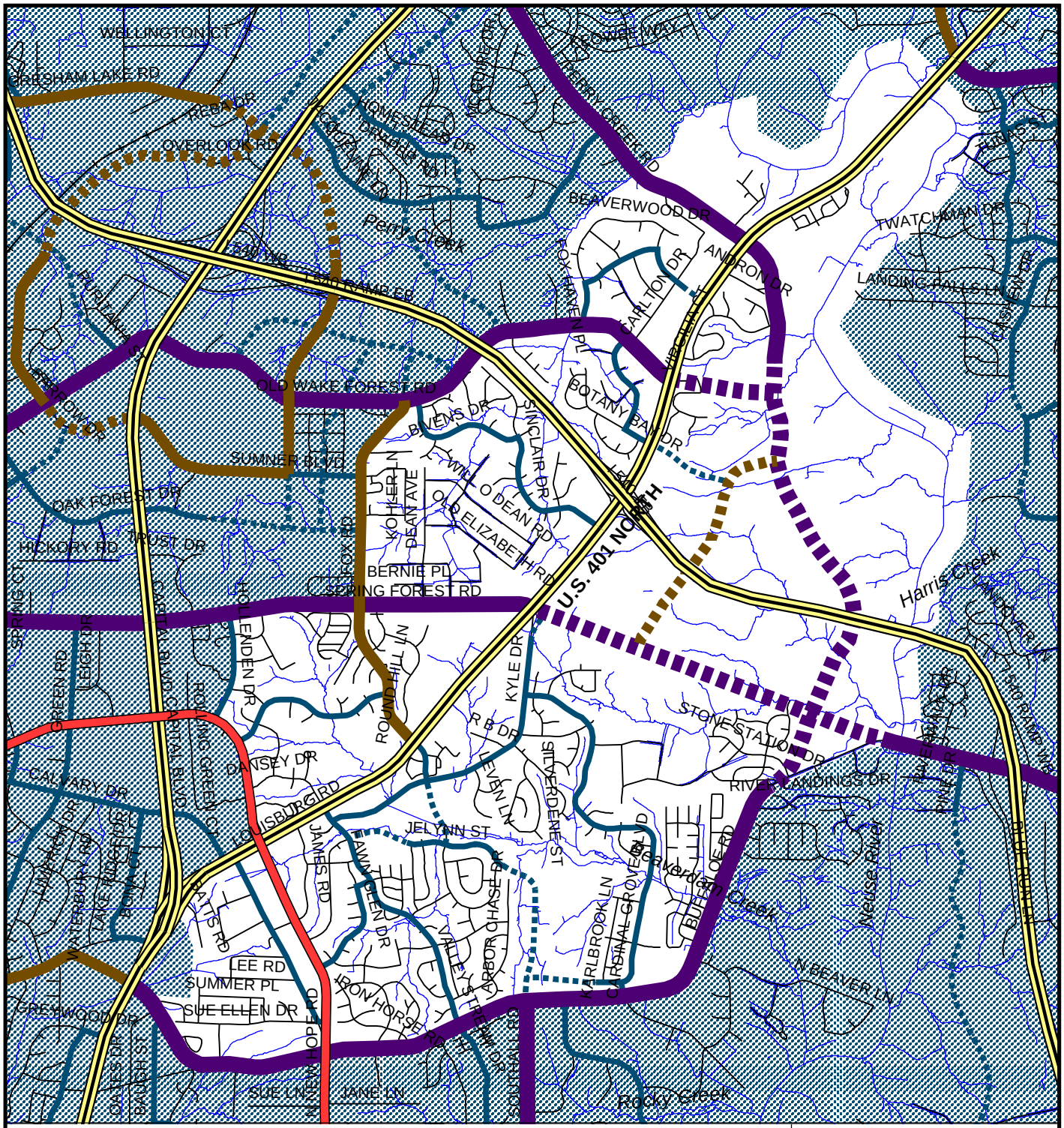
thoroughfares and at the interchange with the Northern Wake Expressway. These cross-overs are to be the signalized intersections. A minimum one-quarter mile full-movement median cross-over spacing and a minimum one-half mile signal spacing is needed. Median openings with limited movements should be considered on a case by case basis.
•Perpendicular access should be limited where possible to 800 foot intervals. Developments using common driveways are encouraged.
•Roadway continuity is strongly encouraged. The interconnection of various compatible developments would reduce motorist travel distance and time and could make transit service more efficient.
•Roadway cross-sections should be determined based on the anticipated traffic volumes and not on the street classification. The traffic volume basis needs to be determined for the width of street cross sections.

VISUAL RESOURCES

Visual resource emphasis is confined to the 3000 foot corridor surrounding U.S. 401. The purpose is to preserve and protect the historic, residential and rural atmosphere

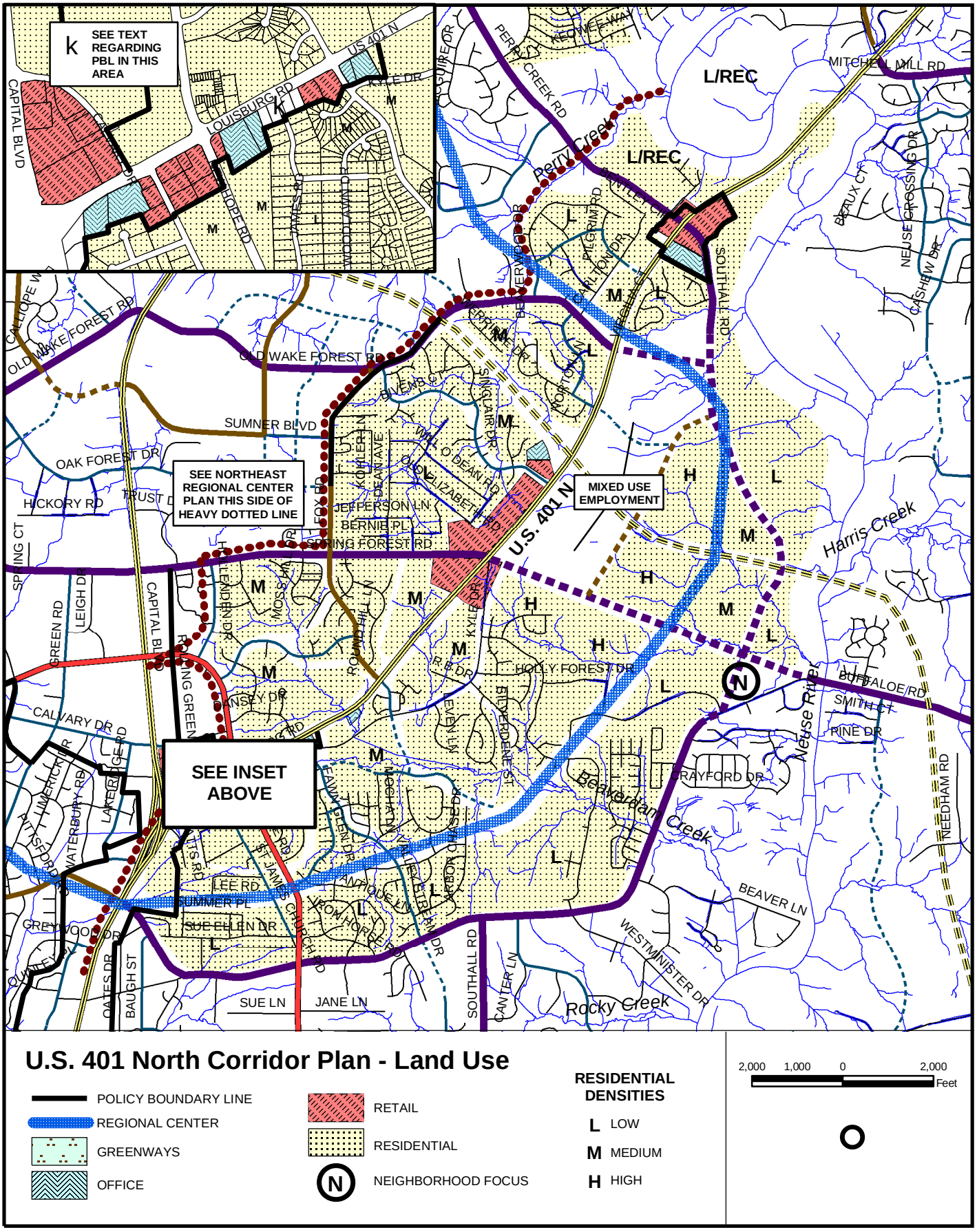
Streetyards
• Parking lots adjacent to U.S. 401 should be screened by existing vegetation or additional landscaping as required by code.
•Appropriate S.H.O.D.s should be applied and maintained throughout this corridor.
•Signs can either be attached to the building or be detached and low-profile. Signs should complement the building style including scale, color and texture. Medium or high profile ground signs should be limited to focus areas, with only one such ground sign for identification permitted per development.

Preservation of Natural and Historic Resources
•Open space should be provided along the Neuse River to protect water quality, preserve the character of these corridors, and accommodate greenways. Buffers along the Neuse River should include the 100-year flood plain or 150 feet, whichever is greater. Development within this area is discouraged. Along the Neuse River alternative residential development, such as clustering, is encouraged.
•Historic sites include: the Sion Rogers House, the Ivey-Hedrick House, and the Alpheus Jones House. These should be preserved on their original sites, and should be designated as local historic landmarks. Eligible properties should be nominated for the National Register of Historic Places. All development proposals adjacent to or including historic sites should include plans to lessen or eliminate any negative development impacts on those sites. Plans for the retention and preservation of historic sites in their original location should be shown on development proposals for parcels containing historic sites or properties. Any parking required for nonresidential adaptation should be in the rear of the historic structure to preserve the view from the road. Private sector should explore options for purchase or donation of preservation easements or restrictive covenants that preserve historic properties.
•Development plans around the proposed Northern Wake Expressway interchange should preserve the historic houses, important open spaces and views. Higher intensity development can be clustered behind and within wooded areas to help retain open fields and pastures.
•Preservation of the heavily wooded approaches to the Neuse River, as well as the existing topography, floodplains and rock outcroppings is essential.
•Tree preservation is strongly encouraged along the corridor through rezoning or landscape ordinance credits.



U.S. 401 North Corridor Plan - Thoroughfares

- PRIMARY ARTERIALS
- SECONDARY ARTERIALS
- MAJOR THOROUGHFARES
- MINOR THOROUGHFARES
- COLLECTORS
- PROPOSED ROADS
- U.S. 401 NORTH CORRIDOR PLAN


SEE TEXT REGARDING PBL IN THIS AREA
SEE NORTHEAST REGIONAL CENTER PLAN THIS SIDE OF HEAVY DOTTED LINE
SEE INSET ABOVE
MIXED USE EMPLOYMENT
L/REC
U.S. 401 N
Harris Creek
Berry Creek
Beaverdam Creek
Neuse River
Rocky Creek
OLD WAKE FOREST RD
SUMNER BLVD
OAK FOREST DR
HICKORY RD
SPRING FOREST RD
CAPITAL BLVD
LOUISBURG RD
US 401 N
MITCHELL MILL RD
SOUTHALL RD
HOLLY FOREST DR
BUFFALOE RD
CRAYFORD DR
BEAVER LN
WESTMINSTER DR
SUE LN
JANE LN
U.S. 401 North Corridor Plan - Land Use
POLICY BOUNDARY LINE
REGIONAL CENTER
GREENWAYS
OFFICE
RETAIL
RESIDENTIAL
NEIGHBORHOOD FOCUS
RESIDENTIAL DENSITIES
L LOW
M MEDIUM
H HIGH
2,000 1,000 0 2,000
Feet

Part 8 U.S. 64 East Corridor Plan

This corridor plan includes the area east of the Beltline, north of Poole Road, west of the Raleigh-Knightdale Annexation Agreement Line/Raleigh ETJ Line and south of the proposed Raleigh Boulevard. The Plan's focus is a few thousand feet both north and south of U.S. 64 west of the river and a few thousand feet north of U.S. 64 east of the river.

CONCEPTS

Visual Resources
The continuous nature of the corridor should be emphasized with median plantings. It is encouraged that the existing small stands of mature hardwood trees adjacent to U.S. 64 be retained to the extent possible. Special streetyard design and S.H.O.D.s are recommended to impart a unity and continuity to the corridor. Intersections are encouraged to expand spatially and to open views. The focal point of the corridor is the crossing of the Neuse River. In addition, two special design treatment areas are recommended as gateway elements, as transitions to the river.

S.H.O.D. connective streetyards connect the spaces between buildings and provide better definition of the corridor edge. The edge definition can be accomplished with a combination of plant materials and visible structures. The plant materials used within this streetyard should include evergreen trees and shrubs to form a dense planting pattern which ties to adjacent structures. Parking should be located behind this edge created by the streetyard planting and structures in redevelopment areas. S.H.O.D. buffer streetyards separate the land use from the roadway and screen parking and storage areas, using varied plant materials, understory trees and evergreens. Parking could be located between the roadway and any structure, but should be screened from the roadway. This yard should create a parkway feeling.

Transportation
U.S. 64 East is a regional arterial thoroughfare which primarily serves through traffic. Access from U.S. 64 to the adjacent land should be strictly limited. Access should be provided by collector streets or public access drives paralleling the thoroughfare. An access control policy for primary arterial thoroughfares should be developed. Such a policy should be based on cooperation between the public and private sectors and define cost sharing mechanisms, reimbursement policies and requirements for right-of-way dedication or reservation. Appropriate standards should be defined for privately owned access streets.

The parallel collector streets just south of U.S. 64 and the Lake Woodard Drive and Corporation Parkway extensions north of U.S. 64 East, between Trawick Road and Southall Road, should be constructed through a cooperative strategy followed by land-owners, developers, the City and the State. Further engineering study is required on these and other proposed roadways.

Encouraged are land use patterns that reduce traffic demands served by the single occupant automobile; enhanced transit service; and alternate routes for automobiles. Transit service should be expanded in the short term, while the existing railroad right-of-way should be preserved for future transit possibilities. The proposed U.S. 64 relocation to the south and Raleigh Boulevard to the North, will mitigate congestion.

Land Use
This is a Gateway Corridor connecting Raleigh to Knightdale and the eastern part of the state. It is an appropriate location for major employment generating land uses and planned

developments. Strip development in small parcels is discouraged and controlled to provide a suitable environment for economic development. There are four areas targeted for redevelopment. Strategies are suggested to enhance redevelopment potential.

POLICIES FOR SPECIFIC SECTIONS OF THE CORRIDOR

Tower/Beacon Plaza Area

Visual Resources

- The site on the south of U.S. 64 dominates the Tower/Beacon Plaza area. Mature hardwoods on this site should be preserved and incorporated in development plans.
- Land uses at the eastern quadrant of the Beltline should conform to the land form to preserve some of the tree stands beyond the SHOD requirement.

Transportation

- Allow no additional median cuts along U.S. 64 between Tower and Beacon Plaza Shopping Center
- Upgrade the traffic signal at Trawick Road.
- Require cross access within these retail areas, while incorporating an internal auto/pedestrian circulation system.

Land Use

- Improve the unity of development of retail uses in this area.
- East of Trawick Road, north of U.S. 64 and Beacon Plaza is recommended to be high density residential, office and institutional.
- Redevelop the residential area south of the retail area to industrial uses. Mixed uses, including retail and O&I uses which support the primary uses in this area, are appropriate north of the proposed Commerce Park Drive. The area south of Commerce Park Drive between the landfill and the Beltline should be developed for industrial uses.
- The area between Beacon Lake Drive, the proposed Frazier Drive extension and Corporation Parkway should be office and institutional or industrial. An alternative development scenario for this property would allow retail if primary access is limited to Frazier Drive extension, Corporation Parkway and Beacon Lake Drive. Secondary access along U.S. 64 will be considered. The topography on both sides of Frazier Drive extension offers possible industrial uses in a campus setting.

WILDER'S GROVE AREA

Visual Resources

- The Wilder's Grove area has a scattering of mature deciduous trees and a visually significant ridge line which should be preserved. Buffer streetyards are recommended in this area due to the numerous intersection openings.
- Building placement at the Hedingham Boulevard intersection should not obscure future views.

Transportation

- Keep the U.S. 64 entrance of the landfill as the primary entrance, while adding a secondary entrance for the landfill along Frazier Drive extension. The median cut on U.S. 64 at the landfill should be maintained until Frazier Drive is completed. Special access lanes for trucks using the landfill should be considered with these roads.

•South of U.S. 64 and north of the proposed Frazier Drive extension and the parallel collector east of New Hope Road, between the landfill entrance and Hedingham Oaks, is a redevelopment area where cross access and lot assemblage is encouraged
•Proposed bikeways are located along New Hope Road and Corporation Parkway.

Land Use
•The property between Beacon Plaza and New Hope Road should be office and institutional and/or industrial. In the northwest quadrant of New Hope Road and U.S. 64, redevelopment to a land use more compatible with those recommended in the remainder of the area between New Hope Road and Corporation Parkway is recommended. Retail would be allowed if primary access is limited to Corporation Parkway or New Hope Road with secondary access along U.S. 64 to be considered.
•There is a redevelopment area on the south side of U.S. 64 between the current landfill entrance and Hedingham Oaks, where industrial and office and institutional uses are preferred.
•The remaining land south of the proposed Frazier Drive extension and the parallel collector east of New Hope Road should be industrial, including waste management technologies.
•The landfill area could attract private industries desiring to locate in a campus-like setting close to other innovative waste management facilities.
•Between Patriots Drive and Freedom Drive is an area appropriate for industrial or office and institutional land uses as the property redevelops. Retail is allowed if primary access is limited to the parallel collector street on the south side of U.S. 64 or the side streets with secondary access along U.S. 64.
•An alternative development scenario for the area between Corporation Parkway, Frazier Drive extension, U.S. 64 and New Hope Road could be retail if primary access is limited to Frazier Drive extension or side streets with secondary access along U.S. 64 to be considered.
•On the east side of New Hope Road north of U.S. 64 the land should develop as industrial and according to the Master Plan of the Raleigh International Business Park which incorporates industrial/office and retail uses.
•Property fronting Hedingham Boulevard should be office, institutional and industrial, except in the southwest quadrant of the proposed Corporation Parkway and Hedingham Boulevard where retail uses would be permitted. Property in the southeast quadrant of Hedingham and Corporation Parkway should be office and institutional.

Southall/Rogers Lane Area

Visual Resources
•This area has a gradual grade change to and from the river and has strong land forms. Because this area is mostly undeveloped, it provides the opportunity for lengthy streetyards.
•East of Hedingham Boulevard, along the north and south sides of U.S. 64 to the proposed Southall Road extension, should be developed with a connective streetyard.
•A greenway transverses the corridor just east of Hedingham Boulevard and continues south through a mature hardwood stand leading to a series of lakes. This tree stand should be incorporated as part of the Greenway corridor.
•An opportunity to create a special design treatment area within the corridor is located in an undeveloped area between the north side of U.S. 64 and the old U.S. 64. If bisected by a new Southall Road realignment, then an area of the same size should be provided on the west side of Southall Road. This development should make conceptual ties to the river.
•Approaching the Neuse River on both sides of U.S. 64, mature hardwood forests should be protected within the streetyard.

Transportation

•Relocate the proposed extension of Southall Road to a new intersection with Rogers Lane to the east to create a safer intersection. The exact location needs to consider the super elevation of the existing U.S. 64.

•Use a proposed pedestrian linkage near Patriots Drive, that is, crosswalk, underpass, etc., in conjunction with the greenway crossing.

•Access to U.S. 64 should be closed from the realigned Southall Road to the river on both sides.

•Crossings of the Neuse River, connecting the residential west side of the river with nonresidential uses on the east side, have potential for recreational and pedestrian/bikeway use.

•This area is the loop end of a mass transit corridor.

•The extension of Corporation Parkway to the east of Southall Road should conform to the land forms and provide access to the river.

•Signalize the realigned Southall and U.S. 64 when the Old Milburnie Road and U.S. 64 intersection is signalized.

Land Use

•For the area between Patriots Drive, U.S. 64, Rogers Lane and the parallel collector south of U.S. 64, retail uses would be allowed if primary access is limited to the parallel collector south of U.S. 64, Patriots Drive or Rogers Lane with secondary access to U.S. 64 to be considered.

•The immediate area at the southeast quadrant of Rogers Lane and U.S. 64 should be medium or high density residential or office and institutional. The balance of the area should be used as low to medium density residential or conservation area.

•There should be a natural area along the Neuse River for greenway and river access. The natural area should be 150' or the floodplain whichever is greater with accessibility to the river and preservation of the natural areas. Land should be available to allow for future sewer lines. Access may be provided through land outside of the floodplain.

•Cluster unit development with medium to high density housing or office and institutional are appropriate in the area east of Rogers Lane.

•Park opportunity areas should be considered along the river where significant features occur, especially at past, present or potential river crossings or at sites that exhibit natural features.

•The strip of land between the existing U.S. 64 and the Old U.S. 64 should be industrial west of Southall Road and medium to high density residential east of the road. Significant tree stands should be preserved.

•Located on Old U.S. 64 is a potential redevelopment area that is now an asphalt plant. The area should redevelop to other industrial uses in campus settings.

•The two large industrial areas on the west side of the Southall extension should provide a streetyard which should be a minimum of 40 feet or up to 200 feet depending on the intensity of the new development.

The Neuse River

•Views of the river could create an entry feature for Raleigh.

•Disruption of the ecosystem during and after development within the river corridor should be minimal and the creation of a symbiotic relationship between development and the natural conditions should be encouraged. Development should promote use and enjoyment of the river.

•Retail land uses should occur on the east side of the river in the Milburnie area.

•Extensive wetland areas abut the Neuse River and are included in the Wake County Inventory of Natural Areas. The area is significant as a habitat for rare and aquatic animals and for extensive marshes and wet woodlands north of U.S. 64. The resources in these wetland areas should be protected and incorporated into the greenway corridor which parallels the river.

Milburnie Area

Visual Resource

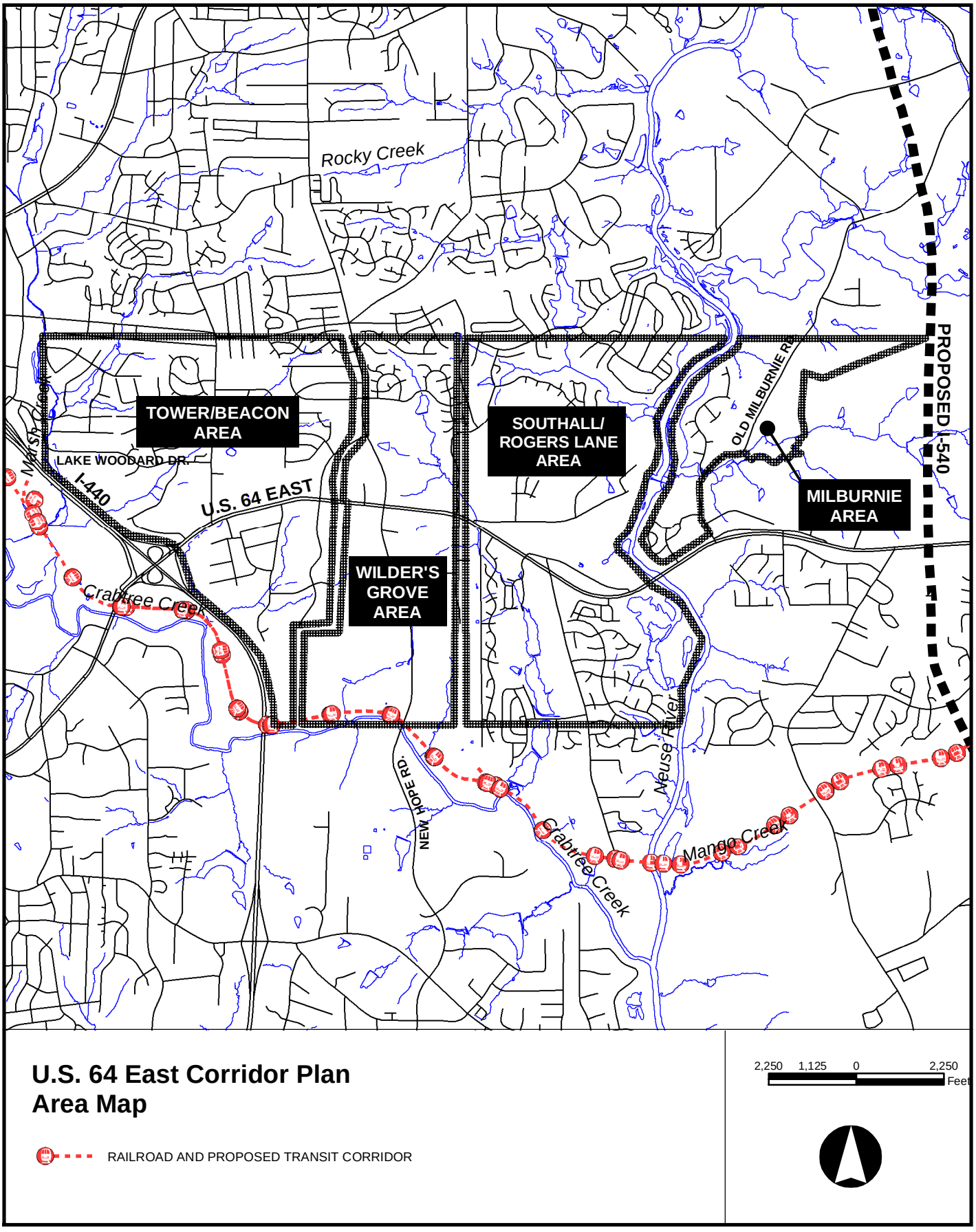
•The Milburnie area is the least developed area of the corridor and so presents the best opportunity for structured development. It contains an opportunity site for a special design treatment.

Transportation

•Additional bikeways are needed east of the river with access to pedestrian linkage sites on the river and along greenways.
•Close access to U.S. 64 along portions of 64 between Old Milburnie Road and the proposed Southall Road.
•Provide one street access point to U.S. 64 between Old Milburnie Road and the river. No median cut is recommended at this location on U.S. 64; this access point should be considered along with other driveway cuts in the area.
•Signalize the intersections of Old Milburnie Road and Southall Road.
•Allow a median cut to remain to service the frontage road, east of Old Milburnie Road; however, left turn lanes are needed.

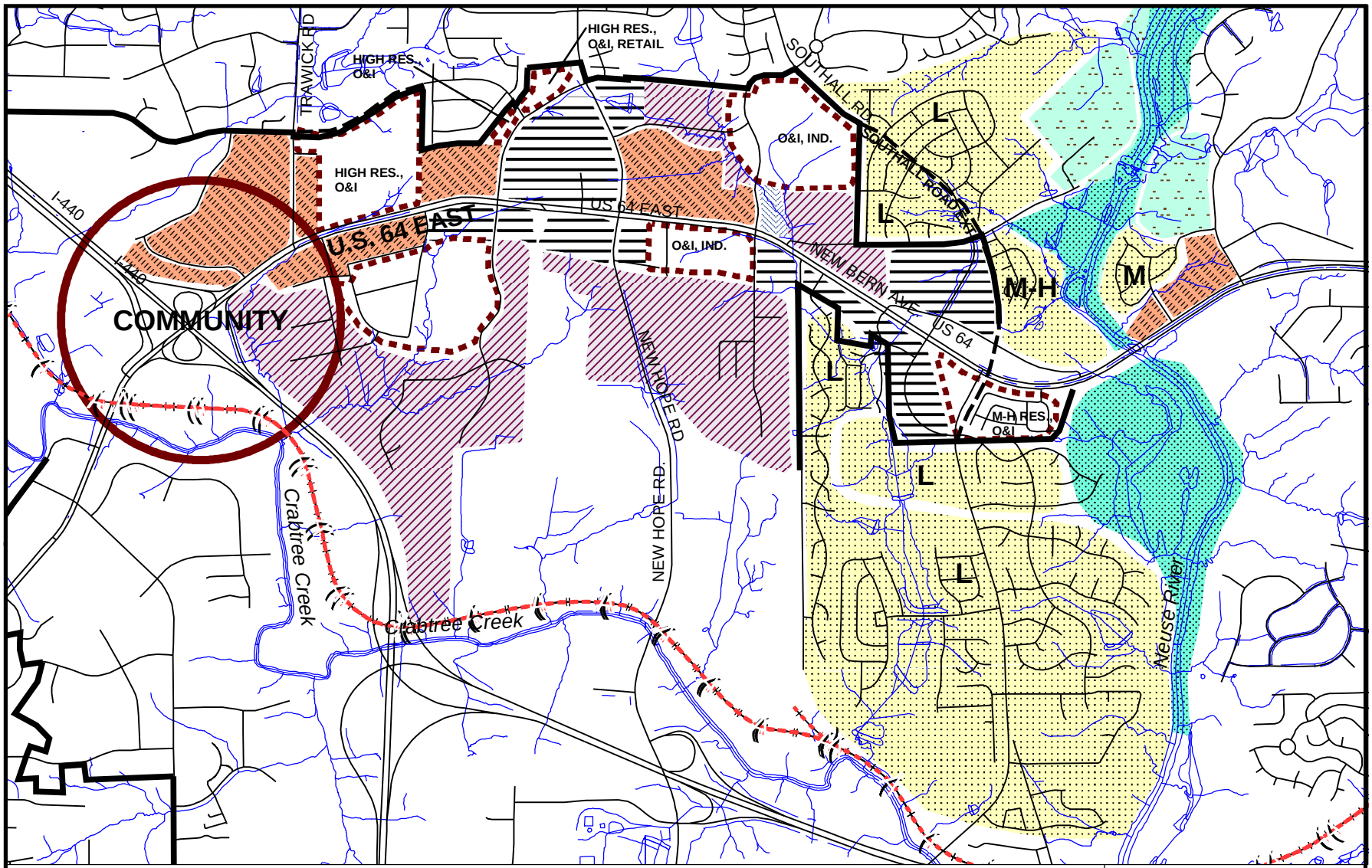
Land Use

•The retail area at the river and Old Milburnie Road previously approved by Wake County is approximately 20 acres in size. The proposed retail uses, if oriented to the river, should respect the natural land forms and vegetation. Other land uses at this site could emphasize medium density residential opportunities with good access to the open space and recreational opportunities offered by the Neuse River.
•Conservation areas and potential park sites in the Milburnie area should be along the river and tributaries near natural features and historic structures. These areas should be compatible with the new City Park at Beachwood.
•The Milburnie Dam should be preserved because of its historic value and water management. Neuseoca Lake, Beaver Dam Lake and Milburnie Lake should be preserved along with their buildings and natural areas.
•The conservation area along the Neuse River should consist of at least 150' or the floodplain which ever is greater.



U.S. 64 East Corridor Plan Area Map

RAILROAD AND PROPOSED TRANSIT CORRIDOR



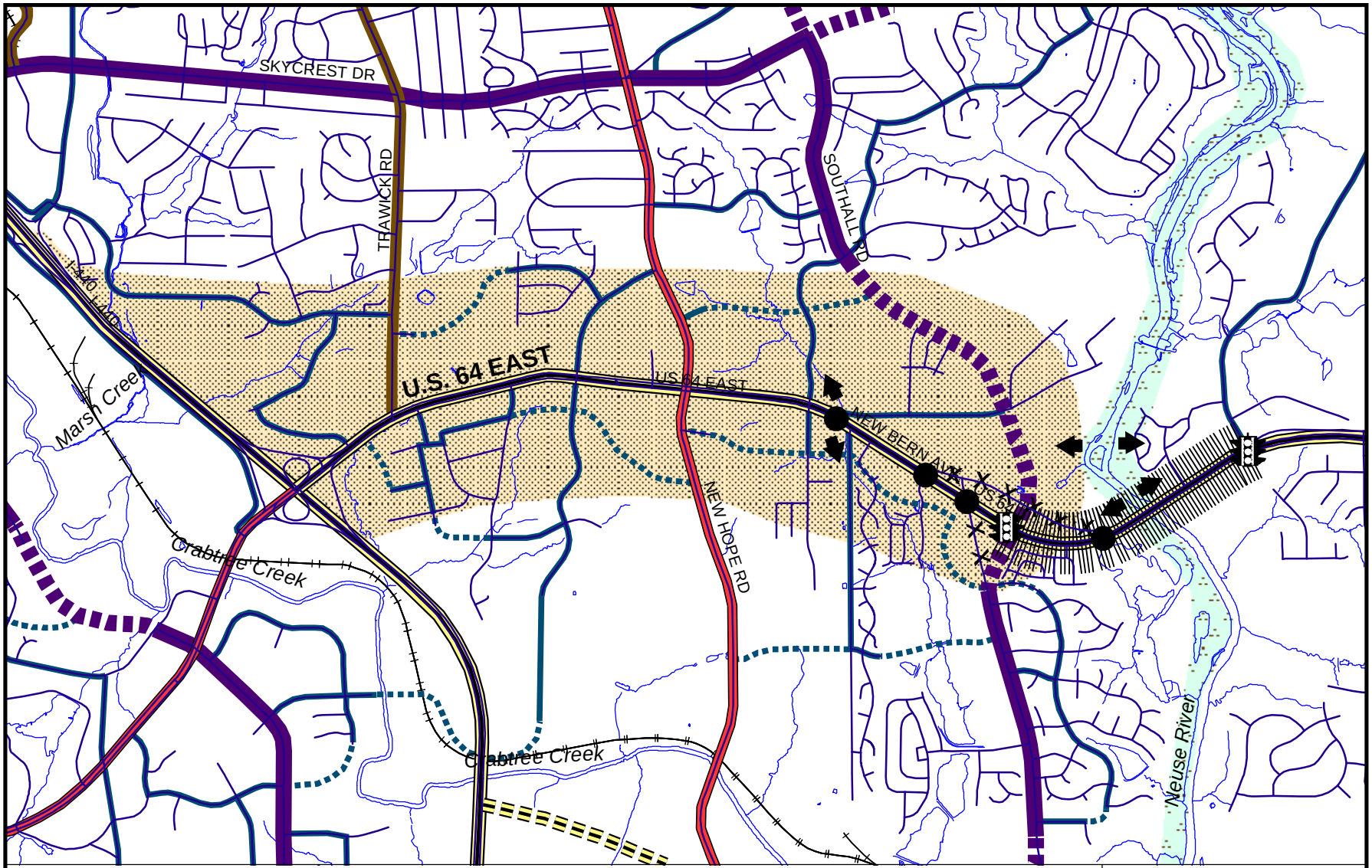
U.S. 64 East Corridor Plan - Land Use

- POLICY BOUNDARY LINE
- § COMMUNITY FOCUS AREA
- PARKS
- CONSERVATION AREA WITH GREENWAY
- PROPOSED TRANSIT
- RESIDENTIAL
- OFFICE & INSTITUTIONAL
- COMMERCIAL
- INDUSTRIAL
- MIXED USE
- INDUSTRIAL OR O&I THAT MAY ALLOW RETAIL USES WITH CERTAIN RESTRICTIONS

RESIDENTIAL DENSITIES

- **L** LOW
- **M** MEDIUM
- **H** HIGH

1,300 650 0 1,300 Feet



U.S. 64 East Corridor Plan - Thoroughfares

- SECONDARY ARTERIALS
- PRIMARY ARTERIALS
- MINOR THOROUGHFARES
- MAJOR THOROUGHFARES
- COLLECTORS
- PROPOSED ROADS
- CLOSE MEDIAN
- SIGNALIZE
- CLOSE ACCESS
- PROPOSED PEDESTRIAN LINKAGES
- CLOSE ROAD
- NATURAL CORRIDOR
- URBAN TRANSIT CORRIDOR

1,500 750 0 1,500 Feet

Raleigh Comprehensive Plan 10/02

U.S. 64 East Corridor Plan 7-8.8

Part 9 U.S. 70 Corridor Plan

U.S. 70 gateway corridor is an important link between Raleigh, Durham, the Research Triangle Park and Raleigh-Durham International Airport.

Transportation and Access Policies

•Minimize access points on U.S. 70

•Provide alternative public access roads in addition to those which provide direct access to U.S. 70.

•Provide for a collector street system which will move traffic and provide for safer and more efficient intersections with U.S. 70.

•Encourage unified access points. Lots which are isolated by conditions such as terrain or existing development may require alternate approaches.

•Provide temporary access points where necessary to serve until a permanent access system is fully developed.

•Provide for the possibility of direct access points where larger tracts will be developed under a unified master plan and where such locations are deemed safe and appropriate from a traffic design point of view.

Transportation and Access Implementation

•The geographic area of the following policy applies to U.S. 70 West from the Wake County/Durham County line on the west to Duraleigh Road on the east. When property with frontage on U.S. 70 develops or redevelops, public access to U.S. 70 shall be provided, where possible, in one of the following ways:

Case 1: The property can receive access from a planned rear collector street or a collector - distributor frontage road or another public/private street which intersects with U.S. 70; or

Case 2: Developing property with U. S. 70 frontage, but no possible access from a collector, frontage road or other public or private street intersecting U.S. 70 can receive access where indicated in this plan by building a frontage road or obtaining permanent cross-access agreements among all affected properties, if the land needed for the frontage road or cross easements can be acquired by the owner of the developing property. If frontage roads or cross-access agreements cannot be achieved through private means, the City, on a case by case basis, may use its regulatory or condemnation powers to develop alternate means of access.

Case 3: When a tract or group of contiguous tracts, containing more than fifty acres is planned under a master plan, direct access onto U.S. 70 may be considered for approval as a part of that plan.

•Where planned collectors pass through property for which dedication of right-of-way is not now required for existing or further development, the City or State should consider purchase of right-of-way and construction of the road. Such purchase negotiations should be made prior to development which might make completion of a collector street impractical.

•Temporary direct access points to U.S. 70 may be approved, in accordance with State and City procedures, where access to a rear road, frontage road or another public or private street intersecting U.S. 70 is not yet available. Such access will be allowed if the property owner provides for: the right-of-way dedication needed for the facility; construction of the facility, if applicable; limiting access to the road once it is available, provided such limitation of access will not prejudice owners' financing of improvements upon the property to be accessed.

•Where a unified master plan is submitted for a tract or a group of contiguous tracts containing more than fifty acres or with more than five hundred feet of U.S. 70 frontage, such properties must dedicate right-of-way for and construct roads as set out in the plan or required by the City

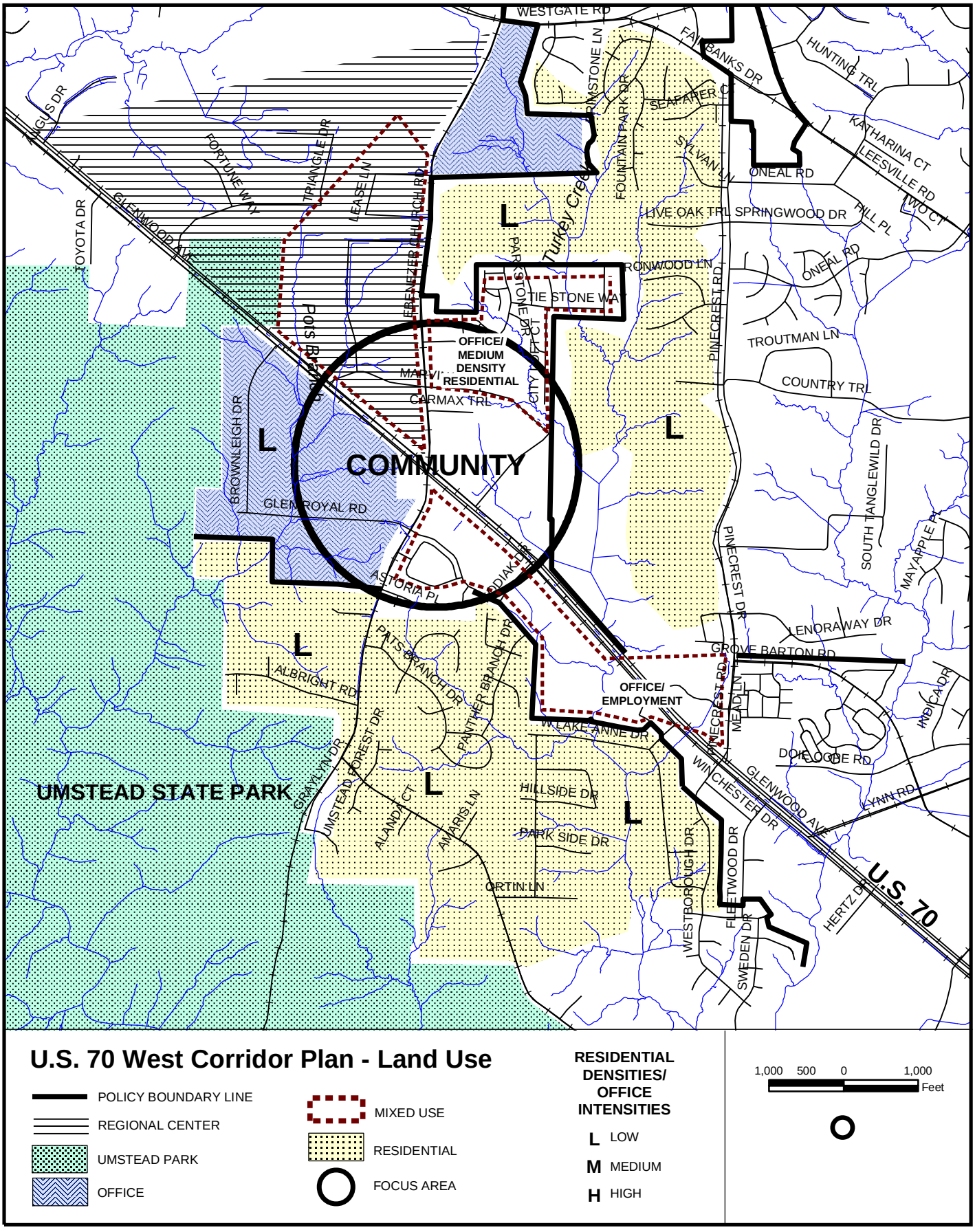
Code. In these cases, direct access onto U.S. 70 may be allowed at points determined to meet all applicable governmental regulations and as part of a public or private street system.
•Collector-distributor frontage roads will sometimes be in direct conflict with the objective of maintaining the natural character of the corridor. These conflicts will be resolved by the City on a case by case basis through the city's zoning, site planning and subdivision processes.
•Refinements of the road network are anticipated as site-specific land use decisions are made through zoning, subdivision and site planning processes.

Urban Form and Land Use, Ebenezer Church Community Focus and Vicinity
For depths of up to one mile from the right-of-way, lands should be primarily nonresidential. These high intensity uses extend even farther from the right-of-way in the Airport Overlay District and in transitions from more intense to less intense land uses. A policy boundary line separates nonresidential uses within the Airport Overlay District and adjacent industrial areas west of Ebenezer Church Road from residential uses lying generally east of that road.

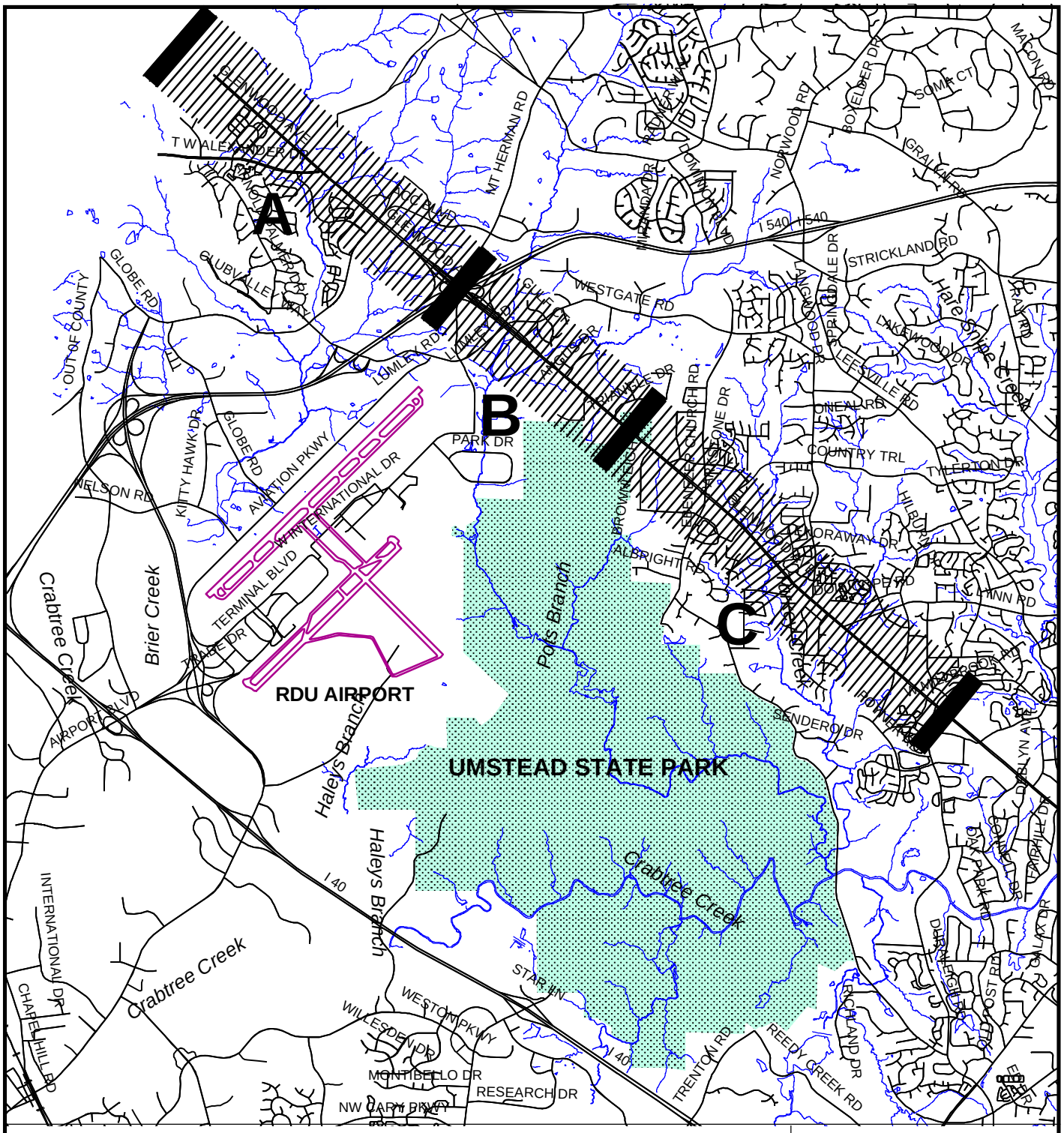
At the intersection of Ebenezer Church Road and U.S. 70 is a community focus with land use transitions to the east of the road. The community focus shown at the intersection of Ebenezer Church Road and U.S. 70 should serve as a transition from the intense employment base uses on the west side of Ebenezer Church to the proposed residential uses farther north and east of the intersection. A mixture of medium density residential and low intensity office can provide a good buffer to the high intensity uses west of Ebenezer Church Road. Transitional use patterns of office and medium density residential uses are also shown for the northeast quadrant, as transitions occur away from the focus to the lower density residential uses. Since the lake east of the Water Garden development forms a good buffer, a policy boundary line limits nonresidential uses to the area west of the lake. On the south side of U.S. 70, office and medium density residential uses transition to Umstead State Park and residential areas along Ebenezer Church Road. Adjacent to the park, the land use intensities are reduced by Metropark overlay zoning. To further shield these areas to the south, the majority of the commercial and employment base uses are encouraged to be developed on the north side of U.S. 70. A policy boundary line limits the growth of the nonresidential uses south of U.S. 70. A buffer for this area should be used.

Land Use, Millbrook/Lynn Road City Focus
This focus is defined on the Millbrook/Lynn Road City Focus Map with policy boundary lines, general land use categories and a defined retail boundary. In addition, there is allowance for limited retail development in a small area along Lynn Road to be used as a transition and not considered part of the focus retail development. The area is designated "Limited Retail/Office Mixed Use Transition" and allows residential, office, and retail uses equivalent to those allowed generally in Raleigh's Residential Business Zone.

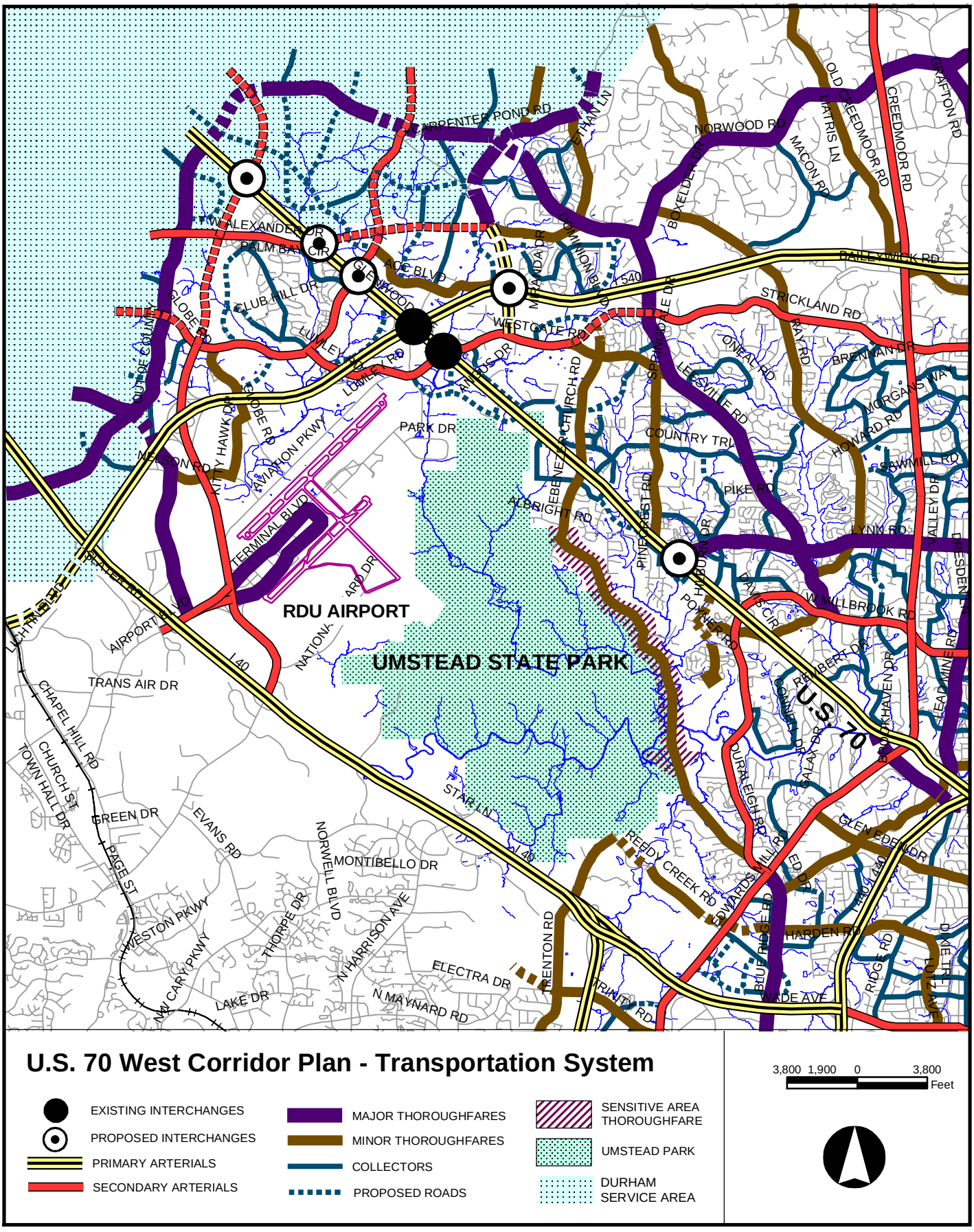
Development Character Areas
Area A, which runs from the Durham County line to the Northern Wake Expressway, is to be the most intensely developed and urbanized portion of the corridor. Area B, which includes the area between the Northern Wake Expressway and Umstead State Park, will emphasize low-rise services but not to the exclusion of other low intensity uses. Transportation, storage and manufacturing uses are encouraged. Area C, which covers the corridor between Umstead State Park and Duraleigh Road, is the relief between higher intensity areas. Densely wooded natural areas are emphasized, particularly adjacent to the roadway. Landscape projects by the City should be used to enhance the roadside and median. Every effort should be made to protect the existing state park entrance and the park property on the north side of U.S. 70.



U.S. 70 West Corridor Plan - Land Use



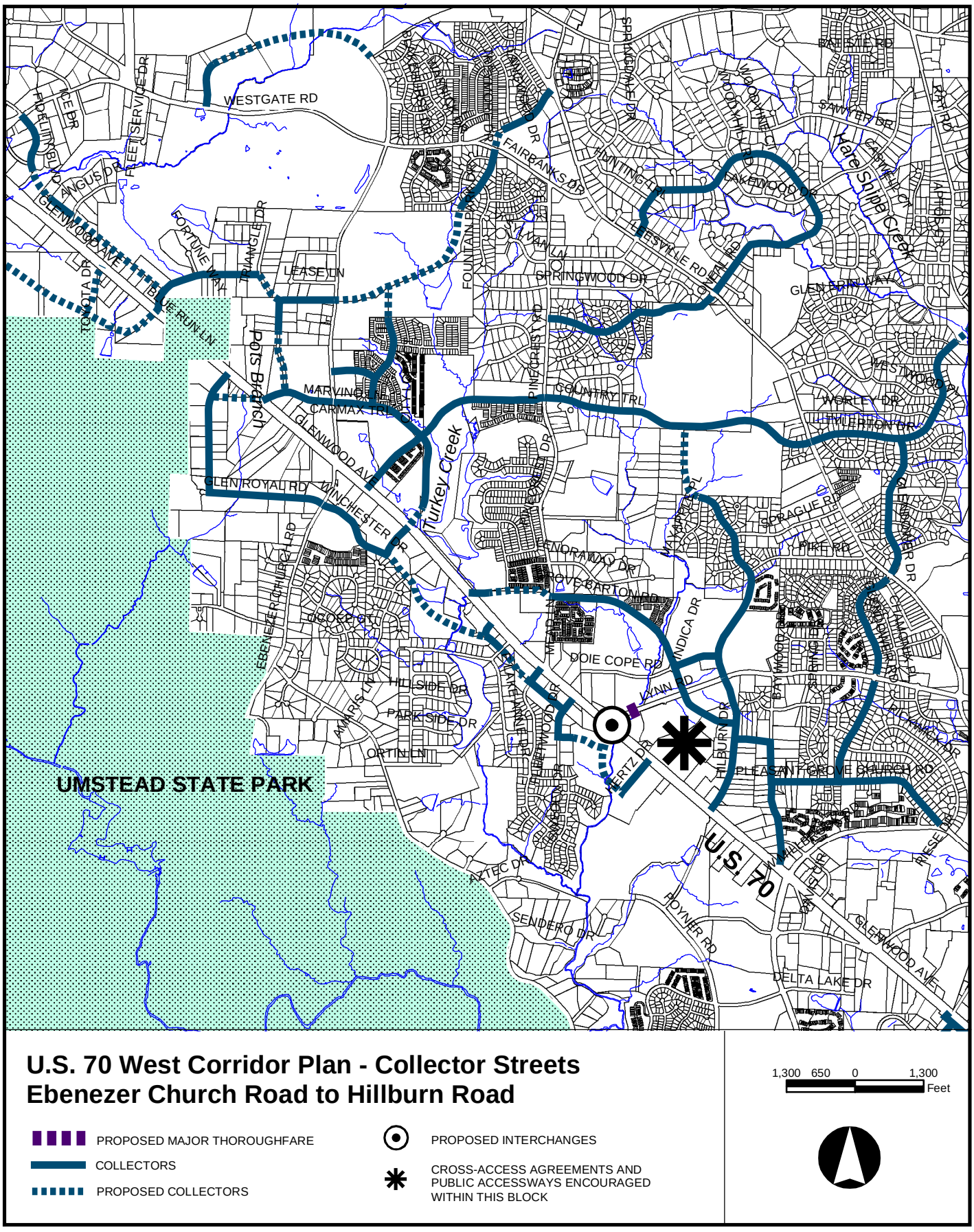
U.S. 70 West Corridor Plan
Character Areas



U.S. 70 West Corridor Plan - Transportation System

- EXISTING INTERCHANGES
- PROPOSED INTERCHANGES
- PRIMARY ARTERIALS
- SECONDARY ARTERIALS
- MAJOR THOROUGHFARES
- MINOR THOROUGHFARES
- COLLECTORS
- PROPOSED ROADS
- SENSITIVE AREA THOROUGHFARE
- UMSTEAD PARK
- DURHAM SERVICE AREA

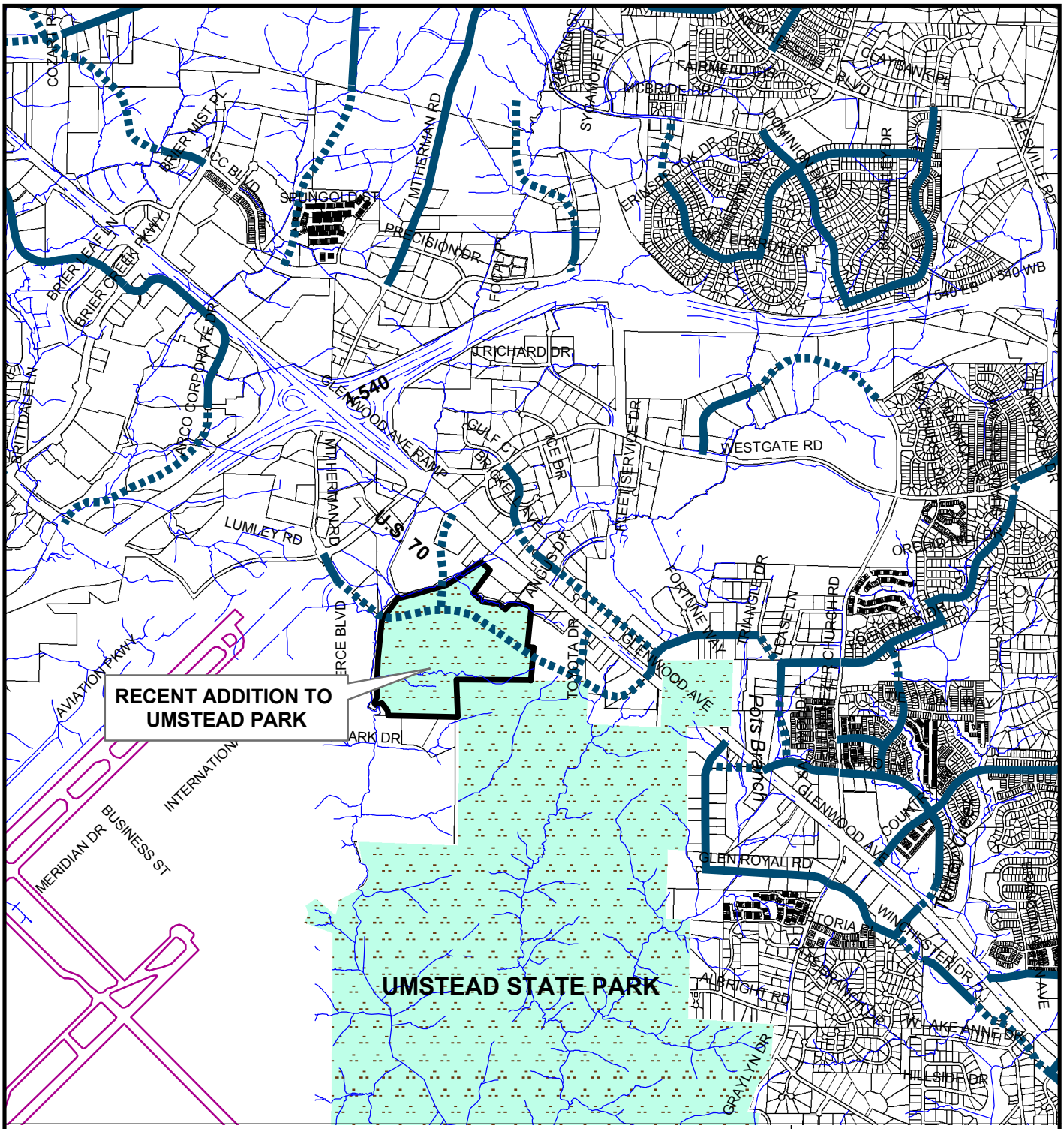
3,800 1,900 0 3,800 Feet



U.S. 70 West Corridor Plan - Collector Streets
Ebenezer Church Road to Hillburn Road

- PROPOSED MAJOR THOROUGHFARE
- COLLECTORS
- PROPOSED COLLECTORS
- PROPOSED INTERCHANGES
- CROSS-ACCESS AGREEMENTS AND PUBLIC ACCESSWAYS ENCOURAGED WITHIN THIS BLOCK

1,300 650 0 1,300 Feet

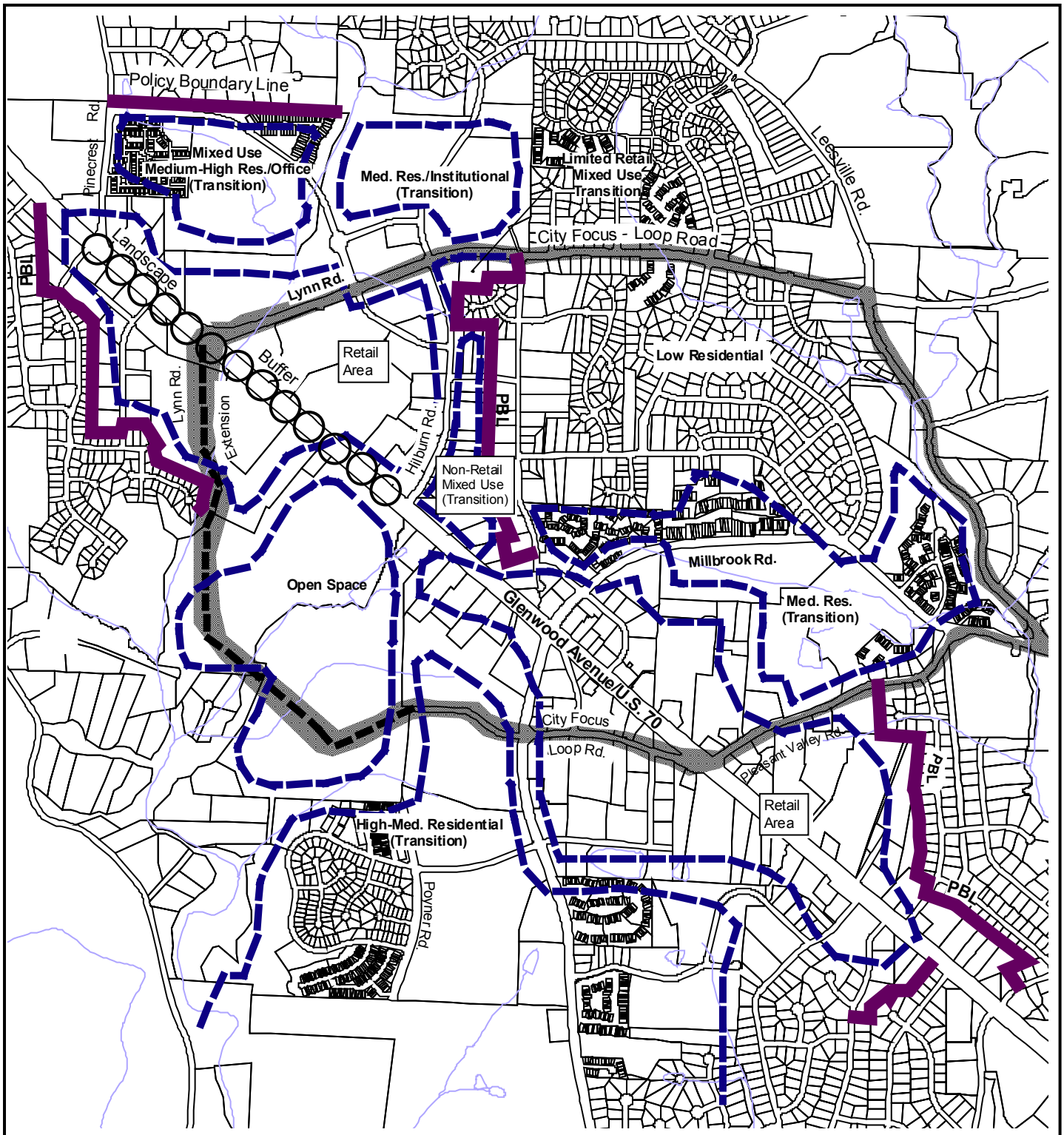


U.S. 70 West Corridor Plan - Collector Streets
Westgate Road to Ebenezer Church Road

COLLECTORS

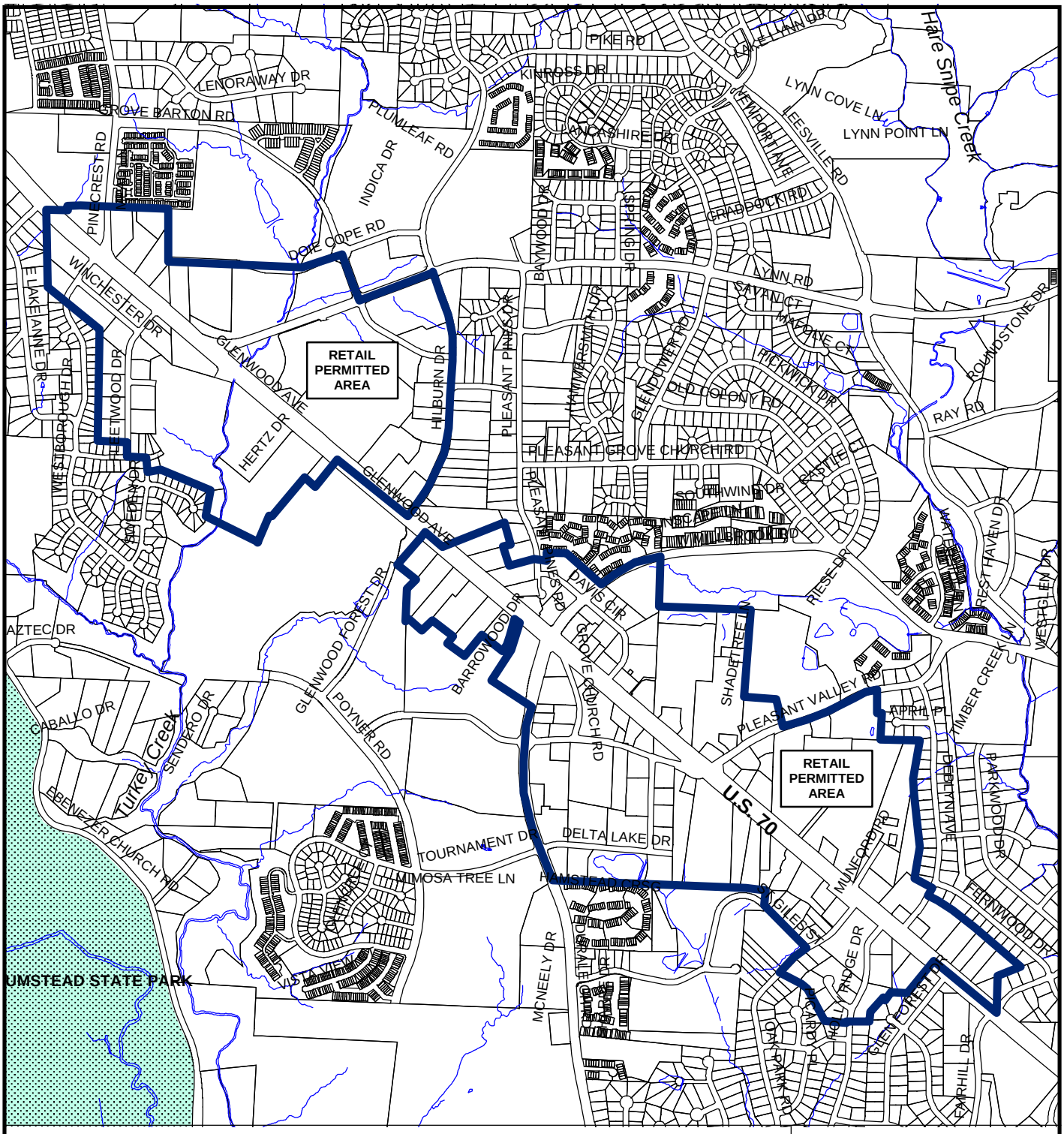
PROPOSED COLLECTORS

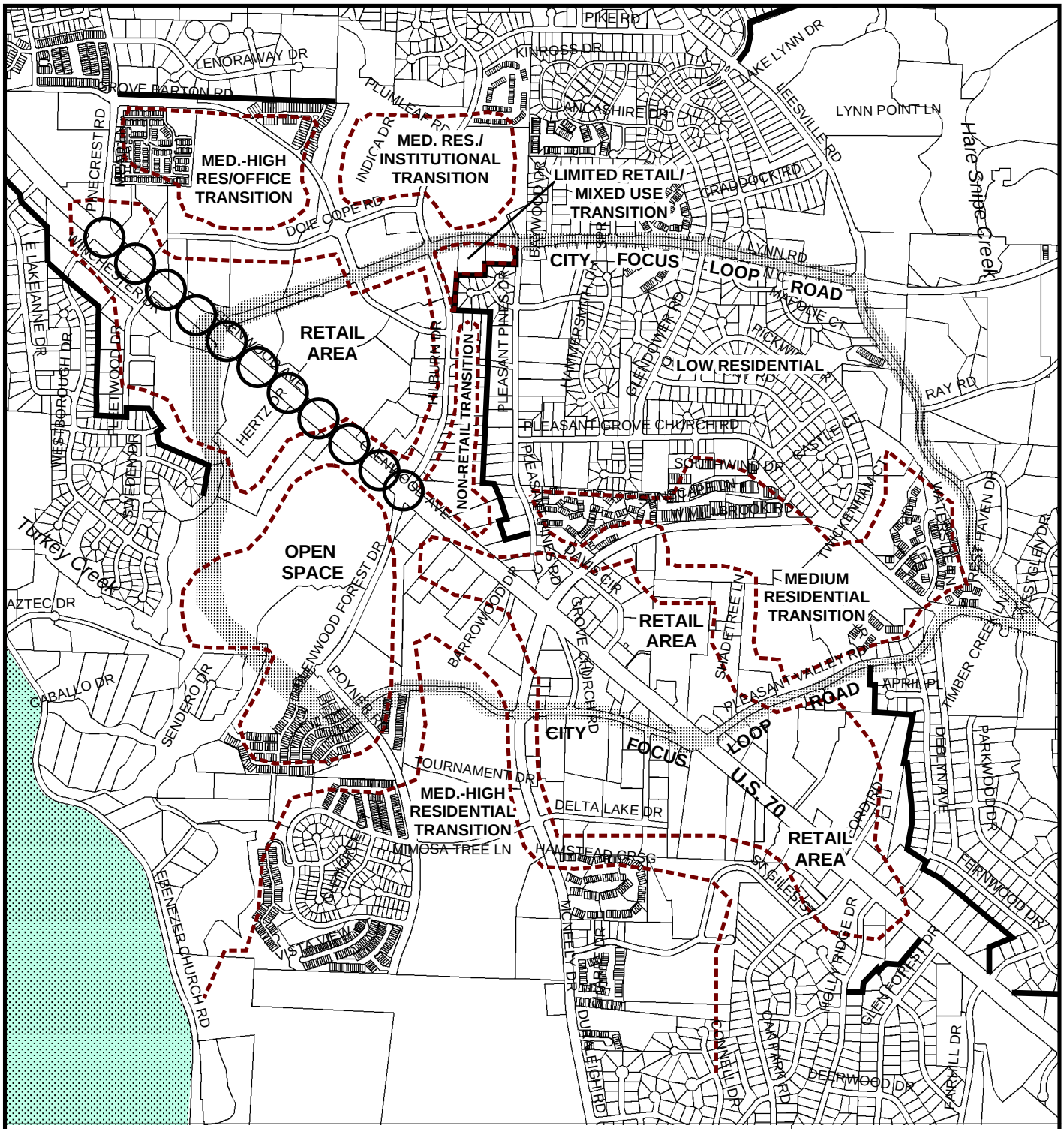
1,500 750 0 1,500 Feet



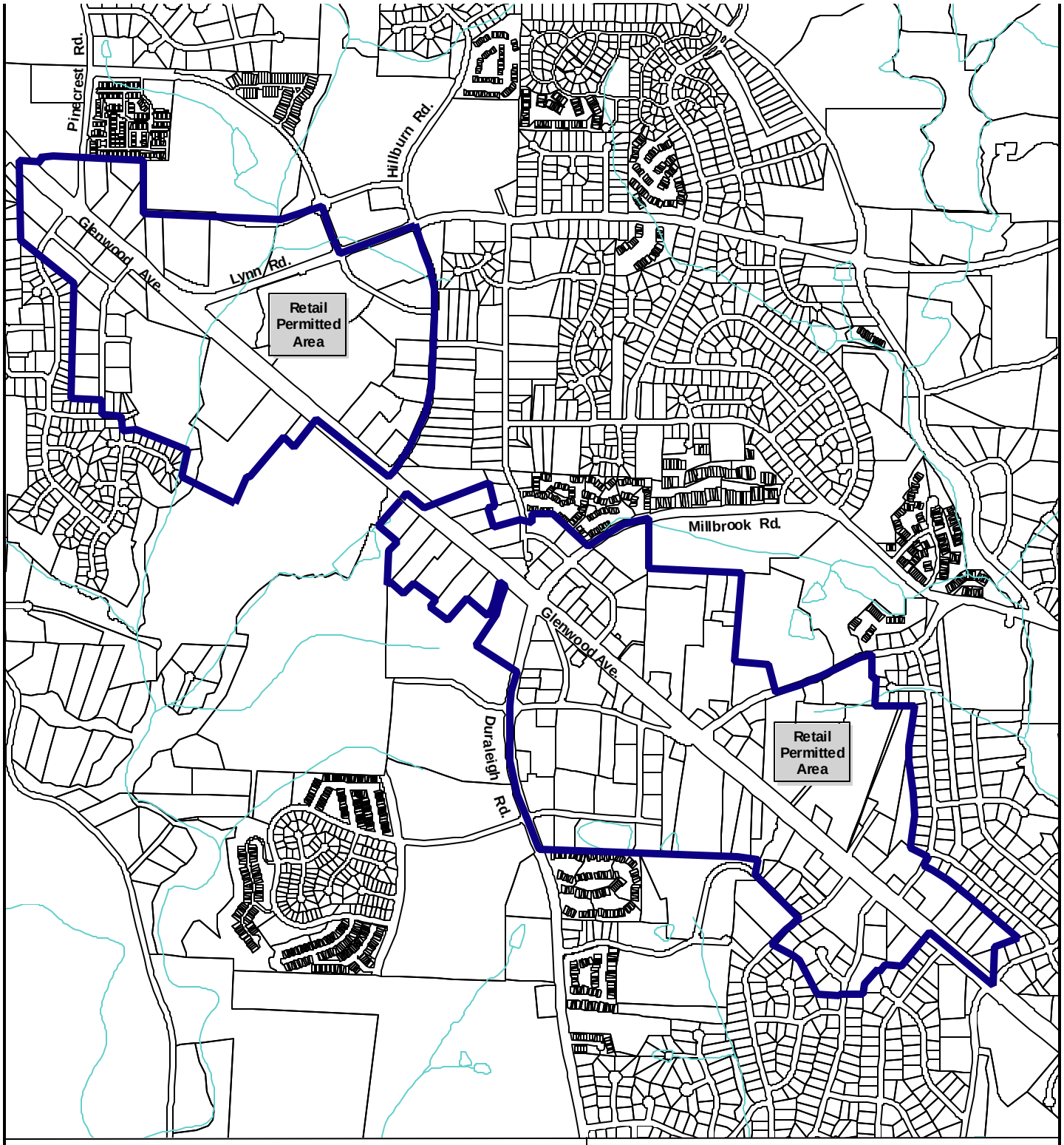
Millbrook/Lynn Road City Focus
Proposed Land Uses

1000 0 1000 Feet


RETAIL PERMITTED AREA
RETAIL PERMITTED AREA
U.S. 70
Hare Snipe Creek
Turkey Creek
UMSTEAD STATE PARK
PIKE RD
KINROSS DR
LANCASHIRE DR
LYNN COVE LN
LYNN POINT LN
LEESVILLE RD
NEWPORT AVE
LENORA WAY DR
GROVE BARTON RD
PLUMLEAF RD
INDICA DR
PINECREST RD
DOVE COPE RD
WINCHESTER DR
E LAKE LANNE DR
WESTBOROUGH DR
FLEETWOOD DR
SOMERTON DR
GLENWOOD AVE
HERTZ DR
HILBURN DR
PLEASANT PINES DR
BAYWOOD DR
SHERWOOD DR
HAMPSHIRE DR
GLENFLOWER RD
OLD COLONY RD
LYNN RD
SAVAN CT
MALDAVE CT
RICKWICK DR
ROUNDSTONE DR
RAY RD
PLEASANT GROVE CHURCH RD
CRAPTHE CT
SOUTHWIND DR
CAPRIWIND DR
WATERFORD LAKE DR
WEST HAVEN DR
WESTGLEN DR
RIESE DR
DAVIS DR
DAVIS CIR
GROVE CHURCH RD
BARROWWOOD DR
GLENWOOD FOREST DR
POYNER RD
AZTEC DR
CABALLO DR
SENDERO DR
EBENEZER CHURCH RD
SHADETREE LN
PLEASANT VALLEY RD
APRIL PL
AMBER CREEK
DEERLYN AVE
PARKWOOD DR
FERNWOOD DR
MUNFORD RD
GILES ST
TOURNAMENT DR
DELTA LAKE DR
MIMOSA TREE LN
HOMESTEAD CIR
VISTA VIEW LN
MCNEELY DR
OAKRIDGE DR
OAKPARK RD
GLEN FOREST DR
EMRHILL DR
U.S. 70 West Corridor - Millbrook/Lynn Road City Focus
Retail Permitted Area
RETAIL PERMITTED AREA
990 495 0 990
Fee



U.S. 70 West Corridor - Millbrook/Lynn Road City Focus Land Use



Millbrook/Lynn Focus
Retail Permitted Area

1000 0 1000 Feet

CP-6-06 Falls of Neuse Corridor Plan

Durant Road north to the Neuse River and New Falls of Neuse Boulevard

Intent
Provide guidance for future zoning and development along the corridor that will preserve the character of the corridor in connection to the Falls Lake Water Supply *Watershed*, the Falls Lake Dam, parks, and the historic Falls Community.

Plan Area Boundary
The Plan area includes properties fronting the Falls of Neuse corridor between Durant Road and the Neuse River and the area fronting New Falls of Neuse Boulevard planned extension to the planned New Falls of Neuse Boulevard bridge. Immediately south of this corridor plan is the I-540 / Falls of Neuse Small Area Plan; immediately north of this corridor plan is the Wakefield Small Area Plan.

Character of the Corridor
Falls of Neuse Road north of Durant Road is transitioning from a rural area to a suburban, green corridor. Most of the property west of the Falls of Neuse Corridor is in Wake County's jurisdiction and in the Falls Lake Water Supply *Watershed*. Properties on the western side will develop at rural intensities and with restrictions on the maximum amount of impervious surface.

The properties east of Falls of Neuse Road are in the City of Raleigh *Extraterritorial Jurisdiction (ETJ)*. The frontage properties are developed with rural and low density residential uses and include extensive roadside vegetation, creating a "green corridor." This development pattern respects the rural character of the Falls Lake Water Supply *Watershed* and the Falls mill village (circa 1850), which still exists on the northern end of the corridor along Fonville Road. The Falls Community has small homes on large lots. Large front porches and mature natural landscaping dominates the community. Many of the residents along Fonville Road are members of families who have lived in the area for generations.

Transitioning from the Community Focus at Durant Road and the City of Raleigh Water Treatment Plant at the southern end of the corridor to the older development at the northern end of the corridor is vital to maintaining the special character of the Falls Community.

Issues Identified During the Public Involvement Process
1. Minimize redevelopment impacts to properties fronting Falls of Neuse Road and properties backing the frontage lots.
2. Protect the character of the corridor. Maintain the sense of place created by the extensive roadside vegetation, the Falls Lake dam and Falls Community.
3. Provide for safe, convenient, and connected travel for automobile, bicycle and pedestrian travel.
4. Expand the opportunity for restaurants, shopping and other services.
5. Protect *environmentally significant areas* to include the Falls Lake watershed, the Neuse River, slopes greater than 15% and the 100 year floodplain along the Neuse River.

Implementation Items
1. Update Urban Form Map to reflect land use policies adopted in this document.
2. Update Transportation Plan to reflect the transportation policies adopted in this document.

Comprehensive Plan Amendments

1. *Corridor Transition Area* designation added to the northeast corner of Raven Ridge Road and Falls of Neuse Road (Area 1 on map).
2. *Corridor Transition Area* designation added to the area around New Falls of Neuse Boulevard, Fonville Road, and Falls of Neuse Road and to an area north of High Holly Lane (Area 3).

Land Use and Design Policies

Land use and design policies for properties within the Falls of Neuse Road corridor in the City of Raleigh *ETJ* are as follows:

All Areas

1. Parking lots are encouraged to be located behind or beside the building(s).
2. With the redevelopment of frontage properties greater than 2 acres, existing trees along the frontage of the thoroughfare should be preserved as a *Secondary Tree Conservation Area* and when no tree cover is present the frontage should be planted with native tree species and shrubbery at 60 percent (3/5) of the SHOD 4 standard in a 15 foot wide street yard.
3. Landscaping should be planted at a rate of 1.8 native shade trees per 100 LF, 2.4 native understory trees per 100 LF, and 30 native shrubs per 100 LF.
4. Small frontage lots are encouraged to be recombined rather than redeveloped individually.
5. The *Frontage Lot Guidelines* in the Guidelines section of the *Comprehensive Plan* apply to all *Corridor Transition Areas* along the corridor.

Area 1: Northeast corner of Raven Ridge Road and Falls of Neuse Road

6. The area within 500 feet of Falls of Neuse Road should be a *Corridor Transition Area*, with land uses to include medium density residential and/or low intensity office.

Area 2: Dunn Road and Falls of Neuse Road

7. This Neighborhood Focus area should be developed in context with the surrounding single family neighborhood with a walkable development pattern.

Area 3: North of High Holly Lane and north of Tabriz Point and Falls of Neuse Road

8. The two areas should be a *Corridor Transition Area*, with land uses to include medium density residential and/or low intensity office.

Area 4: Falls Community (Fonville Road and the River)

9. The City of Raleigh is planning a White Water Park at the Falls Lake Bridge and Falls of Neuse Road. The design and character of this amenity should be considered when developing adjacent to the park and along the river where people will be boating.
10. Currently, there are retail establishments catering to the river (fishing and boating). This area is designated a *Residential Retail Area*. These are small businesses similar in size and character as the old homes in the area. Any future retail should be in the style and character of the existing homes in the area and maintain the sense of place created from the old mill town and the future white water park.
11. Falls Community (Fonville Road Neighborhood): this is a *Historically Significant Site.* It is an established community originally formed to house the workers of a nearby textile mill; many homes are over 100 years old. Any new development in this area should be single-family, low-density residential. The character and the design of the new development or redevelopment should reflect in material and character the unique enclave of existing homes in the neighborhood.

Area 5: New Falls of the Neuse Boulevard from Falls of Neuse Road to the Neuse River

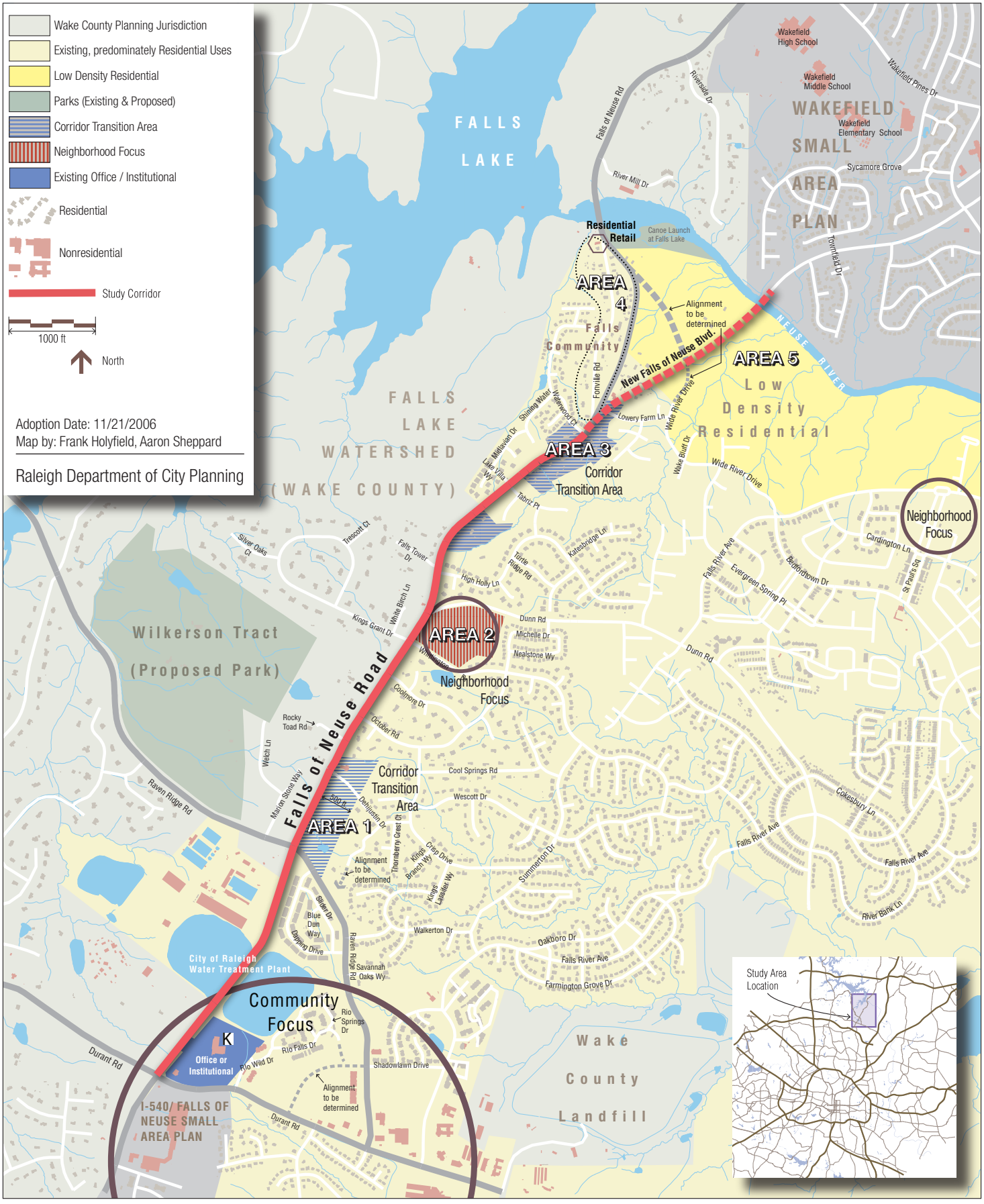
12. Properties adjacent to New Falls of Neuse Boulevard and existing Falls of Neuse Road should be developed as low density *residential* land uses.
13. *Environmentally significant areas* (slopes exceeding 15%, rivers, *wetlands*, 100 year *floodplain*) in close proximity of the Neuse River should be protected and incorporated as an amenity with development plans.

Transportation Policies

Falls of Neuse Road is a *Primarily Residential Thoroughfare* and should follow the guidelines detailed in "*Part 2 Urban Form Terms and Policies*" of the City of Raleigh *Comprehensive Plan.* See the attached map for the location of the updates.

14. New detached single family residences fronting the thoroughfare are discouraged.
15. The design of the sites within the focus area should plan for and accommodate bicycle and pedestrian travel between the sites within the focus area (excluding the water treatment plant). This includes bicycle parking, crosswalks, and connections between properties.
16. Due to the numerous parks in the area and the high concentration of families with children in the area, an eight-foot wide multi-purpose path/sidewalk and wide outside lanes should be included in the cross-section details for the widening of Falls of Neuse Road.
17. **Community Focus Area:** A new-location public street should connect Durant Road to Shadowlawn Drive and provide connectivity to Rio Springs Drive.
18. **Area 1:** A new-location public street should connect Dehijuston Court with Raven Ridge Road. There is an existing stream crossing shortly before the end of Dehijuston Court.
19. **Area 2:** Primary vehicular access for the Dunn Road/Falls of Neuse *Neighborhood Focus* should be evaluated with a private development plan on this property or with the Falls of Neuse Road widening project.
20. **Area 5:** A new-location *Sensitive Area Major Thoroughfare* should connect Falls of Neuse Road to Wide River Drive at New Falls of Neuse Boulevard.

Falls of Neuse Corridor Plan



CHAPTER 8 NEIGHBORHOOD PLANS

Part 1 Brookhaven Neighborhood Plan

The development of Brookhaven followed the original covenants. Different, though similar covenants, apply to different sections of the neighborhood. In most cases the minimum lot size is 20,000 square feet. Frontage at the street correspondingly was a minimum of 100 feet. Currently there are 647 lots in the plan area. These lots are mostly rectangular in configuration and range in size from .26 to 14.35 acres. The majority of the smaller lots are found in the northern, newer section of Brookhaven. The average lot size is .74 acres. Although the current zoning is R-4, the actual development in the older portions of the neighborhood is significantly less dense than that allowed in R-4, while lot sizes in the northern section is more in line with the R-4 zoning. Main entrances are in the front of houses. A few houses have a secondary entrance in the front or side of the house. One and a half stories is the average house height. Houses are placed with their fronts parallel to the street. Front yard setbacks range from 10 to 180 feet, with an average of 57 feet. Sideyard setbacks average 56 feet. These measurements are approximate.

Policies

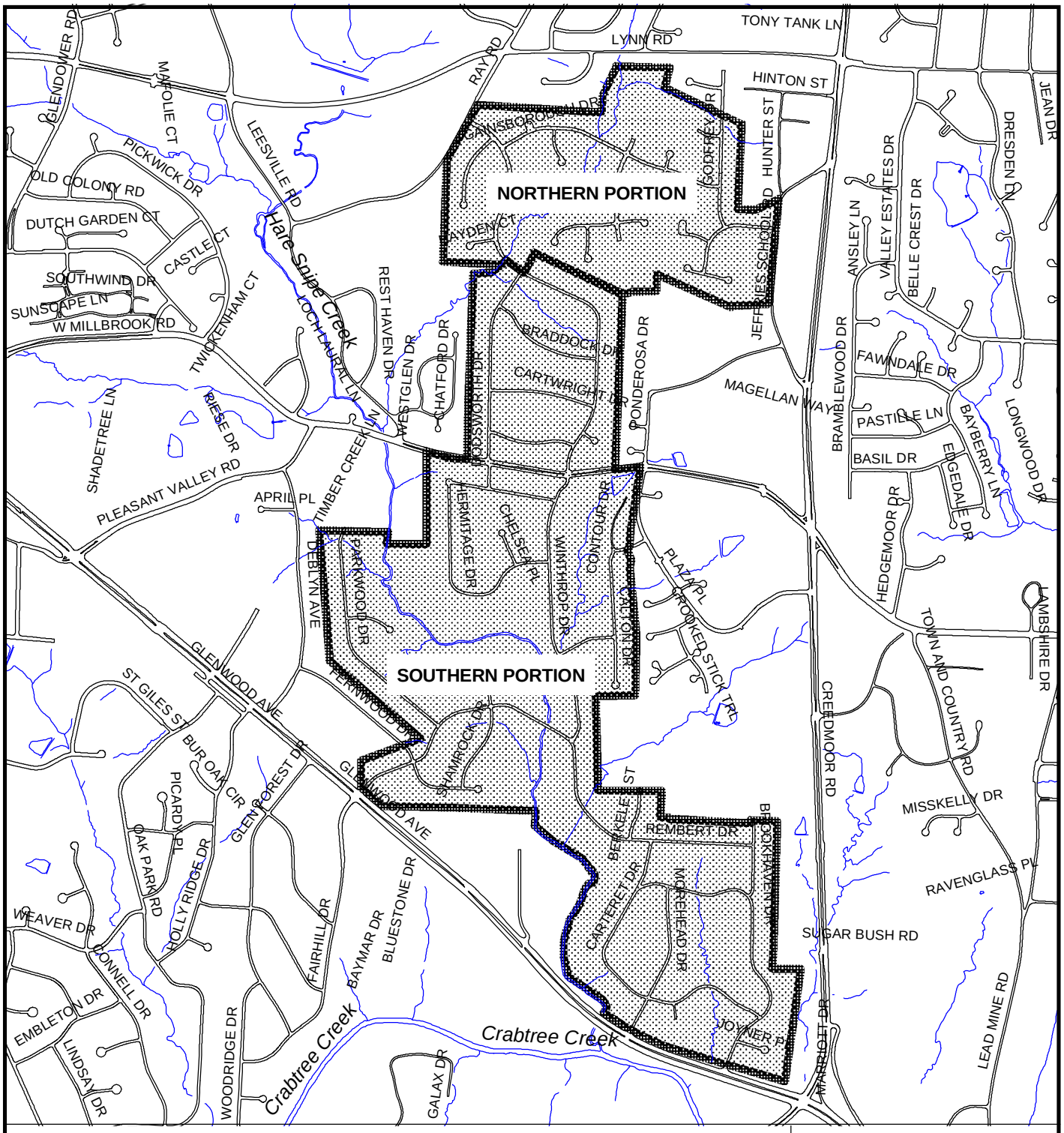
•Modify the existing zoning in Brookhaven through the use of the Neighborhood Conservation overlay district to make the zoning more compatible with the actual development. Apply two conservation districts to the Brookhaven area: one district for the older, large lot area and the second for the newer, northern part of the neighborhood.

The conservation district for the southern portion of Brookhaven includes:
Minimum lot size: 20,000 square feet.
Minimum lot width at the building setback line: 100 feet.
Minimum front setback line: 50 feet.
Maximum building height: 2 1/2 stories.

The conservation district for the northern portion of Brookhaven include:
Minimum lot size: 14,000 square feet.
Maximum building height: 2 1/2 stories.

•Lower speed limits where possible. Petition the City to review speed limits and safety considerations in Brookhaven

•Re-examine the City's policies and treatment of boarded up and abandoned houses.



Brookhaven Neighborhood Plan
Boundaries for Overlay Districts

OVERLAY DISTRICT BOUNDARIES

PLAN AREA

740 370 0 740
Feet

Part 2 Caraleigh / Fuller Heights Neighborhood Plan

These neighborhoods cover approximately 147 acres. The Caraleigh neighborhood is bordered by Maywood, Moring, Prospect and Fayetteville Road and the property lines south of Green, Thompson and Montrose streets. While Caraleigh is now divided by commercial development along South Saunders Street, the character of the two halves remains much the same. Fuller Heights consists mostly of post World War II housing in the area bordered by Lake Wheeler Road, Fuller, Grissom, Curfman and Daladams streets. These neighborhoods have a majority of single family one story homes on lots averaging one-quarter acre in size. Approximately half the area's housing is owner occupied and half is rental property. The greatest concerns to the neighborhoods' integrity are competing commercial and industrial land uses around the periphery. Adjacent nonresidential land uses both affect the residential image and increase the difficulty of maintaining stable single family housing.

Policies

- Protect the integrity of the three core residential areas by protecting and promoting single family, owner-occupied housing. Maintain the current policy boundary line around the residentially zoned properties as the demarcation between low density residential development and nonresidential land uses.
- Limit traffic through the neighborhoods. Re-routing heavy truck traffic may be achieved by installing a traffic signal on South Saunders Street at Penmarc Drive and developing a new collector street south of Maywood Avenue west of South Saunders.
- Create of a new neighborhood park and supervised community center. A park and community center can provide a missing and much needed focal point for civic and social activities.
- Improve aesthetics through streetscape improvements and landscape plans for the following streets: South Saunders Street including the McDowell-Dawson Connector, Wilmington Street, Lake Wheeler Road, Fayetteville Road and old South Saunders Street north from the connection with McDowell-Dawson. The City also should initiate paving and resurfacing streets in need of improvement.
- The City should explore the feasibility of a pedestrian and bicycle path connection between the Fuller Heights neighborhood and Caraleigh west of South Saunders Street, from the unpaved section of Fuller Street west to Moring Street and Mercury Drive via the power easement.

Neighborhood Implementation / Action Items

- A nonprofit community land trust like the North Carolina Community Land Trustees should be established to help provide affordable, community controlled housing in the Caraleigh / Fuller Heights neighborhoods.
- Request that the City pave the following unpaved streets according to established policies: Fuller Street and Prospect Avenue on the west side of South Saunders Street; Hammell Drive between Lake Wheeler Road and South Saunders Street; and Summit Avenue at the south end adjacent to the former Poole School property and the developed residential properties.
- Fayetteville Road should be resurfaced from Maywood Avenue to Wilmington Street. The intersection of Fayetteville Road and Wilmington Street should be realigned.
- A new neighborhood park and supervised community center should be created on the Poole School property and the adjacent city owned property.
- The existing Caraleigh Mini Park should be refurbished.

Part 3 College Park/Idlewild Neighborhood Plan

BACKGROUND

The College Park/Idlewild Neighborhood Plan area consists of 89 acres located east of downtown Raleigh and includes the area bounded by Oakwood Avenue to the North, Raleigh Boulevard to the East, along Boyer Street properties to the South and along the rear of the Heck Street properties to the West. This predominantly single-family residential area is within close proximity to downtown Raleigh and is adjacent to St. Augustine's College. Approximately 1,400 people live in the College Park/Idlewild neighborhood study area.

Neighborhood History
This neighborhood plan includes two areas that developed separately. The Idlewild neighborhood began as lots which were sold in the year 1891. The College Park neighborhood began to subdivide in 1912. By 1910 Idlewild had become predominantly a black residential subdivision, many of whom were homeowners. The remaining whites lived along New Bern Avenue and Edenton Street. In time the adjacent College Park area grew into a community of African-Americans most of whom were homeowners and many who were employed at St. Augustine's. During the 1960's, the neighborhood changed from owner occupied to renters. In 1975 College Park was a part of the first redevelopment area established by the City. As a result, some housing was rehabilitated and some new houses were built.

Land Use
Residential uses account for 500 parcels, totaling over 66 acres, which is 74 percent of the total plan area. Single-family dwellings are predominant, at 412 parcels, with multi-family dwellings increasing along the perimeter of the area, particularly west of Tarboro Road, east of Maple Street and along Oakwood Avenue. Multi-family parcels make up about 16 percent of the total parcels in the area. Of the 588 housing units, 88 units are multi- family and 500 are single-family. There are 264 non-owner occupied housing parcels which is approximately 59 percent and 180 owner-occupied units. The development and program decisions by St. Augustine's College, just to the north of the neighborhood, directly affect this neighborhood. The area also includes churches and day-care centers. There are about 12 parcels that are used for these purposes. There are 12 parcels of retail uses that are primarily concentrated at four locations on the corners of Tarboro Street and Oakwood Avenue, Boyer and Carver Streets, Hill Street and Oakwood Avenue and Pender and Hill Streets. All of these businesses are currently operating on relatively small parcels. These retail sites, which cater to the students of the college and the residents of the neighborhood, use primarily on-street parking. There are 56 vacant lots or about 10 percent of the total, of which seven are owned by the City of Raleigh. These vacant lots are zoned Residential-20 and are .13 acres or smaller.

Description of Housing, Lot Size and Built Characteristics
The majority of the buildings in the College Park/Idlewild Neighborhood are one to two-story single-family housing. A large number of houses in the area are deteriorated and several are boarded up. Most of the multi-family units in the area are non-conforming at the current Residential-20 zoning. Some two-story apartments have been built in the last twenty years on combined former single-family lots. The apartment buildings often have limited parking and open space. The average lot in College Park and Idlewild is .13 acres. The lot sizes in the plan area range from .04 to .72 acres. Lot width ranges from 20 feet to 200 feet with the typical lot frontage at 40 feet. The larger parcels were created from recombined 40 foot wide lots. There are 469 one story houses in the study area and 31 one and one-half to two-story buildings. The average front yard setback is 17 feet with a range from 0 to 230 feet. The average distance between buildings is 21 feet, with an overall range from one foot to 190 feet.

Open Space and Recreation
One mini-park is located within the neighborhood on Fisher Street. The area is primarily served by Tarboro Road Community Park and Oakwood Neighborhood Park. Lion's Park, a community park facility, is situated north of St. Augustine's College and also serves the area.

Transportation
The pattern of streets in the Plan area form a grid system. There are collector streets that surround the neighborhood and several collector streets run through the center portion of the study area. Raleigh Boulevard and New Bern Avenue connect this neighborhood to other areas of the City.

Capital Improvement Needs
There is a need for sidewalks, especially in multi- family housing areas. Streetscape improvements are also desirable within the retail areas around the public perimeter of St. Augustine's College and within the neighborhood. A streetscape plan with special attention to overhead wiring is desirable for the entire neighborhood.

POLICIES

- Perpetuate the primary land use of the area as single- family, detached dwellings.
- Reduce crime to ensure the safest neighborhood possible with cooperation of residents and City police.
- Upgrade deteriorated structures.
- Develop better communication with area landlords.
- Investigate new methods of housing rehabilitation and neighborhood development, focusing on vacant and dilapidated properties.
- Encourage the protection of natural and historic features of the neighborhood.
- Engage in cooperative programs with area institutions and businesses.
- Improve neighborhood spirit and pride.
- Promote more cooperative efforts between the City of Raleigh and area residents.

IMPLEMENTATION

Safety
- Expand the Crime Watch Program in the community to include innovative programs that involve crime prevention and awareness.
- Implement new recreational activities to improve the safety and quality of life in the neighborhood.
- Increase the presence of police officers within the neighborhood, especially in its high-crime areas.
- Review the present street light system within the neighborhood to find areas needing increased illumination.
- Ask that the City review the pedestrian movements in portions of the study area to ensure safety and adequate pedestrian movement.
- Review the traffic circulation in areas with blind corners to ensure safe auto and bicycle movements.

Residential Character

•As new developments are proposed for this area, the built characteristics listed above should be used as a guide for the type of development. Multi-family dwellings should preserve the scale and character of single family dwellings. The primary land use of the study area should be single-family, detached dwellings.
•Included is a map that recommends areas for low to medium density residential and areas that can offer opportunities for medium to high density residential along the perimeter of the plan area. These land use patterns provide a guide to potential rezonings that could occur in the study area.
•Although the present zoning is Residential-20, the average density is at seven dwellings per acre. A lower density zoning category, such as Residential-10, would have the effect of perpetuating the single-family character of the area. A change to Residential-10 would not include the entire area, but would involve properties in the interior of the neighborhood, as per the Land Use map. Properties along busy roads such as Oakwood Avenue, east of Fisher Street and some of those lots south of Boyer Street could remain Residential-20 with a potential for multi-family infill.
•There is a nonresidential retail and professional service area for the Tarboro Road/Oakwood Avenue/Lane Street area. The plan creates an opportunity for the retail service center to make visual improvements while being confined to a definite area. Use of the alley west of Tarboro Road for access to the development could be incorporated in a development plan. Related improvements to the streetscape may require financial involvement from the property owners. Other retail areas that exist in the neighborhood should not expand beyond their existing extent.
•Policy boundary lines are suggested to surround the Tarboro Road/Oakwood Avenue retail area. Other nonresidential land uses do not include policy boundary lines. To upgrade the appearance of the neighborhood and encourage investment in real property, the City should enforce the renovation or removal of unfit dwellings. These opportunities should be pursued by nonprofit organizations to revitalize the neighborhood. Abandoned and boarded-up buildings should receive the highest priority. The City should also more aggressively market its rehabilitation loans available to area property owners.

Neighborhood Involvement
The residents should establish an advisory group to work closely with the City's Community Services Department. Together they can communicate with various nonprofit and redevelop groups to build new housing units or upgrade existing dwellings. Groups such as Habitat for Humanity, Leaders of Tomorrow or Southeast Raleigh Community Development Corporation could be contacted by the advisory group. The neighborhood advisory group could encourage property owners to attend to neglected properties. They could also involve churches, students and residents in social, recreational and rehabilitation efforts that can be undertaken within the neighborhood.

BOOKER DR
SEAWRIGHT PL
HILL ST
BAKERS GROVE WAY
COLLETON RD
HECK ST
N STATE ST
OAKWOOD AVE
E LANE ST
LANE ST
ST AUGUSTINE AVE
CARVER ST
N FISHER ST
IDLEWILD AVE
PETTIGREW ST
PENDER ST
E JONES ST
N STATE ST
N TARBORO RD
N PETTIGREW ST
MAPLE ST
FISHER ST
WALDROP ST
RALEIGH BLVD
BOYER ST
E EDENTON ST
STATE ST
NEW BERN AVE
S STATE ST
S TARBORO RD
LINCOLN CT
S PETTIGREW ST
BART ST
BATTERY DR
HEATH ST
FISHER ST
POOLE RD
CROSS ST
STAR ST
COTTON PL
College Park/Idlewild Neighborhood Plan - Boundary and Land Use
POLICY BOUNDARY LINE
NEIGHBORHOOD BOUNDARY
RETAIL/O&I
MEDIUM TO HIGH DENSITY RESIDENTIAL
LOW AND MEDIUM DENSITY RESIDENTIAL
260 130 0 260
Feet

Part 4 Glen Forest Neighborhood Plan

The Glen Forest neighborhood is approximately 86 acres in size. It is located south of Glenwood Avenue, between the Crabtree Valley and Pleasant Valley areas, in the Northwest Planning District. Single family detached residences are the only developed land use in the plan area. At the time of the writing of this plan, there were approximately .6 acres of vacant land in the area which includes two vacant building lots. The large lots, large front yard setbacks and the forested, hilly terrain are characteristic traits of the Glen Forest neighborhood. Main entrances of houses in the plan area are in the front of the houses. A few houses have a secondary entrance in the front or side of the house. One and a half stories is the average house height. Houses are placed with their fronts parallel to the street. Front yard setbacks range from 30 feet to 105 feet, with the average being 56 feet. Sideyard setbacks average 53 feet. Please note that these measurements are approximate. The covenants stipulate a minimum lot size of 15,000 square feet, although the average existing lot size is 23,522 square feet. Frontage at the street correspondingly was a minimum of 90 feet in the covenants, but 111 feet is the build-out. These lots are mostly rectangular in configuration, and range in size from 10,890 square feet to 67,518 square feet. Although the current zoning is R-4, the actual development in the neighborhood is significantly less dense than that allowed in R-4.

The park needs of the neighborhood are served by Glen Eden and Brookhaven neighborhood parks. Laurel Hill Community Park is nearby. The plan area contains no commercial land uses. The neighborhood is well served by retail centers in the immediate vicinity, particularly Crabtree Valley City Focus and Pleasant Valley Community Focus areas. Water and sewer service in the area is adequate, as is road paving. All streets within the neighborhood are classified as public residential streets. The neighborhood has excellent access due to its proximity to Glenwood Avenue and I-440.

Policy

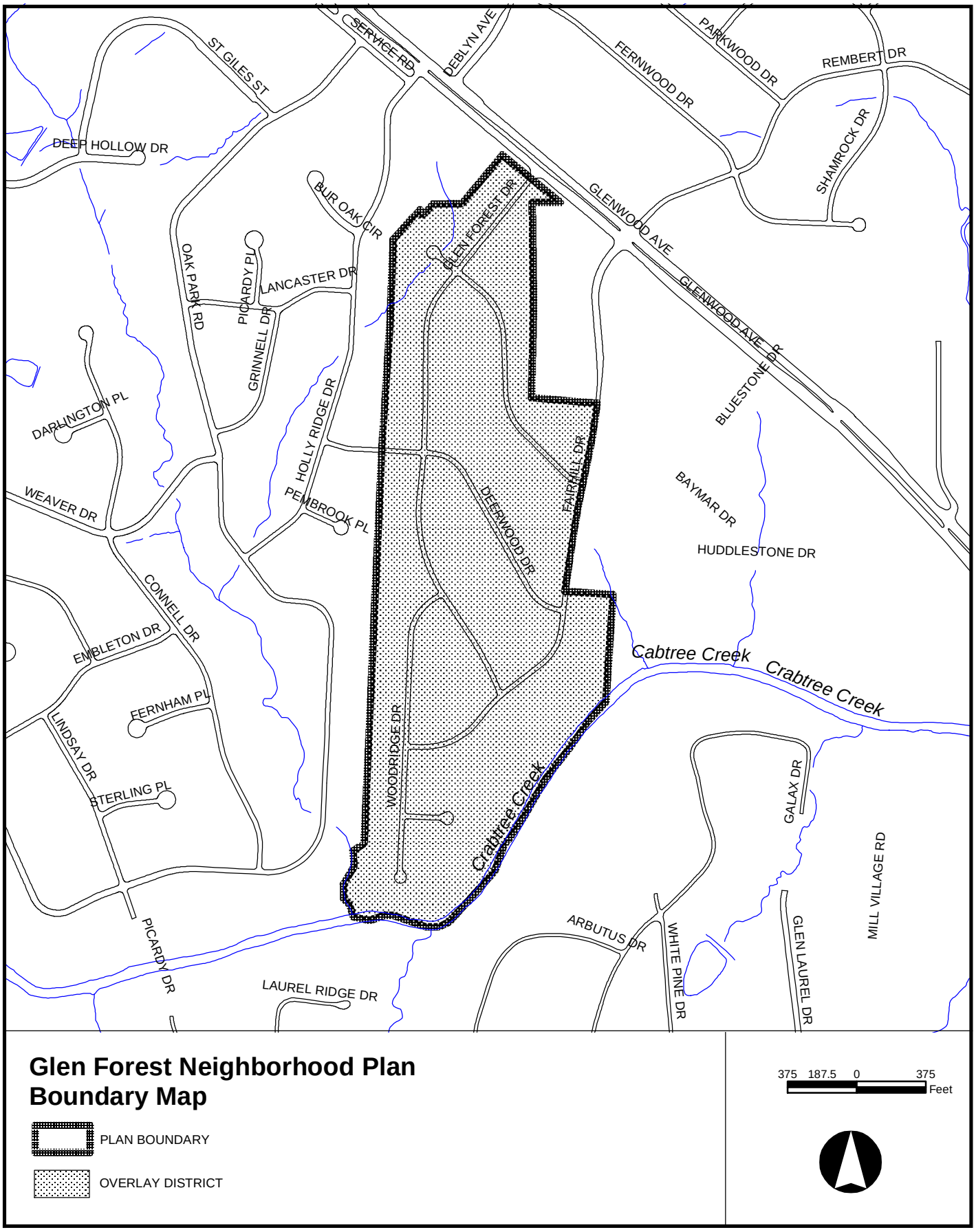
•Apply a Neighborhood Conservation Overlay zoning district to the Glen Forest neighborhood. The overlay district for Glen Forest will be based on an analysis of the build-out of the neighborhood:

Minimum lot size: .4 acre or 17,424 square feet.
86 percent of existing lots are .4 acres or larger

Minimum lot width at the right-of-way line: 100 feet.
82 percent of existing lots are 100' or wider

Maximum building height: 35'.
all existing houses are 35' or shorter

These regulations apply to new lots and construction only. No existing structures or lots will be made nonconforming by the use of the conservation district.



Glen Forest Neighborhood Plan Boundary Map

PLAN BOUNDARY

OVERLAY DISTRICT

375 187.5 0 375 Feet

Part 5 Gorman/Burt Neighborhood Plan

The Gorman-Burt neighborhood consists of about 120 acres located between the western part of the main N. C. State campus and the Centennial campus to the south. It is bounded by the commercial strip along Western Boulevard on the north, the McKimmon Center and Crest Road on the east, the Parkwood Apartments on Conifer Drive on the south and the Collegeview Trailer Park, Sylvan Park Apartments and Kent Road on the west. Approximately 1000 people live in the Gorman-Burt Neighborhood.

POLICIES AND IMPLEMENTATION

Policy 1
Reduce crime in this area through the following means:
•Participate in Community Policing and special services.
•Evaluate the entire area for additional street lighting.
•Encourage fencing on the back of some lots to impede pedestrian cut-throughs.
•Encourage and support a public/private and volunteer effort to rehabilitate and help manage Kentwood Apartments.
•Request closing of sections of Carlton Street, Collegeview Avenue and Neeley Street that are not now open to traffic.
•Change the name of the southern extension of Collegeview Avenue, since it does not connect to the main part of Collegeview and causes confusion.
•To permit unimpeded traffic flow, remove parking on the south side of Greenleaf Street, the south side of Marcom Street from Gorman Street to Crest Road and the north side of Burt Drive from Gorman Street to Crest Road.
•Request the Raleigh Transportation Department to review the need for a traffic light at the Gorman Street/Marcom Street Intersection.
•Request the Raleigh Transportation Department to review the need for widening Gorman Street.
•Encourage the State Legislature to provide funding for the improvements planned for Varsity Drive.
•Where practical, the side street intersections along Gorman Street should be designed for left turns out of the side street from a separate, third traffic lane. This may involve removal of some parking at these side street intersections and, in some cases, street widening.
•Sidewalk should be added on the north side of Marcom Street, east of Gorman Street. This should be done as part of the park and ride lots being built by the University.
•Request permanent bus stops along Gorman Street out of the traffic flow.

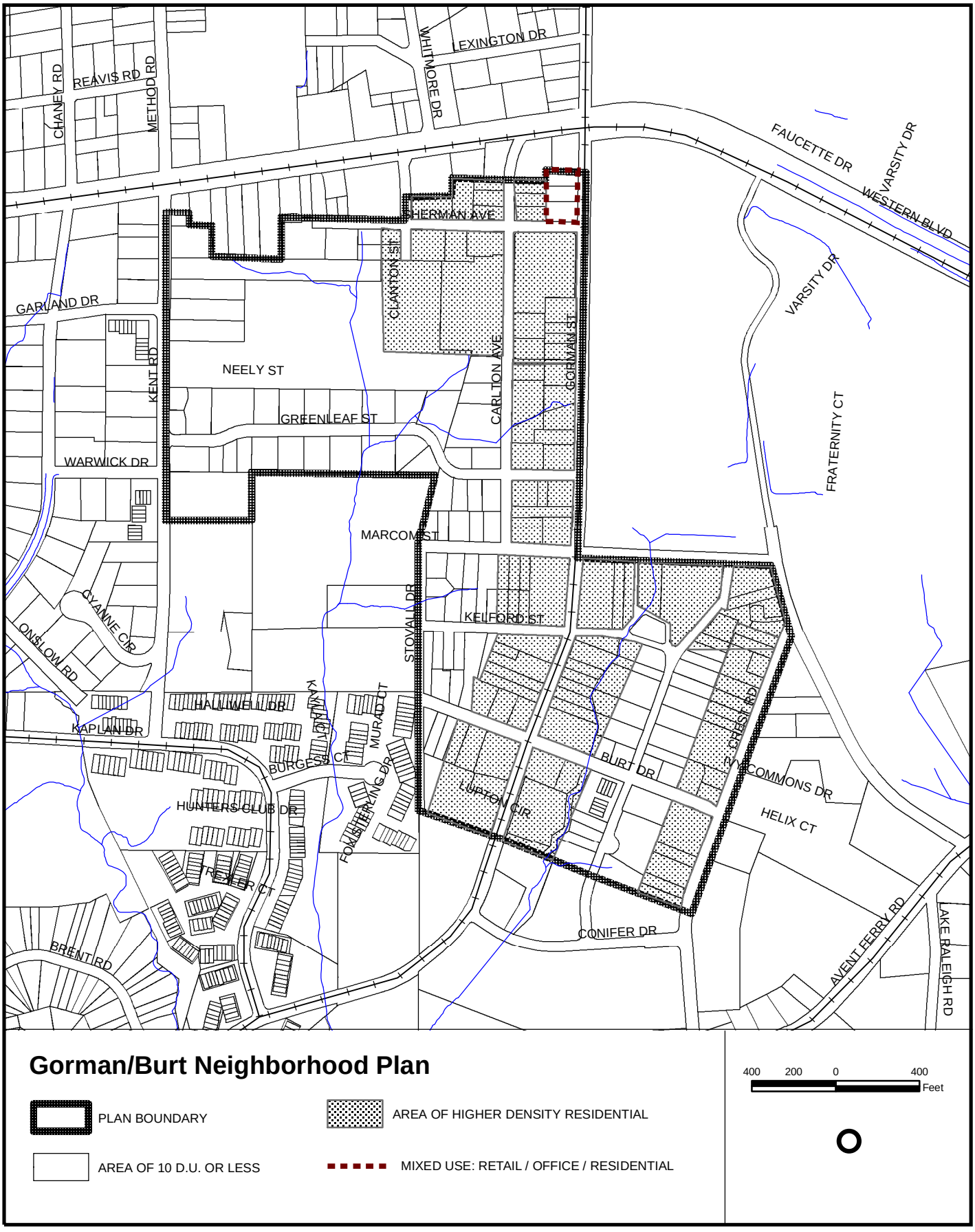
Policy 2
The appearance of the Gorman-Burt Neighborhood needs to be enhanced to promote a better image.
•Create advisory group to pursue enforcement of existing housing code.
•Encourage repair and improved maintenance of Kentwood Apartments and request that more recreation facilities be built there.
•Work with the Collegeview Trailer Park management and possibly its residents, to clean up the area and improve its image.
•Request public trash cans, possibly at bus stops.
•Encourage trash or wind fencing around dumpsters or along backs of businesses on Western Boulevard.
•Pursue careful pruning of trees on rights-of-way.
•Request street tree planting program on Gorman Street.

Policy 3
Future rezoning to higher density residential in the Gorman-Burt Neighborhood should include the application of development guidelines. These densities higher than Residential-10 should be focused within three hundred feet of the rights-of-way of Gorman Street, the section of Marcom Street east of Gorman Street, Varsity Drive and within two hundred feet of the Crest Road right-of-way. The purpose is to promote the improvement of existing properties, make better use of transit possibilities, and provide a transition to those areas of the neighborhood which have more value as owner occupied housing. Other areas of the Gorman-Burt Neighborhood may also be appropriate for higher density housing using these guidelines, which may be used in conditional use zoning cases for higher densities:

- Height limitation of three floors above grade.
- Minimum roof pitch of 3/12.
- Facades which are broken up with minimum 4-foot offsets, forward or back, at least every 25 feet, minimum 10-foot offsets at least every 50 feet or some other satisfactory limitation of long unbroken facades.
- Parking is to be fully screened from the right-of-way as outlined in Special Highway Overlay District - 3 zoning.
- Limit building materials to residential types; wood, wood-like siding or brick.
- Parking in addition to what is required by City Code should be considered.

Policy 4
The Gorman-Burt Neighborhood seeks a partnership with N. C. State University. The following are specific objectives:

- In order to get rid of trash and to prevent the dumping of trash by students and others, involve the student organizations for a clean-up program.
- Get involved with University planning and development to influence projects. Examples include: protecting the neighborhood from excessive stormwater runoff particularly along Marcom Street, coordinating traffic studies and promoting bike paths.
- Promote greater University involvement with off campus housing in the Gorman-Burt Neighborhood, possibly improving student interactions in the neighborhood.



Gorman/Burt Neighborhood Plan

PLAN BOUNDARY

AREA OF HIGHER DENSITY RESIDENTIAL

AREA OF 10 D.U. OR LESS

MIXED USE: RETAIL / OFFICE / RESIDENTIAL

400 200 0 400 Feet

Part 6 Kirby-Bilyeu Neighborhood Plan

The Kirby-Bilyeu neighborhood is approximately seven acres in size. It is located south of Western Boulevard opposite Pullen Park, in the Southwest Planning District. The neighborhood provides moderately priced housing easily accessible to Downtown and NCSU. Large tracts of land in institutional ownership surround the neighborhood on all sides: Dorothea Dix Hospital, the Roman Catholic Diocese of North Carolina, Governor Moorhead School, Pullen Park and NCSU.

Policies

•Encourage only that redevelopment which will maintain and enhance the existing residential character and scale of the neighborhood.

•Protect the integrity of the Kirby-Bilyeu neighborhood during the development of the surrounding lands, such as Centennial Campus and the Dorothea Dix property, and the construction of the road network serving those lands. Sensitive land use planning and the establishment of buffers should be used to mitigate the effects of this development on the Kirby-Bilyeu neighborhood.

•Encourage communication between the neighborhood and the owners of the surrounding large tracts of land, including the State of North Carolina and the Catholic Diocese of North Carolina.

•Keep open long-term options for road network expansion in the area that would help mitigate the effects of that road network on the neighborhood.

•Improve pedestrian and bicycle access, particularly for traffic crossing Western Boulevard.

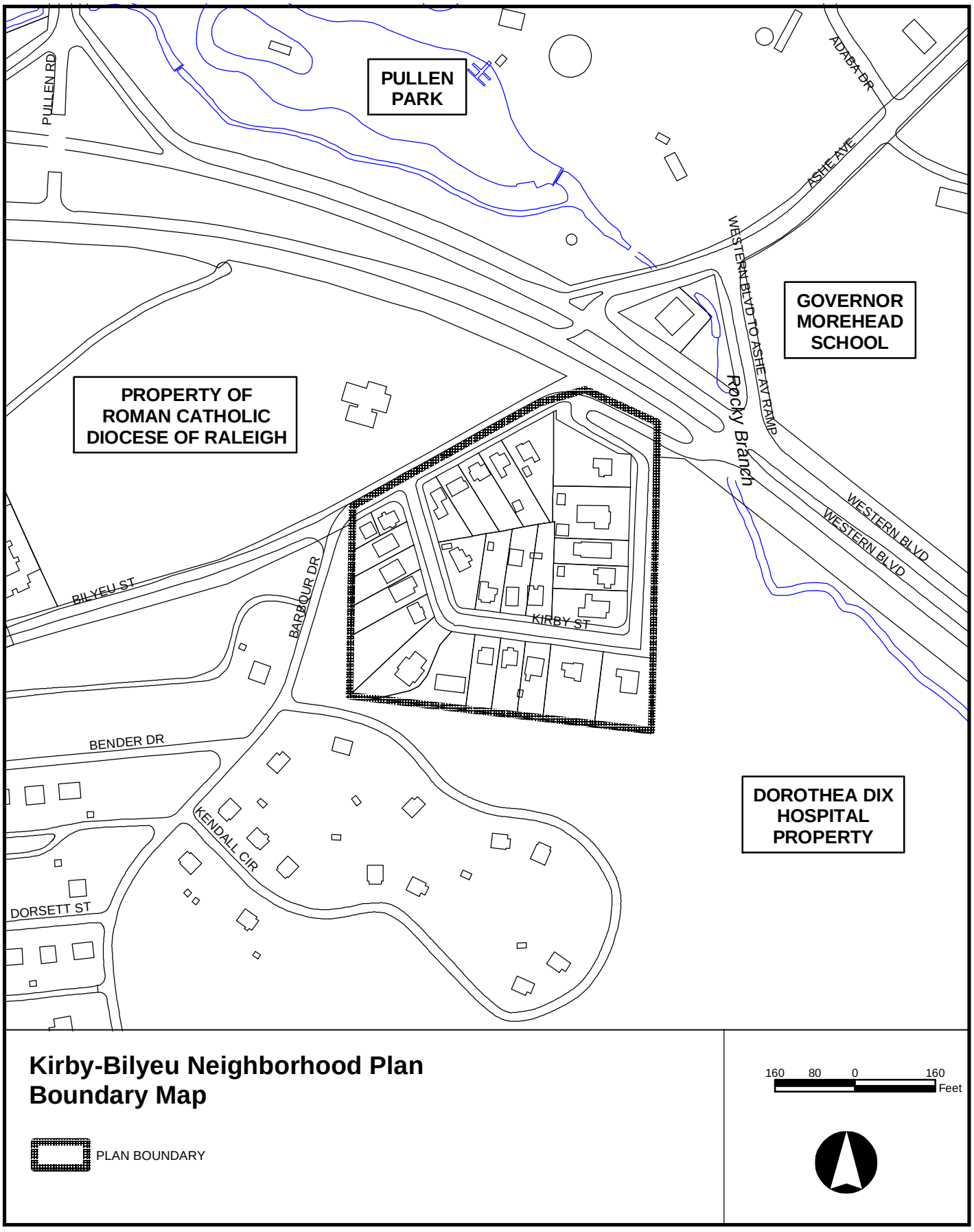
•As part of ongoing transportation system analysis, consider street changes that would relieve congestion, poor site distance and awkward turning movements in the vicinity of the Western Boulevard/Bilyeu Street intersection.

Implementation

•Rezone the neighborhood from R-20 to R-10. The R-10 zoning category will discourage tear-downs and the proliferation of apartment houses. Duplexes and other rental options will still be allowed.

•Repave that short portion of Kirby Street which has not been improved.

•Request that the State of North Carolina and the Roman Catholic Diocese of North Carolina actively involve the neighborhood during planning and development of their large tracts of under-developed land.



Kirby-Bilyeu Neighborhood Plan Boundary Map

PLAN BOUNDARY

160 80 0 160 Feet

Part 7 Mordecai Small Area Plan

BACKGROUND

Location
The Mordecai neighborhood planning area lies on both sides of Wake Forest Road, just northeast of downtown. The area is generally north of Franklin Street and south and east of the industrial areas associated with the CSX Railroad and Atlantic Avenue.

Distinctive Neighborhood Characteristics
The plan area contains a unique mix of housing types, including bungalows, large neo-colonial houses and some modest post World War II houses. A typical house takes up more of its lot than is the case in a new suburban development, the result being a pedestrian-scaled environment. The Mordecai House and Historic Park, a preserved early 19th century plantation house and its grounds, is the centerpiece of the neighborhood. The area has many large, mature trees, especially oaks, and has many old and well-tended gardens.

Land Use
The Mordecai neighborhood is approximately 180 acres in size. It is located in the Central Planning District. The vast majority of the area is composed of owner-occupied, single family houses. There are, however, six apartment complexes in the plan area, mostly located at the northern end and west side of the plan area. Also, several duplexes are scattered through the area. A few moderately sized office/institutional uses, including the Salvation Army, are found on Wake Forest Road.

Neighborhood History and Evolution
The Mordecai Plantation began in this area in the late 18th century, and the area remained farmland into the late 19th century. At the end of the 19th century, the eastern section of the plan area called Oakdale, just north of the Oakwood neighborhood, began development. This pattern of slow and varied development continued up until World War II, when construction ceased. After the war, the pressing need for new housing resulted in infill which quickly used up most of the available land left in the Mordecai neighborhood. Mary Elizabeth Hospital and other nonresidential uses were developed on the east side of Wake Forest Road. By the 1970's a handful of apartment and townhouse developments were built.

Description of Housing
East of Wake Forest Road was relatively uniformly developed as modest folk Victorian and early bungalows set close to the street on small lots. Similar houses are found west of Wake Forest Road, though there are later and more elaborate craftsman bungalows and, especially on Mordecai Drive and Wake Forest Road itself, several large colonial revival and neo-classical houses. After World War II, most of the infill houses constructed were of the picturesque and minimal traditional styles.

Lot Size, Frontage and Configuration
Lots in the plan area range from 0.02 to 5.98 acres in size, with an average of .23 acres. The vast majority of lots are from .15 to .17 acres in size. Lot width ranges from 26 to 261 feet, with an average of 58.7 feet.

Inventory of Built Environmental Characteristics
Main entrances in the plan area are in the front of the houses. The average house height is one story, though there are many two story houses. Houses are placed with their fronts parallel to the street. Front yard setbacks range from 5 to 148 feet, with an average of 30 feet. The setbacks

on the east side of Wake Forest Road are smaller and more uniform than the rest of the area. The distance between buildings ranges from 5 to 102 feet, with an average of 22 feet. Please note that these measurements are approximate.

Open Space and Recreation
The area has several park and open spaces in and adjacent to it. Within the area are the Mordecai Historic Park, the Poplar Street open space, the Poplar Street Mini-Park and the Marshall Street open space. Halifax Park is located two blocks to the west of the neighborhood. Lions Park and Oakwood Park are short drives to the east.

Commercial Development Revitalization
The plan area contains some commercial development on North Blount Street. These businesses seem to be viable, though the area is somewhat deteriorated and unsightly. There is a Residential Retail designation for the .32 acre site at the northwest corner of Wake Forest Road and Chestnut Street, limited to this site by a Policy Boundary Line. Several other houses on Wake Forest Road south of Sasser Street have either been used for nonresidential uses in the past or show that potential in the future.

Pedestrian and Vehicular Circulation
Wake Forest Road, which bisects the plan area, is classified as a major thoroughfare; Glascock Street is a collector street. The residential streets on the east and west sides of the plan area do not connect at Wake Forest Road, which causes several problems. There are sidewalks in most of the plan area. There is one crosswalk on Wake Forest Road at Glascock Street. On-street parking is common throughout the area.

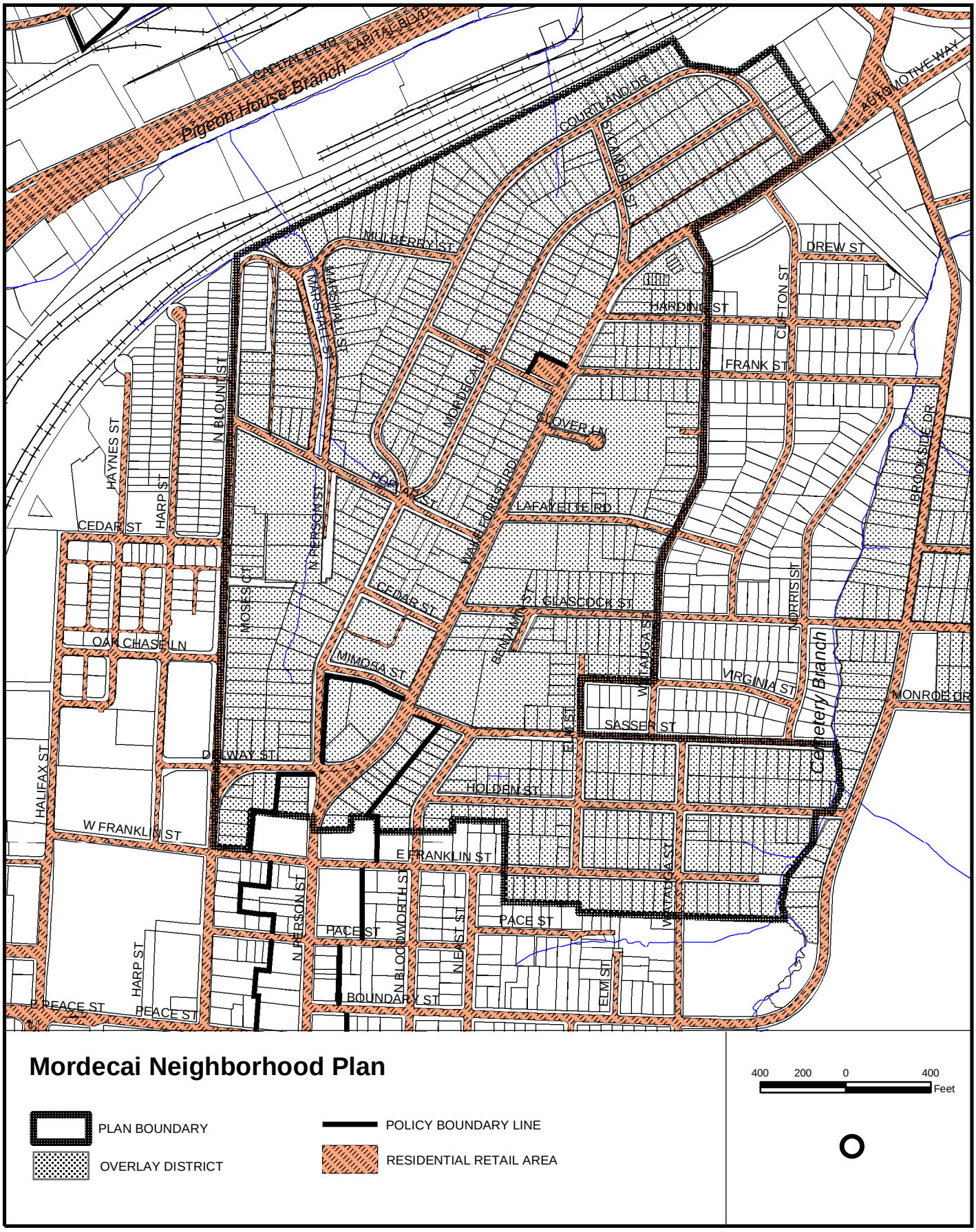
Capital Improvement Needs
Water and sewer service in the area is adequate, as is most of the street paving. Portions of North Blount and Mulberry streets are unpaved.

RECOMMENDATIONS

Policies
- To encourage a mixture of low density residential and low intensity office and institutional uses on both east and west sides of Person Street and Wake Forest Road to Mimosa and Sasser Streets. Emphasis here should be on preserving and sensitively rehabilitating existing residential structures wherever possible as either residential or office uses. Limited retail uses, such as antique, interior design or similar low impact retail shops, may be possible if such uses locate in existing structures in this area and have a minimal impact on the former residential buildings and on surrounding areas.
- To continue along Wake Forest Road, to the northern edge of the Mordecai plan area the streetscape improvement corridor designation that exists on Person Street to the south.
- To consider Wake Forest Road as a major entryways into downtown and therefore to give it priority for streetscape planning and overhead utility line consolidation.
- To assess the appropriateness of the current speed limits and to lower them where possible.
- To seek solutions for problems regarding on-street parking, especially concerning safety on Glascock Street, Mordecai and Courtland Drives, Frank, Harding and Sasser Streets.
- To consider placing another traffic light on Wake Forest Road, possibly at Sycamore Street.
- To restrict the parking of commercial vehicles on residential streets.
- To study the feasibility of a 4-way stop sign at the corner of Glascock and Watauga streets.
- To consider paving North Blount and Mulberry streets.

•To improve signage at the intersection of Poplar and Blount Streets, possibly placing a stop sign for southbound traffic on Blount Street.
•To move the existing crosswalk on Wake Forest Road at Delway closer to Blount Street.
•To review the locations of bus stops, especially on Wake Forest Road.
•To assess street lighting in the area and to consider increasing illumination, without loss of the tree canopy.
•To make a greenway connection along Marshall Street to Mordecai Historic Park.
•To create a walk through the neighborhood, with interpretive markers, especially for the two historic Mordecai springs.
•To build a pedestrian bridge across Mordecai Creek at mid-block on Marshall Street.
•To give a special landscape treatment to the two Mordecai spring heads.
•To increase awareness of Halifax Park facilities and programs in the neighborhood.
•To support the Mordecai Historic Park Master Plan and proposed expansions of this park.
•To bring zoning into conformance with the current built environment build out of the neighborhood.

Implementation
•Request that the City of Raleigh Transportation Department perform a comprehensive vehicular, pedestrian, transit, parking and street lighting study of the plan area.
•Request additional enforcement of the speed limits.
•The neighborhood will work with the Raleigh City Council and the Raleigh Recreation and Parks Department in an ongoing way to implement the parks and greenways policies.
•Publicize, through the Mordecai CAC newsletter, the facilities and programs available at Halifax Park.
•Request that a streetscape plan be prepared for Wake Forest Road.
•Prepare the inventory required for historic district nomination.
•The neighborhood will request to rezone from R-10 to Special R-6 those portions of the plan area where the build-out of the neighborhood generally meets, with the fewest non-conformities possible, the Special R-6 regulations.
•In addition, the neighborhood will request that neighborhood conservation overlay zoning be applied to the entire plan area, except as modified by Z-80-2000 and shown on the neighborhood plan map, with the following regulations:
Entire neighborhood conservation overlay area: minimum lot size: 7,260 square feet, maximum lot size: 14,520 square feet or the minimum lot size for a duplex in Special R-6, maximum building height: 35', minimum lot width: 50', maximum lot width: 100'
Conservation District 1, see zoning map: minimum front yard setback of 35' for the area west of Wake Forest Road and north of Cedar Street, except for part of the north side of Courtland Drive.
Conservation District 2, see zoning map: front yard setbacks east of Wake Forest Road, south of Cedar Street and portions of Courtland Drive: Range of 15' to 25'



Mordecai Neighborhood Plan

- PLAN BOUNDARY
- OVERLAY DISTRICT
- POLICY BOUNDARY LINE
- RESIDENTIAL RETAIL AREA

Part 8 Oberlin Village Neighborhood Plan

BACKGROUND INFORMATION

Location
The Oberlin Village Neighborhood Planning area lies on both sides of Oberlin Road, three blocks north of North Carolina State University. The area is generally north of Clark Avenue, south of Craig Street and east of Pogue Street.

Distinctive Neighborhood Characteristics
These traits contribute to the unique character of the Oberlin Village Neighborhood: small to medium size lots; low residential density; structures built close to the side property lines and close to the street; mix of single-family, multi-family, churches, office and institutional uses; narrow residential streets; and several housing designs. The area contains historical structures, including the Latta House, part of Latta University, an African-American institution of higher learning, which closed in the 1920's.

Land Use
The Oberlin Village Neighborhood is approximately 149 acres in size. Residential uses account for 335 parcels, totaling over 115 acres, which is 77 percent of the total plan area. Single-family dwellings are predominant (261 parcels), with multi-family dwellings (74 parcels) scattered throughout the area. There are 360 residential structures, and only 40 percent are owner-occupied. Approximately 1,500 people live in the Oberlin Village Neighborhood study area. The area also includes churches and day- care centers. There are about 6 parcels used for these purposes. There are 49 vacant lots. The majority of the office uses are concentrated in the southern part of the plan, on the west side of Oberlin Road, across from Cameron Village Shopping Center. The rest are scattered along Oberlin Road throughout the plan area..North Carolina State University (N.C.S.) is located three blocks south of the plan area. The development and program decisions made by administrators of N.C.S.U. directly affect this neighborhood.

Neighborhood History and Evolution
After the Civil War, farmland west of Raleigh was sub-divided and lots were sold to freed African-Americans who quickly established a family community complete with homes, churches, schools and business places. The area became known as Oberlin Village, named for Oberlin College in Ohio, which had been prominent in the anti-slavery movement. Several important institutions were established in Oberlin, including Latta University, which was founded in the late 19th century by Reverend Morgan Latta. The university ceased operation around 1920 and today only one building remains, at 1001 Parker Street. Much of the original Oberlin Village gave way to redevelopment as residential suburbs expanded around Raleigh. Cameron Village was developed in 1950. Increased enrollment at N.C.S.U. prompted the razing of housing to construct apartment buildings. Today, most of the original homes are found in an area extending from Oberlin Road about four or five blocks west and from Clark Avenue to just north of Wade Avenue. Efforts to preserve some of the heritage of Oberlin Village have resulted in several buildings and houses being designated as Raleigh Historic Landmarks.

Description of Housing
The Oberlin Village Neighborhood has a wide diversity of housing types. Several historically significant vernacular Victorian houses dating from before 1920 are still standing, but most have been extensively altered through time. These alterations, though making the neighborhood less architecturally pure, are an indication of the economic prosperity of the inhabitants. The neighborhood was originally very open, with many undeveloped lots, which permitted infilling. Although most buildings are modest, one- two story single family houses, several small-scaled

apartment complexes have been built in the area since the 1970's. Some of the houses are deteriorated.

Lot Size, Frontage and Configuration, Inventory of Built Environmental Characteristics
Lots in the plan area range from .04 to 3.48 acres in size, with an average of .32 acres. The vast majority of lots are from .16 to .19 acres in size. Lot width ranges from 35 to 240 feet, with an average of 69 feet. The majority of the structures have primary entrances which face the public street. Secondary entrances face the side or rear of the structure. The average height is two stories, although there are many one and one-half story houses. Front yard setbacks range from 0 to 105 feet, with an average of 27 feet. The distance between buildings ranges from 5 to 140 feet, with an average of 35 feet. Please note that these measurements are approximate.

Objectives

Moderate the flow of traffic on Oberlin Road and increase pedestrian safety
- To address existing / potential traffic and pedestrian problems
- To improve the safety and convenience of pedestrians
- To mitigate the effects of heavy traffic on Oberlin Road
- To assure traffic is moving effectively through the corridor
- To encourage alternative routing
- To retain the pedestrian orientation of the area

Preserve the characteristics of the neighborhood as residential
- To ensure that zoning is compatible with the existing neighborhood fabric
- To retain the historic scale and character of the neighborhood

Encourage the active involvement of the neighborhood in the planning process and seek to upgrade the social, cultural and recreational life of all its residents
- To keep residents informed on community issues and other concerns
- To provide opportunities for the utilization of existing community resources
- To provide assistance primarily for the elderly with minor home repairs, errands and day-care
- To educate the residents about the history of the Oberlin Village Neighborhood

Improve safety within the neighborhood
- To reduce crime and other social ills in the area
- To encourage better community / police relations
- To encourage resident pride in the area
- To improve social cohesion and sense of community

Improve the appearance and maintenance of properties within the neighborhood
- To encourage improved maintenance of all properties
- To involve absentee property owners in efforts to improve neighborhood appearance
- To upgrade the image of the neighborhood

Policies

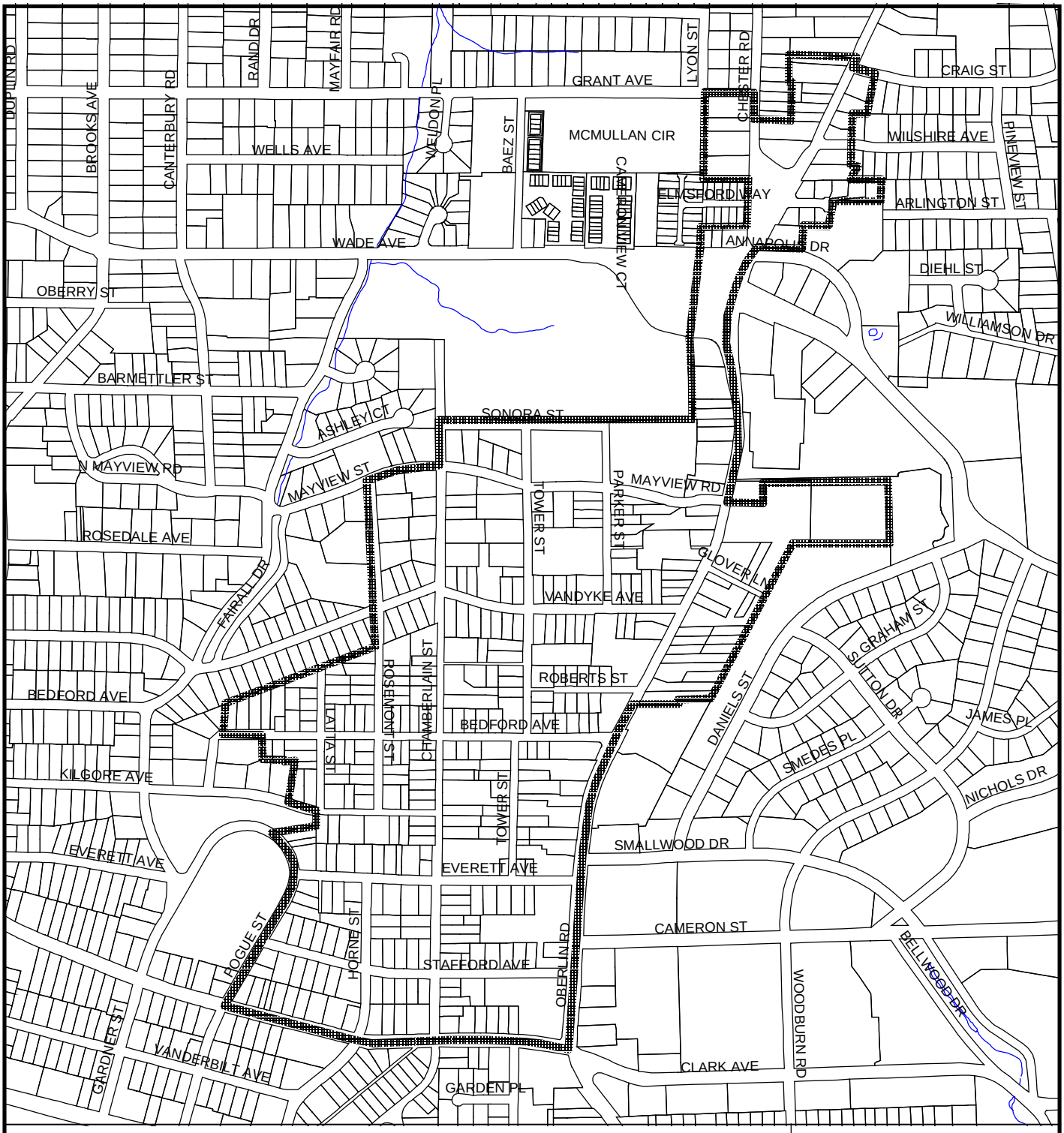
- The size and placement of multi-family dwellings should reflect the single-family neighborhood character.
- The primary land use should be single-family detached dwellings.
- The office uses located along Oberlin Road should not encroach further into the neighborhood.

•Low-medium density residential uses are recommended on the east side Oberlin Road, south of the Y.W.C.A.
•The streets and sidewalks in the neighborhood should be well-maintained, well-lighted and safe and should function to contribute to the stabilization of the area.
•In an effort to stabilize to low density residential character of the neighborhood, through-traffic should be discouraged.
•As the major entrance to the neighborhood, Oberlin Road should present the most positive image and appearance possible.
•A neighborhood organization should be formed to foster better communications, develop educational opportunities and improve the overall quality of life and safety for neighborhood residents.
•Continue to pursue the preservation of historic and cultural sites in the neighborhood.
•Zoning should be brought into conformance with the current built environment of the neighborhood.

Action Items

•Designate a specific policy boundary line between Clark Avenue and Van Dyke Avenue. The policy boundary line follows the existing O&I-1 zoning line.
•Apply the Neighborhood Conservation Overlay District to Oberlin Village with the following development regulations:
Minimum Lot Size: 5,000 square feet
Maximum Lot Size: 12,500 square feet
Maximum Building Height: 2 stories or 25 feet
Minimum Lot Width: 50 feet
Front Yard Setback: Within 10% of the median front yard setback established by buildings on the same side of the block face of the proposed building.
Building Entrance: All buildings must have at least one entrance facing the public street.
•Oberlin Road should be considered for re-surfacing.
•A study should be undertaken to lower the speed limit on Oberlin Road (from Smallwood Drive to Fairview Road) from 35 mph to 25 mph.
•A traffic signal should be installed on Oberlin Road at the southernmost Wade Avenue exit ramp.
•Controlled pedestrian crosswalks should be installed on Oberlin Road near Wilson Temple United Methodist Church, Oberlin Baptist Church and the Y.W.C.A.
•Pedestrian crossing signs should be placed on Oberlin Road in front of the Y.W.C.A., Oberlin Baptist Church and Wilson Temple United Methodist Church.
•A study should be initiated to assess street lighting in the area and to consider increasing illumination with minimum loss of tree canopy.
•A study should be initiated to seek solutions for on-street parking problems.
•Request additional enforcement of the speed limits.
•The Ferndell Lane connector between Hillsborough Street and Oberlin Road should be deleted from City and State thoroughfare plans and should be referred to the TCC-TAC for consideration in the MPO Thoroughfare Plan update.
•The redesignation of Oberlin Road from a major thoroughfare to a minor thoroughfare is recommended and should be referred to the TCC-TAC for consideration in the MPO Thoroughfare Plan update.
•A streetscape plan should be prepared for Oberlin Village.
•Initiate a crime watch program in the community to include innovative programs that involve crime prevention and awareness, as well as an increase presence of police officers in the neighborhood.

•Work closely with the City's Office of Neighborhood Improvement to upgrade the quality of life for all area residents.
•Request additional enforcement of the City's Minimum Housing Code to improve the living environment for area residents.
•Disseminate information to neighborhood residents on a variety of programs, such as public/private resources for rehabilitating and purchasing structures, recreational opportunities, civic affairs, governmental programs, etc.
•Initiate a partnership between Jaycee Park, Y.W.C.A. and local churches to provide social, cultural, educational and recreational programs for youth and adults.
•Continue to work with the Raleigh Historic District Commission, the Wake County Historic Preservation Commission and Capital Area Preservation, Inc. to designate important historic properties and to pursue programs for their preservation.
•Request that the City study the feasibility of acquiring and maintaining the historic Oberlin Cemetery.



Oberlin Village Neighborhood Plan Boundary Map

PLAN AREA BOUNDARY

375 187.5 0 375
Feet

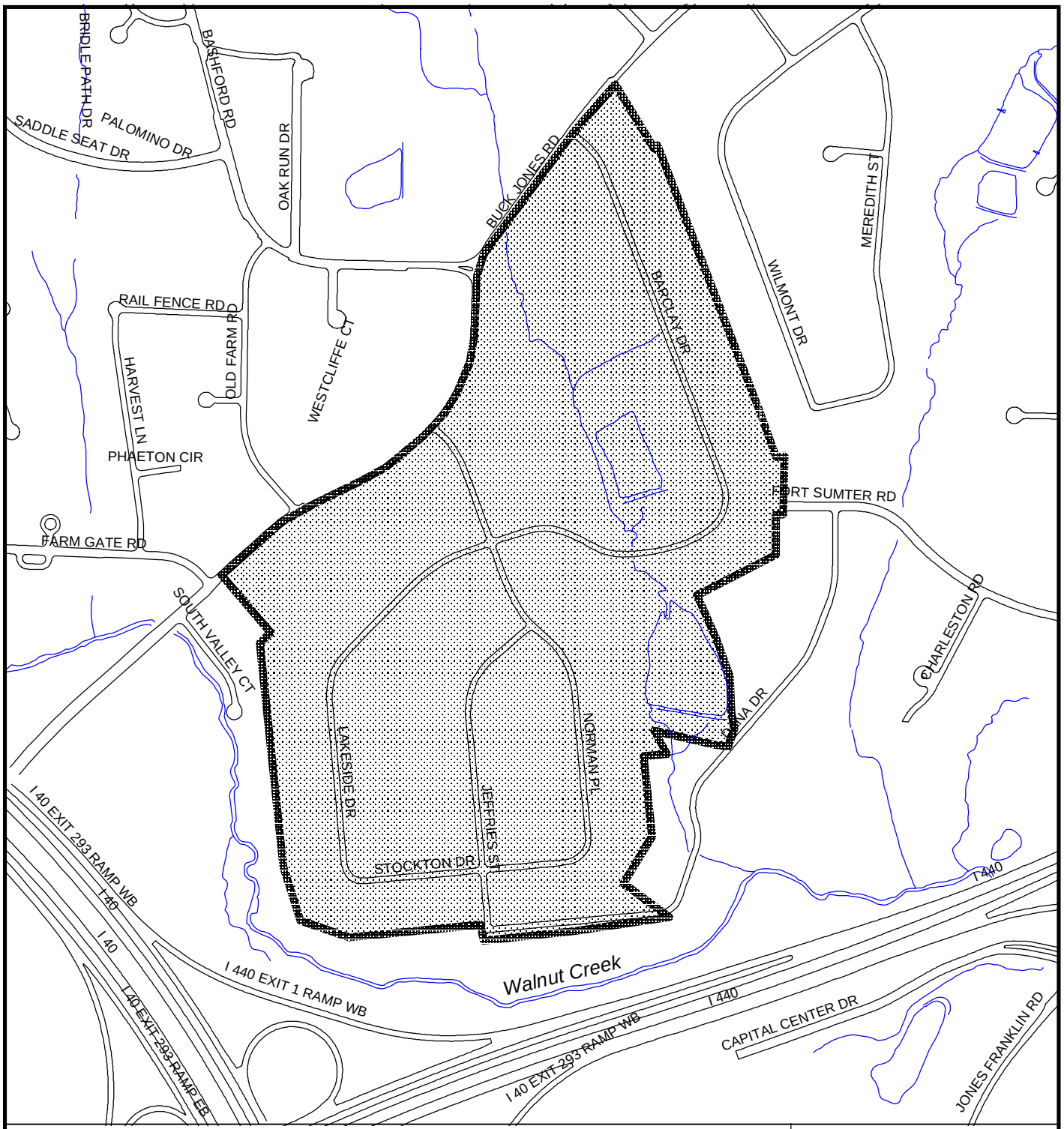
Part 9 Roylene Acres Neighborhood Plan

Policy and Implementation

•Rezone Roylene Acres to make the zoning more compatible with the actual development.

•Implementation: Rezone the plan area to Neighborhood Conservation Overlay District, with the following regulations, which are based on the existing development and protective covenants of the neighborhood. *Note that this overlay district will not make any existing houses or lots nonconforming*. The following supplemental development regulations will apply to *new* construction in the Roylene Acres Neighborhood Conservation Overlay District:

•The minimum lot size shall be 20,000 square feet
•The minimum lot frontage at the street shall be 100 feet.
•The minimum front yard setback shall be 50 feet.
•The maximum building height shall be 30 feet and no more than two and a half stories.



Roylene Acres Neighborhood Plan Boundary Map

PLAN BOUNDARY

OVERLAY DISTRICT

360 180 0 360 Feet

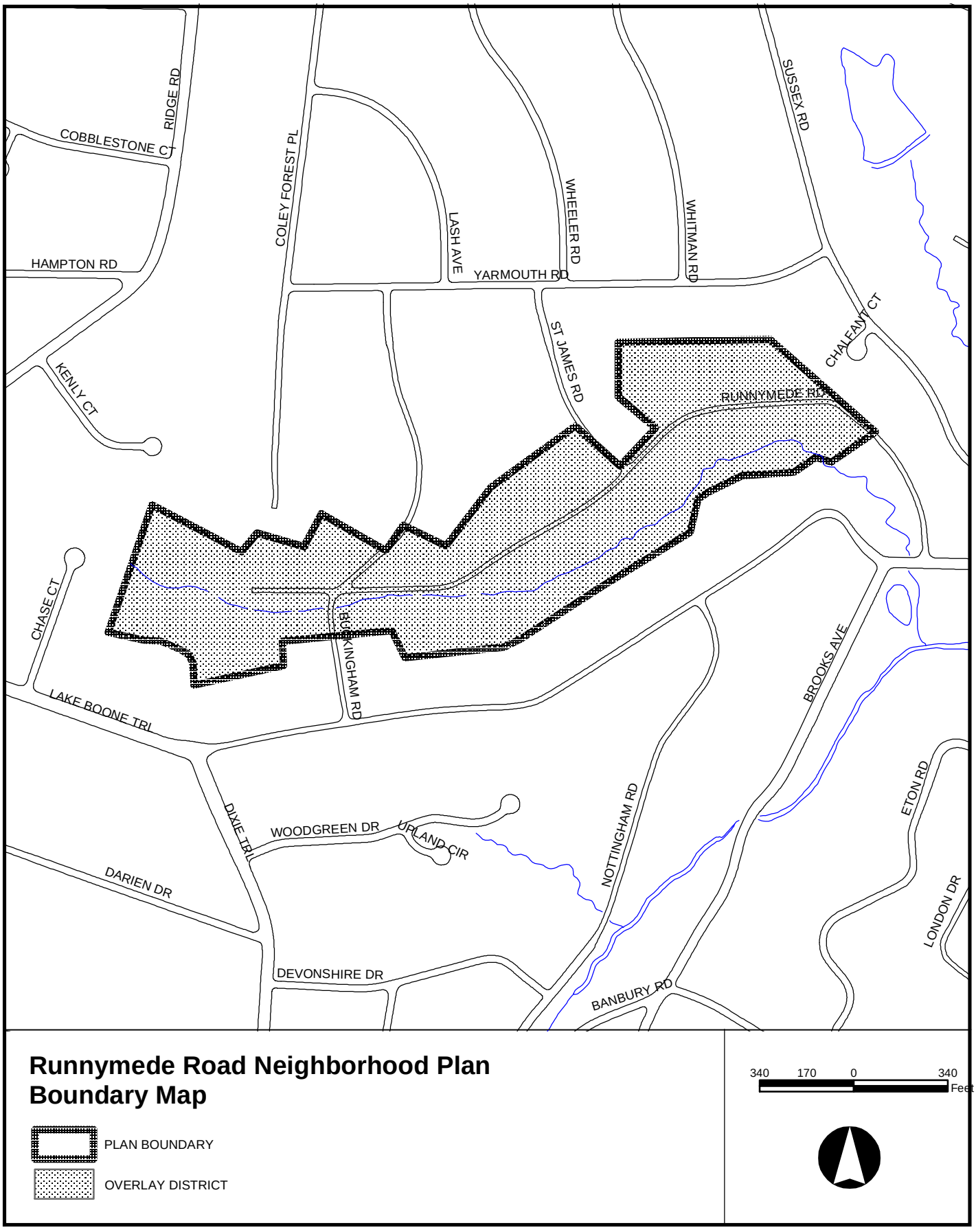
Part 10 Runnymede Road Neighborhood Plan

Policy and Implementation

•Rezone Runnymede Road to make the zoning more compatible with the actual development.

•Implementation: Rezone the plan area to Neighborhood Conservation Overlay District, with the following regulations, which are based on the existing development of the neighborhood. The following supplemental development regulations will apply to new construction in the Runnymede Road Neighborhood Conservation Overlay District:

•The minimum lot size shall be 17,424 square feet or .4 acres.
•The minimum lot frontage at the street shall be 100 feet at the right-of-way.
•The minimum front yard setback shall be 30 feet.
•The maximum building height shall be 24 feet at the 30 foot setback line. Building height may be increased one foot for each foot of increase in the front yard setback beyond 30 feet.



Runnymede Road Neighborhood Plan Boundary Map

PLAN BOUNDARY

OVERLAY DISTRICT

340 170 0 340 Feet

Part 11 South Park Neighborhood Plan

Intent
Provide guidance for future zoning and development, and to preserve the character of the neighborhood by guiding change as rezoning petitions, infill and new development occurs.

Plan Area Boundary
The Plan area is east of downtown, and includes Shaw University and the John P. "Top" Greene Community Center. The approximately 263 acre area is bounded by Cabarrus Street to the north, Little Rock Creek, Chavis Park, Holmes Street, and Carnage Drive to the east, Peterson Street and Hoke Street to the south, and Garner Road and Wilmington Street to the west.

The 2007 Neighborhood Plan boundary was expanded northward to include an area bounded by Wilmington Street, Cabarrus Street, East Street and Lenoir Street. It was also expanded eastward to include portions of Chavis Park, property bounded by Martin Luther King, Jr., Boulevard, Holmes Street, Bragg Street and Little Rock Creek, and property bounded by Martin Luther King, Jr., Boulevard, Blount Street, Bledsoe Avenue, and Wilmington Street. (See South Park Boundary Map)

Neighborhood History and Evolution
South Park is a part of a much larger predominantly African-American residential area which includes the southeast quadrant of the original city limits. Rich in local African American history a number of historic buildings and homes in the South Park Neighborhood still stand and are recognized as part of the nationally registered East Raleigh-South Park Historic District. Character is added to the neighborhood through the homes of notable residents and community leaders such as:

- *Dr. Lovelace B. Capehart (*812 South East Street), prominent black physician in Raleigh;
- *John P. "Top" Green* -802 South East St., a war veteran that served his community in numerous capacities for more than 30 years, and whose service to the community was recognized through the renaming of the South Park Neighborhood Center to the John P. "Top" Green Community Center-407 Martin Luther King Jr. Boulevard.
- *Charles A. Haywood* (720 South East Street)., a filling station manager and a funeral home director, who built his home in 1935.;
- *Dr. George T. Jones* (213 East Cabarrus Street), a black pharmacist and manager of Mallette Drug Company;
- *W.J. Latham* (724 South East Street), black janitor at Wiley School in 1925.;
- *Dr. Manassa T. Pope (*511 S. Wilmington Street), a graduate of the Shaw University Leonard School of Medicine, Dr. Pope was not only a doctor, but an activist who during a time of racial tension took a public stand along with two other black men and ran for the office of Raleigh Mayor–an act of non-violent protest that pre-dated the Civil Rights Movements by several decades
- *Dr. Peter H. Williams* (223 East Lenoir Street), black physician.

- South Park was also home to institutions like the *Harris Barber School (*803 S. Blount Street), now known as the Harris Barber College. The Harris Barber School was started in the 1930's by Mr. Samuel Harris, who believed that young African American males should possess a skill that would help them improve their economic status and eventually create opportunities where they would not only be employees, but employers. Built in 1906 the *Masonic Temple* - 427 S. Blount St., was representative of the social and charitable structure within the African American Community following the Civil War. The Masons helped to draw other institutions, businesses, and residents into the neighborhood to create a close-knit society.

The development of South Park/East Raleigh began during the Reconstruction Period following the Civil War and coincided with the establishment of three prominent African-American institutions southeast of the capital: Tupper Memorial Church, Shaw University and the School for the Deaf, Dumb and Blind. Development was spurred by the presence of a large number of freedmen in need of housing and the availability of cheap land from the holdings of collapsed plantation estates. Shaw University became the strongest magnet of the three institutions in attracting growth. The South Park and East Raleigh communities enjoyed prosperity through the 1920's as Black commercial development excelled in downtown Raleigh. East Hargett Street had been established as the center of African-American commercial development, and many of these business owners lived in the South Park neighborhood. Development continued in the neighborhood to the eve of World War II, when development that had resumed in the 1930's during the recovery from the Depression came to a halt.

The first South Park Small Area Plan was adopted in 1993. The plan was amended in 2007 due to the development opportunities and pressures created by the Downtown Raleigh renaissance and Shaw University expansion plans. These new development trends have created uncertainty over the preservation of the single-family character of the neighborhood as downtown revitalization intensifies. Thus, the South Park Neighborhood Plan was updated in 2007 to provide guidelines for rezoning petitions, future land use, infill development and pedestrian improvements. The policies in this plan were established to address the Department of City Planning analysis and issues and concerns raised by the South Park Neighborhood Association and the South Park Neighborhood Task Force.

Land Use

The predominant land use of the area is residential which accounts for over 60 percent of the total plan area. Single family residential dwellings form the basic structure of the neighborhood with multi-family dwellings being more recent infill. Institutional land uses, which include schools and churches, are the second largest land use category in the neighborhood. These uses comprise 8 percent of the plan area. Shaw University includes 23.5 acres or 9 percent of land devoted to campus activities. A number of churches in the neighborhood make up the remainder of the institutional acreage. Industrial land uses are concentrated in the south west portion of the plan area and along the southern boundary of the neighborhood. Within the plan area 9 percent is devoted to industrial uses such as a commercial vehicle repair facility, heating oil storage and distribution facility and storage warehouses. Adjacent to the south side of the neighborhood is a larger industrial area. A small number of modest commercial uses are scattered through the neighborhood representing 1 percent of the total land uses. The remaining land uses within the neighborhood are identified as either park land or vacant land. Parkland and greenways provide a total of approximately 27 acres or 10 percent of recreational land uses. Small parcels of vacant land, typically less than 8000 square feet in size, are scattered throughout the neighborhood. Vacant land accounts nearly 4 percent of the plan area.

Zoning
The South Park neighborhood has a variety of residential, commercial, office, industrial, and mixed-use zoning districts. Residential zoning consists of Residential-20 (R-20); commercial zoning districts consist of Neighborhood Business (NB), Residential Business (RB), Shopping Center (SC), Business District (BUS) and Buffer Commercial (BC). Industrial zoning consists of IND-2. Office and Institutional zoning districts consist of O&I-1 and O&I-2. The South Park neighborhood also contains two overlay districts, which are the Downtown Overlay District and the Neighborhood Conservation Overlay District.

Description of Housing
The housing stock in South Park is predominantly single family residential dwellings comprising of mainly working-class houses, one- and two-story dwellings of modest design and size built between 1900 and 1940. There are a handful of older houses with higher architectural style and larger in size than average house in the neighborhood. Many of the houses within the plan area are in deteriorated condition and a number are abandoned and boarded up. Over 80 percent of all dwellings are rentals. The number of rental and boarding houses has increased as well as the number of absentee property owners. Maintenance of rental and abandoned properties is often mentioned as a major concern of the neighborhood as both a visual and safety problem. Multi-family dwellings are concentrated in the southeastern periphery of the plan area with a few scattered within the neighborhood. These buildings are typically two- and three-story brick and/or frame structures accompanied by large parking lots located adjacent to the street. Many of these developments have a deteriorated appearance and lack site amenities such as landscaping or play areas for children.

Building Setbacks & Orientation
Building front yard setbacks range from 0 feet to 50 feet with building setbacks of less than 20 feet being more representative of the original development of the neighborhood than the high end of the range which typically represents multi-family dwellings. The median front yard setback is 16 feet and the mean is 10 feet. Typically there is a distance of 5 feet to 20 feet between buildings with a median of 17.7 feet and a mean of 8.6 feet. The orientation of the main building entrance towards the street combined with the closeness of the building to the street and the prevalence of front porches establishes a traditional neighborhood appeal.

Lot Size & Configuration
Typical blocks within the area have a square dimension of 420 feet. Most lots contain between 1300 square feet and 10,000 square feet. The median lot size is 6534 square feet and the mean is 5000 square feet. Lot width ranges from 20 feet to 150 feet with a median lot width of 49 feet. Lots of larger size and width are typical of redeveloped properties which have combined several pre-existing lots to accommodate multi-family dwellings.

Open Space & Recreation
Two small mini-parks are located within the neighborhood: Lee Street Park which consists of a children's playground, and Bragg Street Park which includes a basketball court and playground. Each of these parks contains about 0.3 of an acre. The Little Rock Creek greenway, which is located near the eastern boundary of the plan area, connects Chavis Park with the Walnut Creek greenway and other park system facilities within the city. The John P. "Top" Green Community Center was built in 1997 as part of the implementation of the original South Park Neighborhood Plan.

Commercial Development
Several small corner grocery stores are still in operation, though providing limited services and often are in deteriorated condition. Other small service retail establishments are located within the neighborhood. The plan area is also adjacent to the central business district of Raleigh which

provides a variety of commercial and professional services. The industrial development in the southwest portion of the neighborhood includes such uses as heating oil and petroleum storage/distribution facilities, commercial vehicle repair and storage facilities and warehousing facilities.

Transportation/Circulation
The neighborhood is laid out with a grid of streets which forms an extension of the original grid street design of the city. The street pattern is designed in a north/south and east/west direction with the largest streets directed north/south. The transportation plan designates Person and Blount Streets as major thoroughfares, with Person Street serving as a primary southern entry to the neighborhood and the city. Martin Luther King, Jr. Boulevard, which is also designated a major thoroughfare, is an entry point to the neighborhood from the east and west. Designated local truck routes direct truck traffic around the neighborhood using Wilmington Street, Hammond Road, Hoke Street and Garner Road. Sidewalks are provided along most of the major streets through the neighborhood and along the smaller residential streets north of Martin Luther King, Jr. Boulevard. The southern portion of the plan area, south of Martin Luther King, Jr. Boulevard, has few sidewalks along the minor residential streets.

City-Adopted Plans Providing Guidance within the Neighborhood Plan Area

City Code
- Zoning Ordinance and Development Regulations (City Code Part 10)

District Plan
- Central (1979)

Small Area Plans
- Downtown Small Area Plan (1998)
- Martin Luther King, Jr. Corridor Plan (1992)
- Olde East Raleigh Small Area Plan (2007)

Redevelopment Plans:
- Garner Road (2002)
- South Park (1980)
- Downtown East (1985)

Development and Redevelopment Strategies:
- Moore Square South (2004)
- Convention Center Cultural District (South End)Master Plan (2004)

Issues Identified During the Public Involvement Process
The major concerns expressed at meetings were:
1. The South Park Neighborhood Plan boundaries do not coincide with the original South Park Neighborhood boundaries.
2. The quality of infill development, particularly duplexes, that have been built in the neighborhood over the past decade has been poor.
3. The historic character of the single family neighborhood is not being preserved or enhanced by the new development.
4. There are unsafe pedestrian crossings and traffic patterns at the intersection of Martin Luther King, Jr. Boulevard, Wilmington Street and Salisbury Street.
5. There are traffic safety issues at MLK (Martin Luther King, Jr.) Boulevard, Blount Street, Hammond Road and Lee Street.

6. There is a pedestrian safety issue at Person and Blount Streets due to a lack of sidewalks.
7. There has been continued concern over the large ratio of rental homes over owner occupied homes.

Overview of Land Use Policy Direction

A large portion of the South Park Neighborhood Plan Area has a single-family character residents have a strong desire to preserve, and many residents have expressed a desire to have accesses to convenient neighborhood services. Areas to the north and south of the neighborhood boundary have been identified as locations where these service opportunities could exist. The area bounded by Wilmington, East Cabarrus, South East and Lenoir Streets, has been designated for mixed use development that can be used as a buffer from uses outside the neighborhood plan that may be considered out of the neighborhood's character. The area that currently consists of industrial development in the southwest portion of the neighborhood, adjacent to Blount Street, Branch Street, and Hammond Road includes such uses as heating oil and petroleum storage/distribution facilities, commercial vehicle repair and storage facilities and warehousing facilities. Hammond Road is a heavily traveled gateway to both the South Park Neighborhood and Downtown Raleigh that presents the opportunity for a neighborhood oriented commercial center that could be supported by both the neighborhood residents and commuters passing through the area. Commercial development in this area would also be more compatible with the surrounding residences.

Overview of Transportation Policy Direction

The intersection of MLK (Martin Luther King, Jr.) Boulevard, and Wilmington/Salisbury Streets is a major gateway into both Downtown Raleigh and the South Park neighborhood, which makes it a very important intersection. Presently, the design of this intersection inhibits pedestrian flow. Neighborhood residents have raised concerns about vehicles traveling in the wrong direction, and pedestrians not being provided enough time to cross the length of the intersection before the light changes. There are two solutions recommended for this situation. *Short term* solutions to these problems are to place additional signage at the intersection to direct traffic, to install timed pedestrian lights to allow pedestrians to determine if they have enough time to cross before the light changes, and provide sources of pedestrian refuge. The *long term* solution is to redesign the intersection as referenced in the "Convention Center Cultural District Master Plan", which calls for a design that will calm traffic, create a sense of place, and improve the pedestrian experience.

A. Implementation Items

1. Use the Land Use Map developed for this plan as guide when evaluating rezoning petitions.
2. Adopt a Neighborhood Conservation Overlay District to regulate infill residential development and regulate parking areas.
3. Where this plan overlaps with the Downtown Overlay District, the intent of the Overlay District shall prevail.
4. Allocate Capital Improvement Program (CIP) dollars for pedestrian crossing improvements at the intersection MLK(Martin Luther King, Jr.) Boulevard, and Wilmington/Salisbury Streets, and for sidewalks along Bloodworth Street (between Worth and Martin Luther King Jr., Blvd.), Blount Street (between Bragg Street and Hoke Street), Person Street (between Lenoir and Martin Luther King, Jr. Blvd.), Hoke Street, and South Street (between Blount and Person Street). (*See South Park Pedestrian and Vehicular Improvement Map*)

5. Rezone property to achieve the land uses outlined in the Land Use Policy section of this plan. Until such time the property is rezoned to the recommended land use, the existing zoning shall prevail.

B. Related Redevelopment Plan Amendments

1. **South Park Redevelopment Plan**: Amend redevelopment plan to reflect the lot size and setback requirements of the NCOD, and to include Residential Rehabilitation Design Guidelines.

C. Land Use Policies

Neighborhood Commercial Opportunity

1. Rezone property or encourage Mixed Use Development (Small scale Office, Retail, and/or Residential uses) in the area bounded by Cabarrus, East, Lenoir, and Wilmington Streets when rezoning petitions are being considered. (*See Neighborhood Plan Map*)
2. Rezone property or encourage commercial, office, and residential uses within the Neighborhood Center near Person Street, Bragg Street, Hammond Road, and Hoke Street when rezoning petitions are being considered in order to create economic development opportunity for the South Park area. (*See Neighborhood Plan Map)*

Owner Occupied Housing

3. Encourage increased owner occupied housing by encouraging housing that accommodates a mixture of income levels through public and private housing programs.

Neighborhood Improvement

4. Improve pedestrian safety crossings along Garner Road at McMakin Street and Hoke Street by installing sidewalks and clearly marking crosswalks (CIP implementation item).
5. Infill residential development should reflect the existing historic building types in the study area.
6. Emphasize the historic significance of the South Park neighborhood through the promotion and protection of contributing historic elements.

Protection of Neighborhood Character
Apply the Neighborhood Conservation Overlay Zoning District to the South Park area as indicated on the attached map. The following development regulations would apply:

Lot Size : minimum = 3000 square feet; maximum = 8000 square feet

Lot Width : minimum = 40 feet; maximum = 80 feet

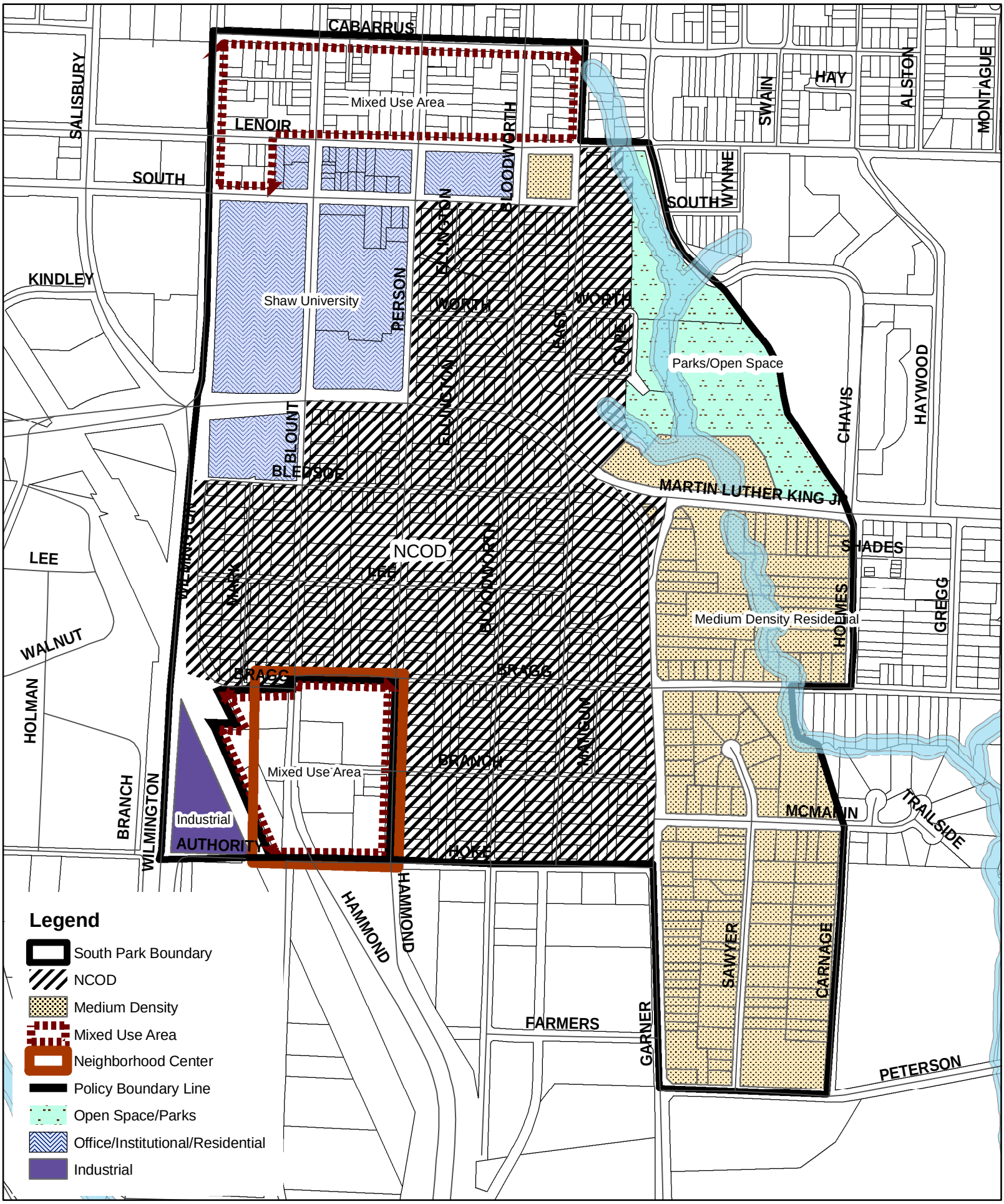
Front Yard Setback : within 10 percent of the average front yard setback established by buildings on the same side of the block face of the proposed building, but not less than 8 feet or greater than 30 feet.

Building Height : maximum = 25 feet

Building Entrance : The main building entrance shall face the street from which the building is addressed. No upper story entrance shall be visible from an adjacent street right-of-way.

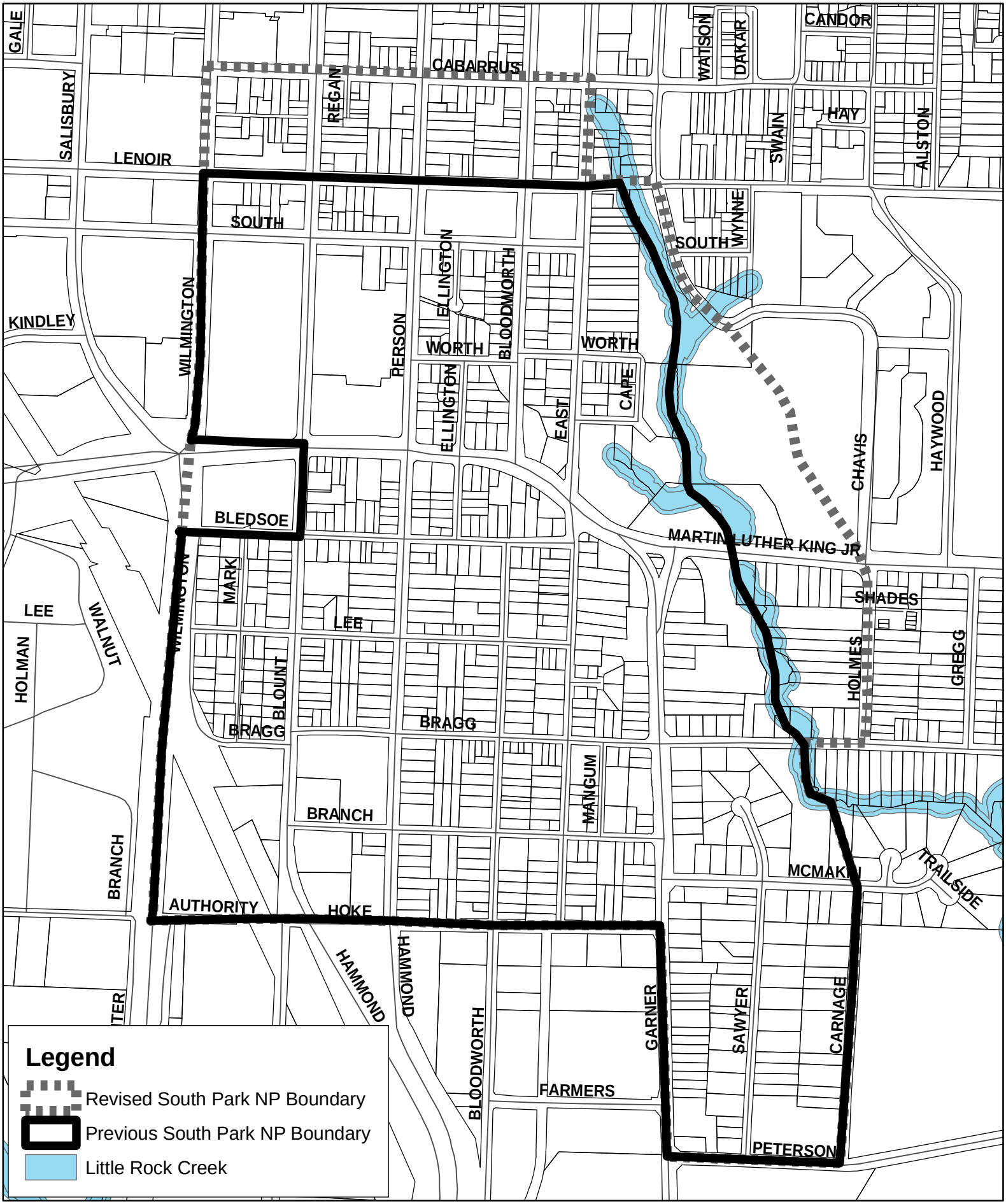
Off-Street Parking: Parking shall be located to the side and/ or rear of the building. With the exception of single-family detached homes, no parking areas are to be located in front of any primary building. Single-family detached home parking shall be regulated according to the City of Raleigh Code.

South Park Neighborhood Plan



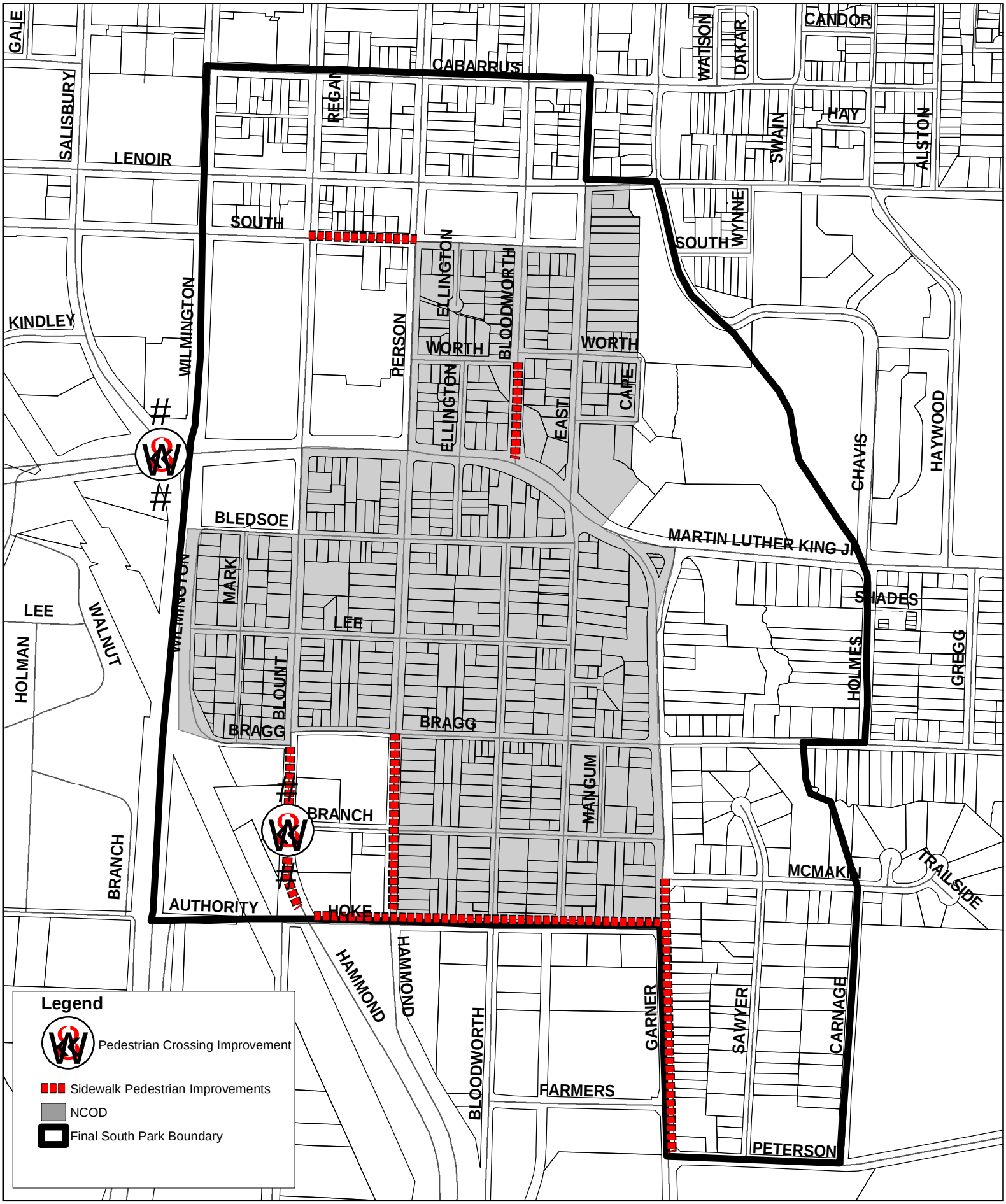
Raleigh Department of City Planning
March 2007

South Park Neighborhood Plan Boundaries



Raleigh Department of City Planning
March 2007

South Park Neighborhood Plan Pedestrian and Vehicular Improvements



Raleigh Department of City Planning
March 2007

Part 12 Westover/Mount Vernon Neighborhood Plan

The Westover / Mount Vernon Park neighborhood covers an area of about 62 acres of which approximately 56 acres are zoned residentially and 6 acres are zoned for industrial uses. There are 140 residential lots in the plan area. At the time of the writing of this plan there were 16 vacant lots in the residential area and three vacant lots in the industrially zoned area along Hillsborough Street. Seven of the 12 industrially zoned parcels had houses located on them. The current residential zoning was designated in 1960 as Residential 10. However, the actual development in the neighborhood is less dense, ranging from four to six dwelling units per acre. With the exception of a few duplexes, residential development is more characteristic of that in R-4 and Special R-6 zoning districts.

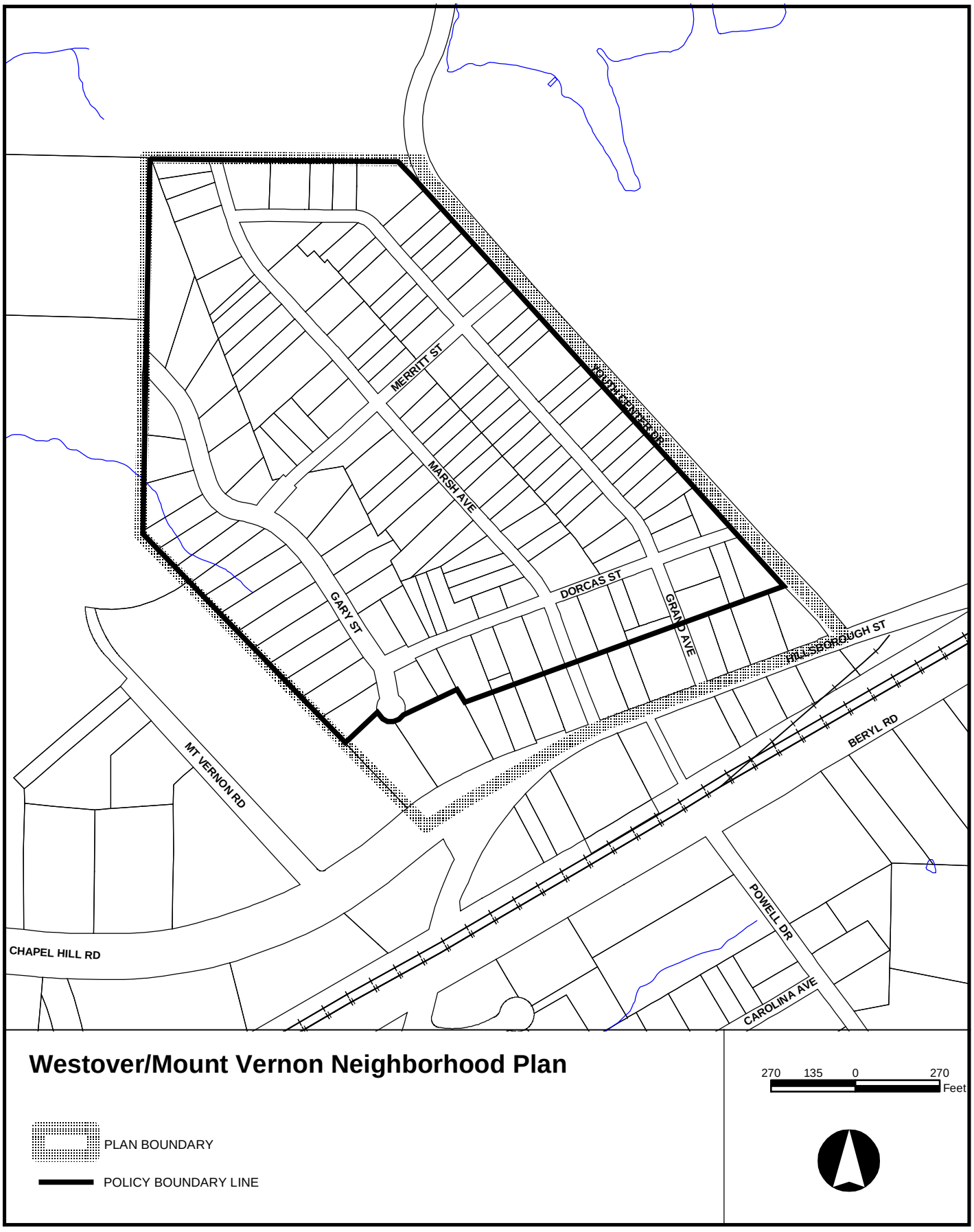
The Westover / Mount Vernon Park area is located south of Hillsborough Street in the vicinity of the North Carolina State Fairgrounds. It is primarily an established residential community of single family detached homes, but it contains a small business area in a narrow strip along Hillsborough Street. Large institutional properties surround the area on three sides. Mount Vernon School borders the neighborhood on the west side and the N. C. State Fairgrounds encompass the area on the north and east sides.

Policies

- Employ city land use regulations to encourage only that redevelopment which will maintain the existing character and density of the core residential area.
- Protect the integrity of the residential area during development of surrounding institutional properties and redevelopment of properties along Hillsborough Street.
- Maintain the existing residential street pattern and prohibit connections of Gary Street, Marsh Avenue and Dorcas Street with either existing or proposed nearby streets.
- Maintain Youth Center Road as a public street between Trinity Road and Hillsborough Street.
- Encourage the location of any future local rail transit station closer to Dorton Arena and Blue Ridge Road to lessen traffic congestion between the intersections of Hillsborough Street with Youth Center Road and Powell Drive.

Implementation

- Establish a policy boundary line around the existing residentially zoned properties as a demarcation between residential and nonresidential uses.
- Rezone the core residential area of approximately 45 acres to Special Residential 6 District.
- Consider installation of a traffic signal at the intersection of Hillsborough Street and Youth Center Road to provide safer access to and from the community.



Westover/Mount Vernon Neighborhood Plan

PLAN BOUNDARY

POLICY BOUNDARY LINE

270 135 0 270 Feet

Part 13 Laurel Hills Neighborhood Plan

Plan Area Boundary

The plan area is located in the Northwest Planning District, off of Edwards Mill Road, between the Old Raleigh neighborhood focus area and Crabtree Valley city focus area. Contained within the area are lots accessed by Laurel Hills Road, Rhododendron, Laurel Ridge, Arbutus, Galax and White Pine Drives.

Goals

• Preserve the unique character of the Laurel Hills neighborhood. This unique character is a result of the existing large lots and placement of the houses on the lots.

• Protect and enhance property values in the neighborhood.

Policy

• Modify the existing zoning in the plan area through the use of the Neighborhood Conservation overlay district to make the zoning more compatible with the actual development.

Implementation

Apply a Neighborhood Conservation overlay zoning district to the plan area. The overlay district regulations are based on an analysis of the build-out of the area:

Minimum lot size: one half acre

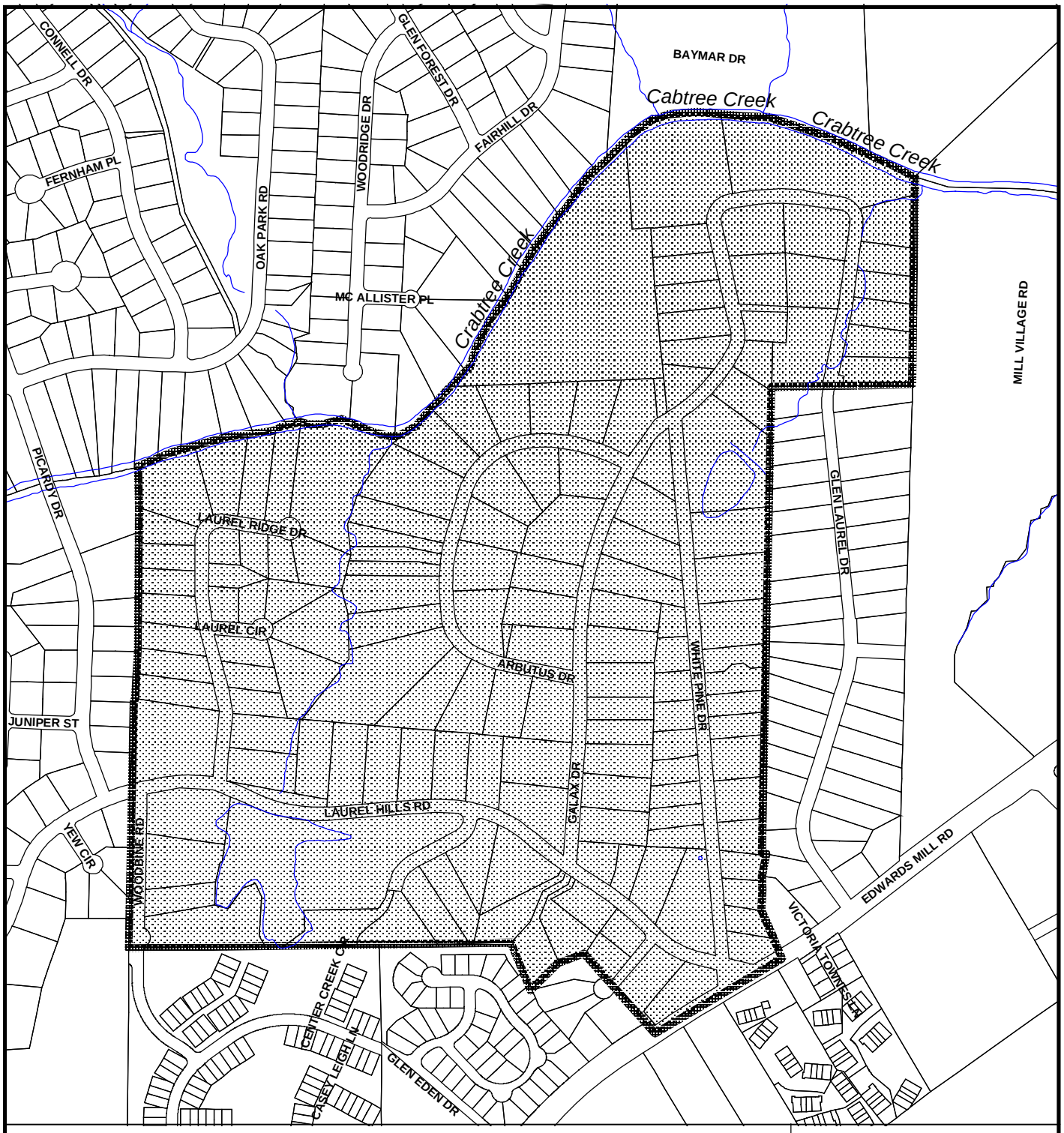
Minimum lot width at the right of way line: 45 feet

Minimum lot width 80 feet back from the right of way line: 100 feet

Minimum front yard setback: 50 feet

Maximum building height: thirty five feet.

These regulations apply to new lots and construction only. No existing structures or lots will be made nonconforming by the use of conservation districts.



Laurel Hills Neighborhood Plan Boundary Map

PLAN BOUNDARY

OVERLAY DISTRICT

330 165 0 330
Feet

Part 14 North Boylan Neighborhood Plan

Location
The North Boylan Neighborhood is in the northwest section of Downtown Raleigh and is generally bounded by Hillsborough Street, Saint Mary's Street, Tucker Street and Glenwood Avenue. Commercial corridors extend along the south, east and north edges on the neighborhood with Saint Mary's College, Wiley Elementary School and Broughton High School forming the western boundary. The Brooklyn, Glenwood and Cameron Park residential areas are also close neighbors to the north and west.

Issues
Issues identified in the neighborhood include the intrusion of commercial parking and service areas, incongruous code standards, loss of residential uses, traffic speed and pedestrian convenience.

The intrusion of parking lots and service areas from the Glenwood commercial corridor present one of the greatest threats to the character of the neighborhood through the replacement of existing structures with parking lots to serve off-site retail uses. Development code standards for building setbacks and scale and the location of parking do not reflect the existing built character of the neighborhood. New infill development must receive a variance to the existing code standards through the Board of Adjustment in order to build within the established streetscape pattern. Boylan Avenue is the primary north-south street through the neighborhood and carries commercial traffic from outside areas. Traffic speed on Boylan Avenue is often sited as higher than reasonable for a residential street with limited sight distance and multiple intersections. Pedestrian movement in the neighborhood is increasing as well as on-street parking due to adjacent commercial development. Improvements to pedestrian ways should be pursued to encourage walking and assure a safe and convenient pedestrian environment.

Goals
Support the mixed-use character and pedestrian orientation of neighborhood.
- Establish appropriate development guidelines for infill.
- Maintain strong built streetscape with pedestrian areas.
- Reduce impacts from parking lots.
- Allow greater mix of personal service uses.

Assure that redevelopment complements the existing built character of neighborhood.
- Amend regulatory standards to allow appropriate infill.

Increase residential use and density in neighborhood.
- Encourage residential infill and mixed-use buildings.

Provide appropriate transitions between uses.
- Allow land uses that fit within a residential context.

Implementation
The following actions are recommended to achieve the goals and objectives of this plan.

Apply the Neighborhood Conservation Overlay District to the North Boylan Avenue plan area. Adopt the following standards to allow infill development that reflects the built character of the neighborhood.

Neighborhood Conservation Overlay District Standards

- Front Yard Setback: Within 10% of the median front yard setbacks established by buildings on the same side of the block face as the proposed building, but not less than 5 feet or greater than 25 feet.

- Building Height: May be constructed up to 24 feet high with a maximum of 40 feet when the building includes a minimum roof pitch of 5/12 and the facade is detailed with a minimum 4 foot offset at least every 25 linear feet of building wall and a minimum 10 foot offset at least every 50 linear feet of building wall.

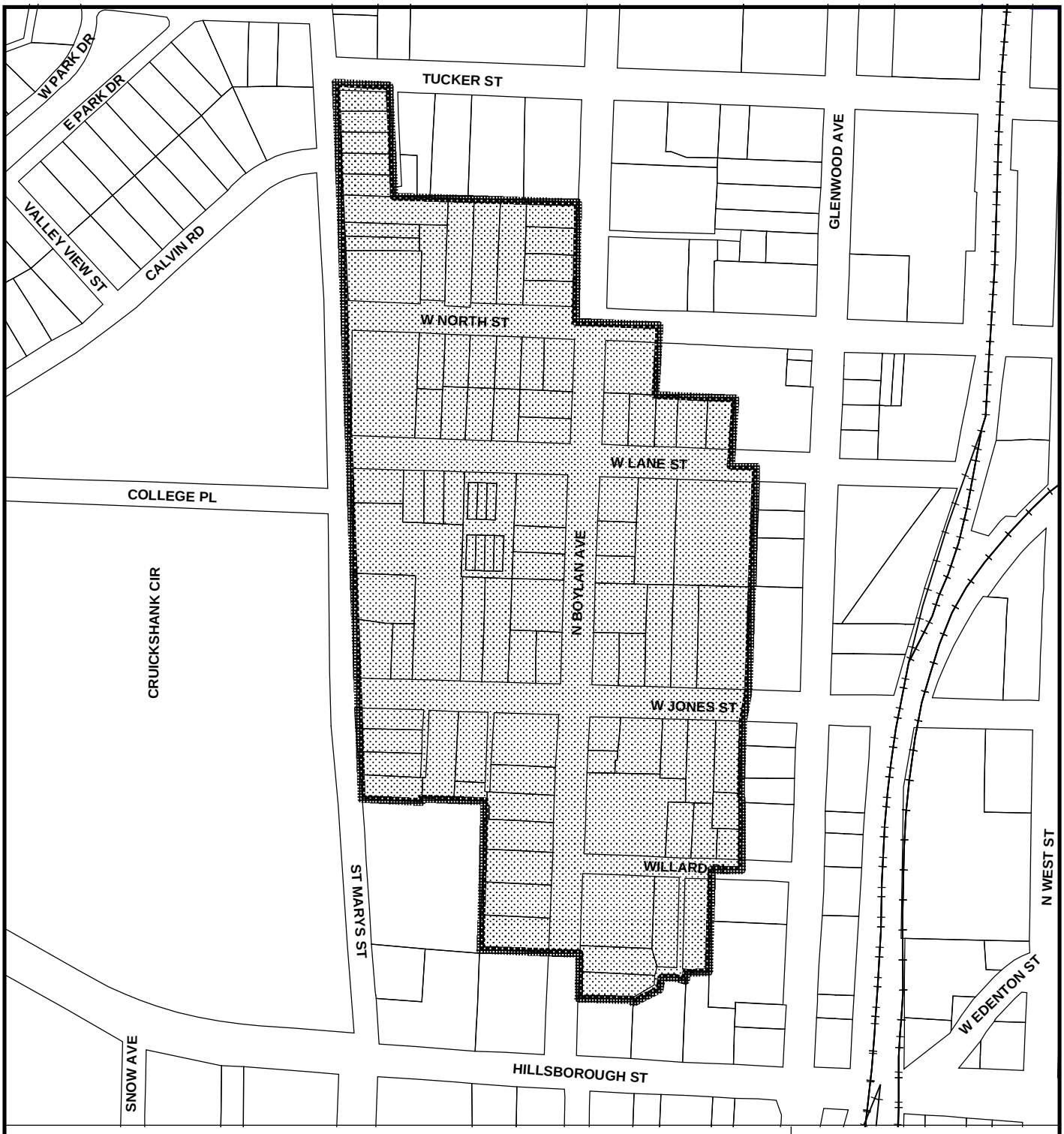
- Building Entrance Orientation: Buildings and their primary entrances shall be oriented towards a public street. Additional entrances may be oriented towards the block interior so long as a direct pedestrian connection is provided to the public street.

- Vehicular Surface Areas: Vehicular surface areas, even if located on a separate lot, shall be located behind the principle building. A vehicular surface area may be located at the side of a building if: 1) It does not extend in front of the building facade line; 2) For any lot with street frontage in excess of 100 feet, the linear frontage of vehicular surface area facing the street does not exceed 25% of the linear street frontage of the lot. Ramp type driveways shall be used to maintain a continuous sidewalk along the blockface.

Other Actions

- Rezone the area to Residential Business to allow a greater mix of residential, personal service and office uses, to limit the size of non-residential buildings to 5,000 square feet and to prevent parking lots as a separate use.

- Study pedestrian and vehicular movement in the area to identify safety issues and traffic conflicts. The emphasis of the study should be to improve the safety and convenience of the pedestrian environment, slow traffic speeds along Boylan Avenue and to maximize on-street parking. Recommend appropriate traffic calming and pedestrian crossing elements at street intersections. Prepare a cost estimate for an improvement program and submit CIP request for funding.



North Boylan Neighborhood Plan Boundary Map

PLAN BOUNDARY

OVERLAY DISTRICT

180 90 0 180 Feet

Part 15 Trailwood Neighborhood Plan

Part 1 Goals

•Preserve the unique character of the Trailwood neighborhood. This unique character is a result of the existing large lots and wooded setting.

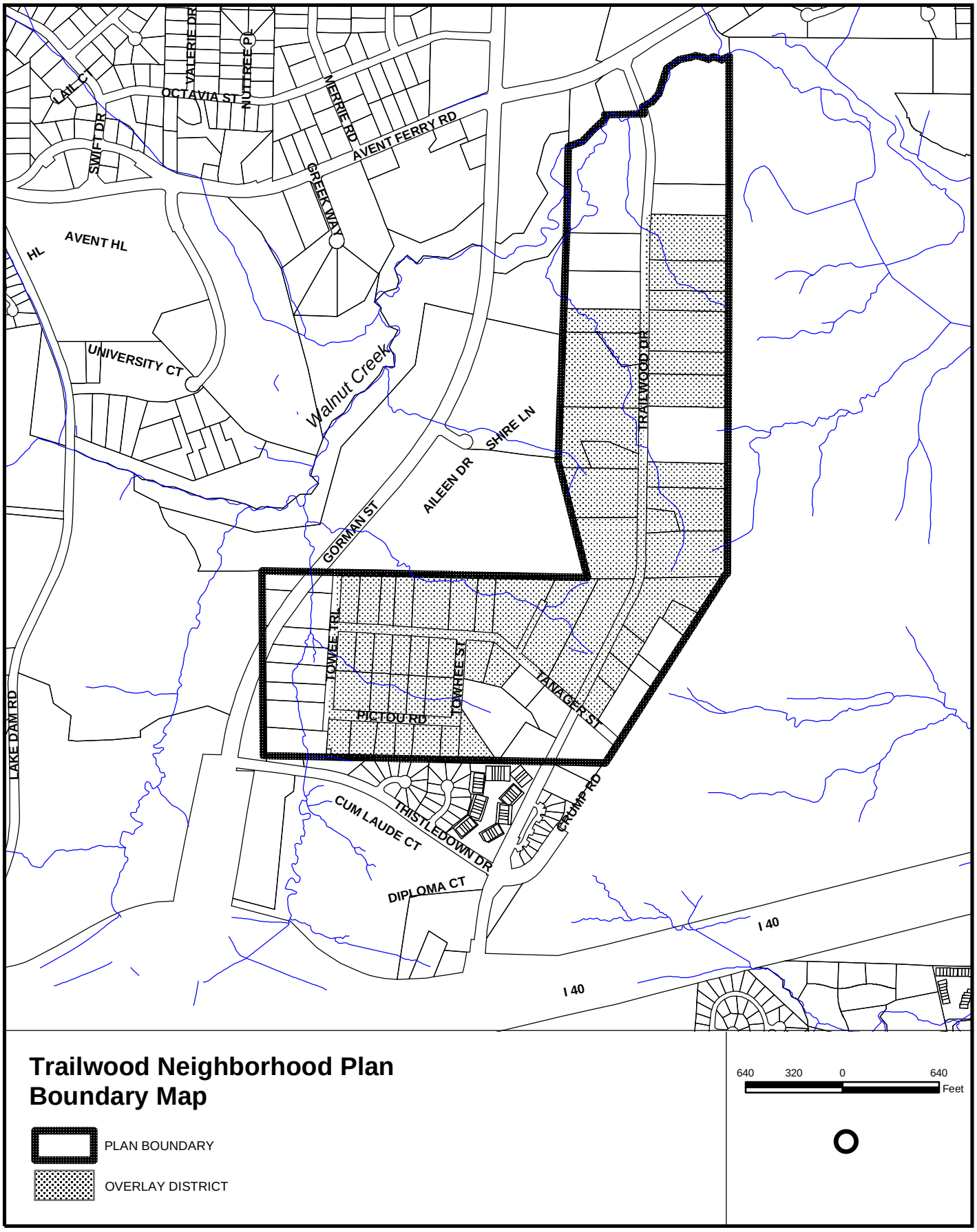
•Protect and enhance property values in the neighborhood.

Part 2 Policies

•Change the zoning of the majority of the plan area from R-4 to R-2.

•Apply the Neighborhood Conservation Overlay District to a portion of the plan area. The following standards will be applied to this district:

Minimum lot size of 20,000 square feet.
Minimum front yard setback: 60'
Minimum lot width at the right-of-way line: 100'
Maximum house height: two and one half stories, 30' from the finished grade of the main entry floor
Minimum sideyard building setback: 20 feet within the front 100 feet of the lot. The sideyard setback for the rear portion of the lot would be that required in the underlying R-2 district, that is, 10 feet.



Trailwood Neighborhood Plan Boundary Map

PLAN BOUNDARY

OVERLAY DISTRICT

640 320 0 640

Feet

Part 16 Oakwood Park Neighborhood Plan

GOAL
Maintain and enhance the character of the Oakwood Park Neighborhood as a safe, aesthetically pleasing place to live with proximity to quality recreational facilities and a retail area that contributes to the identity of the neighborhood as an established residential neighborhood.

POLICIES

Appropriate Development
- Encourage appropriate infill development and redevelopment within the neighborhood consisting of primarily single-family residential homes and neighborhood-serving businesses at the corner of Glascock Street and Brookside Drive.

Neighborhood Identity
- Preserve and enhance neighborhood identity and pride
- Improve aesthetics of neighborhood

Health and Safety
- Increase safety for pedestrians
- Eliminate rodent infestations
- Decrease loitering and criminal activity in the proximity of the retail area.
- Improve stormwater drainage.

ACTION STRATEGIES

Appropriate Development
NEIGHBORHOOD ACTION
- The neighborhood will request that Neighborhood Conservation Overlay District zoning be applied according to the Oakwood Park Neighborhood Plan Map with the following regulations:
  - minimum residential lot width, 55 feet; maximum lot width, 80 feet
  - minimum residential lot size, 6,000 square feet
- dwellings must be single family detached units or duplexes (two dwelling units on one lot) that are constructed to generally look like single family detached houses consistent with the houses within the neighborhood in terms of character, scale, and layout.
- lots should be laid out in a grid pattern that continues the existing grid, with interconnectivity between these lots, the existing lots within the neighborhood, and adjoining streets surrounding the neighborhood
- The neighborhood has identified the types of uses appropriate for the Neighborhood Business Zone on Brookside Drive south of Glascock Street. Generally, the uses are neighborhood-oriented, do not encourage loitering, do not allow for late night use, do not significantly increase traffic, and do not facilitate criminal activities among the patrons. Such uses include coffee shop, ice cream shop, dry cleaners, small restaurant, card/gift store, garden shop, small appliance repair, and similar service-oriented retail and office uses. Inappropriate neighborhood business uses include sales of items such as fortified liquor, adult magazines and videos and weapon sales; pawn shops; and bail bond offices.
- Cooperate with the property owner of the Neighborhood Business zone by supporting proposed development of the retail and service uses that enhance the neighborhood.
- Encourage the owner of the Neighborhood Business properties to rezone the property to Neighborhood Business-Conditional Use to specifically exclude the uses that are not

appropriate to the neighborhood such as bars or nightclubs, adult establishments, drive-in restaurants, fortified liquor sales, adult magazines and video sales/rental, weapon sales, pawn shops, bail bond offices, and hotel/motels.
- Encourage the owner of the convenience store to target neighborhood residents as customers by increasing the variety of convenience goods and food stocked, discouraging loitering, and maintaining an attractive facility.

CITY ACTION
- When the City reviews any proposed future development of the 2.88 acre parcel between Edmund Street and Emma Conn School should owners not pursue the existing approved site plan which sunsets July 2000 , consideration will be given, to the greatest extent practicable, to the preservation of trees and the small creek in order to maintain the character of the neighborhood and continue to buffer the noise and lights of the school from the adjacent residents.
- Evaluate and consider approval of the designation of a Neighborhood Conservation Zoning Overlay District as outlined in the Oakwood Park Neighborhood Plan Map.

Neighborhood Identity

NEIGHBORHOOD ACTION
- Design, purchase and install a sign identifying the neighborhood.
- Host regular neighborhood events to increase the sense of community in the neighborhood and enhance the neighborhood.
- Schedule regular litter pick-up events to maintain cleanliness and encourage residents to help keep the neighborhood clean.
- Contact owners of property that needs maintenance and encourage them to improve their property.
- Identify and assist residents/property owners that are unable due to age or disability to address aesthetic issues of their property with maintenance where appropriate.
- Encourage the owner of the Neighborhood Business properties to install appropriate landscaping at both the developed site and the vacant site when developed. The landscaping should soften the transition between commercial and residential uses.
- Participate in the City Adopt-a-Park program or its equivalent.

CITY ACTION
- Repair the fence between Oakwood Park and Oakwood Cemetery that was damaged by falling trees.

Health and Safety

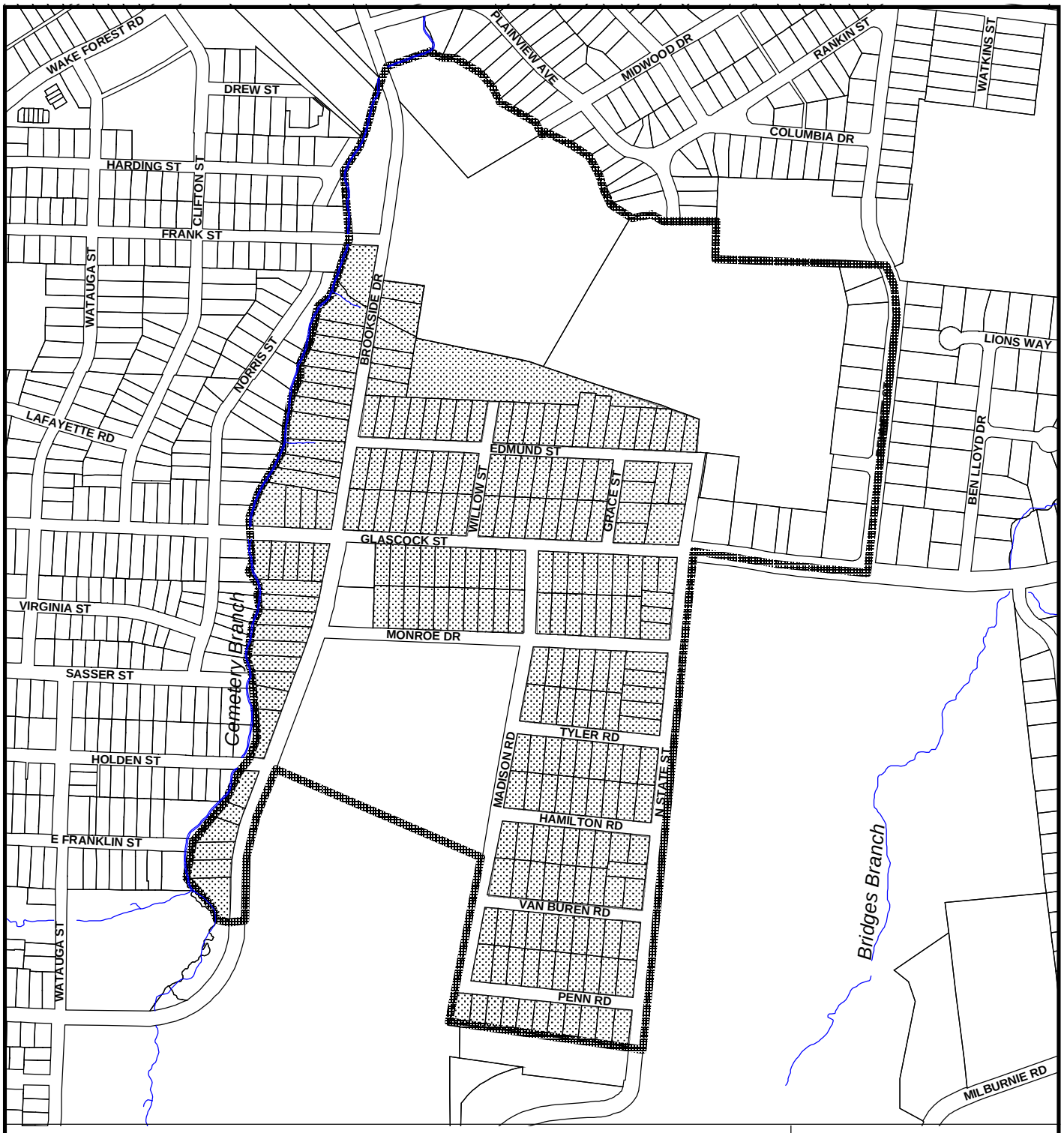
NEIGHBORHOOD ACTION
- Submit petitions to the City of Raleigh Transportation Department to evaluate the appropriateness of the current speed limit of 35 mph on Glascock Street, Brookside Drive, and State Street and reduce it to 25 mpg where possible.
- Submit petitions to the City of Raleigh Transportation Department for the installation of 25 mph speed limit signs on the appropriate, unposted streets throughout the neighborhood.
- Submit a petition the City of Raleigh Transportation Department to consider requiring rerouting large trucks.
- Submit requests to CP&L to repair the street lights that are not working throughout the neighborhood.
- Submit a request to the City of Raleigh Transportation Department to increase street light illumination on Monroe Street.
- Continue neighborhood watch program.
- Encourage the owner of the Neighborhood Retail area to increase the amount of lighting at the commercial area. In order to prevent negative impacts, light fixtures should be shielded,

cut-off fixtures that minimize glare from the roadways and spillover of light onto adjacent properties.

- Report rodent infestations to the health department.
- Assist property owners/residents who are unable to undertake adequate yard maintenance in order to discourage continued rodent infestation and improve appearance of the neighborhood.

CITY ACTION

- In response to neighborhood petitions, conduct the necessary analysis in order to evaluate petition requests from the neighborhood as recommended in this plan.
- In conjunction with evaluating the speed limit on Glascock Street, the City of Raleigh Transportation Department should consider installing sidewalks on Glascock Street. Due to resistance to a sidewalk from property owners along Glascock Street in the past, the neighborhood plan task force recommends that the City examine alternative designs such as narrowing the traffic lanes and constructing sidewalk on a portion of the existing road where Glascock Street widens or applying paint treatment to the outer edges of the street with signs prohibiting parking during the times children typically walk to and from school. Either strategy would have a traffic calming results due to the effective narrowing of the lanes.
- Parks and Recreation Department should evaluate the amount of lighting within Oakwood Park and increase it as necessary as funding becomes available.
- Parks and Recreation Department should evaluate the drainage issues in Oakwood Park and correct as necessary as funding becomes available.
- Evaluate and correct as appropriate the drainage problems on Van Buren and Hamilton Roads.



Oakwood Park Neighborhood Plan
Neighborhood Conservation Overlay District

PLAN BOUNDARY

OVERLAY DISTRICT

310 155 0 310
Feet

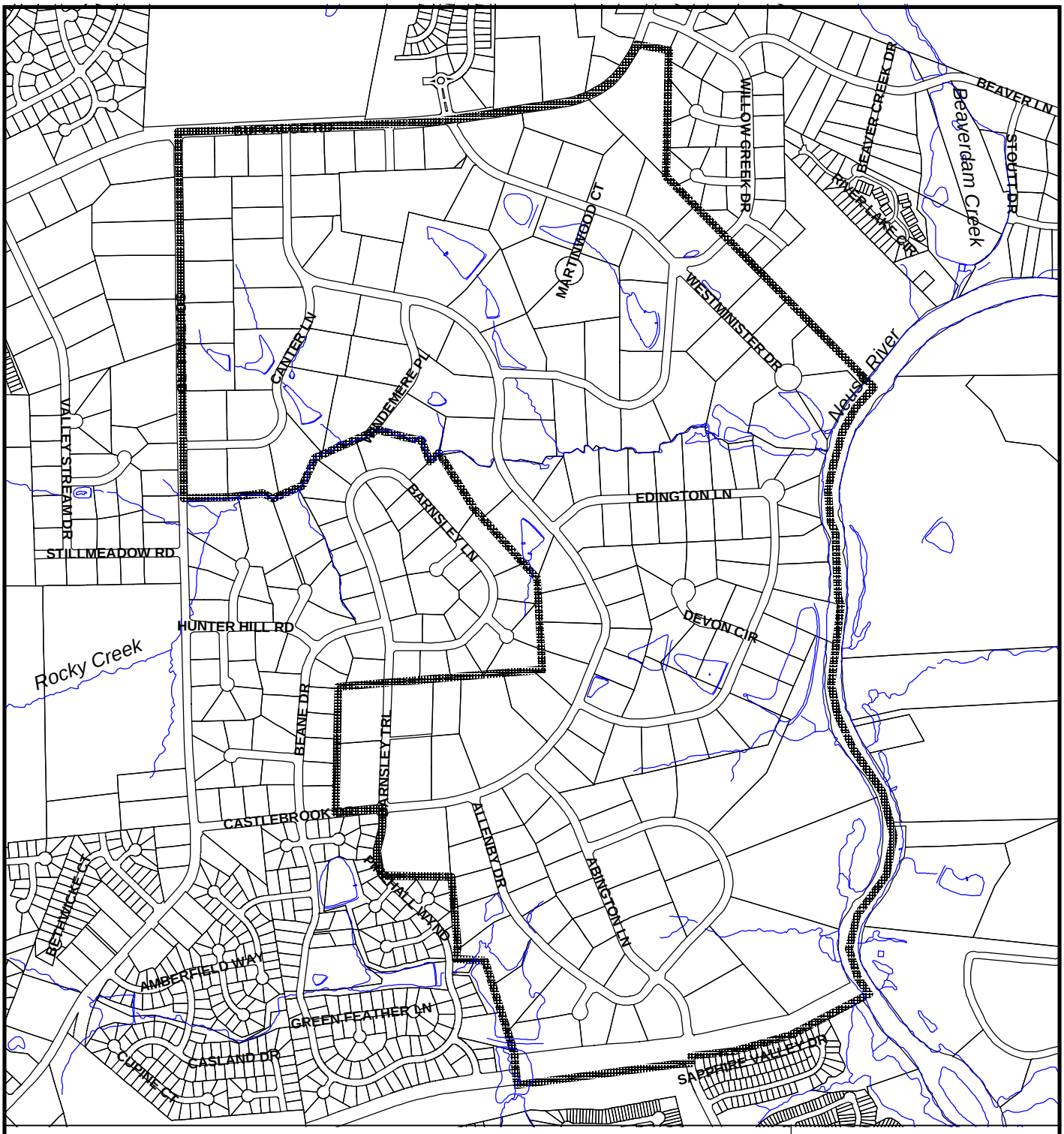
Part 17 Foxcroft Neighborhood Plan

GOAL
Preserve the existing rural character of the Foxcroft neighborhood as a large lot, equestrian-friendly community enhanced by abundant natural features, open space, and wildlife habitat.

POLICIES
- Protect the rural quality of the neighborhood established by the large lot sizes, natural open space and wildlife habitat that have been incorporated into the subdivision design.
- Establish design standards to assure that future development reflects the existing built character of the neighborhood.
- Limit development within the neighborhood to single family homes.
- Support the inclusion of landscaped buffers and density transitions in new development adjacent to the rural densities in the Foxcroft neighborhood.
- Assure pedestrian safety on neighborhood streets by maintaining low traffic volume and vehicle speed.

IMPLEMENTATION
- Apply the Neighborhood Conservation Overlay District to the plan area with the following standards for new construction and new lots:
  - Minimum lot size: 2.5 acres.
  - Minimum front yard building setback: 50 feet (measured from street right-of-way)
  - Minimum lot width at minimum front yard setback: 200 feet.
  - Minimum side and rear yard building setback
    - Principal building: 40 feet
    - Accessory structure: 20 feet
  - Maximum building height (measured per Raleigh Zoning Code, 10-2076)
    - Principal building: 40 feet
    - Accessory structure: 25 feet

- Rezone the southern portion of the neighborhood from Residential-4 to Rural Residential.



Foxcroft Neighborhood Plan Boundary Map

PLAN BOUNDARY

600 300 0 600
Feet

Part 18 Five Points East Neighborhood Plan

BACKGROUND

Location
The plan area lies in the University Planning District, between Glenwood Avenue and Capital Boulevard just north of downtown Raleigh. The plan area is bisected by Whitaker Mill and Fairview Roads.

Distinctive Neighborhood Characteristics
The plan area contains one of the largest accumulations of early to mid 20th century middle class housing in Raleigh, with the majority of houses constructed between 1920 and 1940. The houses are generally modest and are on relatively small lots, but display a diversity of architectural styles.

Land Use
The vast majority of properties in the area are owner-occupied, single family dwellings. There are some duplexes and apartment developments, and the southeastern edge of the area contains some industrial uses that were constructed in association with the adjacent railroad corridor.

Neighborhood History and Evolution
The plan area contains all or part of separate subdivisions whose construction was begun in the 1910-1930 period. The full extent of the Roanoke Park development, which lies in the wedge of land south of Whitaker Mill Road and north of Fairview Road, is included in the plan area. A portion of the Hayes Barton original subdivision lies just to the east of the Five Points intersection and south of Fairview. The area north of Whitaker Mill Road and generally east of White Oak Road is known as Vanguard Park, which contains some houses dating from the 1910s. The northwestern portion of the plan area that includes both sides of White Oak and Alexander Roads is part of White Oak Forest. The eastern edge of the plan area contains some of the neighborhood known as Georgetown, which having developed mostly after 1930 contains some of the newest housing in the area.

There have been a few dwellings, including townhouses, built here since the 1940s. These and inevitable building renovations and improvements have somewhat modified the original character of the area.

The close association between these neighborhoods with the Five Points commercial area make this one of the few walkable, village-like areas in Raleigh. This aspect of the area, its excellent access and its proximity to downtown have caused an influx of young professionals who have invested heavily in properties here, causing housing values to rise dramatically in the 1990s.

Description of Housing
The majority of houses in the area are one to two story structures broadly known as bungalows, though the variety of housing styles popular in the early 20th century are well represented. The footprints of the houses take up a much larger proportion of the individual lots than that common in newer neighborhoods, giving this area a fairly urban, dense building pattern. This is the densest single family neighborhood in Raleigh. Upkeep and maintenance of properties is generally good, given the cost and desirability of the area.

Lot Size and Configuration
Lot sizes in the area range from 0.08 to 7.44 acres, with the average lot size being 0.244 acres. The majority of lots are between 0.12 and 0.31 acres.

Open Space and Recreation
The majority of open space in the area is provided by private yards. There is a City park, Roanoke Park, located between Greenwood and Cherokee Drives in the southeast portion of the plan area. This park is primarily used for passive recreation. The area is adjacent to other, larger City parks where more active recreation is available.

Commercial Development Revitalization
Nonresidential property in the plan area is located on Whitaker Mill Road and along the railroad at the southeastern edge of the area. For recommendations for redevelopment of the property adjacent to the railroad, see guidelines for transition area C below.

Pedestrian and Vehicular Circulation
The area is considered very walkable with most streets lined on both sides by sidewalks. Several of the streets, however, are very narrow and on-street parking is allowed on both sides. Since many houses do not have garages, there are many cars parked on these streets. Congestion and unsafe conditions result. These roads are unable to handle effectively any increase in vehicular traffic.

Capital Improvement Needs
Water and sewer service in the area is adequate, as is most of the street paving.

Core Area and Transition Areas
As a result of analysis of the study area, four subareas were identified. The core area, which contains the vast majority of properties in the area, has a fairly uniform low-density residential character. The core area is not seen as having significant potential for redevelopment, unlike the three transition areas. Transition area A, which lies in the southwestern portion of the study area, contains some multifamily housing, offices and a church. Transition area B includes multifamily development in the northern portion of the plan area. Transition area C lies along the railroad and contains some industrial buildings.

Goals
Change is inevitable, but should be channeled
The neighborhood should be preserved
Property values should be protected and enhanced
Preserve Roanoke Park

Objectives
To provide guidelines for growth
To assure that the guidelines benefit homeowners, investors and renters
To acknowledge and plan for the preservation of various character areas
To identify redevelopment areas and provide guidance for that redevelopment
To provide for various types of development
To acknowledge and plan for transition areas
To insure that infrastructure will support infill

Policies

- Establish a Neighborhood Conservation overlay zoning district for the core area (see map); the regulations for that district are proposed as follows:

Lot size: maximum of 13,067 square feet (the minimum for 3 units is 13,068 square feet) So someone could have a very generously-sized lot for a duplex). The minimum lot size in R-10 for a single dwelling is 5,000 square feet, and for r-6 is 7,260 square feet.

Front yard setback: within 10% of the average front yard setback of houses on the same block face as the new construction

Height: A dwelling of one or two stories is everywhere permissible, with a maximum height of 35'. Over 35' would only be allowed if average height of houses on the same block face as the new construction is above 35', and then the allowed height would be within 10% of the average height of houses in the same block face as the new construction.

- Establish a Neighborhood Conservation overlay zoning district for transition area A (see map); the regulations for that district are proposed as follows:

Front yard setback: within 20% of the average front yard setback of buildings on the same and opposite block faces as the new construction

Height: A structure of one or two stories is everywhere permissible, with a maximum height of 35'. Over 35' would only be allowed if the average height of buildings on the same and opposite block face as the new construction is above 35', and then the allowed height would be within 20% of the average height of houses in the same block face and opposite block face as the new construction.

Vehicular Surface Areas: Vehicular surface areas for nonresidential and multifamily structures, even if located on a separate lot, shall be located behind the principle building, and/or may be located at the side of a building if: 1) It does not extend in front of the building facade line; 2) For any lot with street frontage in excess of 100 feet, the linear frontage of vehicular surface area facing the street, on the side of the building, does not exceed 25% of the linear street frontage of the lot. Ramp type driveways shall be used to maintain a continuous sidewalk along the block face.

- The existing street pattern, which is a modified grid, should be respected and perpetuated. Cul-de-sacs are strongly discouraged.

- The City's Police Department should monitor the area for speeding and illegal truck traffic.

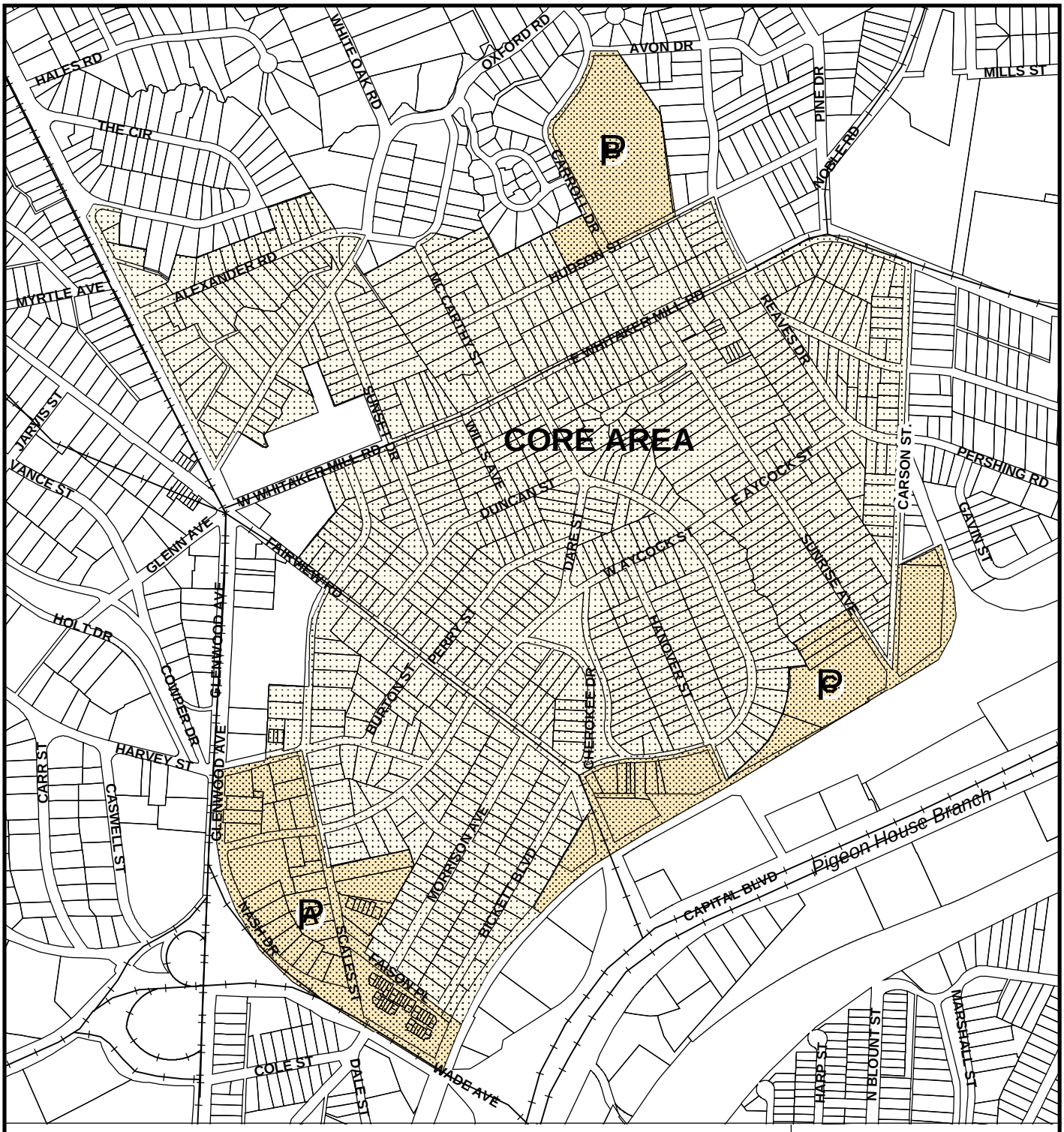
- The City's Transportation Department should study the on-street parking situation and consider innovative means of reducing congestion and speeding in the area.

- Infill development should not increase congestion on the narrow streets internal to the plan area.

Guidelines

- Transition area B (see map), if redeveloped should be used residentially. The scale and context of the surrounding low density residential area should be respected and perpetuated here. Given the hilltop nature of part of the site, new structures should not tower over adjacent low density housing. Trees should be preserved where possible and at least a portion of the site should be retained in its current park-like setting.

- Transition area C (see map), if redeveloped should respect the scale of adjacent low density housing. New street yards and heights of new buildings adjacent to low density housing should be of the same scale as that housing. More intense development and taller buildings would be permitted away from existing housing and closer to the railroad corridor. Vehicular traffic from redevelopment in this area should be directed to Fairview Road and Carson Street and not to other, narrower streets in the existing neighborhood.



Five Points East Neighborhood Plan

PLAN BOUNDARY

CORE AREA

TRANSITION AREAS

440 220 0 440 Feet

Part 19 Cameron Park Neighborhood Plan

BACKGROUND

Location
Cameron Park is located just 12 blocks west of downtown Raleigh. The neighborhood boundaries are Clark Avenue and Peace Street on the north, St. Mary's Street on the east, Hillsborough Street on the south, and the rear lot lines of properties fronting the west side of Oberlin Road on the west. Cameron Village Shopping Center and Broughton High School are both one block to the north and the NCSU campus begins one block to the west. The area contains approximately 160 acres.

Neighborhood History and Evolution
Cameron Park began in 1910 and was an early streetcar suburb, as streetcars ran the length of Hillsborough Street, connecting downtown to North Carolina College of Agriculture and Mechanical Arts, now NCSU. The area was marketed to the middle class who could commute to work via the streetcar. The Parker-Hunter Realty Company, which developed Cameron Park, purchased the land from the Cameron family. The developers were responsible for the layout of the neighborhood, including the park spaces, the 20-foot minimum setback and street tree planting. The area developed quickly, with 32 dwellings appearing on a 1914 map. The neighborhood is on the National Register of Historic Places.

Distinctive Neighborhood Characteristics
The neighborhood contains a diverse mix of housing types and styles, with a remarkable representation of houses built in the 20th century, especially between 1910 and 1940. The houses have a large footprint in relation to lot size resulting in relatively small yards giving this area a fairly urban, dense building pattern. The neighborhood's mature landscape helps to separate properties and adds to a feeling of privacy. Over half of the residences back up to a series of alleys adding to the uniqueness of this downtown neighborhood. Three fairly large size linear parks serve as a natural common open space.

Land Use
The majority of the plan area is composed of single-family houses, though there are a few small multifamily dwellings. Office properties are located along Hillsborough Street, Clark Avenue and near the corner of Saint Mary's and Peace Streets. Also, Oberlin Road has a mixture of residential and office uses, with some retail uses at the corner of Hillsborough Street and Oberlin Road. The neighborhood is also home to Saint Mary's School, a private girls preparatory school, and Wiley School, a Wake County magnet elementary school.

Current Description of Housing
A variety of popular housing styles from the early 1900s has been preserved throughout the years. Subsequent construction has generally matched the scale, materials and layout giving the neighborhood a pleasing, contextually unified character. Individual

renovations, additions and landscaping have added to the neighborhood ambience and are among the most appropriate in the city.

Current Description/Revitalization of Transition Areas
Three quarters of the transition/boundary area contain seven banks, public and private schools and a small mix of single-family homes and converted rentals. There are a few retail properties located on the west side of Oberlin Road. Hillsborough Street contains a number of office buildings and large single-family residences that have been converted to offices. Many nonresidential buildings are undistinguished and have had only minimal maintenance and landscaping for several years. The area also contains several surface parking lots that are in need of landscaping and often vacant.

Lot Size and Configuration
Among the residential lots in the plan area, the average size is .23 acres. The average lot frontage (width of the lot at the front right-of-way line) is 66 feet. The average front yard setback from the front right-of-way line is 30 feet, and the average side yard setback is 10 feet. Almost all of the lots are rectangular in shape, with a short side of the rectangle facing the street.

Open Space and Recreation
Three linear, natural parks provide the majority of the open space in the neighborhood. The Cameron Park (Green Park) located between East and West Park Drives is the largest and most open in character. The Forest Park (Brown Park) is located between Forest Road and East Forest Drive. This park is mainly wooded, which allows more passive uses such as picnicking or walking. The Edna Metz Wells Park is a nature-oriented park, located between Park Drive and West Johnson Street. This park is also wooded with Wolf Creek, a tributary of Pigeon House Branch, dividing the park in half. The neighborhood is not adjacent, but within a few blocks of larger city parks, such as Fred Fletcher and Pullen Park, where more active recreation is available.

Pedestrian and Vehicular Circulation
Most of the core area streets are lined on both sides by sidewalks that are extensively used by residents and non-residents alike for business, exercise and pleasure walking. Many streets permit parking on both sides allowing for just one lane of traffic due to the street widths. Given that there is a fair amount of downtown commuter traffic on some streets in conjunction with competition for parking spaces, there is frequent congestion and pedestrian safety concerns.

Goals
- Maintain and improve the quality of life.
- Preserve the historic character of the neighborhood.
- Ensure that the neighborhood remains inclusive and receptive to change. •
- Maintain the area as a primarily single family neighborhood, with some mixture of duplexes and attached housing.
- Encourage the small-town neighborhood feel.

•Remain a neighborhood that is safe and friendly to families. •
•Maintain a diversity of price and size in the neighborhood housing stock.
•Promote and preserve the open space and parks so that they continue to be an integral part of the neighborhood.
•Reinforce and direct development in edge commercial areas to preserve and enhance the core characteristics of the neighborhood.

Objectives
•Prevent tear-downs and out-of-scale rebuilds within the neighborhood.
•Provide guidelines for growth.
•Assure that the guidelines benefit homeowners and residents.
•Acknowledge and plan for the preservation of various character areas.
•Identify redevelopment areas and provide guidance for that redevelopment.
•Provide for residential stability.
•Acknowledge and plan for transition areas.
•Encourage the revival of a revolving fund that will allow buildings to be converted to owner-occupied housing.
•Encourage stringent enforcement of the City's regulations regarding rooming houses and the number of unrelated persons who can occupy a single dwelling unit.
•Insure that infrastructure will support infill.
•Encourage a safe environment (streets, sidewalks and parks) for children and adults.
•Improve pedestrian, bicycle and calmed vehicular access between Cameron Park and the surrounding neighborhood-supportive uses.
•Encourage a safer, more attractive, pedestrian and residentially friendly environment along Hillsborough Street.
•Improve the Cameron Park stretch of Hillsborough Street so that it is maintained at a level consistent with the newly streetscaped portions of Hillsborough Street near the Capitol.

Policies: Land Use and Zoning
•Pursue zoning changes as needed to preserve the neighborhood and assure that new development respects the neighborhood context to include the Neighborhood Conservation overlay district and rezoning of some parcels in the core area to R-6.
•New retail land uses should not be allowed in the Hillsborough Street, St. Mary's Street and Oberlin Road or Clark Avenue/Peace Street corridors.
•A mixture of office and medium-density residential uses is encouraged along Hillsborough Street, Oberlin Road and Clark Avenue.
•Underutilized parking lots in the transition areas should change over time to more productive uses.

Policies: Streets, Sidewalks, Alleys, Parks and Appearance
•The city should resume maintenance of the alleys, including repairing stormwater drains as needed, and should continue (or resume) garbage, trash and yard waste collection in the alleys.

•Parks in the area should be managed as per the Adopt-A-Park plan (July 28, 2000), or in a manner mutually agreeable to the Neighborhood and the Parks and Recreation Department, as they may from time to time decide.
•Encourage pedestrian-orientation along Hillsborough Street, and discourage automobile-oriented uses and drive-throughs.
•Streetscape improvements along Hillsborough Street should include placing all utility lines underground and planting of streetyards with oaks or other appropriate shade trees.
•Power lines throughout the plan area should be placed underground.
•New development in the transition areas should include internally configured parking.
•Street trees between the curb and sidewalk should be planted along all neighborhood streets to maintain the shaded sidewalks and streets that currently exist.
•All parking lots should be required to comply with the landscape ordinance.
•The stone entrance markers at the intersection of West Park Drive and Hillsborough Street should be preserved.
•Hillsborough Street improvements should consider traffic calming through on-street parking, timing of stoplights, upgrading of lighting and sidewalks, and burying of power lines.
•Oberlin Road improvements should consider traffic calming, streetscaping, and pedestrian and bicycle safety per the Wade/Oberlin small area plan.
•Buffers such as fences, landscaping and other appropriate devices should be encouraged to soften transitions between commercial and residential uses at edge conditions.
•The retrofit provision of the City's landscape ordinance for existing parking lots within the neighborhood should be rigorously enforced.
•Streetlights should be added to critical intersections and neighborhood dark spots to ensure safety.
•The neighborhood has petitioned the City Council to participate in the City's traffic-calming program. While waiting for funding, the neighborhood will work with the City's Transportation division on appropriate, inexpensive measures to ensure traffic safety in the short range.

Implementation and Action Items

Rezonings
•In the core area, rezone to R-6 those properties that are not currently zoned R-6.

Neighborhood Conservation overlay district for the core area
•Establish a Neighborhood Conservation overlay zoning district for the core area (see map). Please note that the establishment of a neighborhood conservation overlay district creates no new nonconformities (that is, houses that were conforming to the zoning code before the establishment of the conservation district will still be conforming afterwards). The overlay regulations address new construction and changes only. The regulations for that district are proposed to be as follows:
-The maximum lot size will be 21,779 square feet, which will allow duplexes.

-Within the front yards of properties, circular drives, vehicular turn-arounds and parking will not be allowed. (This will not affect parking areas installed previously in conformity with city ordinance, nor will it affect driveways constructed alongside the house).
-New driveways onto streets will not be allowed for parcels that have access onto an alley.
-Front yard setback for new construction, (new houses and additions to existing houses), must be within ten percent (10%) of the average front yard setback of houses on the same block face as the new construction.
-Building setbacks from side property lines will be within 5 feet of the average side yard setback and corner side yard setback of other properties on the block face, but with a minimum of a 5 foot setback.
-Accessory structures should not be less that 3' from property lines.
-The orientation of the building and entry level of the main entrance to the building will be located in a manner that is the same as the majority of the buildings on the block face.
-Height: If a new two story house, or additional story on a one story house is taller than 30 feet, it should be not more than 20% taller than the average residential building height on the block face.

Neighborhood Conservation overlay district for the transition areas

•Establish a Neighborhood Conservation overlay zoning district for Transition Area A (along Hillsborough Street, see map); the regulations for that district are proposed as follows:
-Buildings within 75 feet of adjacent core area lots shall not be greater than 40 feet in height.
-Transition zone buildings should not cast any shadow measured at a 32-degree angle due north (approximate noon winter solstice sun angle), beyond the zoning setback line of any adjacent residential use.
-The minimum front yard setback will be 20 feet.
-No parking will be allowed within the front yards; front yards should be landscaped.

•Establish a Neighborhood Conservation overlay zoning district for Transition Area B (along Clark Avenue and at the intersection of Peace Street and St. Mary's Street, see map); the regulation for that district are proposed as follows:
-Height: Buildings within 75 feet of adjacent core area lots shall not be greater than 40 feet in height.

Requested changes to the City Code

•Request the City Council to establish a new type of historic overlay zoning for the City of Raleigh. It is suggested that this district's regulations address only (a.) demolition; and (b.) new construction (including additions requiring a building permit) generally visible from a right-of-way. **The district's regulations would not address paint color**, maintenance, minor changes, rear decks and porches, rear additions not visible from the street, landscaping, yard art and minor construction not requiring a building permit. If such a zoning classification is established, and if its provisions meet substantially the characteristics listed above, it is recommended that the Cameron Park Neighborhood Association request the City of Raleigh to undertake the necessary study of Cameron Park for such designation.

•Request an amendment to the city code sections involving the Neighborhood Conservation overlay zoning district to permit an increase in maximum lot coverage in Transition Area A, for lots of less than one half acre in area, to allow structures to occupy up to seventy-five percent (75%) of the lot.

•Request an amendment to the city code providing for licensure of landlords of non-owner occupied, purpose-built single family houses, duplexes and triplexes. Purpose-built means that the structures were originally built to be single family houses, duplexes or triplexes.

•Request changes to the city code to allow mixed use structures in Transition Area A (for instance, ground floor offices with dwellings on upper floors).

•Request that the code be amended to create a 20 mph speed limit which would apply to the streets within the core area which are currently posted at 25 mph speed limit.

Sidewalks, traffic calming, on-street parking, streetscaping, power lines

•The city should repair and construct sidewalks in the neighborhood and make them more accessible to persons with disabilities (including sidewalk ramps at curbs).
•The city should continue maintenance of the alleys, including repairing stormwater drains as needed, and should continue (or resume) garbage, trash and yard waste collection in the alleys.
•The city should add a curb on West Park Drive between Park Drive and Peace Street as part of a future resurfacing project. If the residents wish to accelerate the curb installation in advance of a resurfacing project, the residents may petition the City to do so. The city should also enforce sidewalk obstructions related to the on-street parking.
•Parks in the area should be managed as per the Adopt-A-Park plan (July 28, 2000), or in a manner mutually agreeable to the Neighborhood and the Parks and Recreation Department, as they may from time to time decide.
•Evaluate safety improvements, such as multiway stops and pavement markings, at the following intersections

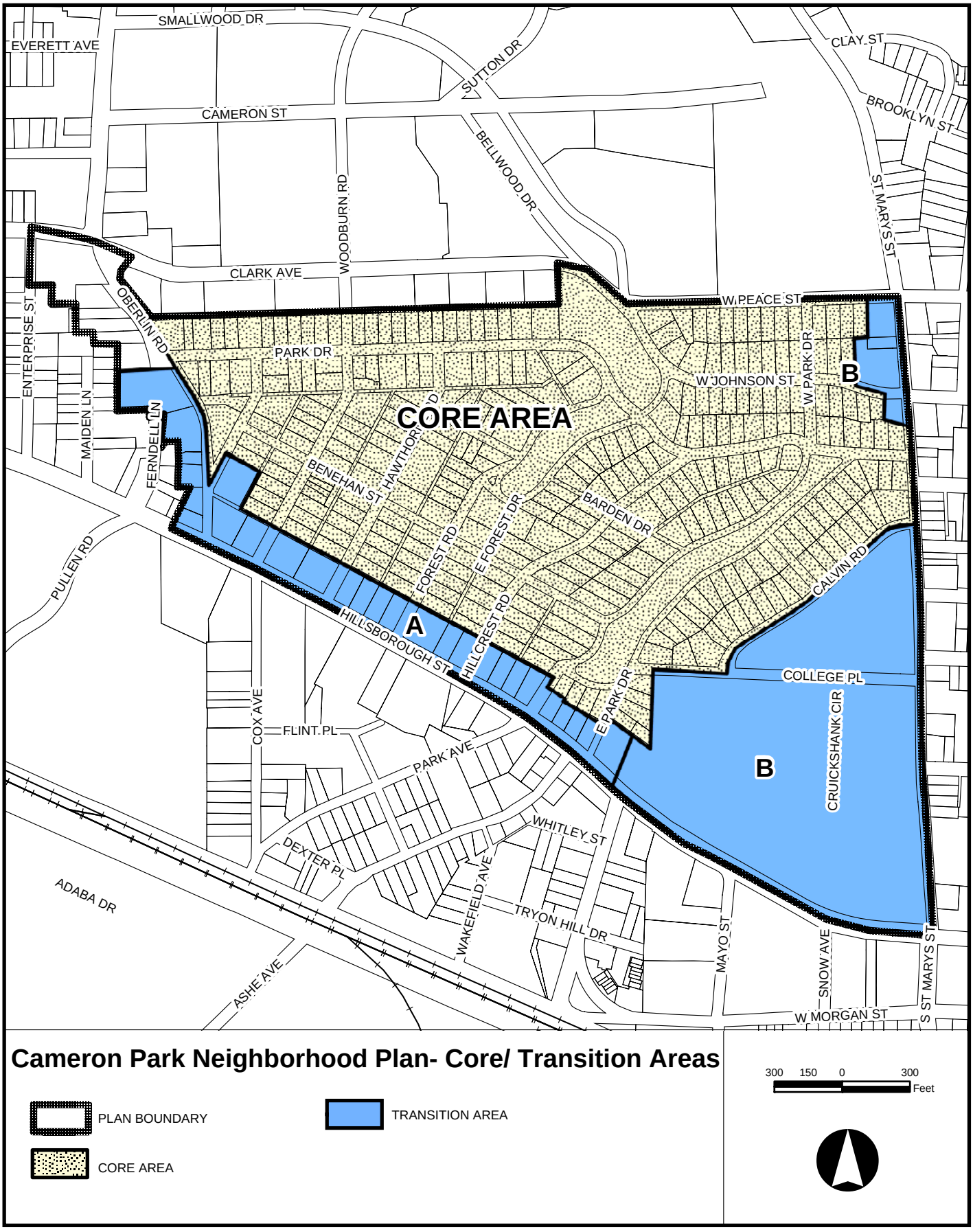
- Benehan Street at Hillcrest Road
- Benehan Street at Forest Road
- Benehan Street at Hawthorne Road
- Park Drive at West Park Drive
- Park Drive at Hawthorne Road

•Evaluate the installation of 15-mph advisory signs on westbound Park Drive from East Forest Drive to Hawthorne Road to match the existing signage as eastbound Park Drive.
•Commercial truck traffic should be prohibited from using neighborhood streets, particularly Woodburn Road.
•Additional on-street parking areas should be evaluated on College Place from East Park Drive to St. Mary's Street. Opportunities for on-street parking along Hillsborough Street between Morgan Street and Oberlin Road should be included in the Hillsborough Street streetscape plan.
•Within the existing Oberlin Road right-of-way, evaluate the reduction of travel lane widths as required to provide bike lanes and city-standard sidewalks on each side of the street.

•Peace Street between Clark and St. Mary's Street should be restriped to be a three lane cross section, with two travel lanes and one center turning lane, per the adopted streetscape plan.
•Representatives of Cameron Park will provide input for streetscape planning on Hillsborough Street.
•Additional streetlights should be added near the following intersections:

- West Park Drive and College Place
- East Forest Drive and Park Drive
- Benehan Street and Hillcrest Road.

•Place power lines underground throughout the plan area, with the highest priority on Hillsborough Street, residential streets and parks a second priority, and alleys a third priority.



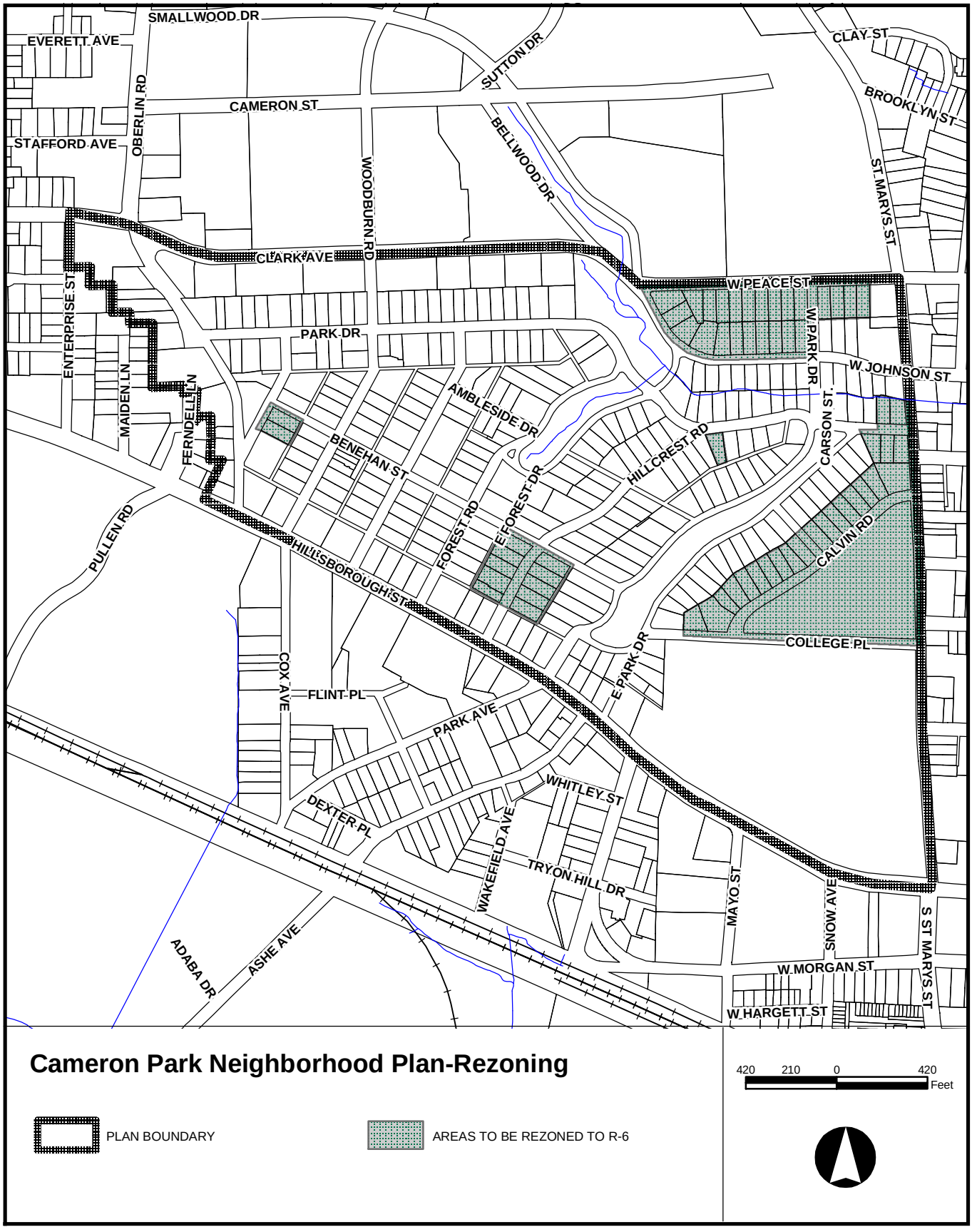
Cameron Park Neighborhood Plan- Core/ Transition Areas

PLAN BOUNDARY

CORE AREA

TRANSITION AREA

300 150 0 300 Feet



Cameron Park Neighborhood Plan-Rezoning

PLAN BOUNDARY

AREAS TO BE REZONED TO R-6

420 210 0 420 Feet

Part 20 King Charles Neighborhood Plan

I. BACKGROUND INFORMATION

Location
The King Charles Neighborhood Plan area is located just east of downtown Raleigh and is generally bounded by Raleigh Boulevard, Poole Road, Peartree Lane, and Crabtree Boulevard (Map 1). The plan derives its name from King Charles Road which runs the entire length of the plan area. The area is located in the East Citizen Advisory Council (CAC) and the East Planning District. The plan area is approximately 890 acres and is divided into three sections: south, central and north.

Neighborhood History and Evolution
The King Charles Plan area is composed of not one, but many varied neighborhoods with respect to age, size and neighborhood characteristics (Map 2). These neighborhoods began developing in the 1940s with the Longview Gardens, Longview Park and Windsor Park neighborhoods. The Longview communities are legacies of Clarence Poe, editor and publisher of *The Progressive Farmer* magazine and the founder of *Southern Living* magazine. "Long View" as a name in Raleigh dates back to the early 1920s when Mr. Poe began assembling land for his home and farm along New Bern Avenue (Long View Center, 2001). After World War II, the family's 800-acre farm was developed into a residential development called Longview (Long View Center, 2001).

The neighborhoods of Lakewood (65.4 acres, 64 lots) and Lockwood (242.8 acres, 690 lots) were built in the 1950s. Other communities such as Gatewood (30.1 acres, 86 lots) were built in the 1960s. Throughout the 1970s and early 1980s there was little growth in the area; however, over the past fifteen years, the community has seen a slow yet steady growth of new subdivisions. Victoria Place (19.7 acres, 92 lots) was built in the late 1980s, Milburnie Place (3.63 acres, 14 lots), Burnie Hall (5.8 acres, 13 lots) and Plymouth Court (5.9 acres, 10 lots) were built in the late 1990s, and Kingsboro (4.4 acres, 17 lots) has been built in the past four years.

Distinctive Neighborhood Characteristics
The King Charles neighborhoods have many assets that make them unique such as close proximity and excellent access to downtown, Wake Medical Center and major transportation corridors, presence of reputable schools, culturally and racially diverse residents, affordable and attractive homes, and a suburban atmosphere.

Land Use
There are 1671 residential lots in the plan area. Of these, 424 parcels are zoned R4, 138 parcels are zoned R6 and 1109 parcels are zoned R10 (Map 3). In the southern section, the current residential zoning is R-4; however, the actual development of the neighborhoods is less dense. The central and northern sections are primarily zoned R-10 with a small portion zoned R-6. Development in the central and northern sections has also been less dense than the zoning allows.

Institutional uses within the plan area include Enloe High School, Longview School, Powell Elementary School, and a City of Raleigh Fire Station. There are also several churches in the plan boundary including Longview Methodist Church on Milburnie Road. The Buckeye Trail Greenway and Crabtree Creek are adjacent to the northeastern boundary of the plan area.

Tributaries of Crabtree Creek run through all sections of the King Charles plan area. The Raleigh Country Club and Golf Course (135 acres) occupies a significant portion of the southeastern corner of the plan area. Although the neighborhood is highly developed, there are open spaces on the school properties and around the two lakes located on Longview Lake Drive. The Raleigh Country Club is the most significant open space area; however, it is not open to the public.

Description of Housing
The lots and houses in the Longview Gardens and Lakewood neighborhoods are generally large. The lots in the central and northern sections are smaller and the housing is denser. The majority of the housing is single-family one- or two-story homes. Small scale apartments have been built in recent years.

Upkeep and maintenance of the properties in the plan area is generally good; however, lack of property maintenance is a growing neighborhood concern. Rental rates have increased over the past ten years as homes once owned by the occupant are being sold to absentee property owners. Overall in the plan area approximately 31% of the housing is renter occupied.

Commercial Development
Only one parcel in the plan boundary is zoned for commercial use. The parcel is located at the northeast corner of the Milburnie and Raleigh Boulevard intersection. The site is zoned conditional use district neighborhood business and is the site of a small supermarket.

While commercial developments are not included in the plan boundary, these areas affect the neighborhoods of King Charles. Longview Shopping Center on New Bern Avenue and the Lockwood Shopping Center on Glascock Road are adjacent to the plan boundary. Another small commercial development is adjacent to the plan boundary at the northeast corner of the Raleigh Boulevard and New Bern Avenue intersection. Wake Medical Center is just east of the plan boundary. There are policy boundary lines separating these commercial developments from the neighborhoods.

Infrastructure
Water service, streets, and sewer service within the neighborhoods are adequate and in good condition.

II. GOALS

The primary goals of the King Charles Neighborhood Plan are as follows:

To provide a vision and guidelines for future growth in the area.
To preserve the unique character of the King Charles neighborhoods.
To protect and enhance property values in the neighborhoods.
To increase the sense of community within the neighborhoods encompassed by the plan.

III. NEIGHBORHOOD POLICIES WITH IMPLEMENTATION/ACTION ITEMS

The following actions are recommended to achieve the goals of this plan. These efforts will be guided by the East CAC leadership and relevant City Departments. Responsible parties for each action item are denoted.

Protect Integrity and Character of Neighborhood

- Apply two Neighborhood Conservation Overlay Districts (NCOD) to 1) the south section of the plan excluding the Victoria Place neighborhood and Raleigh Country Club and 2) the neighborhoods of the central and northern sections (Map 4). The standards shown below will be applied to these districts:

  Southern NCOD
  - Minimum lot size: 0.77 acres
  - Minimum front yard setback: 76 feet
  - Minimum lot width: 144 feet
  - Maximum house height: no more than two stories

  Central/Northern NCOD
  - Minimum lot size: 0.29 acres
  - Minimum front yard setback: 39 feet
  - Minimum lot width: 84 feet
  - Maximum house height: no more than two stories

  These regulations are based on existing development of the neighborhoods. Note that these overlay districts will not name any existing houses or lots nonconforming. The development regulations will only apply to new construction in the King Charles plan area. *Responsible Party: East CAC with assistance of Raleigh Planning Department.*
- Rezone the properties in the central and north sections from R-10 to Special R-6 to make the zoning more compatible with actual development (Map 4). *Responsible Party: East CAC with assistance of Raleigh Planning Department.*
- Maintain the current policy boundary lines around the residentially zoned properties as the separation between low-density residential development and nonresidential land uses (Map 5). *Responsible Party: Raleigh Planning Department.*
- Promote single-family, owner-occupied housing in the plan area. *Responsible Party: East CAC and Raleigh Planning Department.*
- Establish Development Committee within the East CAC that closely monitors rezoning cases and site plans received by the Planning Department. *Responsibility: East CAC.*
- Organize better mechanism for notifying communities and CACs about submitted site plans. *Responsible Party: Raleigh Planning Department.*
- Commercial uses along New Bern Avenue adjacent to Wake Medical Center should not encroach upon the neighborhoods. *Responsible Party: East CAC and Raleigh Planning Department.*

- Discourage business uses of residential property within the neighborhoods. This includes, but is not limited to, churches, daycare facilities and other homes businesses. *Responsible Party: East CAC.*
- Request additional enforcement of existing housing codes to improve the living environment for area residents. *Responsible Party: East CAC with assistance of Raleigh Inspections Department.*
- Encourage appropriate infill development and redevelopment within the neighborhoods consisting of single-family homes. *Responsible Party: East CAC with assistance of Raleigh Planning Department.*
- Explore National Registry List Historic District designation for Longview Gardens neighborhood. *Responsible Party: East CAC and Longview Gardens Neighborhood Association.*
- Support the initiatives and recommendations as outlined by the Neighborhood Preservation and Housing Task Force Report to City Council. Certain recommendations in particular, such as rental property licensure and increased funding for the Inspections Department, should be rigorously supported. *Responsible Party: East CAC.*

Create Neighborhood Unity and Identity

- Install neighborhood signs at neighborhood entrances. *Responsible Party: East CAC.*
- Install historic marker in neighborhood that explains history of the community. *Responsible Party: East CAC.*
- Each neighborhood will appoint (a) representative(s) to the East CAC. *Responsible Party: The neighborhoods of King Charles.*
- Continue to publish monthly CAC newsletters but increase distribution. This newsletter will serve as a communication link between neighborhoods. *Responsible Party: East CAC.*
- Actively market the neighborhoods of King Charles and East Raleigh focusing on the community's unique assets. *Responsible Party: East CAC.*

Create a Safe Community

- Establish community watches/neighborhood associations and identify block captains in the plan area. The East CAC will serve as the umbrella body for the organizations. *Responsible Party: East CAC.*
- Report crime, noise and other safety issues to Raleigh Police Department on monthly basis at East CAC meetings. *Responsible Party: East CAC.*

Support Economic and Business Development

- Develop a relationship with existing, positive and beneficial area businesses and develop a plan to support existing businesses and to attract new businesses to the area. *Responsible Party: East CAC.*
- Support neighborhood businesses in the community by encouraging residents to be patrons. *Responsible Party: East CAC.*
- Take active part in downtown revitalization efforts as this revitalization will positively effect the neighborhood plan area. *Responsible Party: East CAC.*
- Support the initiatives of the Southeast Raleigh Assembly (SERA) and increase representation from East Raleigh on SERA. *Responsible Party: East CAC and Southeast Raleigh Assembly.*

Improve Neighborhood Appearance

- Monitor and report status of high trash areas: Crabtree Creek greenway, creek at Enloe High School, Raleigh Boulevard and Bertie Drive. *Responsible Party: East CAC and Public Works Department.*
- Conduct periodic community cleanup campaigns. Involve student organizations from surrounding school in clean-up programs. *Responsible Party: East CAC.*
- Revitalize existing parks in area, especially greenway and the traffic circle on Culpepper Drive. It is recognized that any City upgrade projects must go through the normal budget process both for construction and maintenance. These areas are good candidates for the Adopt-A-Park program. *Responsible Party: East CAC and City of Raleigh Parks and Recreation Department.*
- Involve absentee property owners in efforts to improve neighborhood appearance. *Responsible Party: East CAC.*
- Organize an effort to provide assistance to the elderly who have difficulty maintaining their property. *Responsible Party: East CAC.*
- Improve aesthetics through streetscape improvements and landscape plans for Raleigh Boulevard and New Bern Avenue. It is recognized that any City streetscape projects must go through the normal budget process both for construction and maintenance. These areas are good candidates for the Adopt-A-Park program. *Responsible Party: East CAC, Raleigh Parks and Recreation Department, and Raleigh Planning Department.*
- The neighborhood watches/associations will be charged with reporting "problem properties" to the Inspections Department and/or Police Department. *Responsible Party: East CAC, Raleigh Inspections Department, and Raleigh Police Department.*
- Encourage neighborhoods to develop neighborhood beatification projects and apply for grants from the Neighborhood Matching Grant Program. *Responsible Party: East CAC.*

Initiate Future Planning Efforts

- Begin corridor planning process for New Bern Avenue from beginning of New Bern Avenue to the I-440 beltline. *Responsible Party: East CAC and Raleigh Planning Department.*
- Commence redevelopment plan for area bounded by Poole Road, Raleigh Boulevard and southern boundary of King Charles plan. *Responsible Party: East CAC, Raleigh Planning Department, Raleigh Community Development Department and Southeast Raleigh Assembly.*

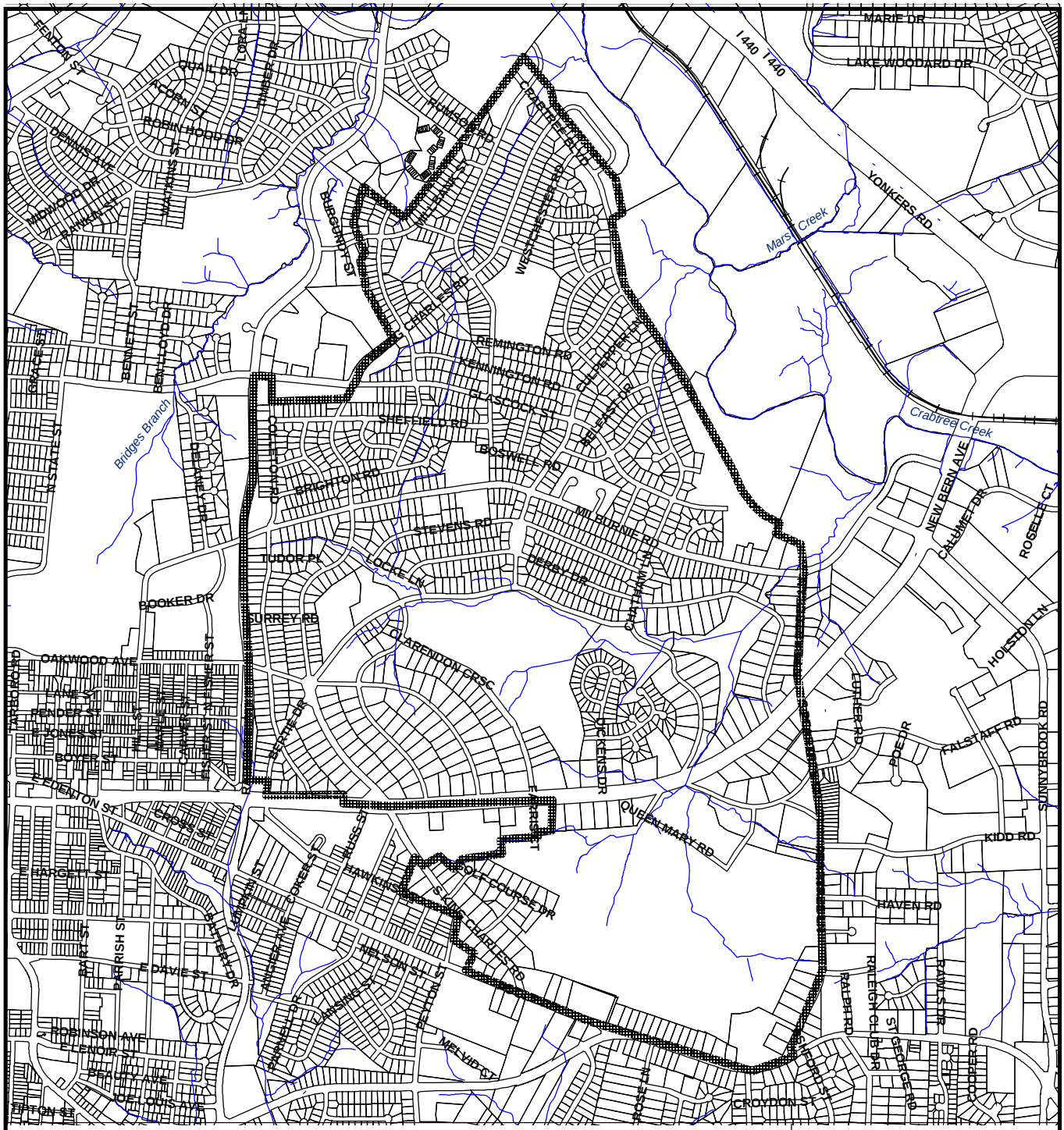
Address Transportation/Traffic Issues

- Continue support of the study of traffic calming measures on Lord Ashley, Lord Berkeley, Longview Lake, Milburnie, King Charles and Colleton Roads. *Responsible Party: East CAC and Raleigh Public Works Department.*
- Improve King Charles traffic circle through landscaping. It is recognized that any City streetscape projects must go through the normal budget process both for construction and maintenance. This is a good candidate for the Adopt-A-Park program. *Responsible Party: East CAC and Raleigh Parks and Recreation Department.*
- Enhance appearance of bus stops on New Bern Avenue by adding shelters, benches, and trash receptacles. *Responsible Party: East CAC and Raleigh Public Works Department.*
- Request additional enforcement of speed limits on Lord Ashley, Lord Berkeley, Longview Lake, New Bern, Milburnie, King Charles, Poole and Colleton Roads. *Responsible Party: East CAC and Raleigh Police Department.*
- Install additional street lights on Poole Road. *Responsible Party: City of Raleigh Public Works Department.*

- Improve maintenance of the traffic islands on Poole Road. It is recognized that any City streetscape projects must go through the normal budget process both for construction and maintenance. This areas is a good candidate for the Adopt-A-Park program. . *Responsible Party: City of Raleigh Parks and Recreation Department.*

Strengthen East Raleigh Citizen Advisory Council (CAC)

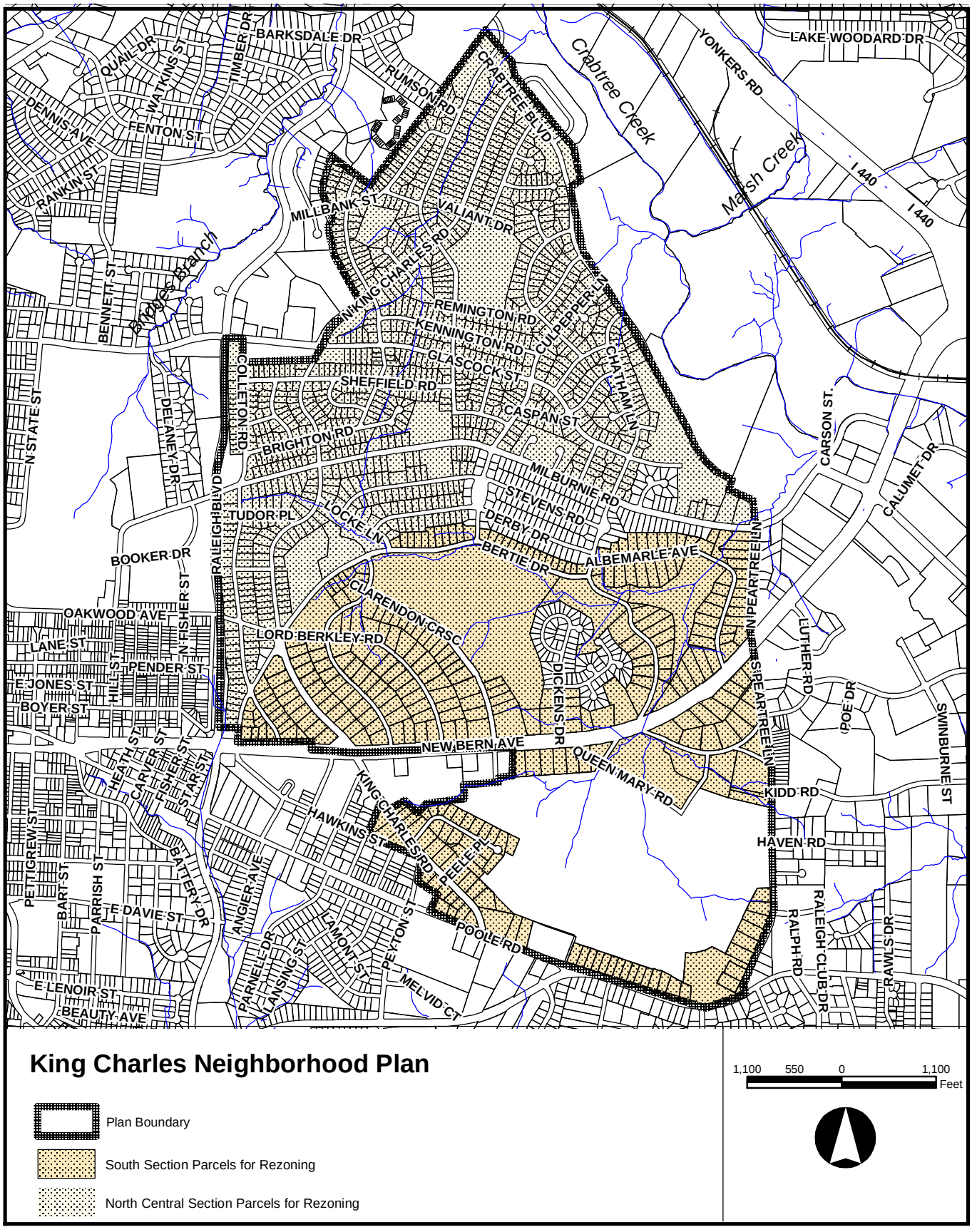
- Task Force members will transition to East CAC upon absolution of the King Charles Task Force. *Responsible Party: East CAC and King Charles Task Force.*
- Establish electronic communication tool such as yahoo group to communicate with neighborhood residents and to discuss neighborhood problems and concerns. *Responsible Party: East CAC*
- *Encourage area residents to be active participants in the East CAC. Responsible Party: East CAC.*



King Charles Neighborhood Plan-Boundary Map

PLAN BOUNDARY

1,200 600 0 1,200 Feet


Crabtree Creek
Marsh Creek
Bridges Branch
YONKERS RD
LAKE WOODARD DR
I 440
BARKSDALE DR
QUAIL DR
TIMBER DR
WATKINS ST
DENNIS AVE
FENTON ST
RANKIN ST
RUMSON RD
CRABTREE BLVD
MILL BANK ST
VALIANT DR
KING CHARLES RD
BENNETT ST
N STATE ST
REMINGTON RD
KENNINGTON RD
GLASCOCK ST
J J PEPPER LN
CHATHAM LN
SHEFFIELD RD
CASPAN ST
COLLETON RD
DELANEY DR
BRIGHTON RD
CARSON ST.
CALUMET DR
MILBURNIE RD
STEVENS RD
DERBY DR
TUDOR PL
LOCKE LN
RALEIGH BLVD
BOOKER DR
BERTIE DR
ALBEMARLE AVE
PEARTREE LN
CLARENDON CRSC
OAKWOOD AVE
LANE ST
N FISHER ST
LORD BERKLEY RD
LUTHER RD
POE DR
PENDER ST
E JONES ST
BOYER ST
HILL ST
DICKENS DR
SPEARTREE LN
SWINBURNE ST
NEW BERN AVE
QUEEN MARY RD
KIDD RD
HEATH ST
CARVER ST
FISHER ST
STAR ST
KING CHARLES RD
HAWKINS ST
HAVEN RD
PETTIGREW ST
BART ST
PARRISH ST
E DAVIE ST
BATTERY DR
ANGIER AVE
POOLE RD
RALPH RD
RALEIGH CLUB DR
CRAWLS DR
PEYTON ST
LAMONT ST
PARNELL DR
LANSING ST
MELVID CT
E LENOIR ST
BEAUTY AVE
King Charles Neighborhood Plan
Plan Boundary
South Section Parcels for Rezoning
North Central Section Parcels for Rezoning
1,100 550 0 1,100
Feet

Part 21 Avent West Neighborhood Plan CP-35-04 Adopted 3/15/05

PART 1 MISSION STATEMENT

The purpose of this Avent West Neighborhood Plan is to communicate to the City of Raleigh the unique and valuable characteristics of the Avent West neighborhood with the intent of getting the city's support in preserving, stabilizing, improving and promoting this established and valuable area per the recommendations listed herein. The plan also will serve as a guide for neighborhood initiatives that will take place outside of the authority of the City of Raleigh.

In addition, this plan is intended to serve as a basis for establishing a Neighborhood Conservation Overlay District for the Avent West neighborhood to better insure the realization of the goals and objectives stated in this plan.

PART 2 BACKGROUND

Location
The Avent West neighborhood is conveniently located inside and bordering the Raleigh I-440 Beltline, west / southwest of downtown Raleigh and the NCSU main campus and due west of the new and growing Centennial Campus. The neighborhood is generally bounded on the north by Western Boulevard, on the east by Kent Road and properties adjacent to Brent Road, on the south by Avent Ferry Road and Athens Drive, and on the west by Powell Drive and Ravenwood Drive.

Distinctive Neighborhood Characteristics
Being inside and bordering the I-440 Beltline is one of the neighborhood's unique and valuable characteristics due to the convenience of this location and the distinct character of the neighborhood. If provisions are made to protect and preserve the Avent West neighborhood as recommended in this plan, the location of the neighborhood is expected to only increase in value with future growth and expansion of the City of Raleigh, its institutions and businesses.

Properties within the Avent West neighborhood area are characterized by single family homes, a diversity of lot sizes, including many large lots, and, in general, mature and natural landscaping. The neighborhood's mature landscape helps separate properties and provides privacy for many of the homes in the area.

The Avent West Neighborhood is home to A.B Combs Elementary School, a top ranked magnet school in the Wake County school system. The neighborhood is in close proximity to other distinguished schools including Ligon G.T. Magnet Middle School, Centennial Campus Middle School, a magnet school for math and sciences and Athens Drive High School and Public Library. In addition, there are three City of Raleigh parks and four churches directly within the neighborhood boundaries.

This combination of attributes sets the Avent West neighborhood apart from the newer, less conveniently located neighborhoods outside of the I-440 Beltline.

Issue:
Due to its proximity to NCSU, the Avent West neighborhood has experienced problems with the rental of single family homes. Often, these rentals disrupt the peacefulness of the neighborhood through:

- Extended and large weekend parties
- Transient traffic through the neighborhood
- A large number of vehicles often parked all over the lawn.
- Increased number of violations of the City codes and ordinances.

Land Use
The Avent West neighborhood contains 1167 homes situated on approximately 700 acres.
Over 99% of the homes are single family homes and less than 1% are multifamily dwellings. However the Avent West neighborhood is surrounded by high density/multi-family housing.

Issue:
The existence of such a large amount of higher density housing in the immediate adjacent area serves as a constant threat to the current neighborhood through regular requests for higher density rezoning of the Avent West neighborhoods.

Other land use in the area besides housing and schools consists of:

- Three city parks: Kentwood Park, Kaplan Park, and Powell Drive Park and Community Center. (These parks are described in more detail under Open Space, Recreation and Environment.)
- Four churches: Western Boulevard Presbyterian Church, Athens Drive Baptist Church, Avent Ferry United Methodist Church, and Capital City Christian Church.
- White Oak Lake, Simmons Branch Creek and Bushy Branch Creek

Neighborhood History and Evolution
Prior to the Great Depression, the Avent West neighborhood was a golf course. The club house is still in use as a private residence in the neighborhood. As economic growth occurred in downtown Raleigh and the North Carolina State College of Agriculture and Engineering, now NCSU, the area was developed with homes.

The majority of homes in Avent West neighborhood were built from the early 1950s through the early 1970s, although infill development continued into the 1980s and a new subdivision was added in 2001.

Over the years, the area was marketed to the middle class who could commute to work via automobile or public busses. Early on, the area was on the edge of the city and offered the appeal of the country. In fact, the area was originally marketed for its "country homes". Well water and septic systems were used in the area initially. The original developers were responsible for the layout of the neighborhood, including the park spaces, the 20 foot minimum setback, and street tree planting.

The 1960s brought a significant change to the Avent West neighborhood with the conversion of NC Highway 1 to the (I-440) Beltline and the construction of the Melbourne Road bridge. This change had the immediate effect of bisecting the neighborhood though it remains connected by the Melbourne Road bridge.

Issue:
Over time, this Beltline access through the neighborhood has brought considerable increase in traffic and speeding, most notably on access roads such as Kaplan Drive, Melbourne Road, Pineview Drive. Swift Drive and DeBoy Streets. The noise generated by the Beltline inhibits the peaceful enjoyment of adjacent properties leaving them less desirable for owner-occupied properties and potential areas for redevelopment.

In 2000, the Avent West Neighborhood Association (AWNA) was formed to help unify and focus the neighborhoods efforts to preserve and improve Avent West neighborhoods through initiatives such as: development of this plan, community services programs, sponsorship of neighborhood events, recognition of neighbors, landscaping and roadside clean-up projects and generally fostering community awareness and involvement in the Avent West community.

Issue:
Originally, properties in the Avent West neighborhood were almost exclusively owner occupied. By comparison, the neighborhood is estimated to currently be 17% non owner-occupied.

Issue:
Commercial development or poorly maintained properties of areas peripheral to the Avent West neighborhood or in close proximity to the I-440 Beltline has resulted in noticeably less well maintained properties and landscaping at some of the entrance and boundary streets of the neighborhood including sections of Kent Road, Avent Ferry Road**,** Athens Drive**,** Kaplan Drive, Wickham Road**,** Merrie Road and Octavia Street.

Description of Housing
The Avent West neighborhood offers a very diverse selection of housing styles. Many of the homes are 1950s brick ranch style with German lap siding, ranging from 1200 sq. ft. to 1800 sq. ft. The neighborhood also has 1970 and early 1980s style transitional housing with rough sawn and brick exteriors ranging from 1600 sq. ft. to 2500 sq. ft. Also, from the 1970s and early 80s, there are split level homes and two story homes mainly consisting of brick and lap siding. Sprinkled throughout the area are some modern or contemporary style homes, some with flat roofs, using a range of exterior materials such as stone, stucco, brick and lap siding. The variety of housing styles, the similarity of scale, materials and layout gives the neighborhood a pleasing, contextually unified character.

Lot Size and Configuration
Among the residential lots in the plan area, the average size is .52 acres. The average lot frontage (width of the lot at the front right-of-way line) is 93 feet. The average front yard setback from the front right-of-way line is 48 feet, and the average distance between houses is 42 feet. Almost all of the lots are rectangular in shape, with a short side of the rectangle facing the street.

Open Space, Recreation and Environment
Open and recreational space included in the Avent West neighborhood area is provided by three parks.

- Kentwood Park is the largest and most open in character. This park includes tennis courts, Frisbee golf course and a ball field.
- The Powell Drive Park includes a Community Center, tennis courts, basketball courts, ball / soccer field, etc. This park is mainly wooded, which allows more passive uses such as picnicking and walking.
- Kaplan Park includes an exercise path which is not-maintained. Prior to the construction of the Beltline through the neighborhood, this area was part of the White Oak Lake recreational area that was enjoyed by residents of the Avent West neighborhoods.

In addition, the neighborhood is adjacent to other, larger City parks and recreation areas such as Lake Johnson, Pullen Park and Aquatic Center and Lake Johnson Pool. The proximity to Lake Johnson also provides the neighborhood indirect access to the Raleigh Greenway system.

In the neighborhood, there are also a large number of culverts and water control systems for both the Simmons Branch and Bushy Branch water sheds to facilitate surface water drainage in the area.

Issue:
Portions of this water drainage system are inadequate as flooding in several areas is commonplace.

Commercial Development Revitalization
The plan area contains no commercial development.

Issue:
Surrounding commercial property just outside of the plan area is in need of revitalization and diversification of uses, as not all necessary services are available.

Pedestrian and Vehicular Circulation
The Avent West neighborhoods are very walkable, in general, with many streets having sidewalks on at least one side. Several of the streets, however, are narrow and on-street parking is allowed on both sides.

Issues
- In the later case, congestion and unsafe conditions are a result. Merrie Road and Pineview Drive, for instance, are unable to effectively handle any increase in vehicular traffic.
- Some sidewalks are discontinuous, ending mid-block or in other non-functional places.

Since the area is centrally located, most residents of Avent West live within a mile of a City of Raleigh or NCSU bus stop, or a shopping area. This situation allows many people in Avent West neighborhoods the option to walk or bike to school, work, shopping or entertainment. Increasing safety and convenience for pedestrians and bicyclists will therefore decrease traffic and greatly enhance the quality of life in the neighborhood.

PART 3 GOALS AND OBJECTIVES

To Improve and Enforce Land Use and Zoning in the neighborhood

- Maintain and preserve the diversity and character of existing housing styles and lot sizes that is the makes up each of the distinct areas within the Avent West neighborhood boundaries.
- Direct redevelopment, infill and subdivisions within the plan area to complement and respect the adjoining context of the existing built properties.
- Preserve the areas that are currently zoned as single-family residential with multifamily housing restricted to the areas that are currently zoned as such.
- Establish standards for existing and new property development in the Avent West neighborhood

To Preserve and Improve the Quality of Life in the Avent West Neighborhoods

- Preserve Avent West as a neighborhood that is conducive to a family lifestyle and fosters a feeling of community within the neighborhood.
- Preserve the homes of the neighborhood, assuring that it provides a diversity of price and size.
- Maintain property values through promoting home ownership.
- Encourage and provide opportunities for reinvestment in the neighborhood.
- Establish standards for growth and redevelopment that benefit homeowners and residents.
- Ensure infill development is in character with the existing homes.
- Support and encourage a safer, more attractive and residentially-friendly environment
- Encourage and support quality development in adjacent areas and prevent the inappropriate and incompatible re-zoning through organizations such as the West Citizens Advisory Council (WCAC).
- Encourage adjacent commercial areas to preserve and enhance the core characteristics of the neighborhood and provide desired community services.
- Encourage and support renovation and redevelopment of public housing adjacent to the Avent West neighborhood.
- Improve and beautify the stretch of Western Boulevard and Avent Ferry Roads that border the Avent West Neighborhood.
- Preserve and improve the open space and parks that are an integral part of the neighborhood.
- Maintain the established wildlife habitat in the neighborhood area.

To Improve Appearance of the Neighborhood

- Encourage a street tree program through the Avent West Neighborhood Association and the City of Raleigh Neighborwoods program.
- Encourage yard and home maintenance, landscaping and park and open space improvements through neighborhood grant programs.

To Improve the Infrastructure of the Neighborhood

- Protect the natural resources and existing structures by minimizing stormwater problems, pollution and erosion and wherever possible and to restore the natural beauty of Bushy Branch and Simmons Branch.
- Enhance safe pedestrian and bicycle access to schools, parks and other destinations in and adjacent to the neighborhood.
- Improve the safety of problem intersections and reduce speeding on streets in the Avent West neighborhood.

PART 4 RECOMMENDATIONS AND IMPLEMENTATION ITEMS

Land use and Zoning

Neighborhood Conservation Overlay Zoning

Recommend that the City of Raleigh establish a Neighborhood Conservation Overlay district for the Avent West area with the following regulations for that area.

Note: Creation of a Neighborhood Conservation Overlay District (NCOD) for the Avent West Neighborhood does not make any existing property or lots non-conforming. The regulation applies only to new houses, additions to existing houses, and newly created lots.

- Maximum lot size to be 21,779 square feet (just less than one-half acre).
- Minimum lot size to be 14,526 square feet (one-third acre).
- Recommend that the entire single family portion of the plan area be surrounded by a policy boundary line. This action is intended to protect the edges of the existing single-family neighborhoods from encroachment by higher density zoning and housing**.**
- Minimum lot width to be within 10% of the median lot width on the block face, but not less than 40 feet.
- Parking in front yards and corner side yards is to be restricted to paved parking in driveway areas, garages and carports only. Driveways shall be a maximum of 10 feet in width at the curb and within the front yard setback and a maximum of 18 feet in width for the remainder with a single curb cut per lot. In no instance may more than 25% of the front house width be paved for parking, driveway or garage use.
- For multifamily dwellings, parking lots are to be paved and located to the rear or side of the primary structure or structures as viewed from a public street. If located on the side of the structure or structures, parking lots may not abut a public street for more than 40% of the primary frontage of the property.
- Front yard setbacks are to be within 10% of the median front yard setbacks on the opposite block face and the block face containing the subject property, but not less than that required for R4 zoning (30 feet).
- Side yard setbacks are to be a minimum of 20 feet from the adjacent property line where possible but otherwise within 10% of the median side yard and corner side yard setbacks on the opposite block face and the block face containing the subject property, but not less than that required for R4 zoning.
- Building height is to be a maximum height of 30 feet from natural grade to one-half of the roof pitch or no greater than one story (12') taller than the shortest adjacent house
- The main entry of a house is to face the street of its address with the exception of corner lots.
- Recommend that subdivision of lots, if allowed by above recommendations, be a forty foot minimum width on all parts of the lot.
- Recommend that lot lines be angled from the street in a similar manner to the angle that is typical of the surrounding peripheral lots and consisting of no more than 5 lines. Lots shall not be configured in such a way that building envelopes for houses are placed one behind the other when viewed from the street
- Recommend that the City of Raleigh actively encourage a more balanced mix in the businesses convenient to the neighborhood to better serve the community such as more professional services and fewer fast food restaurants. Also, for existing businesses (such as those on Western Boulevard) and for future business in the area, its is recommended that the City of Raleigh encourage improved landscaping and screening of parking lots from the street view. Wherever possible, parking lots should be located behind the building.
- Recommend that the City of Raleigh encourage re-zoning to nonresidential, O&I any future development of the properties on Western Boulevard between I-440 Beltline and the property zoned Neighborhood Business at Kent Road. It would be appropriate for these areas to become neighborhood scale businesses with restrictions for tree preservation, lighting, parking, curb cuts and vehicular accessibility.

- Recommend that White Oak Lake be re-zoned as a Conservation Overlay area. Should this re-zoning not occur, then the area should remain zoned R-2.

Rezonings to R-4
Recommend that all properties within the Avent West Neighborhood Plan area be zoned R-4 including the following:

- That the properties at 4004, 4008 and 4012 Brewster Drive and at 914 Deboy Street be changed from their current R-6 zoning to R-4 zoning.
- That the R-10 properties on Cyanne Circle that abut R-4 properties be changed to R-4 zoning. This recommendation is based on the topography and grade elevation difference between the properties on Chaney Road and Cyanne Circle and the significant storm water problems in this area of the Bushy Branch watershed.
- That the property at 1405 Onslow Road that is split-zoned with approximately two-thirds of the property zoned R-4 and one-third zoned R-10 be entirely zoned R-4.

Exceptions to R-4 Zonings
Recommend that all properties within the Avent West Neighborhood Plan area be zoned R-4 with these two exceptions:

- That the current R-10 zoned properties along Kent Road that are on the eastern side of the Avent West neighborhood boundary remain zoned R-10.
- That the area adjacent to the I-440 Beltline, behind the Western Boulevard Presbyterian Church, remain zoned for business unless its use should change, at which time it would revert to R-4 zoning. This business zoning is for an advertising sign on I-440 only and would remain for the existing signage only.

Quality of Life Recommendations

- Recommend that the City of Raleigh work with the State of North Carolina to install ~~brick~~ noise barriers and landscape jersey around the I-440 Beltline to reduce the detrimental effect of having the Beltline running through the neighborhood. The installation of these noise barriers is to be congruent with the first phase of the Beltline widening.
- Recommend that the City of Raleigh promote home ownership in the Avent West area, as a means of stabilizing property values and assuring that the area will be conducive to family life. Avent West is one of the City's neighborhoods that is in a state of transition, in which previous generations of home owners are moving out and new residents are moving in and whose housing stock is aging. As the City moves forward with the development of the Southwest District Plan, the goals of homeownership and neighborhood stabilization and actions to achieve this should be identified and implementation steps developed for Council consideration.
- The City should assure that landlords be accountable for rental property upkeep and assure that rental tenants respect the peace and calm of our established neighborhood.

Appearance Recommendations

- Recommend that the Avent West Neighborhood Association identify projects that would qualify for the neighborhood improvement Matching Grant program and Neighborwoods program and work with the City of Raleigh to secure funds for these projects.
- Recommend that the City of Raleigh maintain Avent West neighborhood parks standards of usability.

Road Improvement Recommendations

- Recommend that the City of Raleigh consider traffic calming measures in the Avent West neighborhood. Speed reduction is particularly needed on I-440 Beltline access streets such as Kaplan Drive, Melbourne Road, Pineview Drive, Swift Drive and DeBoy Streets. Traffic calming is also expected to result in increased pedestrian and bicycle traffic in the neighborhood as indicated by the City of Raleigh task force studies.
- Recommend that the City of Raleigh consider prohibiting parking on the southwest corner of Kent Road from the intersection at Garland to the south end of the bus stop. The current parking arrangement blocks visibility to the south.
- Recommend that the City of Raleigh consider creating all-way stops at the following intersections where there are safety concerns and when in agreement with the City's traffic calming measures: Octavia Street and Merrie Road; Pineview Drive and Swift Drive; Lorimer Road and Woodlinks Drive
- Recommend that the Melbourne Road bridge be retained in the future as changes such as widening of the I-440 Beltline occur. The Melbourne Road bridge is considered an essential infrastructure component for preserving the continuity and connectivity of various sections of the Avent West neighborhood.

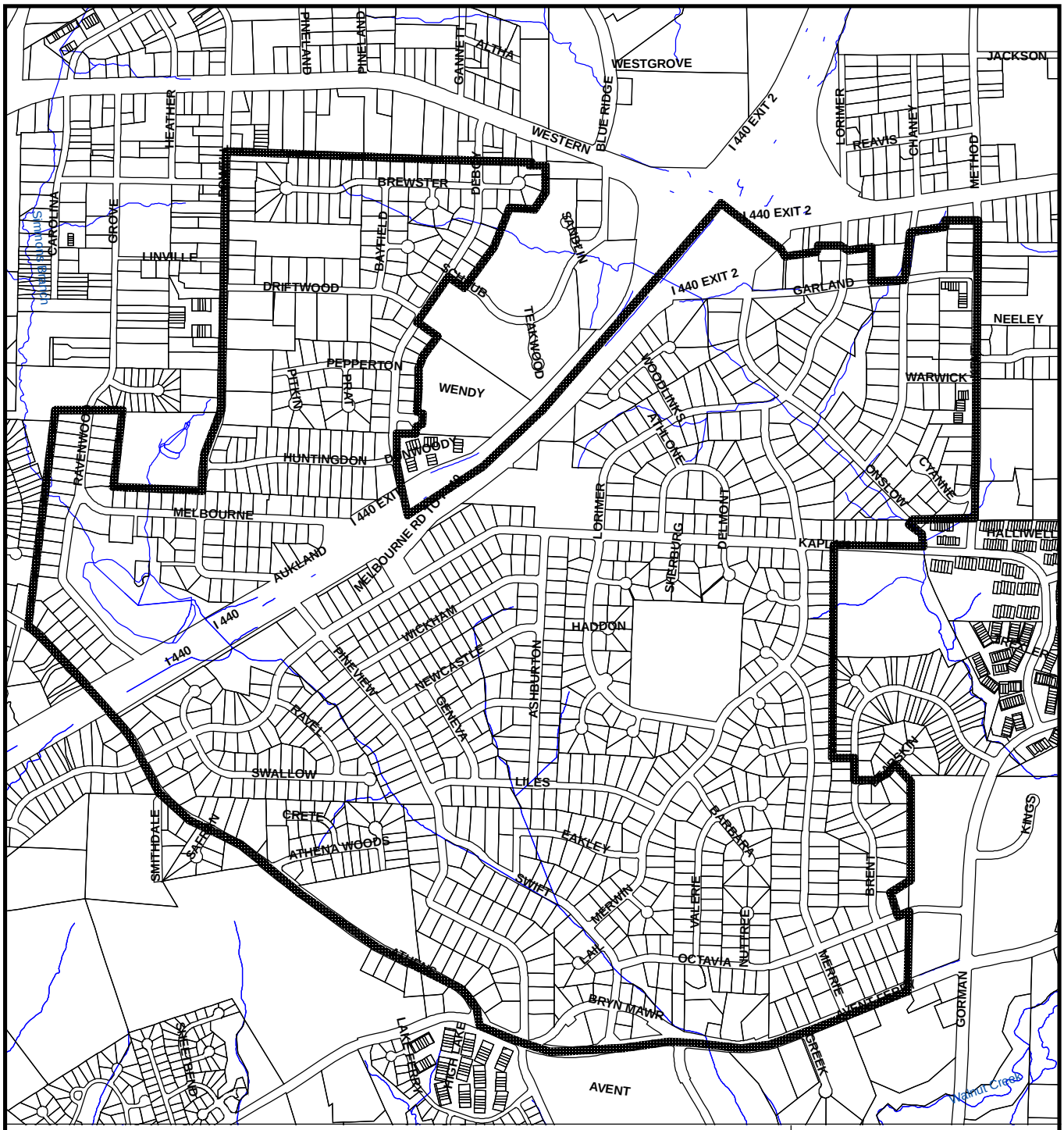
Pedestrian and Bicycle Path Recommendations

- Recommend that the City of Raleigh create a crosswalk across Avent Ferry Road at the intersection of Merrie Road. This crosswalk would provide a more convenient and safer way for residents of the Avent West Neighborhood to access the shopping centers across from Merrie Road.
- Recommend that the City of Raleigh create a crosswalk at the footbridge on Lake Dam Road near Avent Ferry Road to improve the safety and convenience of access to Lake Johnson Park.
- Recommend that the City of Raleigh provide sidewalk / paved access from the Avent West neighborhood to the Raleigh Greenway system.
- Recommend that the City of Raleigh consider establishing a protected pedestrian crossing on Avent Ferry at Athens Drive School. Representatives from the area should engage in dialogue with the Public Works Department to discuss the details of such a crosswalk.
- Recommend that property owners on affected streets pursue the customary petition/assessment process to construct sidewalks or multipurpose paths where there is heavy vehicular and pedestrian traffic and would benefit large segments of the neighborhood. Recommended areas for sidewalks or multipurpose paths include the following: Merrie Road from Octavia Street to Avent Ferry Road; segments of Swift Drive and Merwin Road, and almost all of Pineview Drive, particularly where it has sharp curves.
- Recommend that the City of Raleigh arrange for replacement of the median on Western Boulevard east of the Beltline and West of Kent Road. Area representatives should engage in dialogue with the Public Works Department to discuss the details of such a median.

Stormwater Recommendations

- Recommend that the City of Raleigh place sufficient priority and focus on the use of funds collected from the new Stormwater Utility Fee to address stormwater related problems in the Simmons Branch and Bushy Branch watersheds.

- Recommend that the City of Raleigh fully implement the recommendations of the Simmons Branch Drainage Study Final Report dated Sept. 2002. One of the recommendations of that study is to rebuild the White Oak Lake dam. Since the NCDOT's plans to widen the I-440 Beltline adjacent to the dam are integrally related to the City's planning for relocating and rebuilding of the dam, recommend that the City work in conjunction with the NCDOT on this matter and obtain a portion of the funding from the NCDOT to rebuild the dam.
- Recommend that a new stormwater study be conducted for Bushy Branch with special emphasis on the analysis of areas of repeated flooding at the intersection of Chaney Road and Onslow Drive.
- Recommend that the City of Raleigh link NCDOT plans for the Melbourne Road interchange with the widening of the I-440 Beltline area adjacent to White Oak Lake/Simmons Branch in order to provide an incentive for NCDOT to repair or rebuild the dam per the Simmons Branch study.



Avent West Neighborhood Plan Location Map

Plan Area Boundary and Policy Boundary Line

690 345 0 690 Feet

CHAPTER 9 BUSINESS DISTRICT PLANS

Part 1 Peace Street Business District Plan

The Peace Street Business Area includes properties adjacent to and bordered by Peace Street to the north, Johnson Street to the south, St. Mary's Street to the west and Glenwood Avenue to the east. The plan area consists of approximately 17.5 acres zoned for medium density residential, office and commercial uses. The land uses in the plan area include low intensity office and commercial developments. Several office buildings within the area include second story residential apartments. Many businesses are now in converted single family dwellings.

SAFETY

Policies

•Inform business and property owners of City laws and ordinances relating to crime and property maintenance.
•Develop an informed and cooperative relationship between businesses and area police officers.
•Initiate a concerted effort among business owners and adjacent neighborhoods in resolving safety issues.
•Improve and coordinate communication within the businesses area.
•Educate business and property owners of local services available to homeless.

Implementation

•Establish a Community Watch program and identify block captains within the business area. This program would help organize security improvement efforts and form a communication network within the business area. A coordinated security effort with adjacent neighborhoods could be advantageous to both groups.
•Schedule meetings through Community Watch to provide an opportunity for City representatives to meet with business/property owners and provide information about city services and possible safety improvement actions. These meetings could also provide a forum for the discussion of business area issues and the development of collective solutions.
•Publish a quarterly newsletter to facilitate communication within the business area and to serve as a method to educate businesses of crime laws, city ordinances and methods to secure properties. The newsletter could also help coordinate improvement efforts within the plan area and establish a communication link with adjacent neighborhoods
•Print and distribute a quick reference card providing information about services and contacts for homeless individuals. Encourage businesses to direct individuals where they might receive help, rather than giving them handouts.

ECONOMY

Policies

•Distinguish and promote a unique identity for the business area as a special place.
•Improve communication and coordination between area businesses and the City.
•Facilitate the review and approval process for renovating and retrofitting existing nonconforming structures.
•Identify methods to inform property and business owners of City development regulations and procedures.

Implementation

•Establish a local business association to coordinate communication among area businesses and to provide a forum for problem resolution and education.

•Possible business association activities might include inviting City representatives to association meetings to explain particular sections of the City Code, development standards and procedures which might be causing confusion. The association could work with the City in developing a detailed streetscape plan for the area; coordinate efforts to establish a special area identity; coordinate joint business promotions and activities; and provide a forum from which to communicate to City Council on issues of concern.

•Develop a brochure to identify and promote the business area and the variety of services offered.

•Reduce the number of nonconforming structures within the plan area by tailoring setback regulations to reflect the existing conditions and character of the business area.

TRANSPORTATION

Policies

•Identify and mitigate vehicular visibility and safety problems which collectively contribute to a perception of congestion and hazard along Peace Street

•Improve pedestrian ways to assure a safe and attractive pedestrian environment

•Coordinate business area parking to increase efficiency of use and to improve parking availability and access

Implementation

•Lower the grade of hill on Peace Street between Boylan Avenue and Gaston Street to improve visibility and safety for vehicular / pedestrian movements.

•Increase curb radii at street intersections with Peace Street.

•Coordinate driveway access and replace curb as needed along Peace Street.

•Install left turn lead signal for east bound Peace Street traffic onto north bound Glenwood Avenue.

•Provide and supplement pedestrian signals along Peace Street at Glenwood Avenue, Boylan Avenue and St. Mary's Street.

•Stripe pedestrian walks across intersecting streets with Peace Street.

•Improve transit stop amenities including benches, trash receptacles and signage.

•Define pedestrian ways, through landscaping and sidewalk materials, to provide a visual and physical separation from vehicular areas.

•Repair broken and uneven sidewalk sections.

•Design inter-block pedestrian ways to provide separation from vehicular areas such as parking lots and streets and to provide an alternate means of access to businesses.

•Methods to improve parking availability: coordinate cross access and shared parking between business owners; identify overflow parking areas for joint use; pavement striping where curb-side parking is available; replace unnecessary curb-cuts and standardize width of curb-cuts which reduce on-street parking.

•Investigate opportunities and potential for a noon-day transit connection between the State Government Complex and Cameron Village.

APPEARANCE

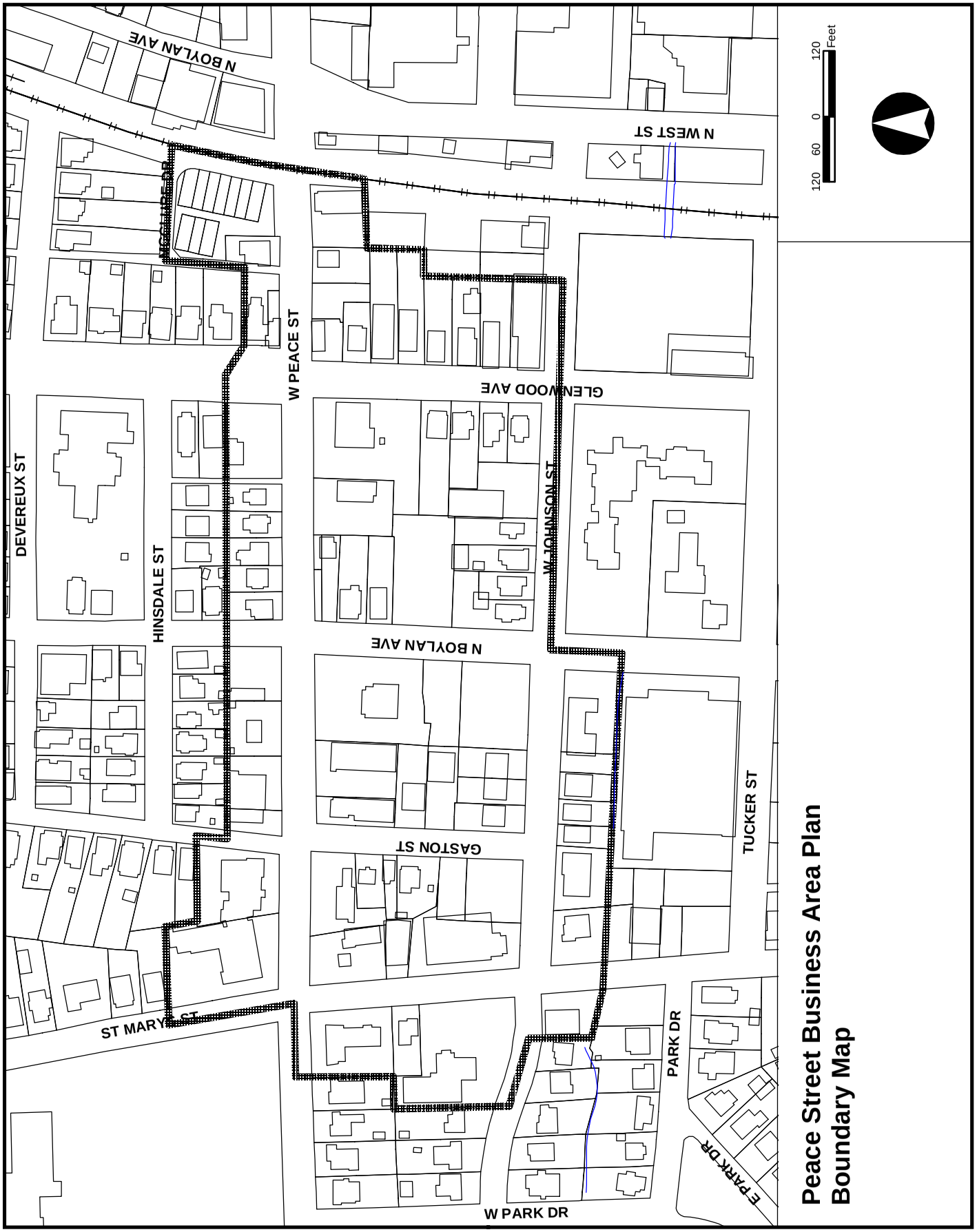
Policies

•Develop a streetscape design concept to improve the area's visual appearance and to establish a unifying theme and identity for the area.
•Protect and strengthen the intimately scaled character of the area while accommodating the potential for redevelopment and intensification of land uses.
•Provide incentives for appearance improvements and increased maintenance of business properties.
•Identify elements within the public right-of-way that need special attention to reduce clutter and improve the general appearance of the business area.

Implementation

•The streetscape concept proposes a low cost, owner-initiated approach to complement and maintain the intimately scaled character of the business area and to strengthen the unifying elements which help to establish a unique identity. The character is based on the historical design context of the area as a former residential neighborhood. This design character is reflected through the location of buildings close to the street, low rise structures, small dispersed parking areas, and streetscape amenities such as sidewalks, low retaining walls, foundation plantings and street trees. Many elements of the historical character are illustrated through numerous houses renovated for alternate use and through several office/commercial redevelopments. The streetscape concept seeks to strengthen the cottage character by integrating the streetscape elements within existing site areas and in new developments to connect and unify the business area. The following guidelines are recommended to coordinate streetscape improvements between properties and to establish continuity within an overall setting of diversity:
-Create unity through plantings along and adjacent to the public right-of-way.
-Make use of available under-utilized spaces within business sites for small intensified landscape areas such as foundation plantings, parking screens, or entry gardens.
-Establish a consistent planting scheme within the area between the curb and sidewalk in areas without on street parking.
-Use plant materials requiring minimal maintenance and selected for site tolerance. Make landscape features, including walls, fences, benches, lights and arbors, relate in scale to the pedestrian.
•Develop an overall streetscape plan, including building facade and site design recommendations, for the business area, to refine and record the design concept presented above as required by the Pedestrian Business Overlay District. The streetscape plan will be implemented within the business area on a site by site basis upon the initiation of the property owner and in coordination with the Design Assistance Program.
•Consider the application of the Pedestrian Business Overlay District, or PBOD, to all properties within the business area east of St. Mary's Street to facilitate the implementation of the streetscape plan and to remove existing regulatory hindrances to the renovation of existing structures
•Initiate a text change to the City Code to make the streetscape plan the regulatory determinant of the appropriate parking reduction for commercial and recreational uses within a PBOD, up to a maximum of 45 percent as currently allowed. The streetscape plan would establish the appropriate parking reduction through studies of existing and projected pedestrian usage of the area under consideration. The text change should also include clarification that any potential parking reductions may be used only after the site has been brought into compliance with the streetscape plan.
•Make the Design Assistance Program available to provide financial incentives to property owners for facade and site improvements and to help facilitate the implementation of the streetscape plan. Funding should be allocated on a yearly basis to operate the program.

•Focus improvement efforts at the following highly visible entryways: Norfolk-Southern railroad overpass at Peace Street, Glenwood Avenue/Peace Street intersection and St. Mary's Street/Peace Street intersection.
•Perform an urban forestry study to identify the existing tree cover in the area and it's condition. This study would be used to make recommendations concerning maintenance of the tree cover and future tree planting.
•Designate the Peace Street Business Area as a priority area for the reduction of clutter and unsightliness caused by overhead utility lines. Establish a long range plan for the elimination of overhead utilities within the plan area and throughout the city.
•Establish a method to require pavement areas within development sites to reduce the inappropriate use of nonporous paving.


N BOYLAN AVE
N WEST ST
MCGHEE AVE
W PEACE ST
GLENWOOD AVE
DEVEREUX ST
HINSDALE ST
ST MARYS ST
N BOYLAN AVE
GASTON ST
TUCKER ST
PARK DR
E PARK DR
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120
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120
60
Feet
Peace Street Business Area Plan
Boundary Map

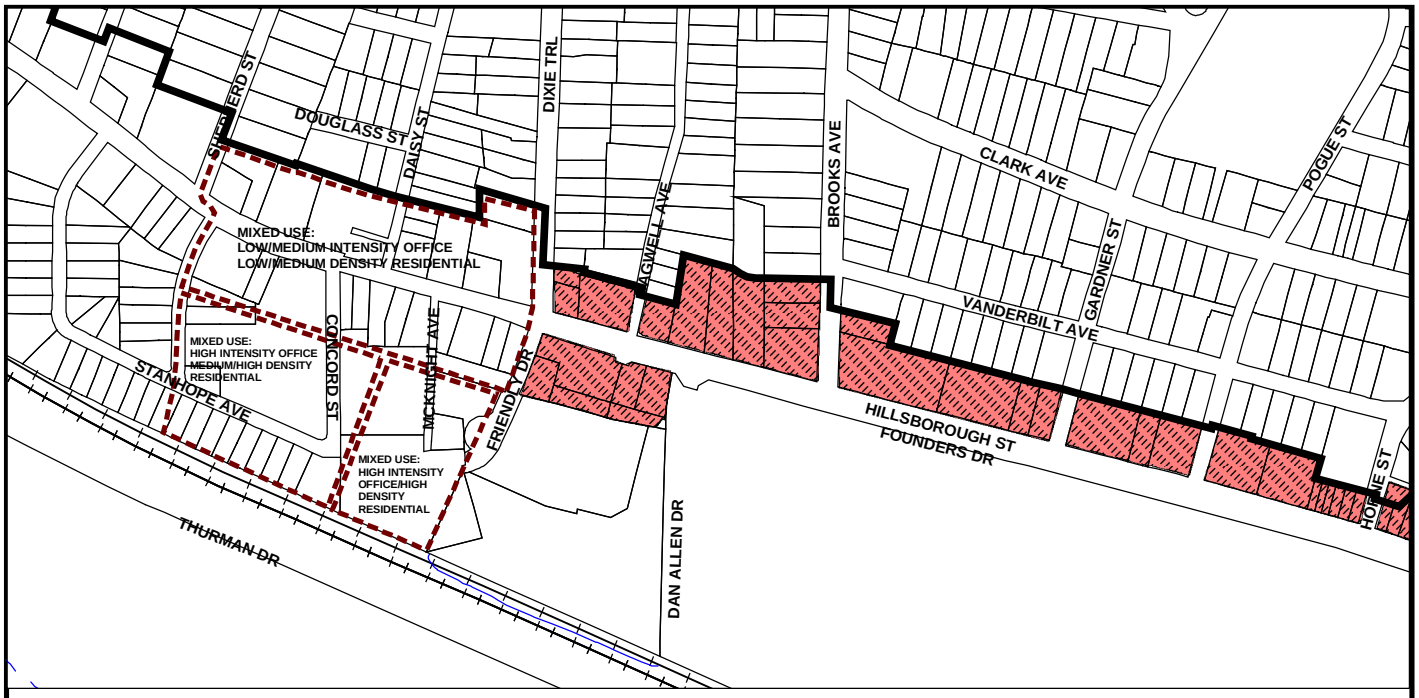
Part 2 University Village Business District Plan

University Village is a retail service district that includes the properties facing Hillsborough Street, from Oberlin Road to Dixie Trail. This area is part of the Central Area Regional Center. The University owns several properties on the north side of Hillsborough Street, including North Hall dormitory, the Hillsborough Building computer center and parking lots at Hillsborough Square and Brooks Avenue. The growth of NCSU has created pressure to increase the intensity of use in this area.

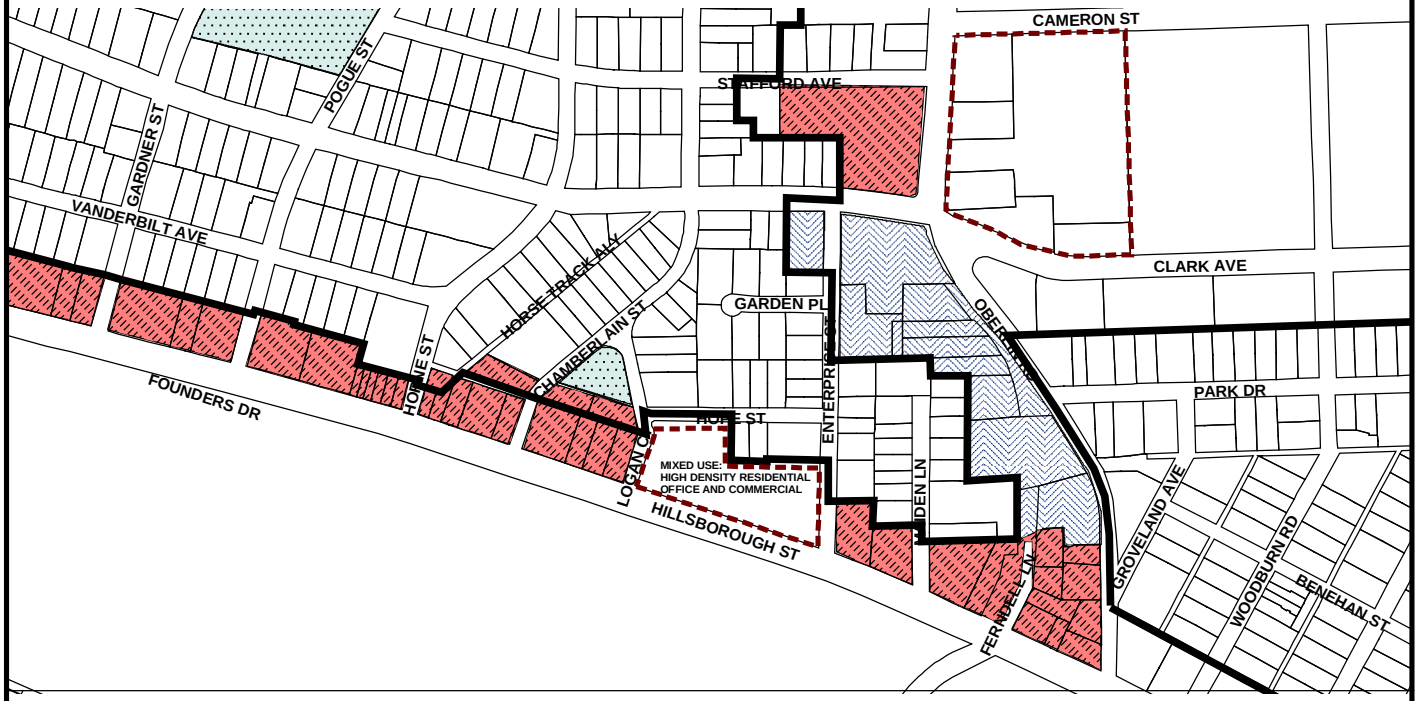
The redevelopment of the University Village area should be organized around two concepts: pedestrian orientation and a cooperative process involving all vested parties. Streetscape and building improvements should reinforce its high intensity, pedestrian oriented use. The vested groups include NCSU, the University Park neighborhood, City government and the University Village business community.

North of the policy boundary line between the nonresidential uses fronting Hillsborough Street and the residential uses in University Park, it is proposed that only residential uses be permitted to preserve the character of the existing neighborhood. adequate buffering should be provided between the commercial and office uses on Hillsborough Street and the adjacent residential properties. The University Park neighborhood is a good candidate for a neighborhood plan. It is important that structures constructed for residential uses, whether currently used for residential purposes or adaptively renovated for compatible nonresidential uses, be preserved along the Hillsborough Street policy boundary line as transitions between the University Village Business District and University Park. There are several such structures immediately adjacent to the line that are now used for office and institutional uses and serve as needed buffers to the residences to the north. These structures should be maintained and not demolished for off-street parking. If demolished does occur, extra efforts should be made to buffer and screen new land uses, especially off-street parking facilities. This could include privacy fencing and increased landscaping. These sites should not serve or support off-street parking needs of the nonresidential development along Hillsborough Street. Conditional use zoning cases should be encouraged to delineate mechanisms to preserve existing structures and to create adequate buffers and landscaped transitions. In addition, existing and proposed parking facilities adjacent to the policy boundary line should be well buffered and landscaped. Site plans should include privacy fences or walls and plantings which create good buffers and transitions to residential land uses.

The Hillsborough Street Pedestrian Business overlay zoning district has been adopted for a large portion of the area. See section 10-2053 of the Raleigh City Code and the Hillsborough Village Streetscape Plan, available in the Raleigh Planning Department. This overlay zone is intended to guide redevelopment of the area in such a way as to enhance the unique pedestrian orientation of Hillsborough Street. Sidewalks, public areas, seating, lighting, signs, public areas, building setback, scale and facades should be designed in accordance with the overlay zone. The streetscape plan also recommends the consolidation of overhead utility lines with a long term goal calling for the removal of the lines from the street. Encroachments into the public right-of-way should be allowed in the business area on the north side of Hillsborough Street for such things as awnings or balconies, sidewalk restaurant seating and other pedestrian amenities in accordance with the guidelines provided in the streetscape plan.



WEST SECTION



EAST SECTION

University Village Business District Plan

- MIXED USE
- POLICY BOUNDARY LINE
- COMMERCIAL
- PARK
- OFFICE & INSTITUTIONAL

280 140 0 280 Feet

CHAPTER 10 WATERSHED PLANS

Part 1 Falls Lake Watershed Plan

This plan generally covers an area within the Falls Lake watershed bounded generally by Strickland and Falls of Neuse Roads on the south and east, and the Northern Wake Expressway right-of-way on the north. The Falls Lake watershed is divided into a primary or critical watershed protection area and a secondary watershed protection area. The northern right-of-way line of the proposed Northern Wake Expressway serves as the boundary between these two areas in the Falls Lake Watershed adjacent to Raleigh. There is a large amount of natural, forested land and very low density residential uses which offer good protection for the watershed. There are no major areas of nonresidential uses. A primary goal is to keep the area as natural as possible. It is essential that public and private improvements in the watershed be designed to have the least negative impact on water quality. Thoroughfares and streets should be designed to sensitive area standards and particular precautions should be taken in designing and constructing the Northern Wake Expressway. All of the area within Raleigh's Planning Jurisdiction is within the secondary watershed protection area. A portion of the City's E. M. Johnson Water Treatment Facility lies within the critical area, that area which would normally be in the primary watershed protection area due to its proximity to Falls Lake. However, due to the nature of this facility and the public control over the use of the land occupied by this water supply facility, it should not be subject to the zoning regulations enacted to carry out the primary watershed protection policies contained within this Plan. Rather, the design of the facility itself should address the objectives served by these policies and regulations.

Primary Watershed Protection Area Policies
Since Raleigh currently has no regulatory authority over privately owned properties within the primary area, these policies would apply only on a limited basis to those properties within the primary areas where emergency public utility extensions may be necessary to protect the public health, safety and welfare and to protect Raleigh's drinking water supply as further defined in this Plan.

- Only residential uses will be permitted;
- A minimum lot size of two acres shall apply;
- No new nonresidential zoning or land uses should be allowed;
- No extensions of public utilities should be allowed, with the exception of emergency extensions deemed necessary to protect the public health, safety and welfare and to protect Raleigh's drinking water supply;
- Impervious surfaces should be limited to 6 percent on any lot;
- Stream buffers should be established to minimize pollutant discharge into the water supply;
- Streets should cross streams perpendicularly.
- All efforts should be made to retain the natural conditions which predominate in the primary area and to minimize any disturbance of natural forested area and existing topography.

Secondary Watershed Protection Area Policies
These policies would apply to those areas within the Raleigh jurisdiction and those areas beyond Raleigh's jurisdiction in the Secondary Watershed Protection Area where emergency public utility extensions may be necessary to protect the public health, safety and welfare and to protect Raleigh's drinking water supply.

- For new construction, only residential uses will be permitted;

•Existing nonresidential development in the watershed at the Strickland/Creedmoor Roads intersection, which was built when the site was in Wake County's jurisdiction, is considered part of the Strickland/Creedmoor Residential Community Focus area. This nonresidential use cannot be expanded.
•There should be an average density of one dwelling unit per acre. In those cases where extensions of public utilities will allow clustering of housing, a density of up to four units per acre would be allowed, but only where compensating permanent open space is set aside to result in an overall development average of one unit per acre. Site design plans must include adequate stormwater management facilities.
•No new nonresidential zoning or land uses should be allowed;
•Impervious surfaces should be limited to 12 percent, unless public utilities are available, in which case a 30 percent maximum may be allowed.

Public Utility Extension Policies in the Falls Lake Watershed
In general, public utility extensions are allowed in the secondary watershed protection area if the following conditions are met:

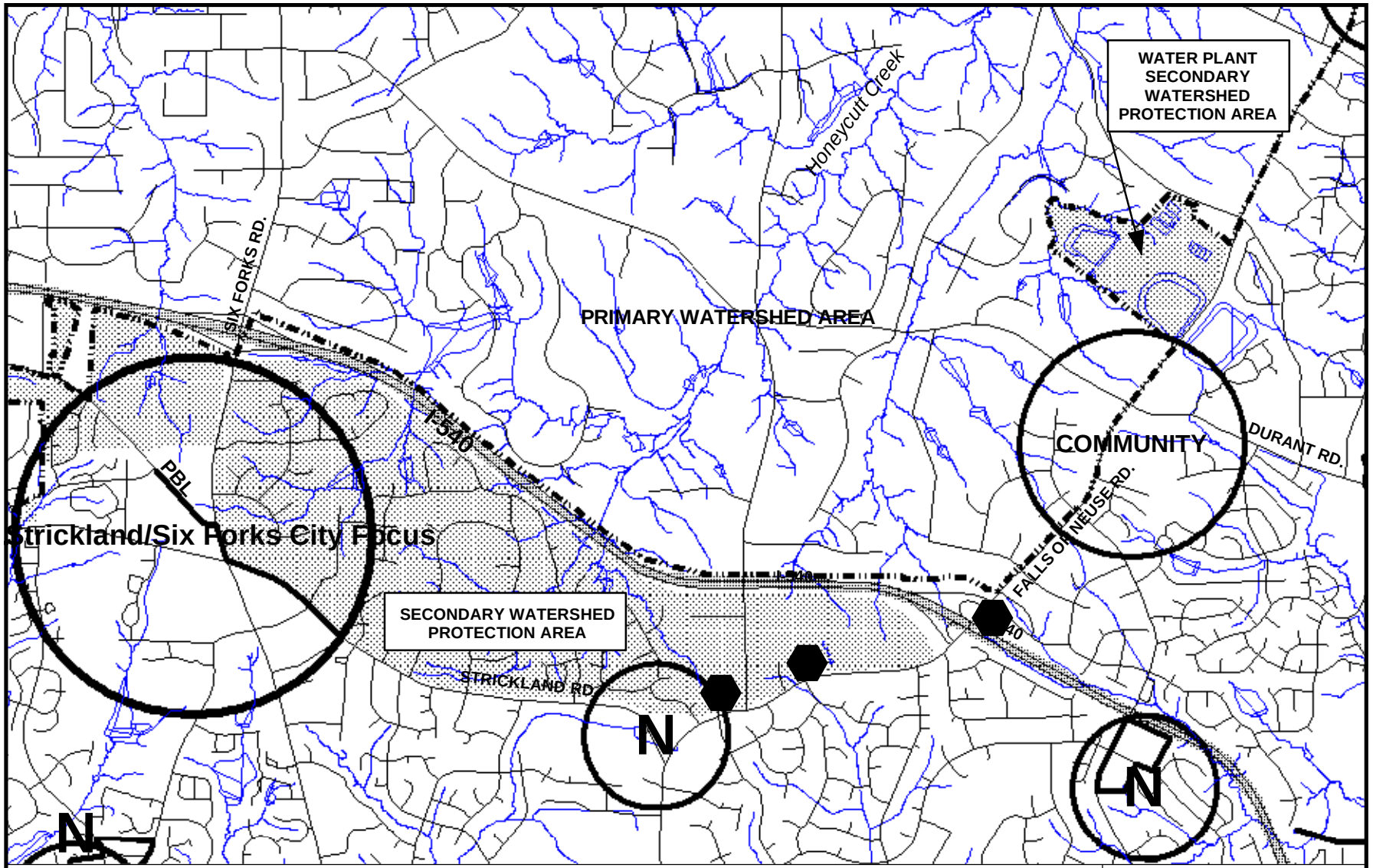
•The capacity of water and sewer facilities is adequate for an extension;
•An extension is deemed appropriate to promote the orderly provision of public services and facilities in the Raleigh area;
•There would be no reduction in water quality or degradation of the watershed as a result of public utility extensions or the more intense development which may result;
•It is determined that annexation of a proposed development would be in the best interest of the City of Raleigh. Public utility extensions within the watershed would allow urban densities and developments which would generate demands for urban services. Such services could only be provided pursuant to annexation, which could, in turn, be a condition for the extension of utilities.

Public utility extensions could be made outside of Raleigh's jurisdiction in either the primary or secondary watershed protection area if a determination is made that there is a threat to public health, safety and welfare and to Raleigh's drinking water supply. Such extensions would need to be approved on a case-by-case basis, and a determination would need to be made by the City Council that a failure to extend public utilities would pose a specific threat to water quality in Falls Lake. In the event that land is subject to Wake County development regulations, concurrence by the Wake County Commissioners would be required prior to the City's approval of such an extension of utility service. An example of such a threat would be malfunctioning individual or package sewerage collection systems. In the event public utilities are to be extended outside of Raleigh's jurisdiction, properties connecting to these facilities would be expected to bear the full costs of any capital facilities needed to provide these services and agree to the operating and maintenance fees normally applied to properties outside the City limits.

These properties would also be subject to the following:

•Only existing development posing a specific threat to the public health, safety and welfare and to Raleigh's drinking water supply would be allowed to connect to emergency utility extensions;
•Owners of existing development seeking to connect to emergency utility extensions shall file a petition of annexation to be considered by the City Council on a case by case basis;
•No increase in densities of development would be allowed beyond that already approved by the governing jurisdiction at the time of the provision of the utility service;

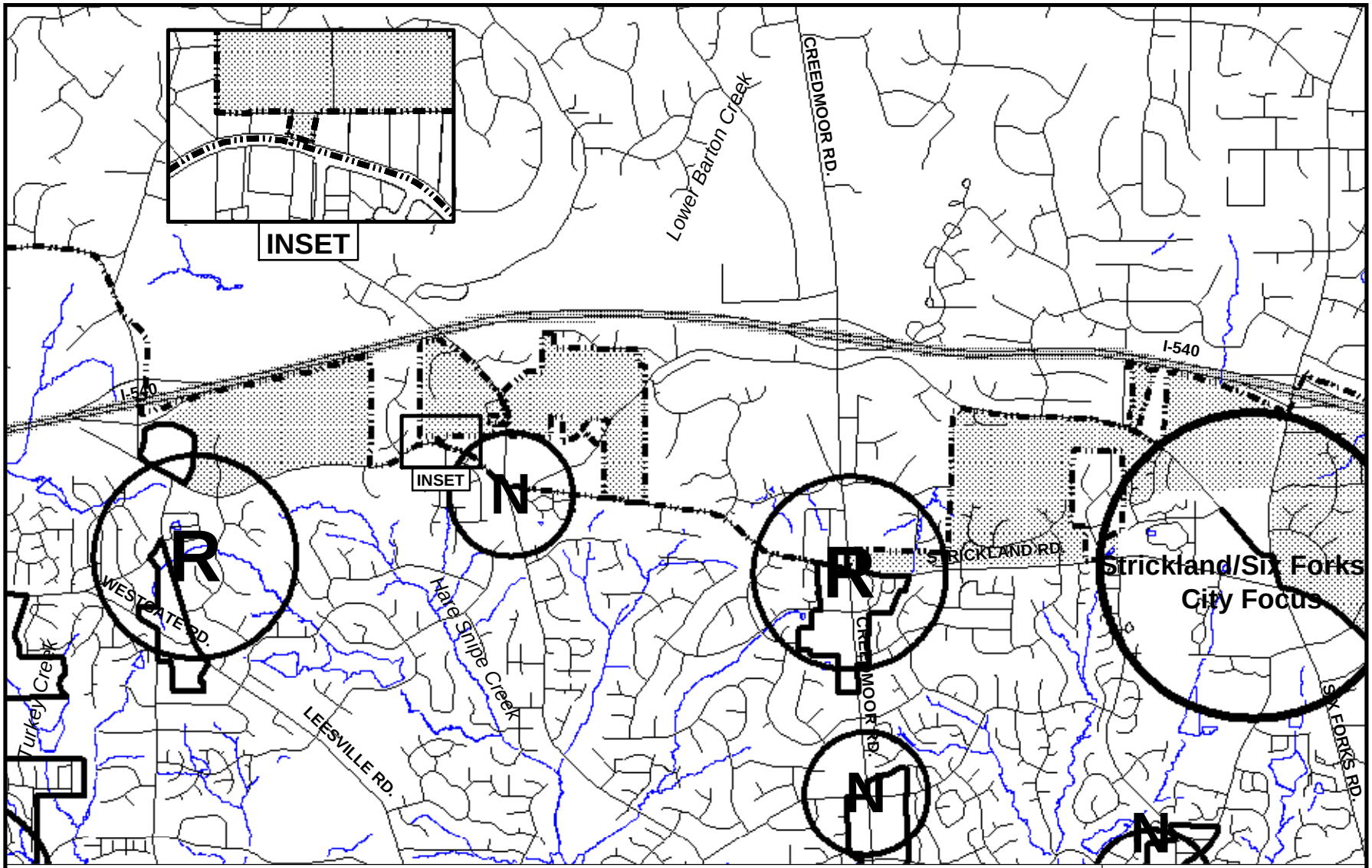
•The development would provide for adequate retention facilities to capture effluent in the event of sewer system failure as an adjunct to any stormwater retention facilities necessary to protect water quality in Falls Lake.



Falls Lake Watershed Plan (East)

- RESIDENTIAL RETAIL
- FOCUS AREAS
- POLICY BOUNDARY LINE
- SECONDARY WATERSHED PROTECTION AREA
- I-540
- ETJ

1,300 650 0 1,300 Feet



Falls Lake Watershed Plan (West)

- Ⓡ RESIDENTIAL COMMUNITY FOCUS AREAS
- Ⓝ NEIGHBORHOOD FOCUS AREAS
- ○ FOCUS AREAS

- POLICY BOUNDARY LINE
- SECONDARY WATERSHED PROTECTION AREA
- I-540
- ETJ

1,600 800 0 1,600 Feet

Raleigh Comprehensive Plan 10/02

Falls Lake Watershed Plan 10-1.4

Part 2 Swift Creek Watershed Plan

The Swift Creek watershed needs to be protected now in order to maintain the quality of drinking water for Raleigh's future needs. Too great an intensity of development in this watershed could have a major adverse impact.

Raleigh, Cary, Garner, Apex and Wake County and the State Division of Water Quality, are jointly planning to maintain water quality in the Swift Creek basin. Lake Wheeler and Lake Benson are impoundments upstream of a proposed water treatment facility that will distribute water to both Garner and Raleigh. Each of the local governments identified their ultimate growth plans for the basin. A coordinated plan showing how each government proposes to develop its identified area, while maintaining the quality of water in the basin, has been accepted by the State Division of Water Quality. This jointly adopted plan is called the Swift Creek Land Management Plan.

Under this plan, the City of Raleigh and Wake County would continue to impose development controls for the middle portion of the basin, primarily as rural residential uses, with the exception of those areas designated for "new urban" uses. The City does not propose to expand its jurisdiction farther into the Swift Creek basin unless emergency utility extensions require annexations of affected properties or developments. However, Raleigh has many interests, including two lakes, a major park and the future water treatment plant, which re-enforce its watershed protection objectives.

The towns of Cary, Garner and Apex would allow more urban development in all or most of their parts of the Swift Creek basin. They would use watershed protection development standards recommended by the State to protect this future water supply. Cary and Apex would provide urban services to the area west of Holly Springs Road/Campbell Road and Garner would provide urban services to portions of the basin east of Lake Wheeler Road. Raleigh would provide urban services to defined "new urban" areas along Dillard and Tryon Roads.

This Swift Creek Watershed Plan is the City of Raleigh's policy response for that portion of the watershed which lies in its jurisdiction. Together with the Swift Creek Land Management Plan, it addresses a much more complex situation than the City's primary water source, Falls Lake. The 3,465 acres of the Swift Creek basin which lie within Raleigh's jurisdiction are in the upper portions of the watershed, where only secondary watershed protection policies are necessary. This area also has a variety of development patterns, such as industrial uses along U. S. 401 which would be allowed to remain, low density residential areas throughout the basin, and large farms. With these varying conditions in mind, the following policies are recommended.

Policies

- Only residential uses will be permitted unless otherwise approved by City Council and specifically indicated in this Plan.
- An average density of one dwelling unit per acre should apply to rural areas throughout the watershed. In those rural developments where extensions of public utilities will allow clustering of housing, a density of up to four units per acre are allowed, but only where compensating permanent open space is set aside to result in an overall development average of one unit per acre. For those areas designated "new urban," up to six dwelling units per acre would be allowed. Site design plans must also include adequate stormwater management plans and facilities.
- No new nonresidential zoning or land uses should be allowed unless otherwise approved by City Council and specifically indicated in this plan.
- Impervious surfaces should be limited to 12 percent unless public utilities are available, in which case a 30 percent maximum may be allowed. The 30 percent maximum may be exceeded,

up to 70 percent, in certain limited and specified areas and under specified conditions outlined in the Swift Creek Land Management Plan, along U.S. 70/401 in the Tryon Road Area and near Gorman Street along Tryon Road. These limited areas include portions of employment areas, the Tryon Hills Community focus, portions of the gateway corridor along U.S. 70/401 and the Gorman Street/Tryon Road employment area. These areas should not exceed 5 percent of the entire watershed within the City's jurisdiction. The areas adjacent to primarily nonresidential thoroughfares, that is, Tryon Road could also exceed these impervious coverage limits.

- Stream buffers should be established to minimize pollutant discharge into the water supply.
- Streets should be perpendicularly aligned at stream crossings.
- Extensions of public utilities may be allowed in "new urban" and "existing urban" if the capacity of sewer facilities is adequate for an extension and such extensions are deemed appropriate to promote the orderly provision of public services and facilities in the Raleigh area. Utility extensions would also be permitted if there would be no reduction in water quality or degradation of the watershed as a result of public sewer extensions and the resulting more intense development. It must be determined that annexation of a proposed development would be in the best interest of the City of Raleigh. Sewer extensions within the watershed would allow urban densities and developments which would generate demands for urban services. Such services could only be provided pursuant to annexation, which could be a condition for the extension of utilities as required by the City.
- Public utility extensions could be made outside of Raleigh's jurisdiction and outside of "new urban" and "existing urban" areas in either the primary or secondary watershed protection area, if a determination is made that there is a threat to public health, safety and welfare and to Raleigh's existing or future drinking water supply. Such extensions would need to be approved on a case by case basis, and a determination would need to be made by the City Council that a failure to extend public utilities would pose a specific threat to water quality in the public drinking water supply. In the event that land is subject to Wake County development regulations, concurrence by the Wake County Commissioners would be required prior to the City's approval of such an extension of utility service. An example of such a threat would be malfunctioning individual or package sewage collection systems. In the event public utilities are to be extended outside of Raleigh's jurisdiction, properties connecting to these facilities would be expected to bear the full costs of any capital facilities needed to provide these services and agree to the operating and maintenance fees normally applied to properties outside of the City limits.

These properties would also be subject to the following:

1. Only existing development posing a specific threat to the public health, safety and welfare and to Raleigh's drinking water supply would be allowed to connect to emergency utility extensions;
2. Owners of existing development seeking to connect to emergency utility extensions shall file a petition of annexation to be considered by the City Council on a case by case basis;
3. No increase in densities of development would be allowed beyond that already approved by the governing jurisdiction at the time of the provision of the utility service;
4. The development would provide for adequate retention facilities to capture effluent in the event of sewer system failure as an adjunct to any stormwater retention facilities necessary to protect water quality in the drinking water supply'
5. Any developments seeking to connect to public utility systems installed under this policy would be subject to the City's watershed protection development regulations.

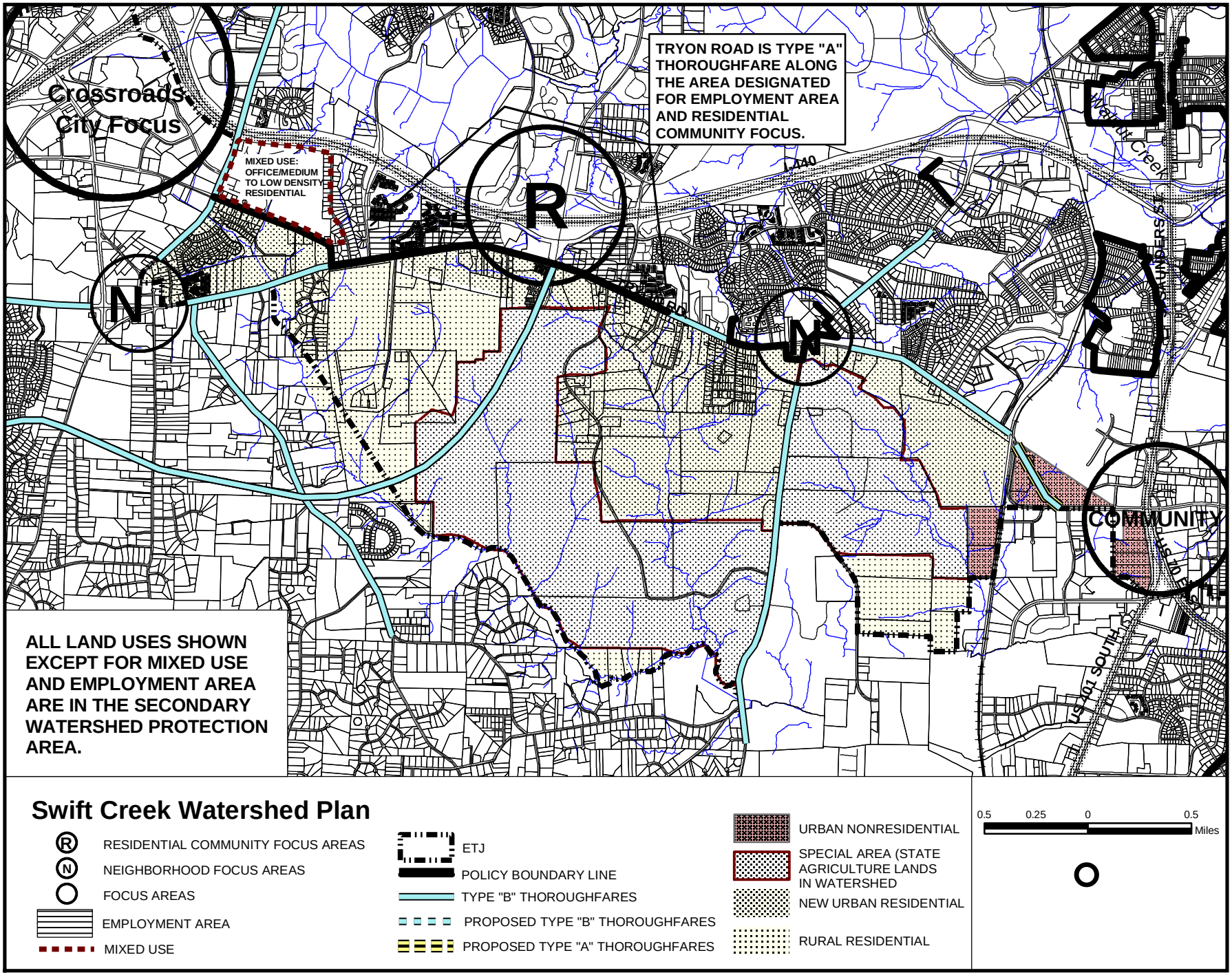
For those areas of nonresidential land uses which are expected to remain, policies and guidelines in this plan preserve water quality to the same extent as low density residential areas. In many cases these land uses are now limited by conditional use zoning which reflects watershed protection standards.

As shown on the watershed plan map, a substantial portion of the Swift Creek watershed in Raleigh's jurisdiction consists of State owned properties which are classified in this plan as a special area. The bulk of this land is used as agricultural research farms by North Carolina State University. Future plans for this substantial acreage could have a significant effect on the watershed. As long as this property remains as research farms, agricultural runoff should not reduce water quality downstream, especially since all of this land drains into Little Swift Creek and Lake Benson, the actual water source. Should this land cease its current use and development occurs, adequate plans must be prepared to protect the watershed to the maximum extent feasible. Should agricultural uses end, the property should be used for low density residential or appropriate institutional uses which would not adversely affect water quality.

Areas north of the watershed are expected to experience strong development pressures. Special attention must be given to all development proposals adjacent to the protected watershed area to determine potential off-site effects on the watershed. This interface is a significant land use issue. Policy boundary lines are needed along the basin ridge line where low density residential uses to the south are adjacent to nonresidential uses. A general policy boundary line is needed south of the residential community focus at Tryon Road and Gorman Street to separate the focus and adjacent employment areas from the low density residential uses within the watershed. This general PBL could become a specific line pursuant to individual zoning cases or site plan approvals where the exact ridge line can be determined based on engineering surveys. In such zoning cases or site plans, landscaping should provide appropriate transitions between unlike uses along the edge of the watershed. These landscaping features should exceed the minimums required by the zoning code. It may be appropriate to allow those nonresidential land uses also permitted in the Rural Residential Zoning District to occur south of the PBL as transitions to the low density residential uses in the Swift Creek Watershed.

It is important for thoroughfares in and adjacent to the watershed protection area to be able to handle future capacities. Roadways should be carefully designed from an environmental standpoint and preferably in place before intense development is allowed to occur, especially Holly Springs/Tryon Road. Thoroughfares within the watershed protection area should be designed and classified as sensitive area thoroughfares.

An area of special significance is located north of Dillard Road, east of Jones Franklin Road and south of I-40. Portions of this area are either within the Swift Creek watershed or have a direct effect on it. The intense commercial and office development which is planned to occur in the city focus at Crossroads Mall within Cary's jurisdiction places similar development pressures on the adjacent area in Raleigh's jurisdiction. Low intensity office uses and/or medium to low density residential uses would provide an appropriate transition between the high intensity land use patterns in Cary and the low intensity development in the watershed. Any such development within the watershed would have to incorporate appropriate structural and non-structural watershed protection measures.



Raleigh Comprehensive Plan 08/06

Swift Creek Watershed Plan 10-2.4

Neuse River-Richland Creek Watershed Plan

Adopted April 19, 2005

The Neuse-Richland Watershed includes properties to the north and south of the Neuse River below the Falls Lake Reservoir and upstream of an existing water intake on the Neuse River west of Capital Boulevard. Richland Creek on the north and several tributaries on the south side of the Neuse River are included within a drainage area that is generally bounded within the City of Raleigh jurisdiction by Durant Road, Falls of Neuse Road, future NC-98 By-Pass, and Capital Boulevard. The plan also includes several areas within Raleigh's Urban Service Area currently in Wake County jurisdiction. Including both the Raleigh and Wake County jurisdictions, the total plan area consists of 5,199 acres.

The State of North Carolina Environmental Management Commission reclassified the Neuse-Richland Watershed to a Class WS-IV NSW (Water Supply, Nutrient Sensitive Waters) with an effective date of July 1, 2004. The reclassification occurred in response to a request by the Town of Wake Forest to establish a drinking water supply intake on the Neuse River. Under the State of North Carolina classification, the water supply watershed includes a Critical Area within one-half mile upstream and draining to the river intake and a Protected Area within ten miles upstream and draining to the river intake.

The Water Supply Watershed Protection Act (NCGS 143-214.5) requires the City of Raleigh to adopt and implement land use ordinances that meet the minimum requirements of the state's water supply watershed protection rules. The City of Raleigh and Wake County have coordinated the preparation of the land use plan and will consider the application of land use ordinances individually for each jurisdiction area within the watershed.

Natural Systems

The Neuse-Richland Watershed is defined by several drainage basins north and south of the Neuse River that are upstream and draining to the river intake. The watershed area south of the Neuse River is drained by several unnamed tributaries. An extensive floodplain area is associated with the southeastern most tributaries that drain portions of the Falls River development and the Wake County landfill. A greenway corridor follows this tributary and ties to the greenway corridor along the Neuse River. The watershed area north of the Neuse River is drained by Richland Creek and several unnamed tributaries. A greenway corridor extends up Richland Creek and also forks to the west along a power line easement through the Wakefield residential development area. The Richland Creek basin extends beyond the City of Raleigh jurisdiction and continues into Wake Forest east of Capital Boulevard.

Existing Land Use and Recommendations

Approximately 84% of the total land area within the plan area is developed or approved for development; includes the area within Raleigh's ETJ and Raleigh's USA in Wake County. The land uses of properties within the plan area consists of approximately 54.6% residential, 2.5% institutional, 0.8% office, 2.5% commercial, 23.4% industrial, 6.4% greenway/open space, and 9.8% undeveloped.

The watershed area is within the North Planning District with specific land use recommendations made in the US-1 Corridor Plan and the Wakefield Small Area Plan. The area is generally recommended for urban development intensities that include residential, commercial, and industrial land uses. The North District Urban Form Plan identifies key commercial and employment areas as well as residential areas. The watershed area south of the Neuse River includes two Neighborhood Focus areas, a large primarily undeveloped Employment Area extending from Durant Road to the Neuse River, and a Special Area that is the Wake County landfill adjacent to Durant Road. Extensive land areas are developed with residential uses including the Falls River and Bedford developments that range from low to high density housing. A

future Triangle Transit Authority regional rail transit stop is proposed on the north side of Durant Road with parking located west of the railroad tracks and the station platform on the east side.

The watershed area north of the Neuse River is known as the Wakefield development area and includes a Residential Community Focus area and a City Focus area both of which are developed with commercial uses. Residential uses surrounding the commercial focus areas range from low to high density. The Wakefield area also includes a 109 acre campus for a Wake County elementary, middle, and high school. A large primarily undeveloped Employment Area is located along Capital Boulevard and extends westward to Richland Creek. Commercial development planning and construction within the Employment Area is ongoing. This section of the watershed area also includes a number of properties that are included in Raleigh's Future Urban Service Area in Wake County. One such property is the Benchmark Carolina Aggregates rock quarry as well as several small commercial and residential uses.

Objective

The objective of the plan is to recommend appropriate land use and water supply watershed protection policies to conform to the Class WS-IV NSW standards in consideration of the current Comprehensive Plan land use recommendations and the economic development interests within the plan area.

Policies

Primary Watershed Protection Area (Critical Area)

Includes properties within one-half mile upstream and draining to the Neuse River water intake.

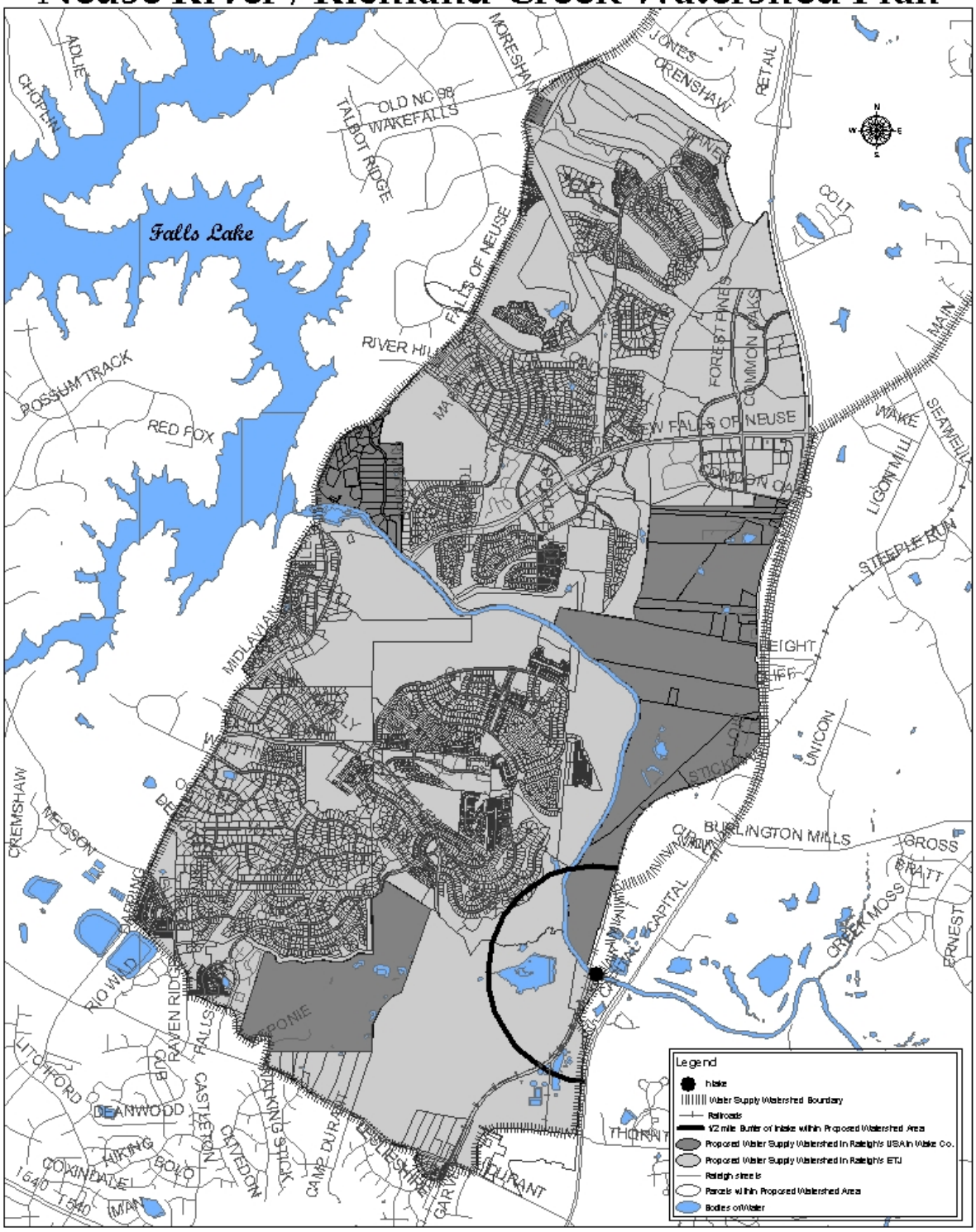
- Allow a mix of uses including residential, commercial, and industrial as recommended in the Urban Form and Small Area Plans for the North Planning District.
- Use the North Carolina water supply watershed high density option in establishing watershed protection standards for the area.
- Impervious surface coverage shall not exceed 50%. Developments with impervious surfaces exceeding 24% shall control the runoff from the first inch of rainfall.
- Establish natural resource buffer yards along perennial streams as shown on the USGS quadrangle sheets to diffuse stormwater flow and provide an area for pollutant filtration.

Secondary Watershed Protection Area (Protected Area)

Includes properties within ten miles upstream and draining to the Neuse river water intake.

- Allow a mix of uses including residential, commercial, and industrial as recommended in the Urban Form and Small Area Plans for the North Planning District.
- Use the North Carolina water supply watershed high density option in establishing watershed protection standards for the area.
- Impervious surface coverage shall not exceed 70%. Developments with impervious surfaces exceeding 24% shall control the runoff from the first inch of rainfall.
- Establish natural resource buffer yards along perennial streams as shown on the USGS quadrangle sheets to diffuse stormwater flow and provide an area for pollutant filtration.

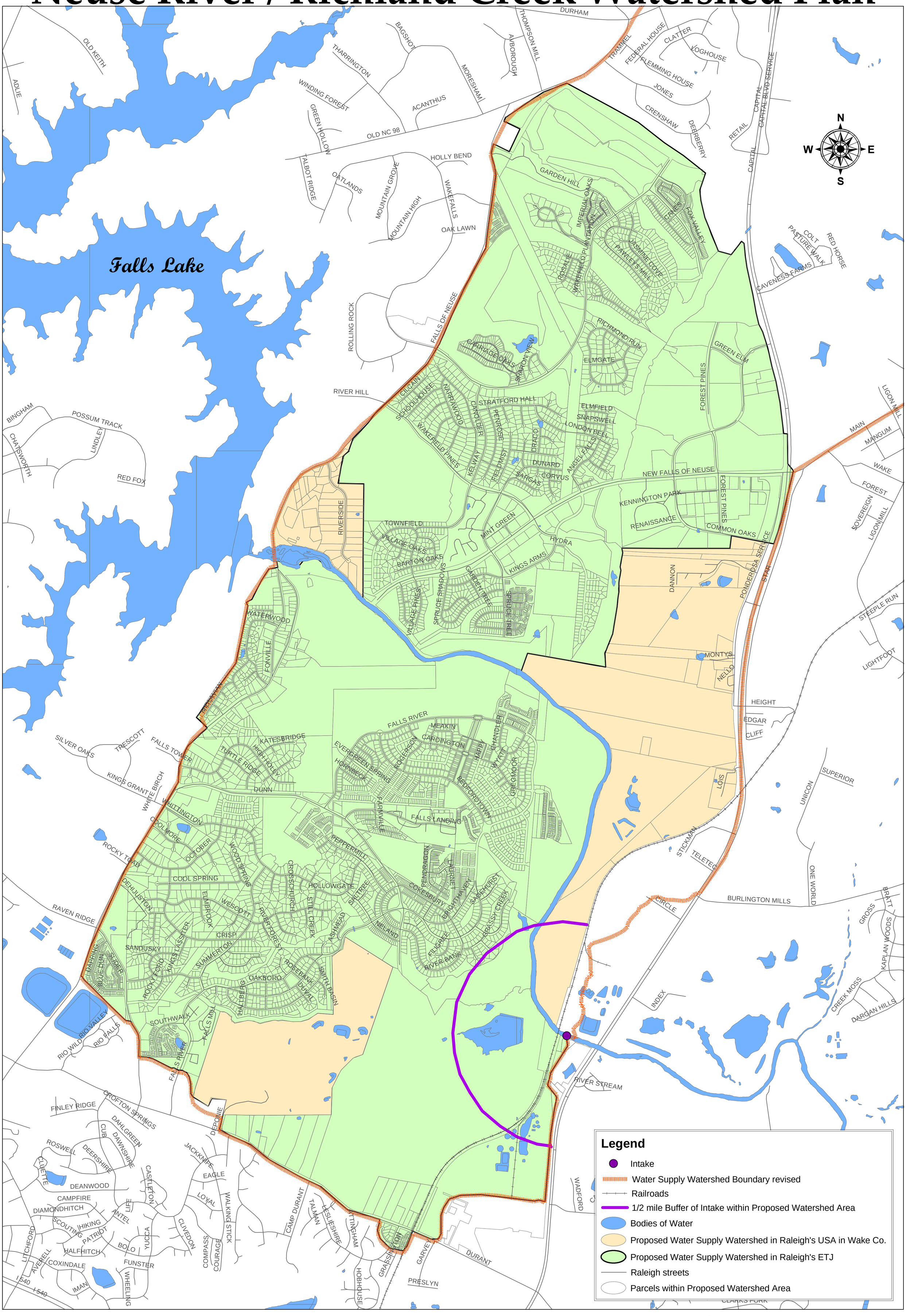
Neuse River / Richland Creek Watershed Plan



1 inch equals 3,000 feet

Source: City of Raleigh Planning Department

Neuse River / Richland Creek Watershed Plan



1 inch equals 1,000 feet

Source: City of Raleigh Planning Department

CHAPTER 11 OTHER SMALL AREA PLANS

Part 1 Blount/Halifax Small Area Plan

The Blount-Halifax Small Area Plan includes over 208 acres located to the north of Raleigh's CBD and the State Government Center. The boundaries of the plan area generally follow Capital Boulevard to the west, Peace Street and Pell Street to the south, and include part of the Oakwood and Mordecai neighborhoods to the east and north. The plan area has been divided into 10 sub-areas as shown on the attached map. The sub-areas which are based on geographic location and predominant land use include: Halifax Court, Mordecai, Oakwood, Blount Street, Peace College, Pilot Mill Area, Person Street Business Area, Seaboard Commercial Area, CSX Railyard and Capital Boulevard.

The plan area consists of a diverse mix of land uses, including long established residential areas and institutional uses, small scale retail and office uses and commercial warehousing and distribution uses. The Halifax Court, Mordecai and Oakwood neighborhoods played an important role in Raleigh's early development and contribute to the areas character and identity as an urban, pedestrian-oriented community. The historical significance of the area is emphasized by several National Register and Local Historic Districts which include the Oakwood Historic District and the Blount Street Historic District. Peace College is the largest institutional use in the plan area and is included in the Blount Street Historic District. The Pilot Mill area includes over 20 acres of vacant land held in several large contiguous parcels. The Person Street business area provides essential services such as a pharmacy, post office and other retail and professional services. The lack of a grocery store has affected the vitality of the commercial area. The Seaboard commercial area is located east of the CSX Railyard and west of Halifax Street. Development in this area, originally attracted by rail access, includes recently established retail and office uses in addition to warehousing and distribution uses. Over 33 acres of the plan area is devoted to the CSX railyard, creating a physical barrier which separates the Capital Boulevard area from the rest of the plan area. Development along Capital Boulevard is predominantly auto-oriented and dependent upon Capital Boulevard for access.

OBJECTIVES

- Improve the social, economic and physical environment of the Halifax Court community.
- Identify appropriate land use(s) for the vacant Pilot Mill Village and the Pilot Mill building properties.
- Study impacts to adjacent developed areas and infrastructure resulting from redevelopment of the Pilot Mill Village and Pilot Mill building properties.
- Identify appropriate future land use(s) for properties along Blount Street between Peace College and the Person Street business area.
- Balance the future land needs of Peace College with the protection of the historic character of the Blount Street Historic District.
- Identify methods to increase the economic viability and diversification of neighborhood services within the Person Street business area.
- Encourage the expansion of park facilities to serve the community.
- Identify potential land use changes in the Seaboard commercial area.

FINDINGS & POLICIES

Halifax Court Area

The Halifax Court community consists of 318 assisted housing units on 21.8 acres creating a residential density of 14.6 units/acre. Construction of phase one, including 232 units, was completed in 1941. This portion of the development is Raleigh's first Federally-funded public housing development and is identified in the National Register Study List. Phase two, which included 86 units located on the north and south sides of phase one, was completed in 1952. Halifax Court includes such facilities as a daycare facility, branch of the public library and a community center. The entire development is owned by the Raleigh Housing Authority under financial contract with the Department of Housing and Urban Development, or HUD, to manage and maintain the housing for low income residents during the contract period. Funding for renovations to the housing development were recently allocated which extends the HUD contract to the year 2007. Crime and safety are the residents' foremost concerns. Much of the crime at Halifax Court has been identified as drug-related and is strongly associated with non-resident visitors to the community. The condition of the buildings and grounds are also cited as a problem. These observations, along with news articles reporting crime and other problems at Halifax Court combine to create a strong negative perception of Halifax Court by not only its neighbors but the city as a whole. These problems and perception of these problems contribute toward isolating Halifax Court residents from the surrounding community.

Another ramification of the community image of Halifax Court is its impact on the area's development potential. The negative image held by city residents has discouraged the development of vacant property or the improvement of underutilized facilities. Conversely, this absence of development also negatively impacts Halifax Court residents who could benefit from expanded local services and job opportunities.

A Scattered Site Policy has been mandated by HUD and is being implemented by the city to prevent further over-concentration of assisted housing and encourage a more even distribution throughout the city. The policy also encourages smaller housing developments of less than 50 units per site to help preclude problems associated with large housing developments. The oldest and typically largest existing developments of assisted housing, such as Halifax Court, are not consistent with the Scattered Site Policy. These communities continue to struggle in outdated facilities with no method identified for bringing the developments into conformance with the intent of the new housing policies.

Additional assisted housing units are in great need in Raleigh and the dilemma of using available housing funds for unit replacement rather than for the creation of additional units will need to be considered in any downsizing effort.

Policies

•Support community policing, specifically COPE efforts, to reduce criminal activities and improve the safety of residents in the Halifax Court community and surrounding areas.
•Support Halifax Court residents through continued emphasis on social programs for job training, employment, family planning and budgeting, day care and educational advancement.
•Include local residents in the future economic success of the area by coordinating job training and employment opportunities with local employers. Assure that support service and housing needs are provided as redevelopment occurs.
•Improve the appearance of the housing community along Blount Street and Halifax Street through landscaping and continuing maintenance.

•Increase interaction between the residents of Halifax Court, Mordecai and Oakwood through the organization of joint community cleanup efforts, community celebrations, involvement in Mordecai CAC and coordinated volunteer service opportunities.
•Relocate the Blount Street bus stop that serves Halifax Court within closer proximity of the residents. A location at the corner of Delway and Blount Streets should be designed to include a shelter for the heavily used stop.
•Reduce the number of units provided at Halifax Court in order to improve the quality of life and to stabilize and strengthen the existing Halifax community. A downsizing concept is recommended which postulates that the improvement in the environment of Halifax Court resulting from unit reductions would also have a positive influence on the quality of life and development potential in the area. This would result in an increase in property values as redevelopment occurs and a larger return in tax revenues to the city. The additional tax revenues and proceeds from the sale of portions of the downsized Halifax Court site could then be allocated to a building fund for construction or purchase of new conventional public housing units that would conform to HUD requirements. An aggressive downsizing approach is recommended to stimulate a momentum for redevelopment activity. An effort such as this would require a joint commitment from the City, State and Raleigh Housing Authority in coordination with HUD to achieve the downsizing goal and replace the assisted housing units prior to their removal. Various obstacles to downsizing and replacing housing units have been identified and will need further study and action to achieve the desired results. These include the release of RHA from the HUD financial contract to allow the replacement of assisted housing units; increase the availability of sites that can accommodate public housing in conformance with the Scattered Site Policy and HUD guidelines; and a commitment from Raleigh citizens, City Council and Raleigh Housing Authority to embrace the housing issue and fund the construction or purchase of replacement conventional public housing units.
•Appoint a committee to identify how many and which units should be relocated from Halifax Court in order to improve quality of life and create an environment conducive to development and to develop a phasing plan. The committee should also refine the concept for downsizing and address various obstacles to achieving the goal.
•Consider priorities in the location of unit reductions at Halifax Court that would create additional open space within the housing community, provide a buffer from traffic on Halifax Street, increase athletic facilities at Halifax park and allow future expansion of the Peace College campus to Delway Street.

Blount Street Historic District

This is a valuable historic resource for Raleigh as it is was one of the most fashionable residential districts on the post Civil War era.

Policies
•Encourage the continuation of the trend in adaptive use of dwellings as residential and office uses. An emphasis should be placed on retaining the historic architectural and residential scale and character of the area. Important streetscape elements include a pedestrian orientation with sidewalks and street trees, building orientation close to the street and small landscaped front yards.
•Encourage and promote the preservation of existing historic structures which contribute to the character of the historic district.
•New parking areas should be sensitively located out of view from the street.
•The City should encourage investment in the adaptive use and maintenance of historic structures in the district.

Peace College

The main campus of Peace College contains 15 acres and is located on the north side of Peace Street between Halifax and Blount Streets. As the college expands with a projected increase in enrollment from 450 to 600 students, greater demands will be placed on the existing facilities. Peace College has identified a variety of facilities which may need to be expanded based on projected needs. Facility expansions might include classrooms, student housing, parking and possibly administrative and support facilities. Land is scarce to accommodate the expansion of the College in the surrounding urban area. Space exists on campus for some expansion of primary facilities, though resulting in a displacement of parking. Presently the college parking needs are met by on-street parking, as well as by campus parking lots.

Policies

•The expansion of College facilities should blend with adjacent land uses and protect the historic integrity of the Blount Street Historic District. New College related construction within the historic district should fit contextually with the existing architectural and streetscape character.
•Properties to the west and north of the existing campus are most appropriate for the expansion or relocation of parking.
•Consider coordination with Parks & Recreation Department in the mutual use of City and College athletic fields.
•City of Raleigh Parks and Recreation Department and Peace College should explore opportunities for mutual development and/or use of their collective recreation and athletic facilities.

Pilot Mill Area

The Pilot Mill area consists of about 18 acres, including the 12 acre vacant Pilot Mill village which is zoned residential and the 6 acre abandoned Pilot Mill building which is zoned industrial. A majority of the textile buildings are listed in the National Register of Historic Places. The structural condition of the buildings is rapidly deteriorating, having been unused for over 20 years, and further study will be necessary to determine the economic feasibility of renovation. The physical barrier created by the CSX railyard has impeded connection to major thoroughfares to the north and west from the Pilot Mill area. The lack of through streets and access to thoroughfares has limited the development potential of the area. Opportunities to improve street access to allow for high intensity development are limited. The presence of criminal activity in the Halifax Court area and negative perceptions relating to public housing contribute to the difficulty in marketing the Pilot Mill properties for development. Opportunities for coordinating transit, pedestrian and bicycle corridors, and improving the connections between residential, employment and commercial areas, are enhanced by the presence of large tracts of undeveloped land.

Policies

•Pilot Mill village: medium density residential uses and office uses are recommended. Office uses and associated impacts should be appropriately buffered from residential areas. Infill development along the east side of North Blount Street and west of the mid-block alley between Poplar Street and Mulberry Street should be of medium density residential use in such a manner as to provide a transition to the single family development on Marshall Street.
•Pilot Mill building: encourage the adaptive reuse of the historically significant Pilot Mill building. Potential uses might include a community services and training center, active recreational facilities or mixed use residential and office development.
•Encourage the comprehensive improvement of the transportation system within the entire Pilot Mill area to enhance the efficiency of traffic access/circulation and the success of redevelopment in the area.

Person Street Business Area

The Person Street business area consists of a concentration of small commercial and professional businesses, located adjacent to the Oakwood, Halifax Court and Mordecai neighborhoods. The area contains about 8 acres of commercially-zoned property with a Pedestrian Business Overlay District, or PBOD. The PBOD reinforces the existing neighborhood scale and pedestrian orientation of the business area. The entire business area could benefit from some economic stimulation as several pivotal properties are also vacant or underutilized.

Policies

•Support neighborhood efforts to form a Community Development Corporation. The CDC would play an important role in organizing and pulling the community together to jointly address the various needs of the residents, such as attracting a grocery store, improving quality of life and stimulating community pride.

•Complete streetscape improvements as recommended in the adopted Streetscape Plan. Funding should be allocated to finish the curb replacement along Person Street, repair sidewalks and install handicap ramps.

•Improve the pedestrian environment within the business area and reinforce connections to the adjacent residential areas. Improvements should be made to pedestrian crossings, including pedestrian signals and cross walk pavement markings. Pedestrian connections across Wake Forest Road and Blount Street from both the Mordecai and Halifax Court neighborhoods to the business area are difficult due to traffic speed, visibility and lack of signalization for crosswalks. Of particular concern are the intersections of Franklin Street/Blount Street and Mordecai Street/Wake Forest Road. Improvements should correspond to the recommendations in the adopted Streetscape Plan for the business area.

•Continue and increase funding to the Facade Grant Program to encourage building facade improvements and maintenance. The unification of building facade designs will help to establish a visual identity for the business area which combined with proper maintenance will have a positive effect on the appearance and vitality of the business area.

•Extend the North Person Street business district Policy Boundary Line to include properties located on both the east and west sides of Person Street and Old Wake Forest Road to Mimosa and Sasser Streets. Development in this area should allow a mix of low density residential and low intensity office and institutional uses. Emphasis here should be on preserving and sensitively rehabilitating existing residential structures, wherever possible, as either residential or office uses. Limited retail uses, such as antique, interior design or similar low impact retail shops, may be possible if such uses locate in existing structures in this area and have a minimal impact on the former residential buildings and on surrounding areas.

Seaboard Commercial Area

The Seaboard commercial area is located on the north side of Peace Street, between the CSX rail line and Peace College. The area consists of a mix of commercial, warehousing and office uses. The successful adaptive reuse of the old Seaboard train station as a retail garden center and restaurant has attracted a growing clientele to the area, increasing traffic and visibility. The close proximity of the State government employment center and downtown adds significantly to the potential for increased commercial and office development in the area. This proximity of the downtown employment center also places a strain on the traffic circulation system and parking availability in the area. The disjointed and unimproved street system, congested by increased traffic in the area, further compounds the problem.

Policies

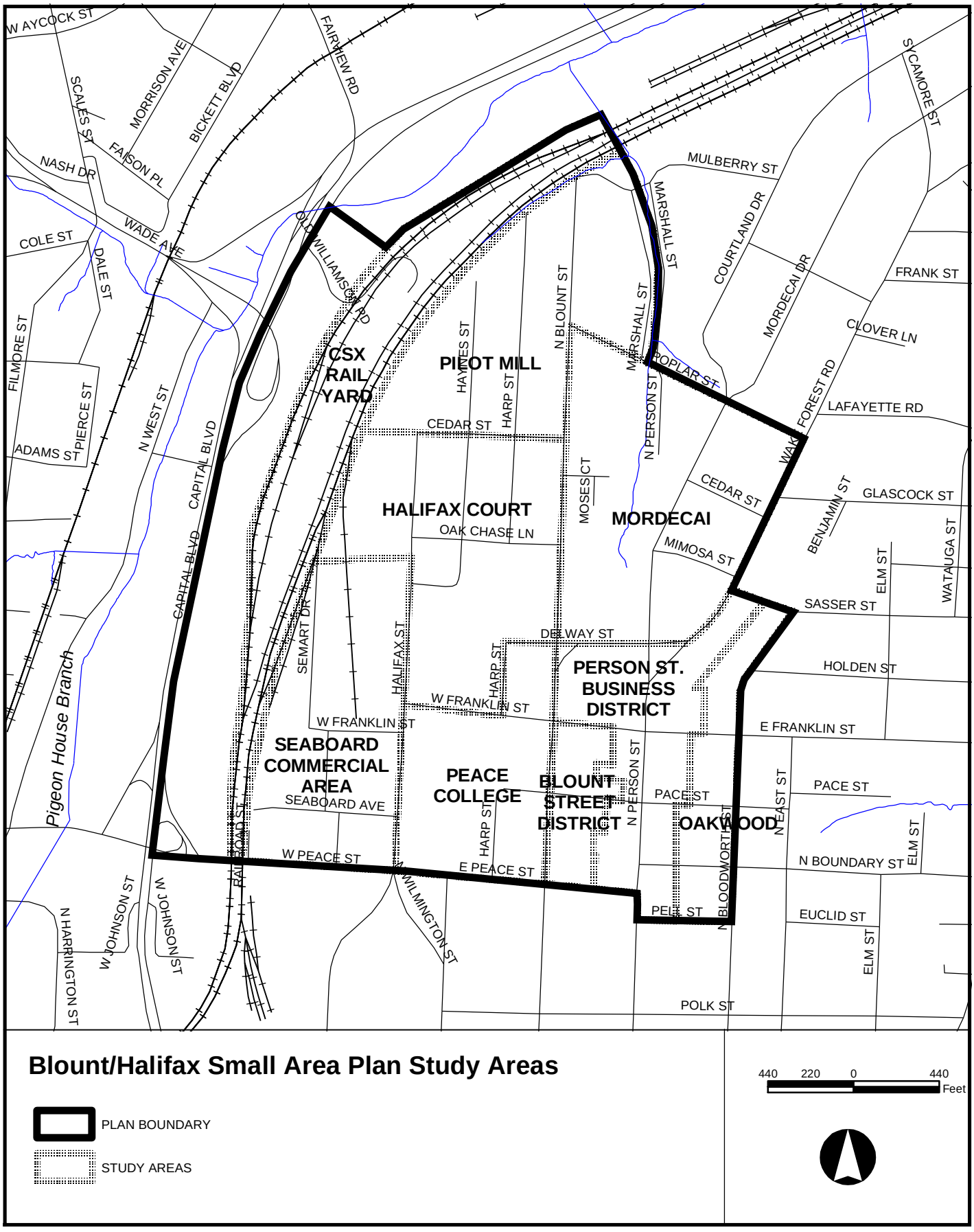
•Evaluate possible improvements to the street system in the area to improve traffic circulation.
•Exercise the City's option for the Seamart Drive right-of-way to connect Seaboard Avenue and Franklin Street, in order to create a traffic circulation loop from Halifax Street.
•Encourage the intensification of retail, flex and office uses in the area and discourage further development of industrial uses. Flex space includes office, retail, showroom and warehouse functions as single or multiple uses in one building.
•Evaluate opportunities to improve access to the Pilot Mill Area as part of the street improvement programs.

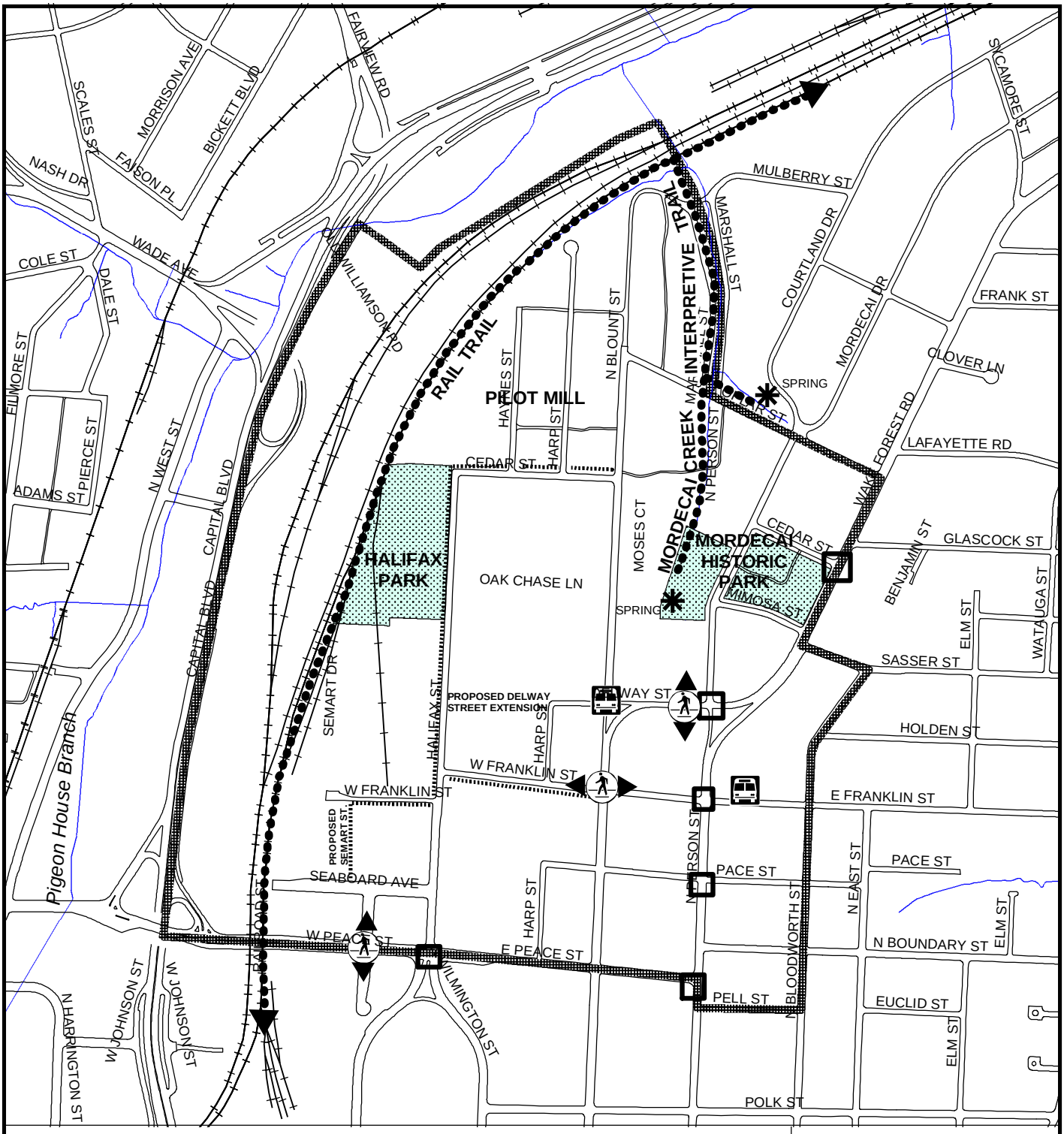
CSX Railyard

The CSX railyard includes over 33 acres in the plan area devoted to the storage and switching of rail cars in addition to several main line corridors. A portion of the existing railyard has been purchased for development of a maintenance facility for the Piedmont and other Amtrak-operated intercity passenger trains. There is also potential for increased commuter rail traffic on the CSX main lines, which are being considered in various local and regional transit/passenger rail studies. An additional transportation facility in the form of a pedestrian and bicycle trail is recommended along the east side of the rail facility by the Greenway Master Plan and Bicycle Plan.

Policy

•As traffic in the railyards increases and adjacent properties develop, buffers should be carefully designed to provide appropriate transition from the railyard to adjacent land uses.

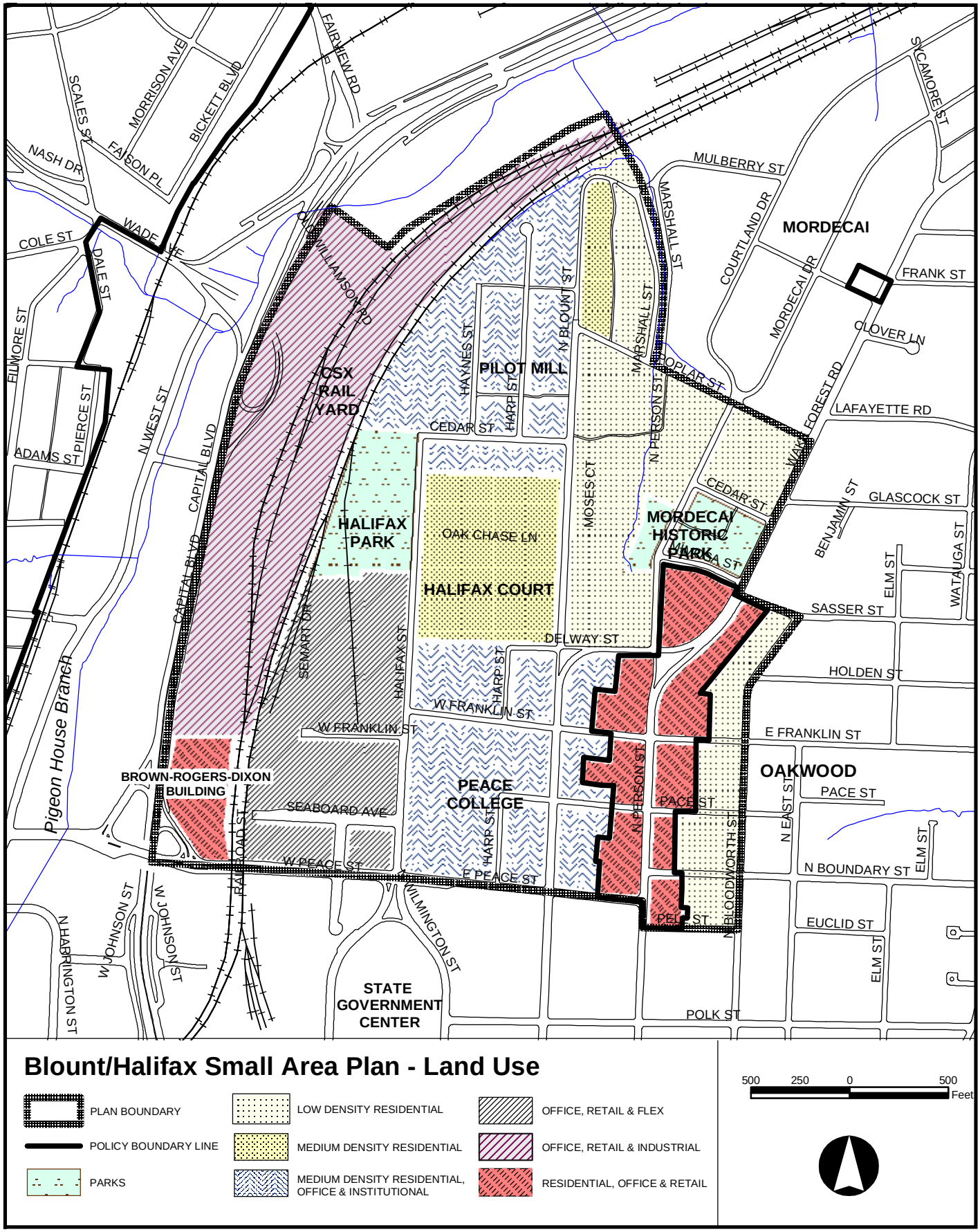

W AYCOCK ST
SCALES ST
MORRISON AVE
BICKETT BLVD
FAIRVIEW RD
SYCAMORE ST
NASH DR
FAISON PL
MULBERRY ST
WADE AVE
COLE ST
DALE ST
OLD WILLIAMSON RD
MARSHALL ST
COURTLAND DR
MORDECAI DR
FRANK ST
FILMORE ST
CLOVER LN
CSX RAIL YARD
PIEDMONT
HAYNES ST
N BLOUNT ST
MARSHALL ST
POPLAR ST
PIERCE ST
N WEST ST
CAPITAL BLVD
HARP ST
N PERSON ST
WAKE FOREST RD
LAFAYETTE RD
ADAMS ST
CEDAR ST
MOSES CT
CEDAR ST
GLASCOCK ST
BENJAMIN ST
HALIFAX COURT
OAK CHASE LN
MORDECAI
MIMOSA ST
ELM ST
WATAUGA ST
SASSER ST
SEMART DR
HALIFAX ST
DELWAY ST
HARP ST
PERSON ST. BUSINESS DISTRICT
HOLDEN ST
W FRANKLIN ST
W FRANKLIN ST
E FRANKLIN ST
Pigeon House Branch
SEABOARD COMMERCIAL AREA
SEABOARD AVE
PEACE COLLEGE
BLOUNT STREET DISTRICT
N PERSON ST
PACE ST
PACE ST
OAKWOOD
NEAST ST
RAILROAD ST
HARP ST
W PEACE ST
E PEACE ST
N BOUNDARY ST
ELM ST
N BLOODWORTH ST
W JOHNSON ST
W JOHNSON ST
WILMINGTON ST
PEACE ST
EUCLID ST
N HARRINGTON ST
ELM ST
POLK ST
Blount/Halifax Small Area Plan Study Areas
PLAN BOUNDARY
STUDY AREAS
440 220 0 440
Feet



Blount/Halifax Pedestrian and Vehicular Improvements

- PLAN BOUNDARY
- PEDESTRIAN SIGNAL
- PARKS
- PEDESTRIAN CROSSING IMPROVEMENT
- BUS STOP
- SIDEWALK EXTENSION
- PEDESTRIAN/BICYCLE TRAIL

390 195 0 390 Feet


Blount/Halifax Small Area Plan - Land Use
PLAN BOUNDARY
POLICY BOUNDARY LINE
PARKS
LOW DENSITY RESIDENTIAL
MEDIUM DENSITY RESIDENTIAL
MEDIUM DENSITY RESIDENTIAL, OFFICE & INSTITUTIONAL
OFFICE, RETAIL & FLEX
OFFICE, RETAIL & INDUSTRIAL
RESIDENTIAL, OFFICE & RETAIL
500 250 0 500 Feet
MORDECAI
PILOT MILL
CSX RAIL YARD
HALIFAX PARK
HALIFAX COURT
MORDECAI HISTORIC PARK
OAKWOOD
PEACE COLLEGE
BROWN-ROGERS-DIXON BUILDING
STATE GOVERNMENT CENTER
Pigeon House Branch
MULBERRY ST
FRANK ST
CLOVER LN
LAFAYETTE RD
GLASCOCK ST
CEDAR ST
OAK CHASE LN
DELWAY ST
HOLDEN ST
E FRANKLIN ST
W FRANKLIN ST
SASSER ST
PACE ST
W PEACE ST
E PEACE ST
SEABOARD AVE
EUCLID ST
POLK ST
N BOUNDARY ST
W JOHNSON ST
N HARRINGTON ST
WILLIAMSON RD
CAPITAL BLVD
BICKETT BLVD
MORRISON AVE
FAIRVIEW RD
SYCAMORE ST
COURTLAND DR
MORDECAI DR
WAKE FOREST RD
BENJAMIN ST
WATAUGA ST
ELM ST
N BLOUNT ST
HAYNES ST
HARP ST
MOSES CT
N PERSON ST
MARSHALL ST
HOPLAR ST
SEMART DR
HALIFAX ST
N EAST ST
N BLOODWORTH ST
WILMINGTON ST
RAILROAD ST
COLE ST
WADE AVE
DALE ST
ELMORE ST
N WEST ST
PIERCE ST
ADAMS ST
SCALES ST
NASH DR
FAISON PL

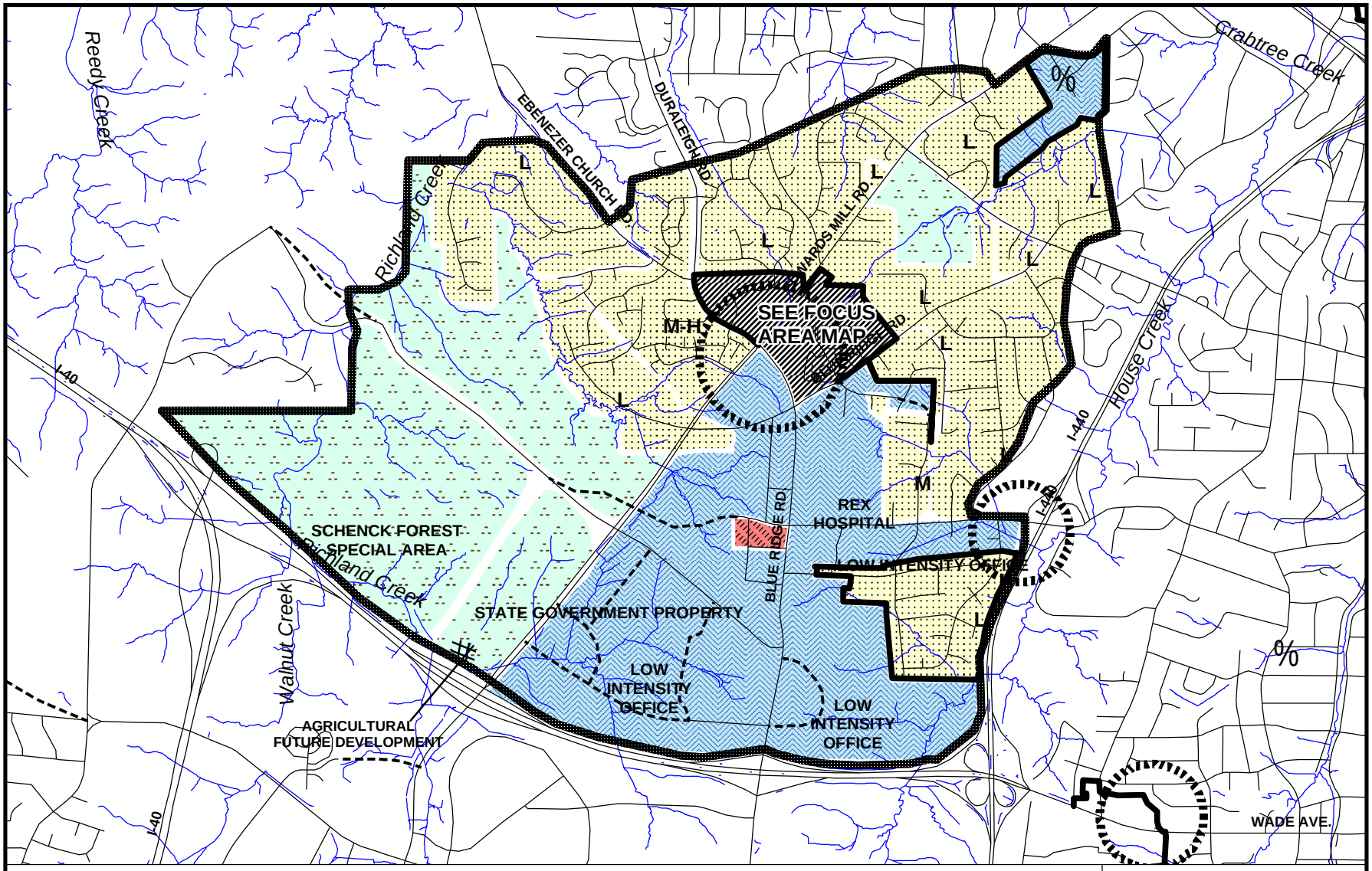
Part 2 Blue Ridge Road/Lake Boone Trail Small Area Plan

Due to Rex Hospital and the North Carolina Museum of Art and nearness to Research Triangle Park, RDU Airport, I-40 and the Beltline, this area will continue growing. Portions of the State-owned property, Rex Hospital and adjacent office areas have been designated an employment area. Schenck Forest is designated as a special area, to remain as a natural forest preserve. Based on the recommendations of a master plan adopted by the State in 1990, specific land use recommendations have been made for the State property in the employment area. Office uses are clustered around two sides of Rex Hospital along Blue Ridge Road. Low intensity office uses are recommended as a transition to lower density residential areas. Adequate buffers, transitions and landscaping are required adjacent to residential areas. The high intensity office area south of the proposed Edwards Mill Road extension should be buffered to the north by medium to high density residential uses.

Policy boundary lines have been placed around the Meredith Woods neighborhood and around the Olde Raleigh Neighborhood Focus area at the intersection of Duraleigh and Edwards Mill Roads.

A mix of residential densities is encouraged for the area east of Edwards Mill Road in the northern section of this area. Medium densities of up to and including 15 dwelling units per acre should be clustered adjacent to the Olde Raleigh Neighborhood Focus and along Glen Eden Drive, while protecting the single family, low density neighborhoods to the north and east with a policy boundary line. Several churches in the area also serve as good transitional land uses between the more intense uses of the neighborhood focus and adjacent low density neighborhoods. A mix of office and medium density residential uses is recommended along Blue Ridge Road, with low intensity office uses adjacent to low density residential areas. Consideration should be given to incorporating landscaped buffers and a residential scale, height and character into low intensity office developments adjacent to or across from low density residential neighborhoods.

Blue Ridge Road/Duraleigh Road should receive special treatment to enhance the visual quality of this major entrance to the city and reinforce the quality of development along this western thoroughfare. Street tree and median landscaping should include special attention to signs, setbacks, frontage area landscaping, underground utilities and a bicycle and pedestrian trail system.



Blue Ridge Road/Lake Boone Trail Small Area Plan

- PROPOSED ROADS
- POLICY BOUNDARY LINE
- OFFICE AND INSTITUTIONAL
- OFFICE AND RETAIL
- NEIGHBORHOOD FOCUS
- OLDE RALEIGH NEIGHBORHOOD FOCUS
- PARK
- % RESIDENTIAL RETAIL
- RESIDENTIAL
- PLAN BOUNDARY

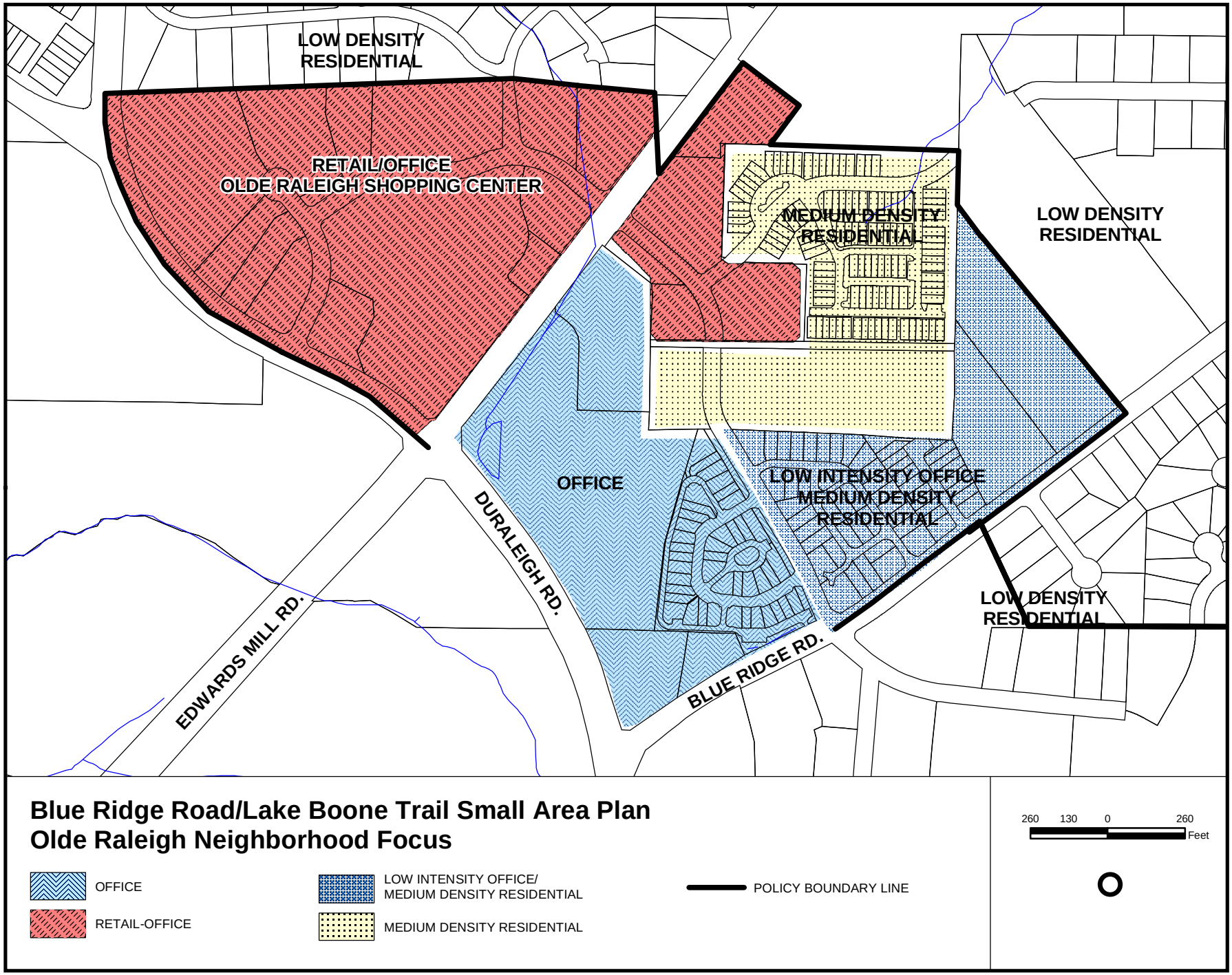
RESIDENTIAL DENSITY

- L LOW DENSITY
- M MEDIUM DENSITY

1,800 900 0 1,800 Feet

Raleigh Comprehensive Plan 12/06

Blue Ridge Road/Lake Boone Trail Small Area Plan 11-2.2


LOW DENSITY RESIDENTIAL
RETAIL/OFFICE
OLDE RALEIGH SHOPPING CENTER
MEDIUM DENSITY RESIDENTIAL
LOW DENSITY RESIDENTIAL
OFFICE
LOW INTENSITY OFFICE
MEDIUM DENSITY RESIDENTIAL
LOW DENSITY RESIDENTIAL
DURALEIGH RD.
EDWARDS MILL RD.
BLUE RIDGE RD.
Blue Ridge Road/Lake Boone Trail Small Area Plan
Olde Raleigh Neighborhood Focus
OFFICE
RETAIL-OFFICE
LOW INTENSITY OFFICE/
MEDIUM DENSITY RESIDENTIAL
MEDIUM DENSITY RESIDENTIAL
POLICY BOUNDARY LINE
260 130 0 260
Feet

Part 3 Dorothea Dix/Centennial Campus Small Area Plan

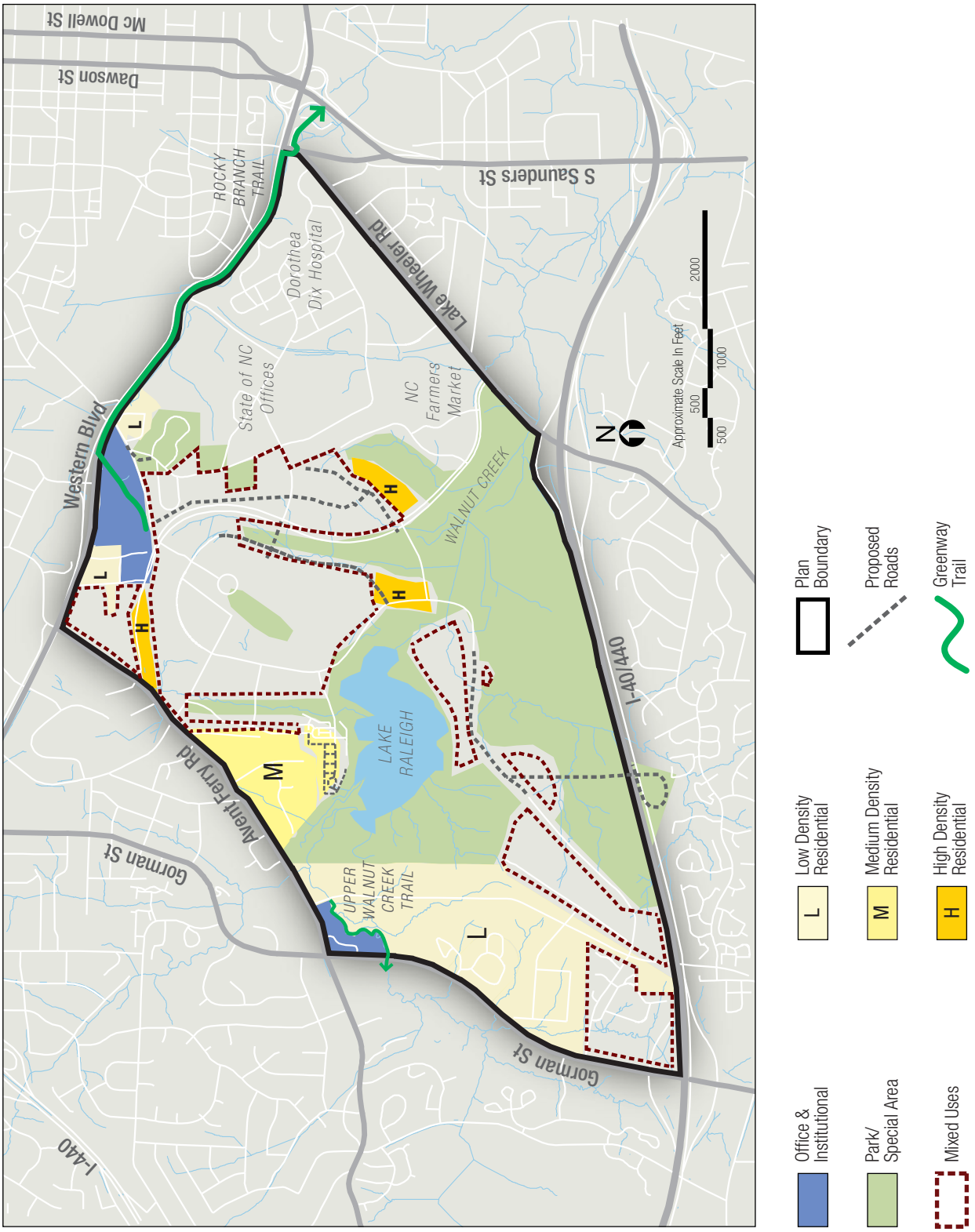
The Dorothea Dix property is owned by the State and contains over 1,500 acres bordered on the east by Lake Wheeler Road, on the south by Interstate-40, on the west by Gorman Street and Avent Ferry Road and on the north by Western Boulevard. The Roman Catholic Diocese of North Carolina also owns a large tract of land in the area. Due to its excellent location and access, development here will have a significant effect on the city.

The State has assigned the administration of its holdings in this area to various State agencies. At this time the University has been granted the largest share, about 780 acres, for a major expansion called Centennial Campus. The Department of Agriculture has been granted 328 acres for a Farmers Market and related storage and food wholesaling activities. The remaining 400 acres has been retained by the Department of Human Resources to continue operating the existing Dix Hospital facilities.

The Centennial Campus plan features an academic village and research center that merge traditional academic activities with private enterprise. The mixed use concept includes University and private laboratories, administrative units and housing, grouped around natural features and public open spaces. The campus will be a self-contained community with a small retail core, an executive classroom center and housing for employees and students.

Transportation plans call for new and improved streets in and around the two campuses, as well as a complete transit plan with an interconnecting bus system and a proposal for the area's first people mover system. The University has prepared a Master Plan including erosion control, stormwater management and landscaping.

Dorothea Dix / Centennial Campus Small Area Plan



Part 4 Downtown Small Area Plan

TO DATE

From Raleigh's establishment as the State Capital in 1792, downtown has been the heart of the City and a focal point of the State. It is a 125 block area in the center of North Carolina's Capital City where business, government and cultural institutions have focused their activities. Raleigh Downtown is a center for corporate and regional offices, for banking and brokerage interests, for federal, state, county and city government and a center for cultural, arts, civic and convention activities.

With more than $560 million dollars of investment in the last 5 years and more than doubling leasable office space, Downtown Raleigh is experiencing unprecedented growth. Planning for the future of downtown is receiving emphasis and support from a broad cross section of the community. Several recent studies have led to a consensus of vision for the direction of future development within downtown Raleigh which is represented in this new plan.

With a boom in Downtown investment many individuals and groups have an increased interest in the future direction of downtown Raleigh. Beginning with studies in the early 1980's leading to a visit from an Urban Land Institute study panel, a following report and a Downtown Plan in 1987, this interest has increased. For several months in 1990 a study panel representing diverse interests in downtown Raleigh, supported by a study team from RTKL Assoc., reached a consensus of vision for downtown's future. The result of this effort was the Downtown Public Facilities Action Plan adopted by the City Council November 30, 1990. These planning projects have led to a unity of vision and direction which will continue to provide a basis for future planning and development efforts within Raleigh Downtown.

MAJOR FACILITIES

Downtown Raleigh's meeting and events facilities must remain competitive with other cities and the downtown area should offer attractions for both visitors and area residents. Additional conference and performing arts facilities should be built in the area of the Convention Center and Memorial Auditorium. A new Childrens Museum should be built north of Moore Square. These public investments will bring a higher level of activity downtown in terms of investment in new businesses and number of people.

Children's Museum About the World
This facility operated by the North Carolina World Center is proposed to feature interactive, internationally-oriented learning experiences for children of all ages. The Museum should be constructed in the block north of Moore Square Park in the Moore Square Historic District. The Children's Museum, City Market and other area Arts facilities will form a central focus for the Blount Street Arts Walk. The Children's Museum About the World is expected to have a lasting impact upon existing and proposed uses, supporting the emerging arts district with the increased activity, energy and vitality of youth.

The new facility location is selected based upon its close proximity to nearby parking facilities, public transportation, major roadways, Moore Square Park and area attractions such as the City Market, arts facilities; State Government Museums and Visitor Center.

The Children's Museum About the World is proposed to be a 2 - story 80,000 sq. ft. building with 40,000 sq. ft. of museum and support space, a 20,000 sq. ft. basement and may includes the renovation of the 28,870 sq. ft. State warehouse. A second phase in five years will add another 40,000 sq. ft. of exhibition area, perhaps coinciding with the construction of the proposed city parking deck on this block. The Museum should be oriented toward Moore Square Park and the Blount Street Arts Walk.

Civic and Convention Center
A new state-of-the-art Civic and Convention Center should be constructed in the block and half block immediately west of the existing Civic Center. The facility will be connected to the existing Civic Center via a below street level pedestrian connection. The high visibility of the site will offer the opportunity for a facility which is outstanding architecturally and will provide Raleigh Downtown with a centerpiece of regional and national importance.

The new facility location was selected based upon its close proximity to existing convention, hotel and parking facilities, regional access for auto, truck and rail services, high visibility, minimal impact on existing or planned downtown residential areas and opportunity for future expansion.

The new Civic and Convention Center should include 125,000 sq. ft. of flat floor exhibition space, 35,000 sq. ft. ballroom, 30,000 sq. ft. meeting rooms and other storage / support space. The primary lobby area will be located along Salisbury Street. Connection to the existing Civic Center which must remain in use for the foreseeable future should be made at the Salisbury Street lobby through a below street pedestrian connector. Truck access will be provided under McDowell Street. The main exhibition floor will be located below grade in order to avoid blank walls at the street level and allow street level lobbies and meeting rooms to occur with ample opportunity for outside light, air and special design features. All faces of the building should present a facade to adjacent properties. A minimum additional 700 hotel rooms must be provided in the immediate vicinity of the new Convention Center. Future expansion of the Convention Center allowing for up to doubling the size of exhibit hall should be accommodated to the east under Salisbury Street. Possibilities for the existing Civic Center site should be planned for as the market and need for additional downtown facilities evolve.

Memorial Auditorium Performing Arts Complex
In order to provide appropriate support for Raleigh performing arts activities, additional performance facilities should be constructed in conjunction with the existing Memorial Auditorium building west of Shaw University. The new Performing Arts Complex should contain one 800 to 1000 seat theater, one smaller performance space of approximately 500 seats and shared lobby, loading, service and other backstage support facilities. The complex will provide a major anchor for the southern portion of the Blount Street Arts Walk.

OPPORTUNITIES

Within the scope of this broad development program there exists more specific and detailed opportunity projects identified for downtown Raleigh. Programs for downtown residential, hotel, parking, movie theater, streetscape, signage, parks and recreational, transit, regional library, historic preservation and other opportunity projects are proposed for future implementation.

Residential

Throughout Downtown
Residential opportunities are encouraged wherever possible throughout downtown as part of proposals for new development. While commercial or office uses are appropriate on lower floors, residential may be considered for other areas of the building and encouraged for vacant upper floors of existing downtown buildings.

Person / Blount Street Corridor and East
Blocks south of the Founders Row / City Market area, between Blount and Person Streets southward to Shaw University will receive a high priority for high density residential uses. Higher density residential uses here will serve as an immediate buffer to lower scale residential uses to the east as well as bring additional residential activity toward the central downtown area. Commercial uses should be concentrated on the west side of Blount Street, as well as high density residential buildings on the east side of Blount Street. Along both sides of Person Street, lower scale high density housing will be targeted. East of the Person / Blount corridor two to four story multi-family housing is an appropriate transition to existing neighborhoods farther east. Redevelopment projects here may occur primarily as a result of private market demand development efforts. Infill will replace existing vacant lots and surface parking which currently disrupts the areas residential character and livability.

Westside Warehouse District
Vacant sites east of Nash Square offer the opportunity for new infill development with a residential emphasis, while the existing building stock offers opportunity for rehabilitation for a wide mix of uses. Highest density development will occur along major streets and around Nash Square. A development plan and marketing program may be developed for this area outlining opportunities for new construction, rehabilitation and the desired mix of uses with emphasis on residential and small business development.

Streetscapes

The visual and functional quality along downtown streets contribute very strongly to the downtown image. Interesting, high quality improvements which pay attention to environmental conditions, urban context and pedestrian comfort leave lasting and favorable impressions, encouraging continued investment of time and dollars in the area. Such improvements can include special paving, landscaping, street furniture, lighting and the design features in the right-of-way and adjacent private property.

Blount Street Arts Walk
The Blount Street Arts Walk will provide an opportunity to strengthen the link between the civic, educational and arts oriented uses in the southern part of downtown Raleigh, to arts and retail uses in the vicinity of Moore Square Park and northward from the site of a proposed Children's Museum to the proposed State Capitol Visitors Center and Museum of Natural Sciences. Sidewalks on the west side of Blount Street may be expanded and additional streetscape improvements made to accommodate increased activity.

South Street Boulevard
In order to provide a positive setting for the new Civic Center, Memorial Auditorium, Shaw University and Performing Arts Center and to create a positive arrival experience to downtown from the south, South Street will be improved. These improvements are to be coordinated with the phased plan for the Memorial Auditorium Plaza. The first phase will involve re-direction of traffic on South Street creating four lanes of traffic with two lanes in each direction. Additional landscaping and streetscape improvements would be made on the south side. A second phase of improvements to traffic could involve adding a landscaped median with two or three traffic lanes on each side. The second phase will also include additional landscaping improvements to the north side.

Arrival Streets
The initial impression which visitors receive when entering downtown affect their perception of the entire area. Several downtown will should receive special entryway treatments. The north - south Dawson / McDowell, Salisbury / Wilmington and Person / Blount one - way pairs and east - west Morgan / Edenton, New Bern and Hillsborough Street will include special streetscape elements.

Pedestrian Cross Street Corridors
In addition to existing downtown pedestrian corridors and those proposed for the Blount Street Arts Walk, Hargett and Martin Streets are designated as major pedestrian corridors linking the central downtown area with residential and special transportation uses on the east and west as well as Moore and Nash Square. These streets will provide access to a possible center city rail terminal site and should be a reflection of the best standards of streetscape design.

Public Spaces

Parks and Recreation Facilities
Downtown Raleigh has open spaces, public squares and pedestrian malls but there are no developed and equipped recreational areas. With increased emphasis on residential redevelopment, the provision of public recreation space is important. A Parks and Recreational Plan will be developed for downtown Raleigh which explores program and facility needs including possibilities for implementing the proposed new public park / greenway encircling downtown as well as interim recreational uses of existing downtown open spaces.

Memorial Auditorium Plaza
In April 1990 the City of Raleigh completed over ten million dollars of extensive renovations to Memorial Auditorium including interior improvements and a new facade and lobby. In order to support Memorial Auditorium's position as a southern anchor to downtown Raleigh a new public plaza will be created fronting the Auditorium on both sides of the new South Street Boulevard. This project will include removal of surface parking fronting the Auditorium and will be phased with the boulevard improvements.

Fayetteville Street Mall Improvements
In order to improve the pedestrian experience, create the opportunity for additional activity and to enhance the setting for prestigious business locations, additional improvements to the Fayetteville Street Mall and Civic Center Plaza will be explored. These improvements may include possibilities for improving views to the State Capitol, revisions to the landscape and furnishings, and additional performance spaces.

Public Squares
The original five squares are recognized as major civic spaces and focal points within the downtown area. The presence of the five squares should be preserved and emphasized with special treatments of the surrounding streetscapes, ongoing improvements to landscape features, reclaiming portions of Caswell Square over time and other programs to reinforce the squares as downtown destinations and as part of downtown Raleigh's heritage.

State Government Mall
Special features such as artworks, pavilions or seating should be examined for the open space between the Archdale and Legislative Buildings in the State Government Complex. Possibilities for special events programs should be explored as well as redesigned walkways, landscaping and lighting treatments to make this area an attractive public space for State and other downtown employees and visitors.

Transportation

As the number of downtown workers continues to grow there will be a limit to the number of automobiles that downtown streets can accommodate. Programs to provide adequate downtown parking, regional transportation, transit related shuttle, bus and trolley systems as well as pedestrian walking / bicycle programs will need to increase.

Regional Transportation
Downtown Raleigh should expand its role as a focal point for transportation services connecting Raleigh, Durham, Chapel Hill, area Universities, The Research Triangle Park and nearby communities such as Garner, Cary and Wake Forest. Due to the junction of rail lines along the western border of the Nash Square area, future commuter rail services will be considered for this area. Intermodal transfer to bus, trolley or other shuttle systems may be studied with possible consolidation of these services to be located in the west side of downtown.

Downtown Transit
Transit programs for bus, trolley or other shuttle services will receive increased program emphasis. Special programs will be developed to provide transit services between related uses, such as shopper-parking-workplace; hotel-convention-entertainment; home-workplace; visitor/tourist- historic/arts attractions-restaurants; etc.. Transit service to hotels surrounding the Convention Center could be provided. A southern route which may operate during special events can link public facilities along South Street to the Arts District around Moore Square and the proposed weekend / holiday Historic Trolley Route will be considered. See Opportunity Projects.

Parking
As downtown development advances, downtown parking studies will be updated to insure that parking is adequate. Plans to implement the City's 1990 Parking Plan will be developed when demand is sufficient to support these facilities.

Pedestrian and Bicycle
As downtown residential uses and neighborhoods surrounding downtown grow, pedestrian access from home to workplace for walkers and bicycle users should be addressed. The proposed green belt encircling downtown can satisfy some of this need while emphasis for pedestrian and bicycle access along selected, street corridors will be considered as plans are implemented.

Special Uses

Human Services
A study will be considered to explore appropriate provision of services to the homeless and indigent. Scattered locations of social services providers may pose operational difficulties creating a desire for better coordination among these public services. Development changes occurring in proximity to some service locations create the need for additional study and to develop a consensus relative to the best methods of providing assistance.

Hotels
Additional hotel development is necessary in order to support construction of a new Convention Center and enhance the Center's marketability. Potential hotel developers will be aggressively

pursued and inducements to build hotels in proximity to the Convention Center explored. Potential sites should be within easy walking distance to the Convention Center, retail, entertainment, art and culture.

Day Care
Day care for downtown employees can add to the many attractive components of working downtown. Coordinated employer programs and incentives to provide day care for the children of downtown employees will be explored and encouraged.

Major Library
The City should participate in discussions with the County and State on expanded downtown library facilities and an appropriate plan of action formed.

Restaurant and Entertainment
Restaurants, clubs, movie theaters and other entertainment facilities of appropriate size and scale will be identified and targeted to the Convention Center and City Market areas. A marketing program including sites, specific uses targeted, market feasibility and development / design standards will be prepared and implemented.

Regional Technology Center
Many of the Nation's leading scientific and technological facilities are located in the Research Triangle area. Efforts to link these resources to downtown will be explored.

SPECIAL AREAS, DESIGN DISTRICTS

Seven districts within downtown Raleigh are identified by land uses, historic resources and design character. Proposals for development within each district should strive for a degree of compatibility in design and use . A strong network of diverse and supportive uses are needed to make the downtown area function cohesively.

Some districts have a similarity of design, use or heritage, while other areas may have mixed characteristics. In the City's Downtown Urban Design Guide, seven design districts were identified each with its own unique design characteristics. Development in these areas will respect the inherent uniqueness of buildings and natural features in each. These characteristics are important in planning for new public facilities and other development opportunities recommended in the Downtown Plan.

Union Square
This area includes the State Capitol and surrounding blocks along Hillsborough Street and New Bern Avenue. It typifies the city and State's governmental and historic heritage. Proposed land uses in this district may serve to strengthen the historic character of the area and provide a dignified approach along Hillsborough Street and New Bern Avenue to the State Capitol. Institutional uses immediately surrounding Capitol Square are appropriate with a mixture of uses elsewhere. With the move of the Postal Service distribution facility from downtown, new uses may be explored with the Federal Government for portions of the block south of the main Federal Building to better integrate this area with surrounding residential uses. See Opportunity Projects. New buildings will be sensitive to their relationship to the State Capitol Building, surrounding building materials and facade styles, provide a high level of pedestrian scale and detail including street level retail and proper orientation of building fronts and entrances. Building heights will respect historic districts guidelines.

There will be special treatment at the intersections of ceremonial corridors and a formal streetscape character maintained along Hillsborough Street, New Bern Ave. and surrounding Union Square. Public art will be utilized wherever possible. Special treatments may be implemented along Blount Street to enhance connections from State attractions southward to the City Market area. See Opportunity Projects. Surface parking will be discouraged and well landscaped where it is developed.

State Government Center
This district, which contains the State Legislative building, the Archdale building and Caswell Square, is more contemporary and open than other portions of the State Government Complex. The more densely developed uses within the State Government Complex will be located within this district where the growth of major State facilities downtown will be directed. New buildings will reflect other major governmental and institutional buildings, emphasize the area's formal / monumental style, encourage activity at street/pedestrian level and have large footprints and consistent setbacks.

The Capital Boulevard / Lane Street / Railroad bridge entry will be enhanced. The view of Peace College along Wilmington Street will be preserved. Jones Street may be improved as a Ceremonial corridor. Mid-block pedestrian links from the Legislative Building to Burke and Caswell Squares and public art / civic monuments may be planned. Surface lots will be well landscaped and be later replaced by structured parking. Caswell Square may be incrementally reclaimed in accordance with the State Government Complex Master Plan. New development on Jones, Person, Edenton and Wilmington Street will continue the existing government building patterns with interior block public spaces.

Moore Square
This area is centered around Moore Square Park and the Moore Square National Register Historic District and the residential areas along the east side of downtown.

The western portion of this district, north and south of Moore Square Park, will provide a mixture of uses including arts oriented retail along South Blount Street. Special emphasis will be given to uses which generate a high degree of pedestrian activity. Upper story residential will be included wherever possible. The eastern portion of the Moore Square district will continue to be the primary concentration of housing opportunities. Along both sides of Person Street lower scale, high density housing of two to four stories will be introduced as a buffer to the Southeast and Eastside neighborhoods. The proposed new Children's Museum About The World is included in this district as a major public facility along the proposed Blount Street Arts Walk. See Major Facilities and Opportunity Projects.

New buildings will follow historic rehabilitation guidelines wherever applicable. Along Blount and Wilmington Streets taller buildings will include a high degree of pedestrian attention with lower building heights along the street edge compatible with nearby commercial or residential development. Buildings east of Blount Street will transition to lower scale development into east side neighborhoods.

Pedestrian corridors between Moore Square and the Mall will be enhanced and improvements will be continued along Wilmington, Person and Blount to South Street. Public art may be included. Along the Blount Street Arts Walk special streetscape improvements are recommended to create a special district character and encourage arts and entertainment uses. A special pedestrian corridor along Cabarrus Street to Chavis Park may be established. See Opportunity Projects.

Structured parking will be constructed on the interior of blocks as surface parking is discouraged. Potential deck sites include Blount at Minerva and mid blocks west of Blount at Davie Street. Building walls and landscaping around Moore Square will enclose and support the Park as an urban space.

Nash Square
The Nash Square area is focused around Nash Square Park and the warehouse/manufacturing areas of downtown bordering the railroad to the west. This area contains local government facilities, some small retail establishments, parking lots and automotive related businesses.

This is a large area with a potential for a wide variety of land uses. The industrial character of the area along the railroad right-of-way may be replaced over time with a mixture of uses which will provide a transition between the more intense uses of the commercial core and the residential uses to the west. Opportunities for this area include small business, moderate intensity residential and office uses with some accompanying restaurant and retail uses in converted buildings. Housing will be emphasized. Development within the district will respect the existing architecture which contributes to the area's character. Several clusters of buildings in the area may be targeted for preservation and compatible new development. The southern blocks may be developed in a more contemporary manner and are appropriate for future hotel sites or other uses in keeping with the adjacent entertainment, civic and convention uses planned for this area. See Opportunity Projects.

Development will emphasize continuity along the blockface and include pedestrian oriented elements and uses. Service, storage areas will be screened from view. Buildings will be lower scale along the street edge. Higher density development is encouraged along Dawson Street with lower scale transition development in the western areas with a residential emphasis. Special streetscapes may be developed for areas where preservation of existing buildings is encouraged. At specific entry points into downtown, public art will be encouraged. In the southern portion of this district, special streetscape connections to the Blount Street Arts Walk will be implemented along South Street. See Opportunity Projects.

Surface lots will be well landscaped to define the street edge. Structured parking will be encouraged with retail at the street level and sensitive facade treatments at the junction of rail lines along the western borders of this area future commuter rail and transit services may be consolidated. See Opportunity Projects.

Continuous building walls in blocks surrounding Nash Square will be encouraged and views through the Square maintained. Cabarrus Street may become a special pedestrian corridor and a new park / open space established along the western edge of downtown following the railroad right-of-way.

Fayetteville Street Mall
This area is concentrated in the block and one-half block east and west of the Mall, from one half block south of Union Square to South Street in front of Memorial Auditorium. It includes the most densely developed area in the city with the highest concentrations of commercial and pedestrian activity. While upper stories of buildings will contain office uses, residential will be included when possible; lower story space will be reserved for retail development oriented to downtown workers and visitors. The northern blocks will be sensitively developed due to their proximity to the historic districts and the State Capitol. The southern are appropriate for future hotel sites. See Major Facilities.

Within one block of Union Square buildings may be reviewed by the State to ensure the integrity of the State Capitol. Buildings will have pedestrian oriented elements along all block faces such as lower building heights along the street face, building and facade design details, awnings and public restrooms. Unlimited building heights are allowed west of Wilmington Street subject to City review; east of Wilmington Street a lower scale and density will help to serve as a transition to east side residential areas. Special streetscape improvements will be continued throughout the area. In the southern portion of this district special connections to the Blount Street Arts Walk will be implemented to connect civic, convention, hotel and entertainment uses along South Street Boulevard. See Opportunity Projects.

Permanent parking facilities fronting the Mall are not desirable and elsewhere their exposure along the street will be limited and may include commercial establishments on the street level. Sites identified for potential decks are located at Salisbury; Hargett, McDowell & Cabarrus and mid blocks east of Wilmington at Davie Street. Renovations to the Mall should include major public spaces in each block and maintain the formal axes from the State Capitol to the Memorial Auditorium / Civic Center area. Water features and additional areas for pedestrians, vendors and outdoor dining may be created. A new public open space south of the existing Civic Center can provide a more dignified setting fronting Memorial Auditorium. See Opportunity Projects.

Burke Square
This area, which contains the Governor's Mansion, focuses on the Blount Street Historic District and Burke Square. It is a sensitive transition area from the State Government Complex to the Oakwood neighborhood to the east. Lower scale State Government uses will be west of Person Street and serve as a transition to private residential uses east of Person Street. Compatible infill development will occur along Blount and Person Streets. Vacant lots may be reserved for relocation of additional historic structures. Development will be in accordance with the 1978 Blount Street Plan as adopted by the City and State. Entry points at intersections of Peace Street with Person and Blount Streets will be enhanced and the area will receive consistent streetscape treatments. Parking will be oriented to the interior of blocks and well landscaped along street edges. Burke Square should be emphasized as a prominent public space. Surrounding buildings will be oriented to Burke Square. Building heights will be of compatible scale and an appropriate transition to residential areas.

Southside
Downtown surrounding Memorial Auditorium has campus-like development. New uses will have a cultural and institutional character compatible with uses existing in the district should strengthen the roles of Shaw University, Memorial Auditorium and other area institutions. The campus-like character and scale of area buildings and development will be maintained. Entryways in this area will be enhanced and pedestrian links with remainder of downtown strengthened. Public art and civic monuments are encouraged. Special streetscape connections to the Blount Street Arts Walk will be implemented to connect Shaw University, Memorial Auditorium and the Convention Center along a new South Street Boulevard. See Opportunity Projects. Surface and structured parking will be well landscaped, lighted and easily identified. Special walkways will link public facilities and spaces to encourage outdoor events and cultural activities. Memorial Auditorium will be better linked functionally and visually with the remainder of downtown by a new public open space south of the Civic Center and new Performing Arts components which will be added in conjunction with the existing Memorial Auditorium building. See Opportunity Projects.

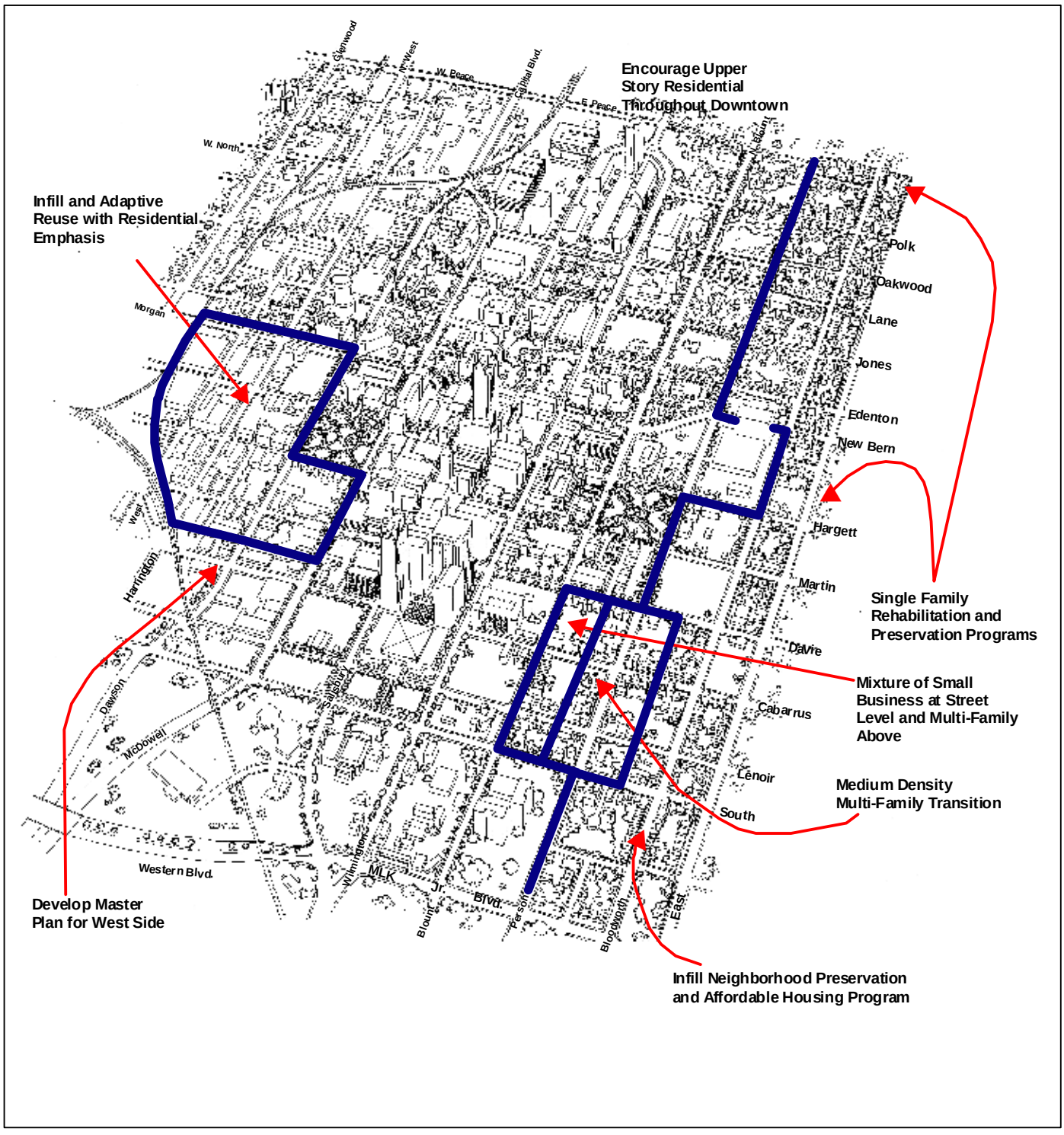
Historic Preservation

Throughout Downtown
Every attempt will be made during implementation of the downtown program to contribute to the historic character of downtown Raleigh. Downtown improvements will support designated historic districts and properties, and will be sensitive to the historic city grid pattern which is part of the essence of what makes Raleigh unique. Respecting the history and heritage of the Capital City with appropriate attention to preservation will give added dimension to the character of the City.

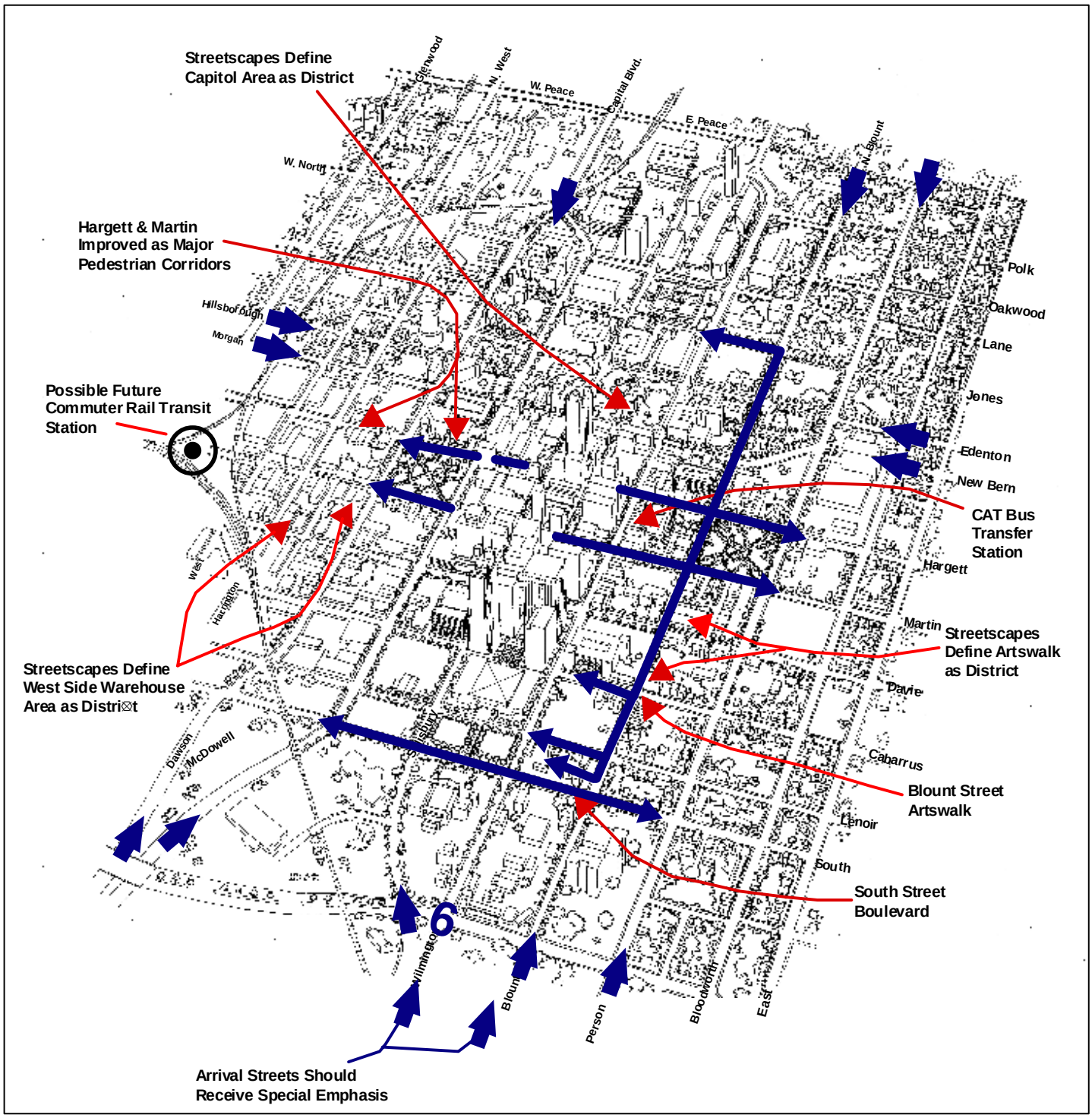
Blount Street
Moore Square Area - Development of the new Children's Museum, Blount Street Arts Walk and additional commercial and residential uses will, by design and function, link historic resources and contribute to the character of downtown historic districts. The Moore Square National Register Historic District will be evaluated as part of this program for designation as a local historic district. Design of new facilities will be compatible with other structures and environs within the district.

Nash Square (Westside Warehouse District)
The adaptive reuse and infill program described for the Nash Square (warehouse district) on the west respects the older buildings that may not be historic, but constitute an enclave of period architecture. Infill buildings in that area will be compatibly designed, respecting the street, defining the urban space and activating the sidewalks with elements that are of interest to pedestrians.

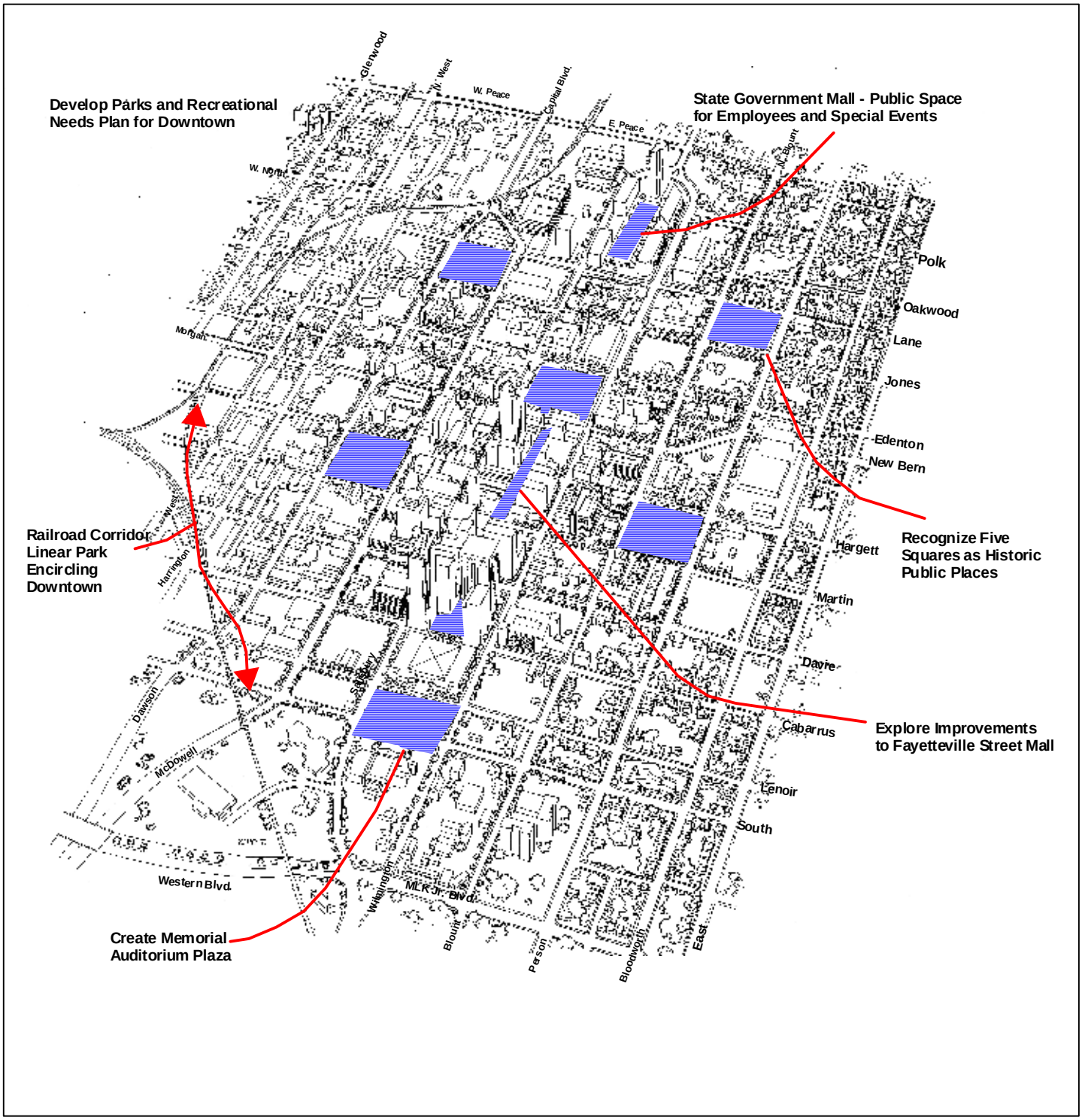
Special Programs
Special programs to broaden awareness of the City's heritage will be encouraged. A proposed "Ride Through History" trolley route is an example which could add to the attractiveness of Raleigh and could increase public appreciation of historic assets in the city.



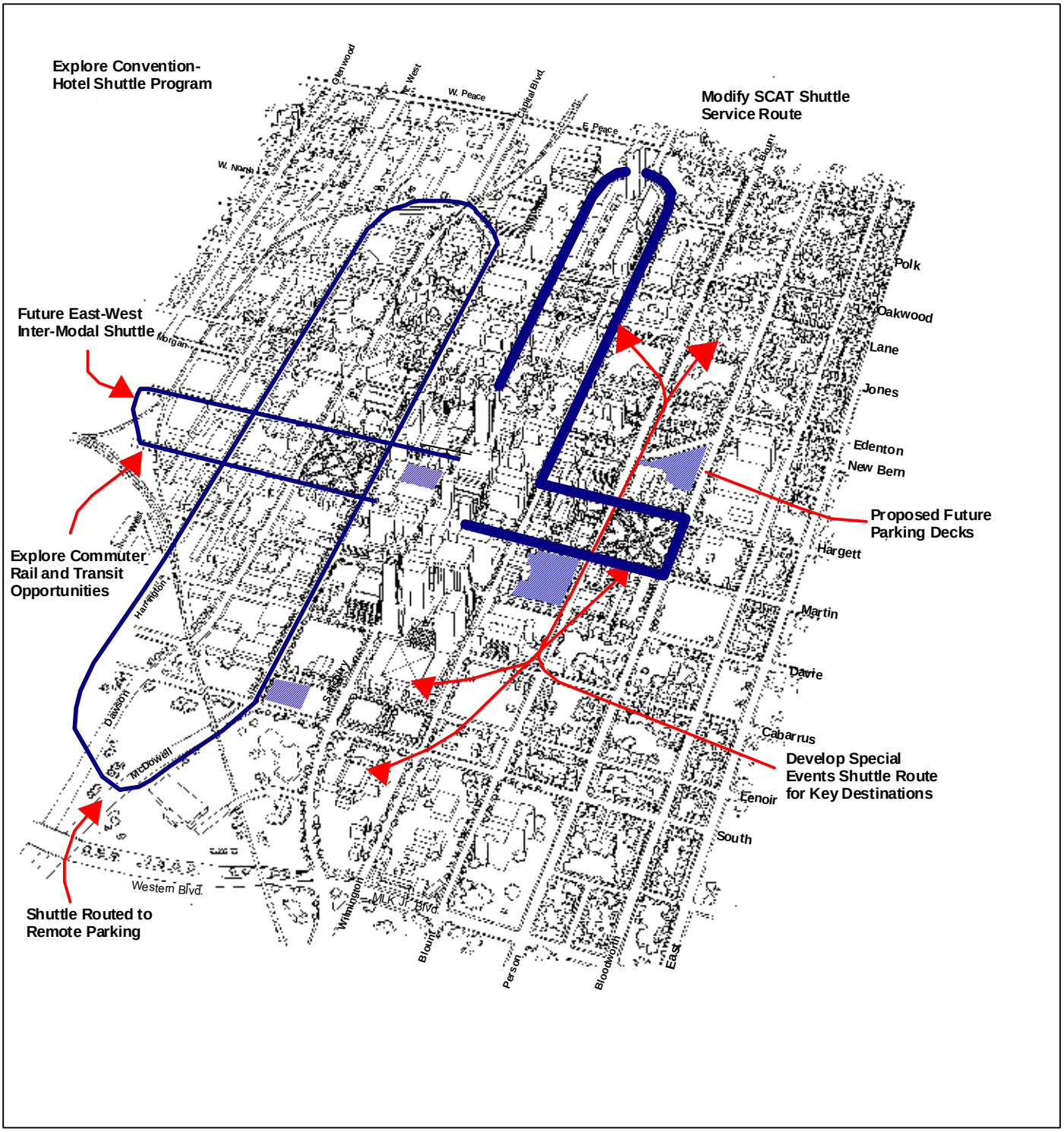
Downtown Plan - Residential



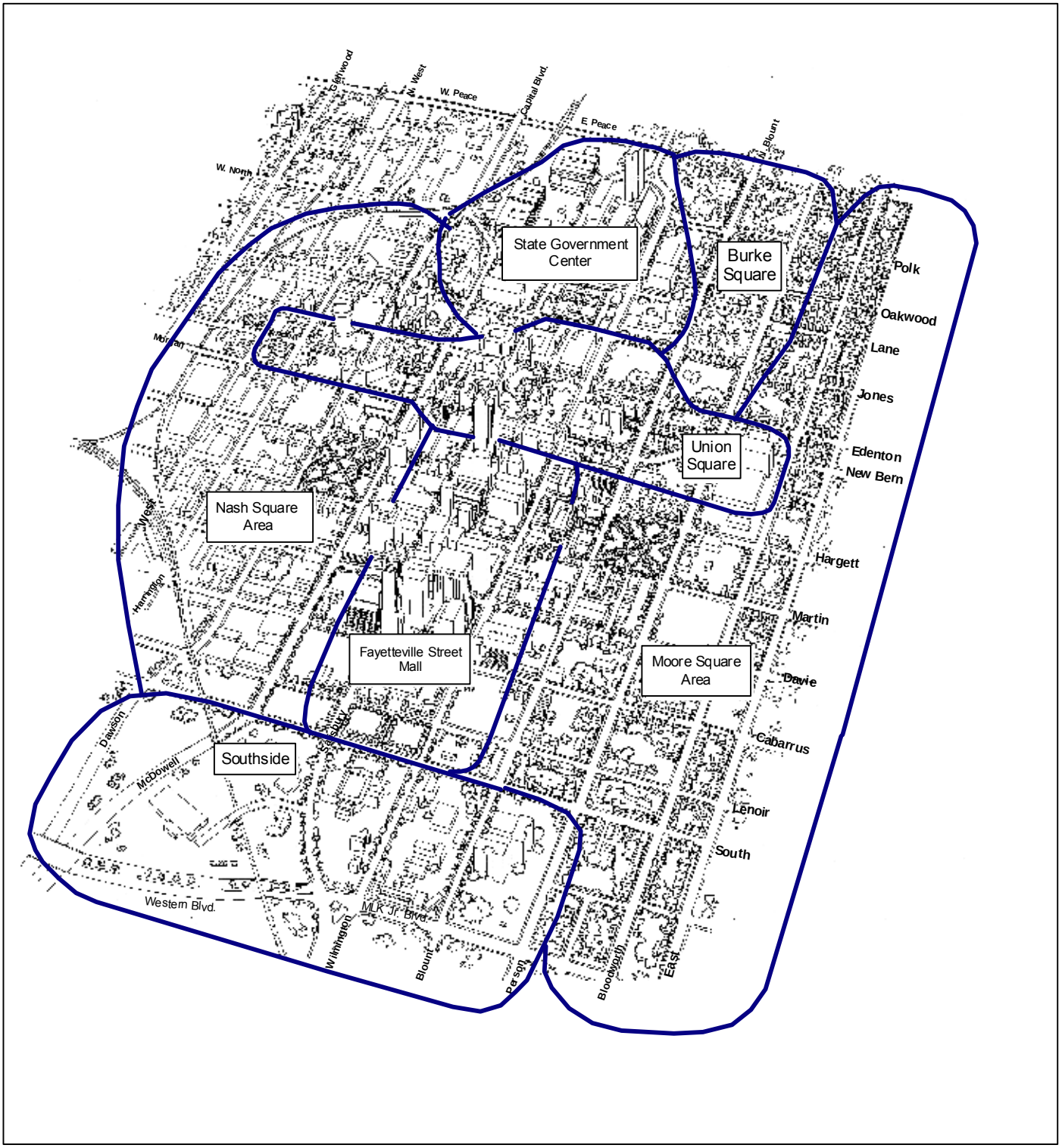
Downtown Plan - Streetscapes



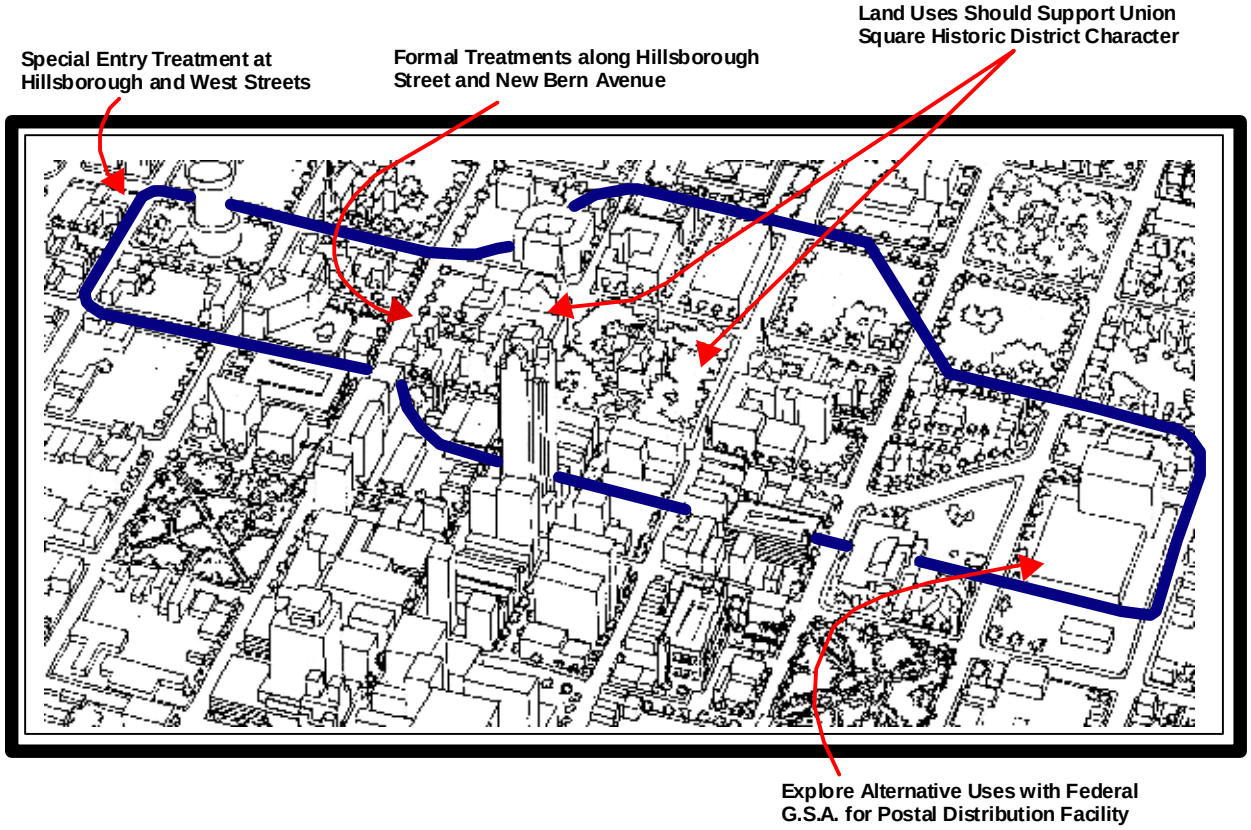
Downtown Plan - Public Spaces



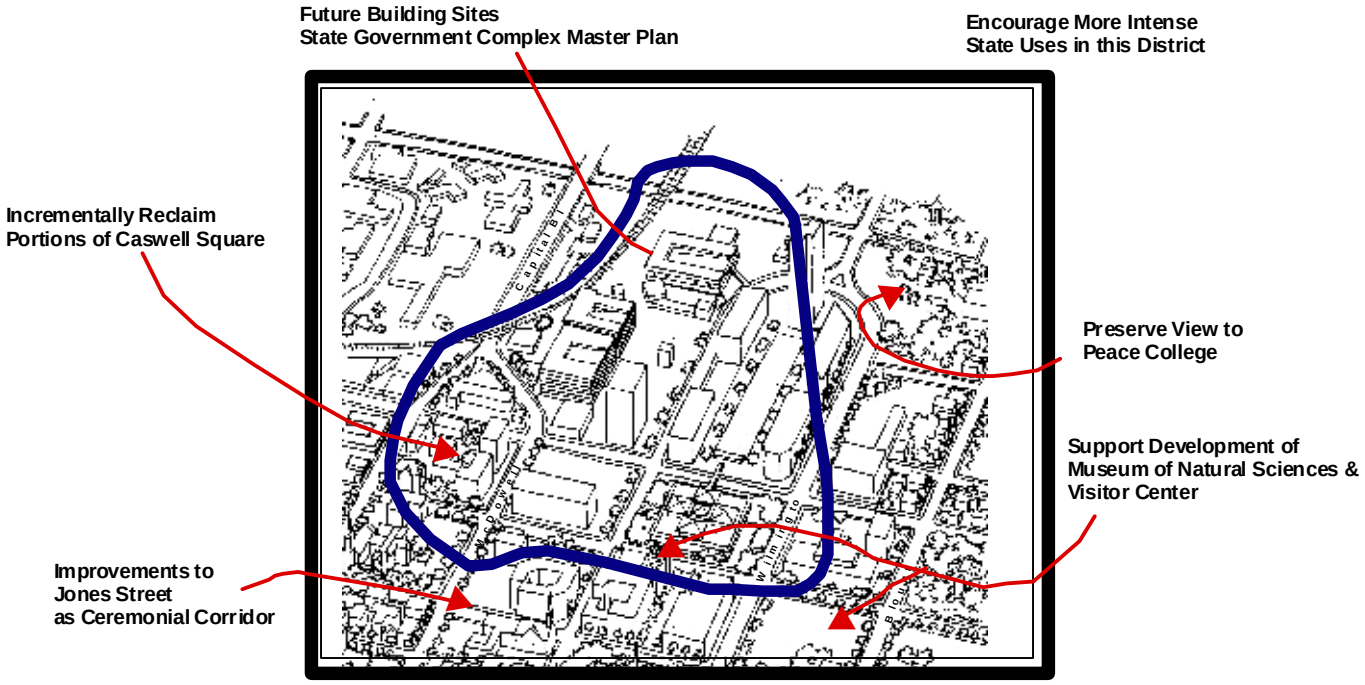
Downtown Plan - Transportation



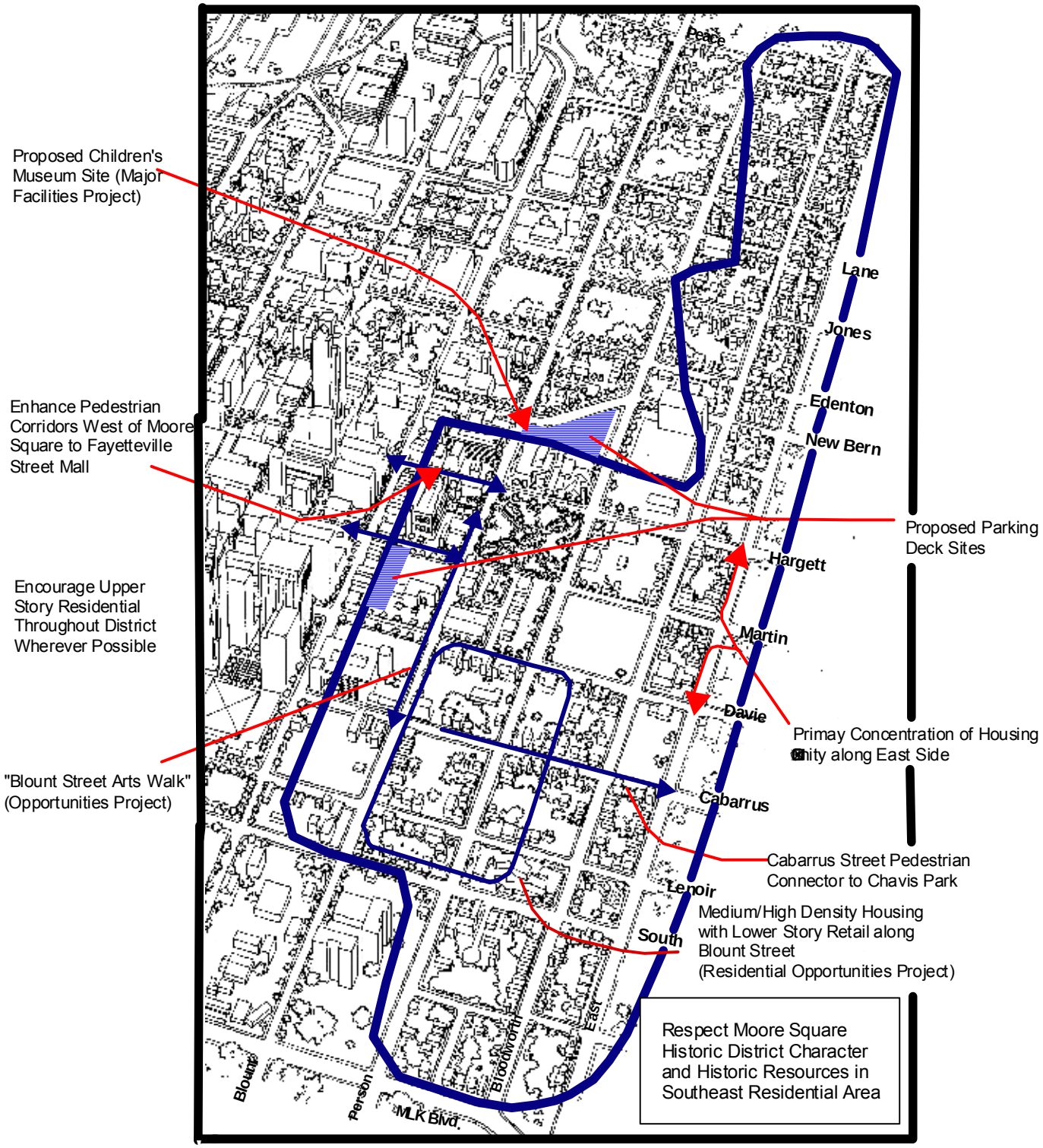
Downtown Plan - Design Districts



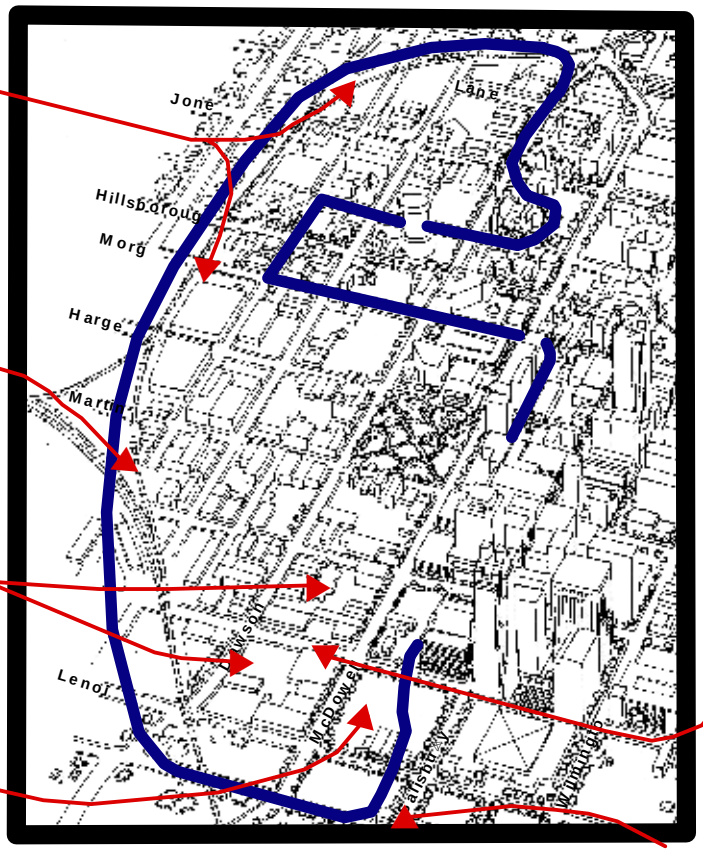
Downtown Plan Design District - Union Square



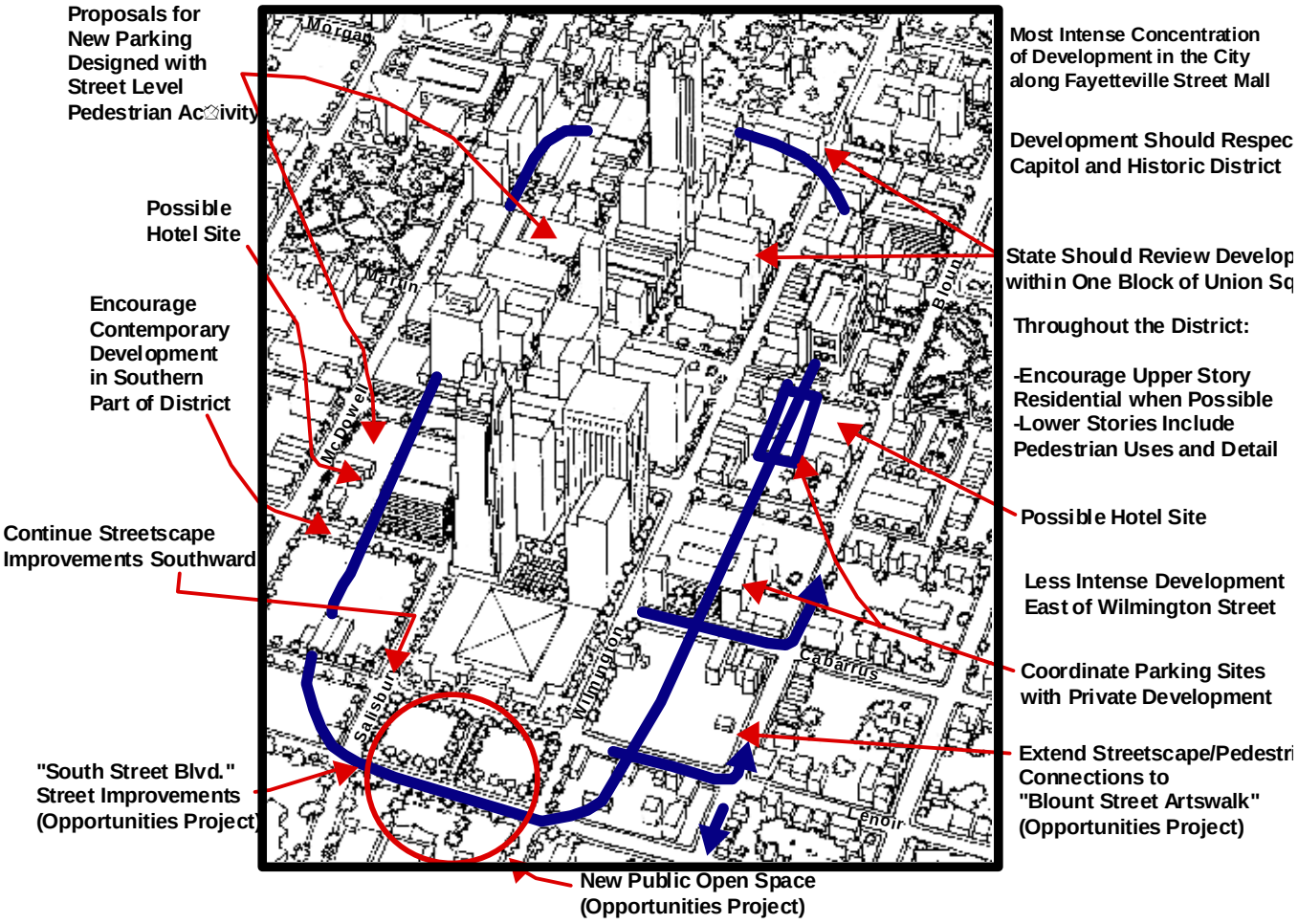
Downtown Plan Design District - State Government Center



Downtown Plan - Moore Square

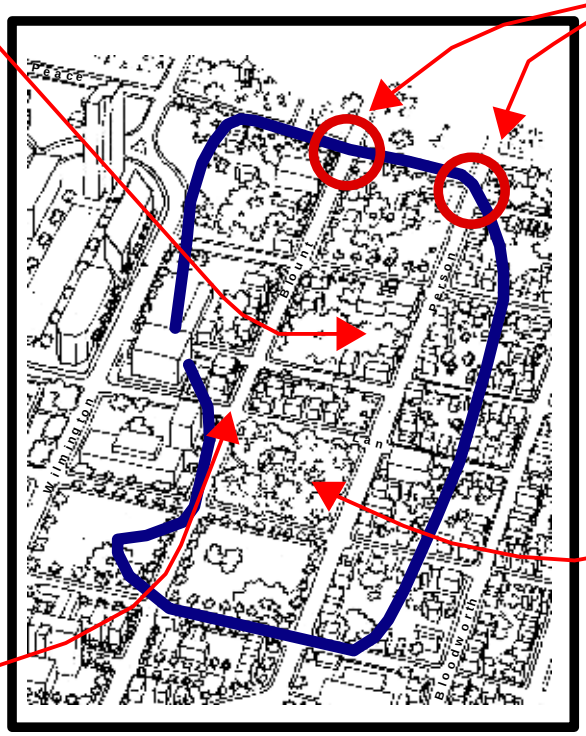


Downtown Plan Design District - Nash Square



Downtown Plan Design District - Fayetteville Street Mall

Downtown Plan Design District Burke Square



Encourage Lower Scale State Uses Here as Transition to East Side Residential

Enhance Entry Points at Peace Street

Emphasize Burke Square as a Prominent Public Place

Respect Blount Street Historic District Character and Development Guidelines

Downtown Plan Design District Southside

"South Street Boulevard" (Opportunities Project)

New Public Open Space (Opportunities Project)

Strengthen Connections to Blount Street Artswalk from Area Institutions and South Street Boulevard

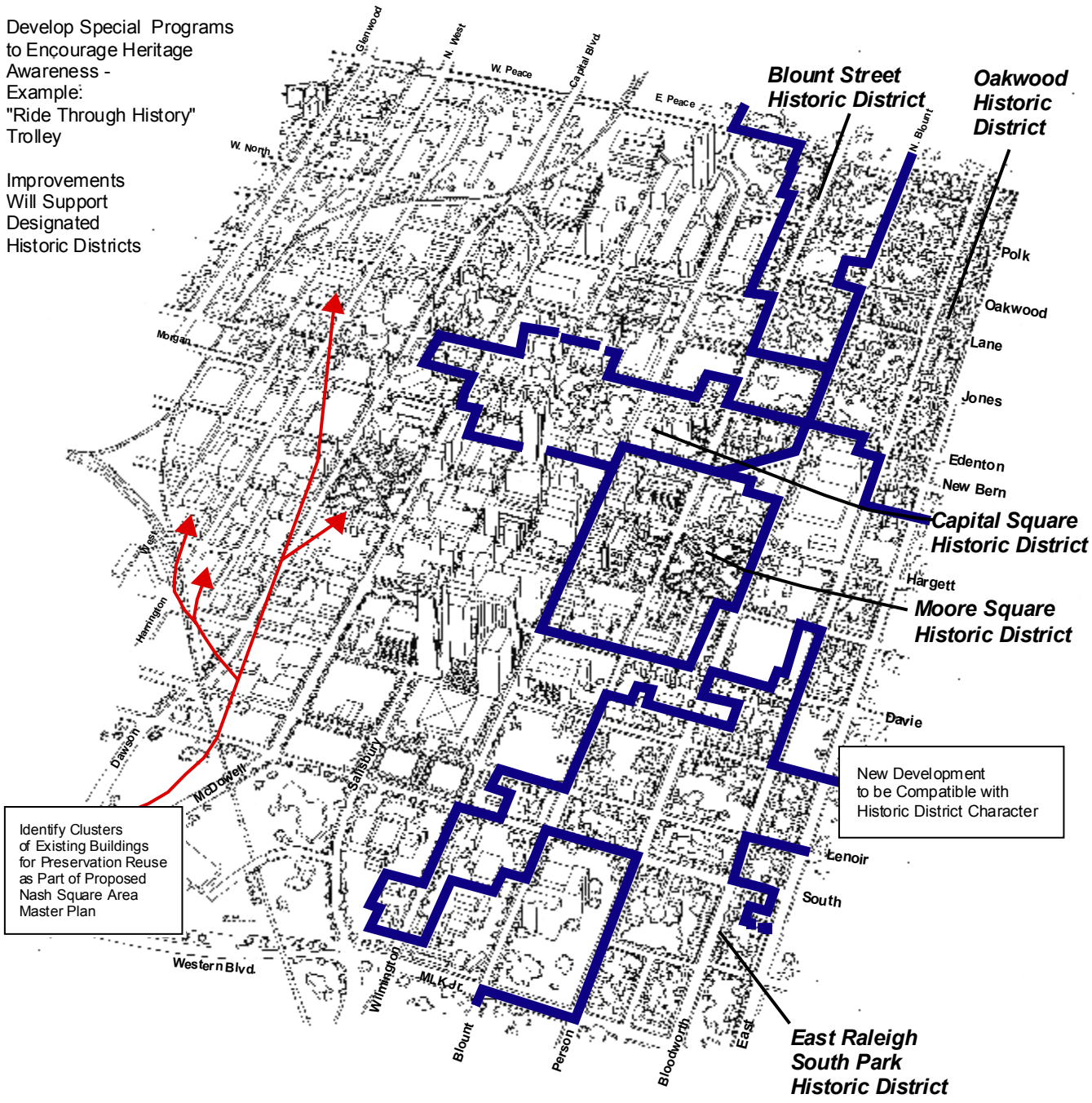
Memorial Auditorium Performing Arts Complex Site (Major Facilities Project)

Strengthen Link of Memorial Auditorium to Remainder of Downtown

Maintain Campus-Like Character of District

Uses in District Should Strengthen Roles of Memorial Auditorium and Shaw University

- Development Should Contribute to Historic Street Grid Pattern Throughout Downtown
- Develop Special Programs to Encourage Heritage Awareness - Example: "Ride Through History" Trolley
- Improvements Will Support Designated Historic Districts



Downtown Plan - Historic Preservation

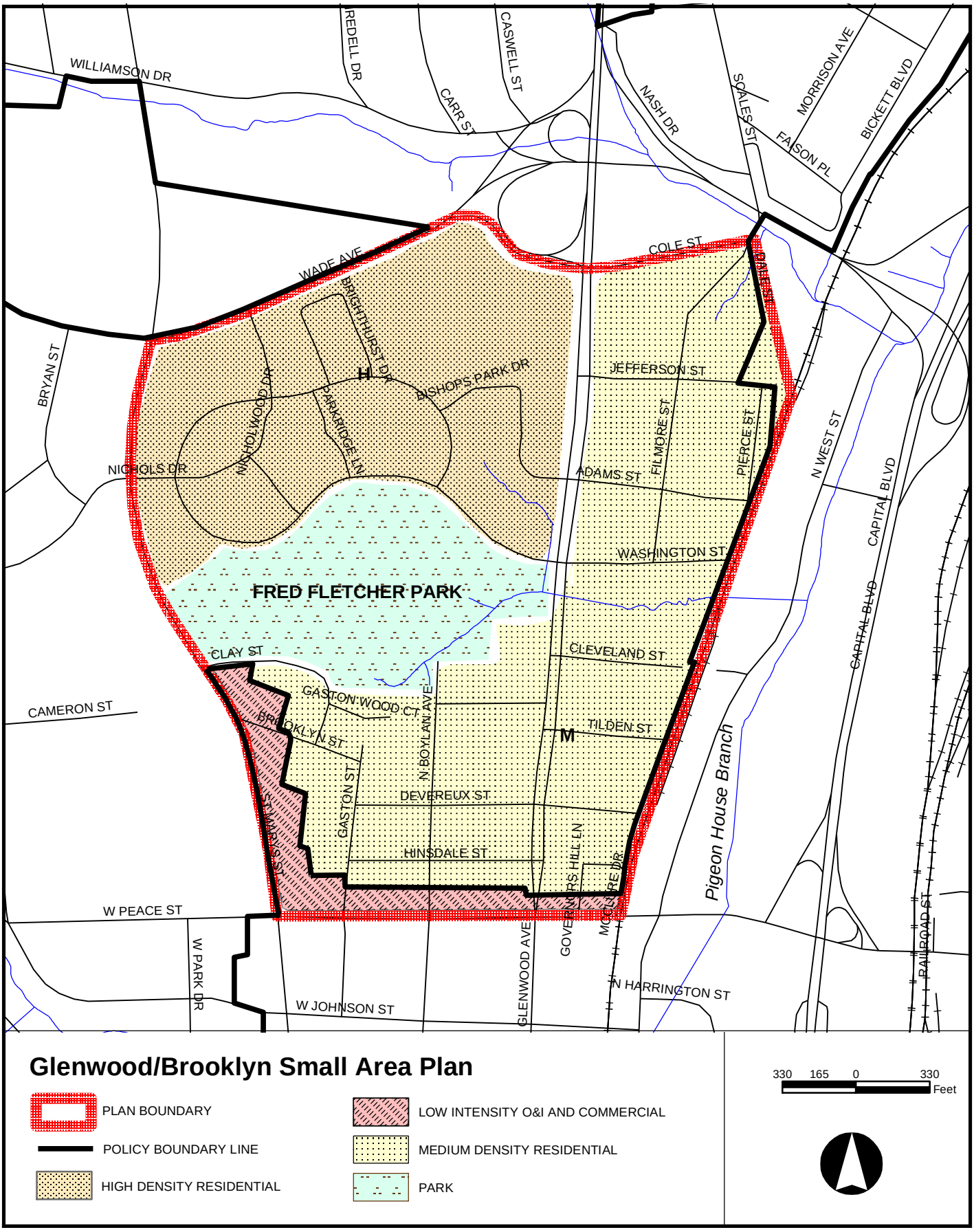
Part 5 Glenwood/Brooklyn Small Area Plan

This area is bordered by the railway to the east, Wade Avenue to the north, St. Mary's Street to the west and Peace Street to the south. The Glenwood neighborhood is on the east side of Glenwood Avenue; the Brooklyn neighborhood is on the west.

The Brooklyn and Glenwood neighborhoods should continue to develop at medium densities. The existing character of the neighborhoods should be retained by encouraging compatible building scale, mass and architectural style. The zoning of the area as Special Residential-30 provides development standards which will help to address some of the negative impacts which may occur with redevelopment.

Bordering the Brooklyn and Glenwood neighborhoods are nonresidential uses which should be retained, but not allowed to further encroach into the existing residential areas. Low intensity office uses are located on St. Mary's Street between Clay and Peace Streets and commercial uses are concentrated along Peace Street. In order to fulfill the Comprehensive Plan's goal of reducing traffic congestion and visual clutter within these areas as they redevelop, the zoning, subdivision and site plan review processes should encourage comprehensive assembly of small lots; reduction of access points; shared parking facilities; and aesthetically pleasing developments through sensitive use of signs, landscaping, siting and building design.

An industrially-zoned area associated with the Capital Boulevard gateway corridor is found in the northeast corner of the area. Gateway corridor standards for design and land use apply, as well as the Capital Boulevard Corridor Plan.



Glenwood/Brooklyn Small Area Plan

- PLAN BOUNDARY
- POLICY BOUNDARY LINE
- HIGH DENSITY RESIDENTIAL
- LOW INTENSITY O&I AND COMMERCIAL
- MEDIUM DENSITY RESIDENTIAL
- PARK

330 165 0 330 Feet

Part 6 Hayes Barton / Five Points West Small Area Plan

Recommendations

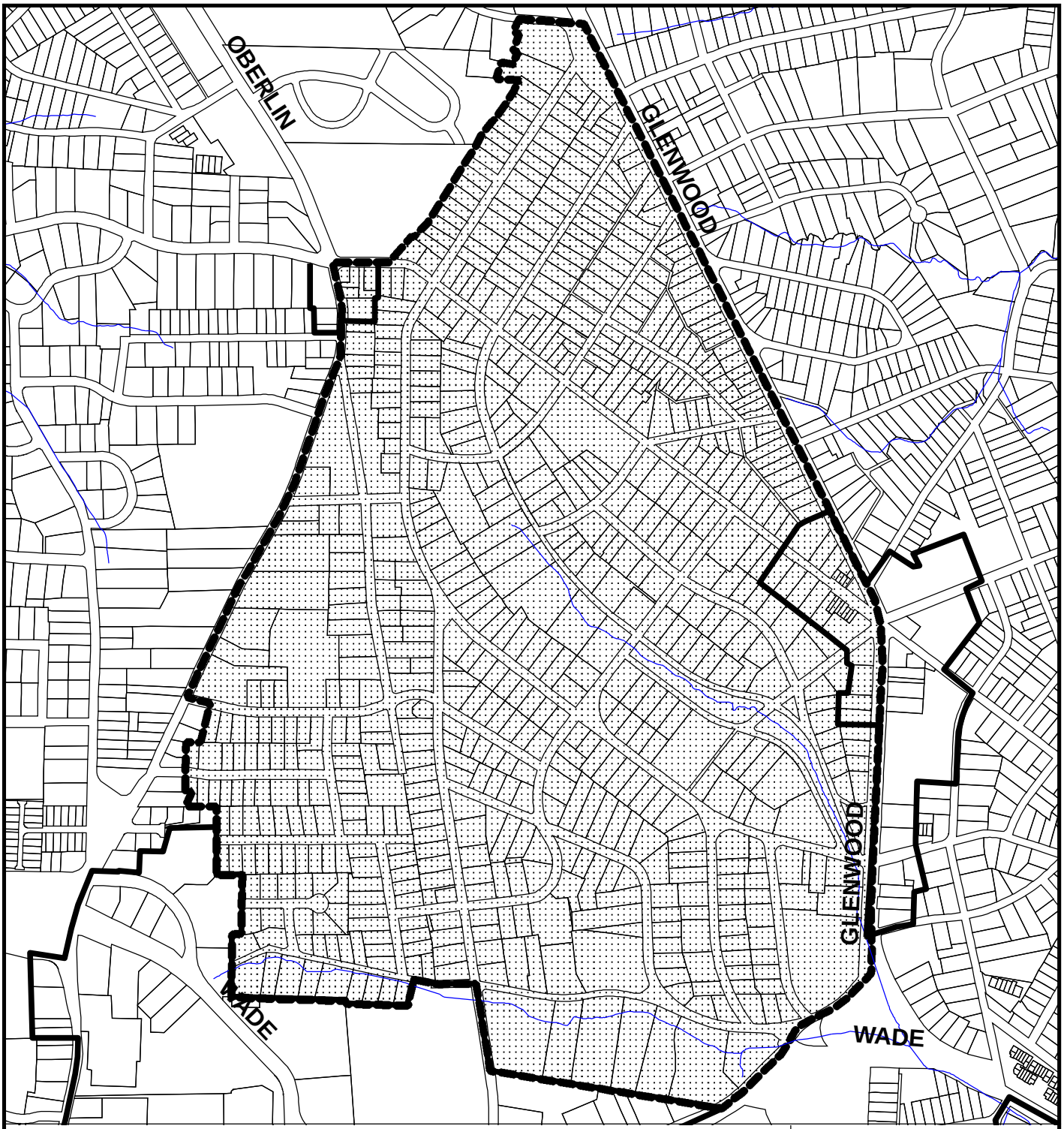
Five Points Intersection Area
Business and commercial property owners should meet periodically to discuss possibilities for coordinating programs and making improvements to the area. These meetings should include input from representatives of the surrounding residential community.

Area Churches and Nearby Residents
A neighborhood relations and communications committee should be formed by each church in the area.

Neighborhood Communications
Develop and distribute a community newsletter to address a number of community issues.

Open Space, Parkway between Cowper and Holt
The community will organize a core group of volunteers to assist the Parks Department with development of a plan for this area and installation of plant materials.

Tree Planting and Preservation
The City should undertake actions to address sensitive tree trimming along utility lines in older neighborhoods, encourage replacement of trees and shrubs which have died or otherwise been removed in right-of-way medians, and to encourage sensitivity to tree preservation when repaving city streets.



Hayes Barton/Five Points West Small Area Plan Location Map

HAYES BARTON/ FIVE POINTS SAP BOUNDARY LINE

POLICY BOUNDARY LINE

RALEIGH HYDROLOGY

510 255 0 510 Feet

Part 7 Hillsborough/Morgan Small Area Plan

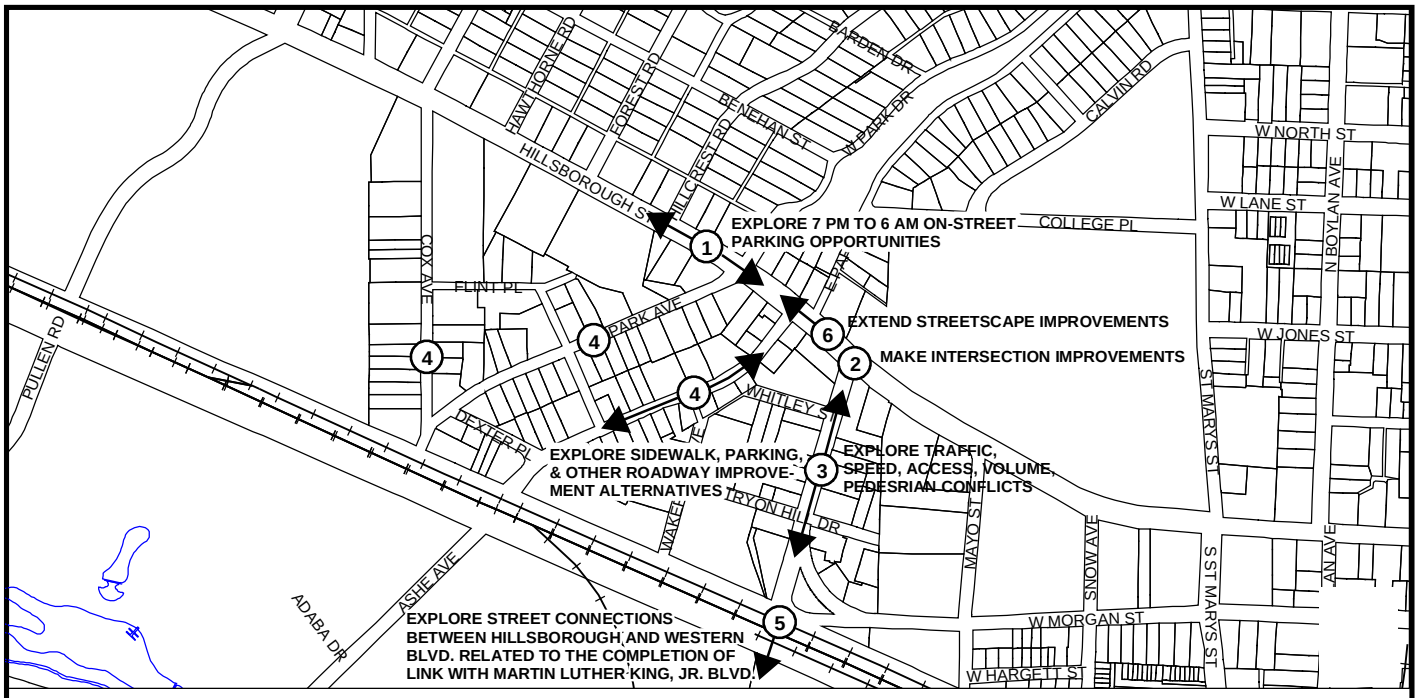
(Numbered items are keyed to the small area plan map)

TRANSPORTATION/PARKING/STREETS

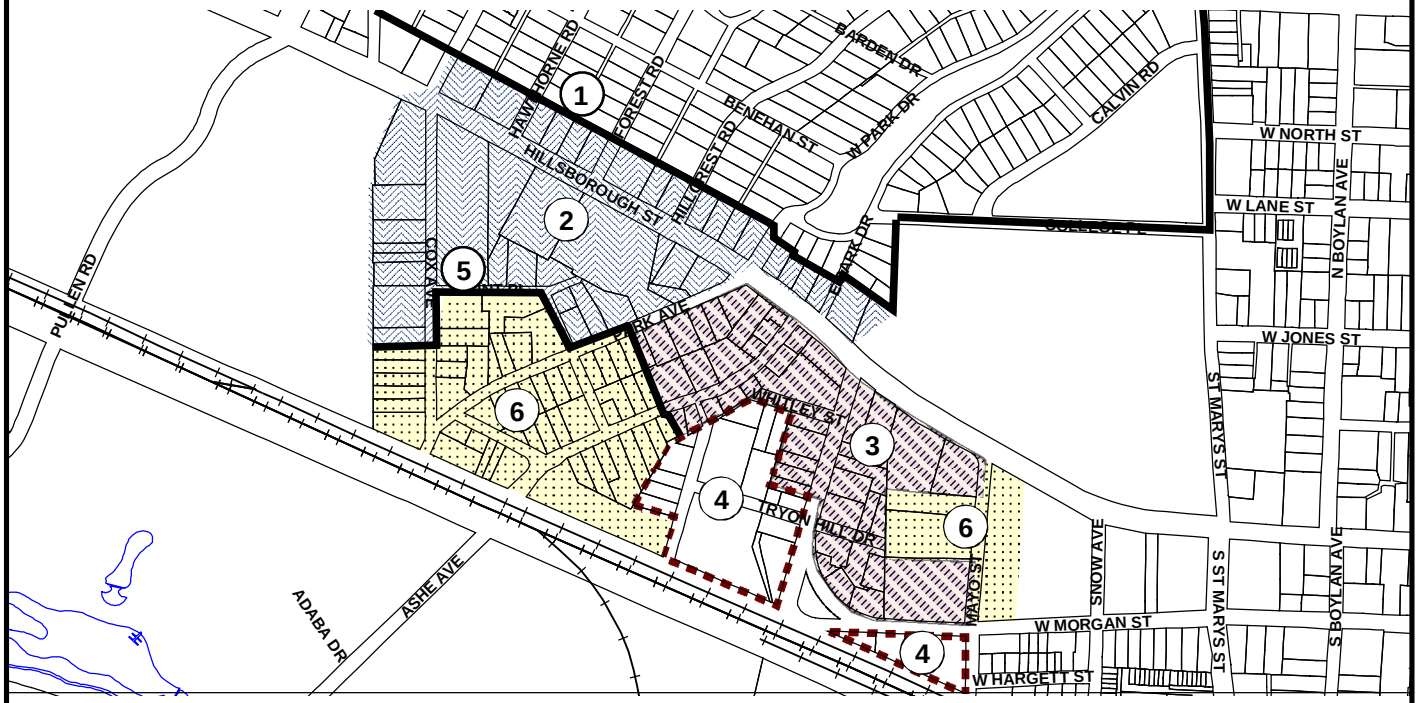
1..Support requests for on-street parking opportunities for this area of Hillsborough Street from 7 pm to 6 am, similar to the University area.
2. The community strongly recommends exploring alternative treatments at the intersection of Hillsborough Street and the Morgan Street extension intersection. Examples discussed include taking the median out, new stoplight, new crosswalks, T intersection, etc..
3. Evaluate problems with excessive speed, traffic volume, access from side streets and pedestrian conflicts along the West Morgan extension from Hillsborough to West Morgan Streets.
4. In order to ease traffic movement from Hillsborough to Western Boulevard possible sidewalk, parking zone and roadway improvements should be explored for Ashe Avenue as a first priority. The need for similar improvement to Cox, Dexter and Park Avenues should also be explored.
5. Explore long range street connection issues relating to completion of the Western Boulevard-Martin Luther King Jr. Boulevard connection. This includes further evaluation of study area circulation issues discussed above and improving connections between Hillsborough and Westn Boulevard both within the study area and elsewhere. Examples for discussion include exploring issues involved with extending West Morgan Street to Western Boulevard.
6. Extend streetscape improvements for Hillsborough Street onward to Oberlin Road as a continuation of improvemnts presently pllanned for Hillsborough Street from Glenwood Avenue terminating at the West Morgan Street extension intersection. A streetscape plan should be developed to address improvemtns throughout the length of Hillsborough Street to the State Fairgrounds.

LAND USE

1. A policy boundary line north of Hillsborough Street separates residential areas from mixed uses south of the line.
2. Mixed use areas north of Hillsborough Street and south of Hillsborough Street west of Park Avenue may contain residential, office and institutional, and bed and breakfast uses. No retail will be allowed. New residential compatible development and adaptive reuse of existing residential style structures in this area is encouraged.
3. For areas south of Hillsborough Street east of Park Avenue, along West Morgan Street extension and West Morgan Street, mixed uses including retail are allowed.
4. Mixed uses including industrial are allowed south of Whitley surrounding the intersection of Wakefield and Tryon Streets, and south of West Morgan.
5. A policy boundary line south of Hillsborough Street separates mixed use areas from residential areas.
6. Areas for residential use only are along Ashe, Park and Cox Avenues at Mayo street. New development in the Park, Ashe and Cox Avenues area should receive similar setback, building orientation and attention to architectural detail typical of residences in this area. Special r-30 zoning should be considered for the Ashe, Park, Cox area.



TRANSPORTATION



LAND USE

Hillsborough/Morgan Street Small Area Plan

Land Use Legend

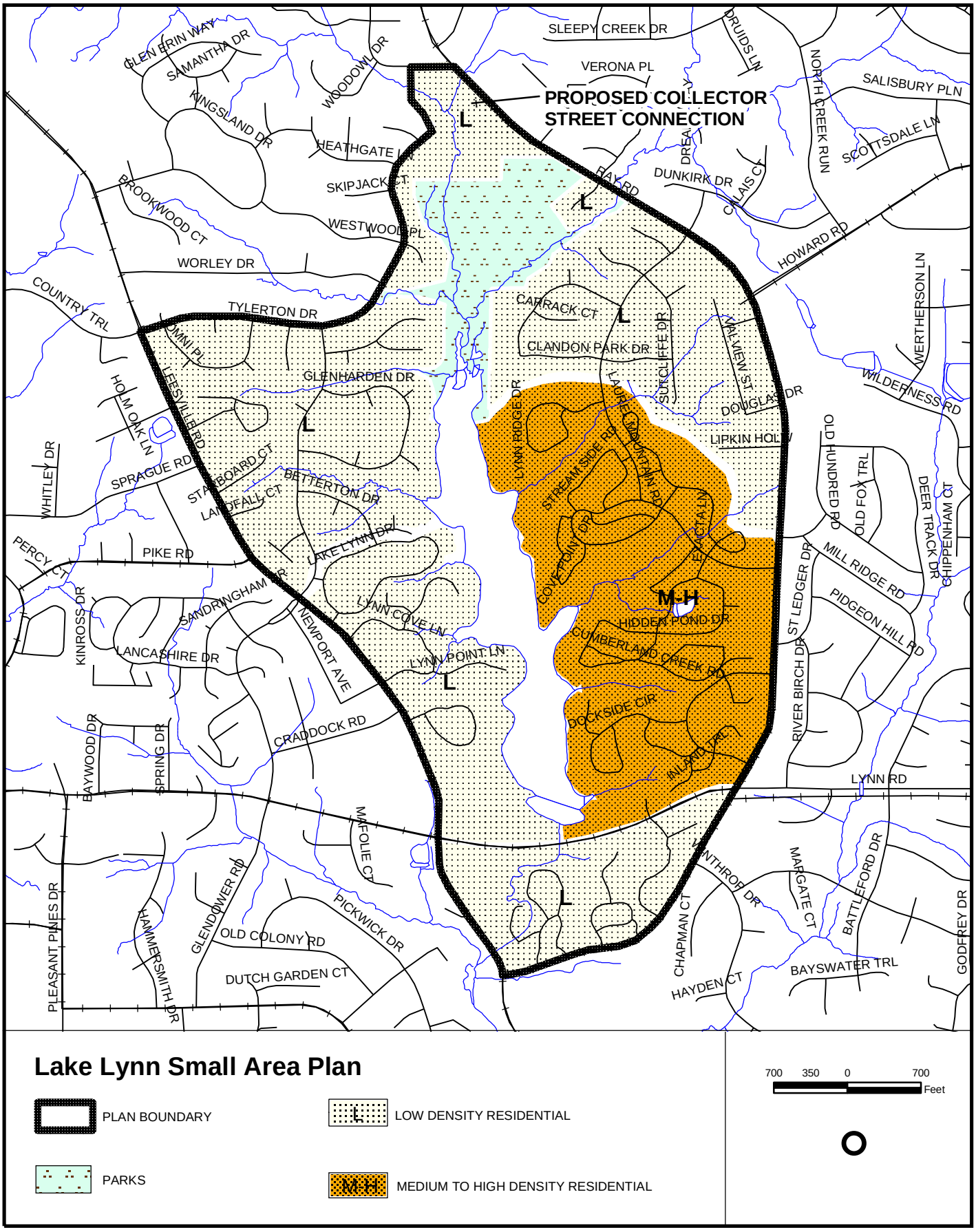
- POLICY BOUNDARY LINE
- MIXED USE: RESIDENTIAL, BED & BREAKFAST, O&I
- RESIDENTIAL
- MIXED USE: RESIDENTIAL, COMMERCIAL, OFFICE & INSTITUTIONAL, RETAIL, INDUSTRIAL
- MIXED USE: RESIDENTIAL, BED & BREAKFAST, OFFICE & INSTITUTIONAL, RETAIL

360 180 0 360 Feet

Part 8 Lake Lynn Small Area Plan

This plan area is generally bounded by Ray Road, Leesville Road and the proposed Tylerton Drive collector. The southern portion of the area is bisected by Lynn Road. Due to its desirable location, a wide range and mixture of residential densities are possible here. There are four general areas shown on the small area map which reflect land use and density patterns.

Due to existing zoning, the presence of major thoroughfares and the topographic character of the site, the area bounded by Lynn Road, Ray Road and Leesville Road should be developed for low to medium density cluster housing. Existing zoning has established a pattern of medium to high density residential development in the area east of Lake Lynn. Due to steep slopes and highly erodible soils, clustered housing is encouraged here. Erosion and runoff should be controlled around the lake perimeter during and after construction. Development west of Lake Lynn should be low to medium density residential. The area south of the proposed Tylerton Drive collector should develop at low residential density.



Lake Lynn Small Area Plan

PLAN BOUNDARY

LOW DENSITY RESIDENTIAL

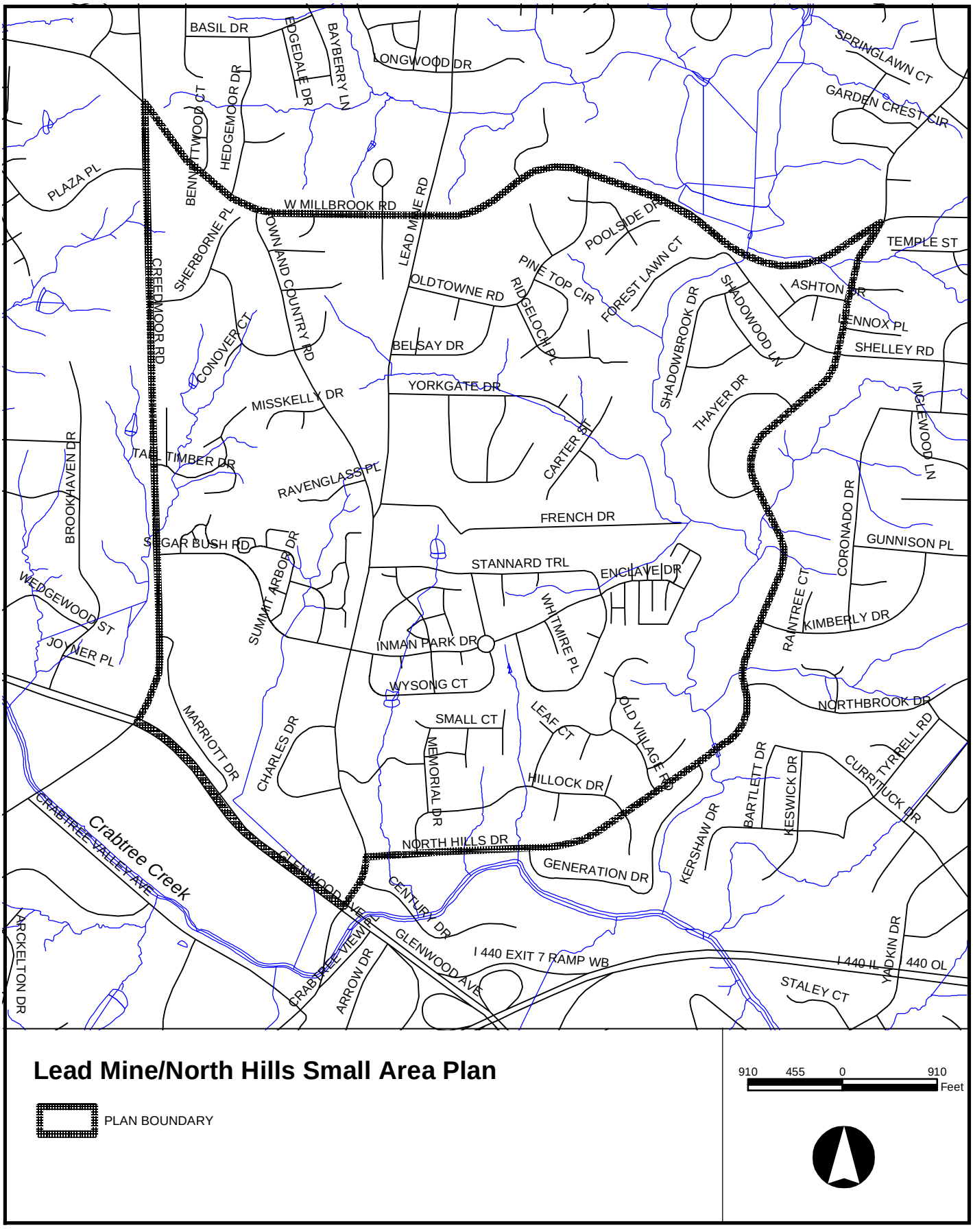
PARKS

MEDIUM TO HIGH DENSITY RESIDENTIAL

700 350 0 700 Feet

Part 9 Leadmine/North Hills Small Area Plan

In the fall of 1996, the City Council appointed a task force to make recommendations regarding the development of the Smith Estate, an approximately 150 acre site which straddles Lead Mine Road just north of Crabtree Valley. This property had remained undeveloped for several years after all of the surrounding properties had developed. A main consideration was how the property would be accessed by city streets and how it would connect to surrounding neighborhoods. Consequently, the Leadmine/North Hills Task Force recommended a change in the alignment of the collector street in the vicinity of French Drive as indicated on the collector street plan. Other connections to surrounding neighborhoods were discouraged by the task force.



Lead Mine/North Hills Small Area Plan

PLAN BOUNDARY

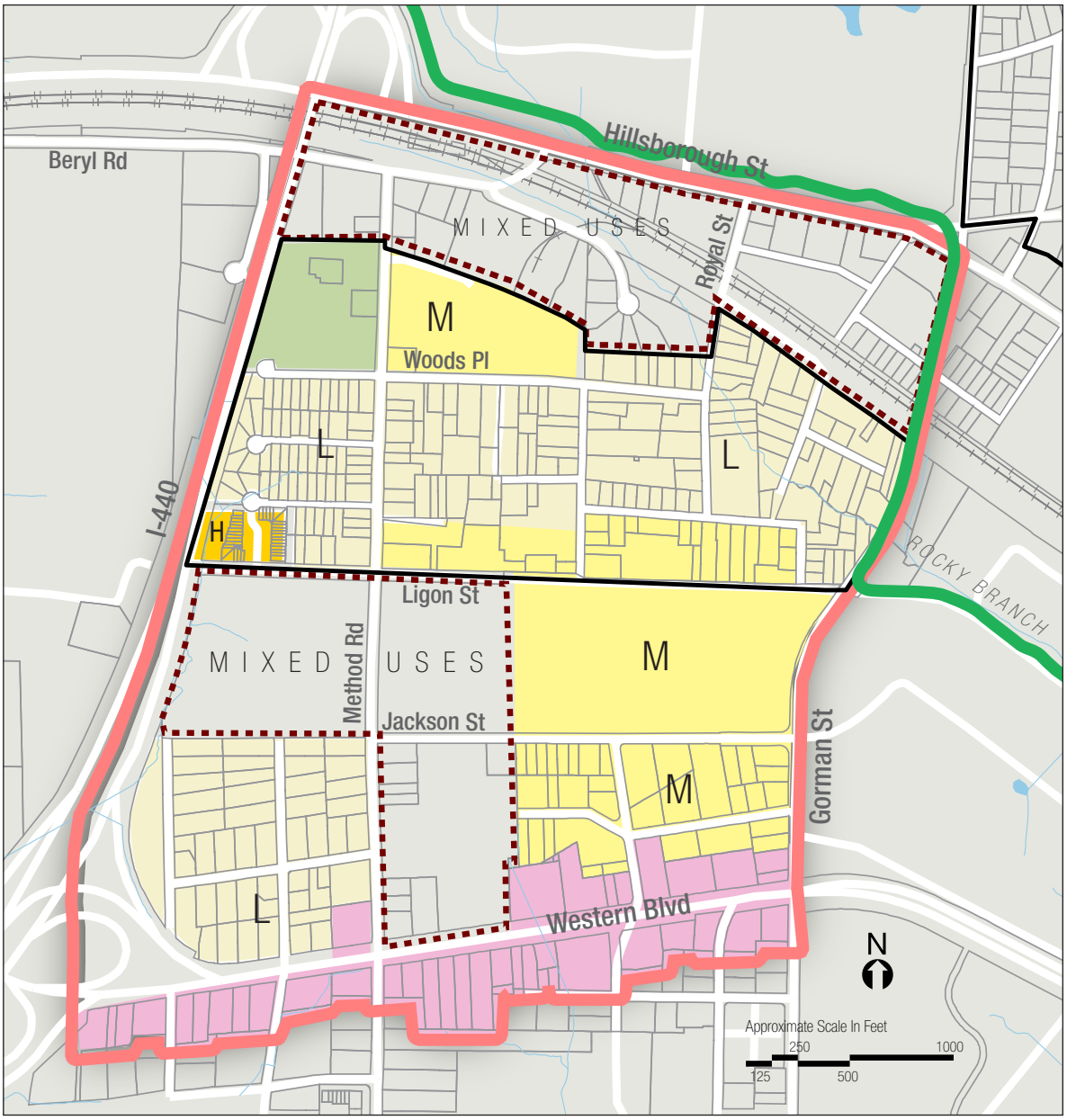
910 455 0 910 Feet

Part 10 Method Small Area Plan

The Method community contains about 85 acres located in the southeast quadrant of the intersection of the Beltline and Hillsborough Street and across Hillsborough Street from Meredith College. Method was founded in 1872 and with the Oberlin community, in the University District, is one of Raleigh's historic African-American settlements. It was a separate village until it was annexed by Raleigh in 1959.

Method is currently experiencing development pressures due to its proximity to North Carolina State University and to the Hillsborough Street and Western Boulevard corridors. A policy boundary line encircles what remains of the residential core of the community. Development intensity, landscaping and site design should all be used to provide transitions between this low/medium density residential area and surrounding nonresidential areas.

Method Small Area Plan



Part 11 New Bern/Edenton Small Area Plan

The Plan area generally includes properties fronting onto New Bern Avenue and Edenton Street between Raleigh Boulevard to the east and Person Street to the west. Just to the north, the area also includes the area south of Oakwood Avenue, east of Linden Avenue and west of Heck Street. The plan area has been studied in three sections:

Area A, the West Idlewild Neighborhood, is the primarily residential area roughly bounded by Oakwood Avenue, Heck Street and Linden Avenue. It reaches south to the rear property lines of properties facing Edenton Street. Area B, the Historic New Bern/Edenton Corridor, is the corridor leading to the Capitol. It contains all parcels facing onto New Bern Avenue and Edenton Street, as well as cross streets between the two. It stretches from Person Street on the west to just past State Street on the east. Both areas A and B are recognized as a blighted, primarily residential redevelopment area. Area C, the Commercial Area, is a commercial corridor. Properties facing New Bern Avenue and Edenton Street east of Area B to just past Raleigh Boulevard are contained in this section. This area is recognized as a primarily nonresidential conservation portion of the redevelopment area.

SOCIAL ISSUES

Policies

- Encourage better community/police relations.
- Explore all means to improve social cohesion and sense of community.
- Involve landlords in crime prevention activities.
- Seek out and encourage community leadership in the area.

Implementation/Action Items

- The Community Watch program should be reactivated and expanded in the area, with an emphasis on strong leadership and maximum participation of the residents. Residents should make a strong attempt to improve communication with the police.
- Police officers should be further encouraged to get out of their patrol cars and talk with area residents.
- Assign City resources for a Community-Oriented Police Enforcement, or COPE, project to include an in-depth analysis of police needs in the area and extensive resident/police liaison.
- A community garden project, located at the corner of Lane and Idlewild streets, could provide a stabilizing neighborhood focus for the surrounding apartment dwellers. Landlord involvement in such a project could improve tenant/landlord relations.
- Various organized activities, especially those which are community-oriented, should be made available to young people and students though the Parks and Recreation Department.
- Encourage area churches to extend their social service activities to benefit residents of the area.

ECONOMIC DEVELOPMENT

Policies

- Implement this Plan in a clear and public manner so that property owners and residents will be certain of the status of their property in relation to proposed land uses, zoning and redevelopment activity.

•Aggressively offer property improvement loans and other property improvement incentives to property owners.
•Consider sites in the New Bern/Edenton corridor and the New Bern Commercial area as relocation sites for small businesses displaced by Downtown East redevelopment activities.

Implementation/Action Items
•Maintain an on-going communication between property owners and City staff regarding the statues of Plan implementation, zoning and opportunities for improvement.
•Encourage non-profit housing and development groups to invest in the area.
•Study alternative ownership options for economics levels, particularly the $9,000 to $12,000 income level, not being covered by current programs.
•Distribute information about available home improvement and other loans to property owners and residents.
•Inform displaced small business owners from the Downtown East redevelopment area of locational opportunities in the New Bern/Edenton area.
•Increase incentives for residential and commercial investment in the area by improving the livability and physical appearance of housing and the streetscape.
•Improve economic climate of commercial area by improving the appearance and accessibility of existing businesses.

STREETSCAPE, APPEARANCE AND HISTORIC PRESERVATION

Policies
•The special history and meaning that this area holds for the African-American community should be highlighted and communicated.
•In the West Idlewild Neighborhood and the New Bern/Edenton corridor, perpetuate the historic range of building setbacks from streets and adjacent buildings, as well as the general building massing that is prevalent among the older structures in the area.
•New building in the West Idlewild Neighborhood and New Bern/Edenton corridor should complement the surrounding older structures through the use of similar building materials, roof pitches and use of porches.
•The streetscape plan for Edenton Street should emphasize the corridor as an historic urban neighborhood.
•Protect views and special features that give uniqueness to the area.
•Use tree types and planting locations on New Bern Avenue that avoid obscuring the view of the Capitol.
•General maintenance, including litter pick-up, should be greatly improved.
•Absentee landlords should be encouraged to improve property upkeep, realizing that good upkeep improves the value of their property. Improved neighborhood conditions generally will be conducive to improved maintenance.
•The integrity of historic architectural and cultural resources should be respected during the redevelopment process. Each City redevelopment undertaking should be reviewed in accordance with Section 106 Programmatic Memorandum of Agreement provisions.
•Preserve and enhance the existing median in the New Bern commercial area.

Implementation/Action Items
•Incorporate landscaped areas along Edenton Street that will separate parallel parking bays and thereby enhance the residential nature of this street and provide safer on-street parking.

•Through local organizations such as the garden club, organize regular community clean-up days, which can also become seasonal social events.
•The following areas should be retained for open space and/or be protected as giving the area its special character. Oakwood Cemetery, City Cemetery, the columns at the corner of Lane Street and Seawell streets, the large oak tree on Jones Street at Cooke street, the Tarboro Road ridge with its view of the Capitol, the intersections of New Bern Avenue with Raleigh Boulevard and Poole Road and the branch which flows from Cooke Street to Edenton Street.
•Step up enforcement of City Code provisions which require property owners to maintain their property to certain standards. The area should be designated as a target area for increased inspections.
•Coordinate communication between the City Inspections and Community Development departments to inform property owners who are cited by Inspections for Code violations of improvement loans available through Community Development.
•Inform property owners of property improvement loans available through the City Community Development Department.
•Involve the staff of the Historic Districts Commission in review of redevelopment projects in the Plan area.
•Relocate trees on New Bern Place which obscure the view of the capitol.
•The Federal Building and Post Office should be landscaped to provide better transitions to the surrounding areas. With the removal of the Post Office distribution center from this site, any new buildings on this block along Bloodworth, Hargett and Person streets should respect the context of the area and have internally-oriented parking.
•Define the following pedestrian amenities as features visually distinct from vehicular ways: the Swain Street pedestrian way, a cross-walk on New Bern Avenue at Carver Street, cross-walks at intersections, particularly at Tarboro Road, and an entrance feature on New Bern Avenue and Edenton Street for St. Augustine's College.
•Encourage the use of Pedestrian Business overlay zoning in the New Bern Avenue Commercial Area to create a coherent, coordinated streetscape design, including the existing median, with design and funding assistance provided by the City.
•Redesign parking areas on the south side of New Bern Avenue in the Commercial Area and screen these from the street.
•Form a civic core that will run from the NCDOT Division of Motor Vehicles to the Tarboro Road Park. This would provide a transition from the Commercial Area to the east and the Historic New Bern & Edenton Corridor to the west. This feature could include a new recreational facility between New Bern Avenue and Edenton Street. Block faces should have a strongly unifying landscape treatment.
•Study the effectiveness of and possible changes to garbage pick-up services provided by the City Public Works Department in the area.

PEDESTRIAN AND VEHICULAR CIRCULATION

Policies

•In the future, traffic on New Bern Avenue could be redirected to allow for some in-bound traffic, if such a change is technically feasible. The effects of Raleigh Boulevard, the Western Boulevard extension, and other imminent street changes on the New Bern/Edenton corridor should be examined in this regard.
•Keep the number of curb cuts in the New Bern/Edenton corridor to a minimum.
•Investigate the possibility of extending an existing east-west street to Raleigh Boulevard between New Bern Avenue and Martin Luther King, Jr. Boulevard.

•Alleys and parking areas should be paved if possible, but should always have defined edges through the use of curbing landscaping or some other means.
•Provide more parking in the plan area, particularly in the New Bern/Edenton corridor. There should not be a proliferation of vacant lots used for parking, particularly fronting New Bern Avenue and Edenton Street.
•Parking areas shall be paved, landscaped and buffered from adjacent low-intensity land uses and should preferably be in the interiors of blocks and kept small in size.
•Incorporate new on-street parking where possible in conjunction with development on New Bern Avenue, Edenton Street and on the cross streets between New Bern and Edenton.
•Incorporate internal parking lots for adaptive re-use projects in new development in the blocks fronting New Bern Avenue and Edenton Street.
•Parking lots should be located behind buildings, except in Area C, where front-yard parking is permitted, with appropriate screening.
•Alleys and internal parking lots should be lighted and sited so that they do not become after-hours hang outs or increase opportunities for crime.
•If feasible, considering siting and terrain, the plan area should feature sidewalks on both sides of streets.
•Traffic should be slowed on New Bern Avenue and Edenton Street.
•The New Bern Avenue and Edenton Street corridor should be more sensitive to the needs of pedestrians.
•At least one major north-south pedestrian link in the Plan area is needed.
•The effectiveness and convenience of transit stop locations should be studied.
•Study the feasibility of regional mass transit which could serve commuters in the eastern portion of the greater metropolitan area.

Implementation/Action Items
•Encourage more on-street parking on Edenton street with the use of parking bays with landscaped islands.
•Provide more off-street parking on the south side of New Bern Avenue between Sunbury and Heath streets.
•Land should be acquired and a parking lot located on the south side of New Bern Avenue between Sunbury and Heath streets.
•Incorporate a specially designed pedestrian way along Swain Street to connect the existing greenway system to Oakwood Cemetery.
•Include pedestrian signals and cross-walks at traffic signals along New Bern Avenue and Edenton Street.
•Consider reopening New Bern Place to limited traffic from New Bern Avenue to Blount Street to respect the 1792 William Christmas plan for the City.

LAND USE PLAN AND ZONING CHANGES

Neighborhood Plan Requirements
This is background information needed for application of Neighborhood Conservation overlay zoning to areas A and B.
•Neighborhood History and Evolution: The majority of the area was first settled at the end of the 19th century, though a few houses date from before the Civil War. Several houses of historic and architectural importance which date from about 1900 to the 1920's exist, especially in the historic New Bern Avenue and Edenton Street corridor. New Bern Avenue was originally one of the ceremonial entrances to the capitol, and it is bordered by several grand old houses. The West Idlewild neighborhood is part of an historic African-American community. It is an example of

settlement patterns which resulted from the Jim Crow laws, which were instituted throughout the South during the reconstruction period following the Civil War. These laws essentially legalized racial segregation and created racially homogeneous enclaves. Most of the original housing built in the area was modest and often poorly constructed. In the 1960's and 70's several apartment buildings were constructed in the center of the neighborhood. Increased traffic in the New Bern/Edenton corridor and other socio-economic factors led to the decline of the New Bern/Edenton corridor and the West Idlewild neighborhood. Most buildings are currently in a deteriorated state, and the cohesion of the neighborhood is seriously undermined.

•Inventory of Built environmental Characteristics:

Lot Frontage: (range) 5' to 145', average 53', median of 50', with a significant number of lots with between 30 and 50 feet of frontage. Code now requires 50' minimum.

Building entrances: majority of buildings have entrances in the front of the building.

Building Height: range: one story to two and a half story, average is one story. Code now permits 40' height in residential districts, no height limit in O & I2 district.

Building Placement on the Lot: majority of buildings are rectangular with a narrow side facing the street.

Front Yard Setbacks: (range) 8' to 45', average of 15', median of 15', with a large majority of buildings at less than 30'. Code now requires 30'.

Distance Between Buildings: (range) 1' to 60', average of 9.6', median of 10',, with several buildings as little as 5' apart. Code now requires 10'.

•Lot Size and Configuration: Lot size (range) 1307 square feet to 52,707 square feet, average 7,675, median 5,662, with most single family lots ranging between 2617 to 7405 square feet. Almost all lots are rectangular with a short side facing the street. Code now requires 5,000 square feet.

Policies

•Proposed Land Use Designations: Population Densities, Land Coverage and Building Intensities. The following land uses and development criteria shall be encouraged and enacted under the provisions of the Plan.

•Area A, the West Idlewild Neighborhood, should be a primarily medium density area, with no expansion of multifamily uses.

•Area B, the Historic New Bern/Edenton Corridor, should contain a mix of medium to high density residential uses, offices and limited retail.

•The quality of development of the vacant parcel of land in the southeast corner of New Bern Avenue and Swain Street is recognized as a key component of this Plan. The area is designed as a Residential Retail area and otherwise indicated for low intensity office and medium to high density residential uses. Development on this parcel should be sensitive to community needs and conform with the design standards indicated for the Neighborhood Conservation overlay zone. Parking should be in the rear of buildings.

•Area C, the New Bern Corridor, should remain a primarily commercial area.

•Mixed use developments might include ground floor nonresidential uses with residential uses in upper floors.

•All retail uses should be designed, sited and landscaped to blend into the surround area.

•Zoning should be brought into conformance with the land uses proposed in this plan.

•Residents of rooming houses have the right to decent and affordable housing.

•Rooming houses should not occur in intense concentrations.

•Alternatives for the regulation of rooming houses should be examined.

•Effects of rooming houses on surrounding area should be mitigated.

•Family-based, owner-occupied rooming houses are preferable to absentee landlord rooming houses.

Implementation/Action Items

•The existing zoning of the West Idlewild Neighborhood and the Historic New Bern/Edenton Corridor should be overlaid with Neighborhood Conservation overlay zoning, with the following standards:
Minimum lot size: 4,000 square feet
Minimum lot frontage: 30'
Maximum building height: 35'
Range of allowed front yard setbacks: 10' to 25'
Minimum distance between buildings: 10' with zero-lot line permitted.

•Change the underlying zoning of parcels in area A and B as indicated on the maps titled Proposed Zoning.

•Make changes to the City Code that would encourage the historic urban neighborhood character of this and other areas to be retained through time, rather than promoting out-of-context suburban development. Such changes should permit, without the need for variances, lot sizes smaller than 5,000 square feet and building setbacks smaller than are currently required.

•The Planning staff will work with the business interests in the New Bern commercial area to explain the effects that Pedestrian Business overlay zoning would have for that area, should the business interests wish to file for that zoning.

•Institute a program of systematic, ongoing inspection and documentation of residential structures. Code compliance and density should be particularly recorded. A reliable, current data base for Code enforcement of housing types and conditions would result.

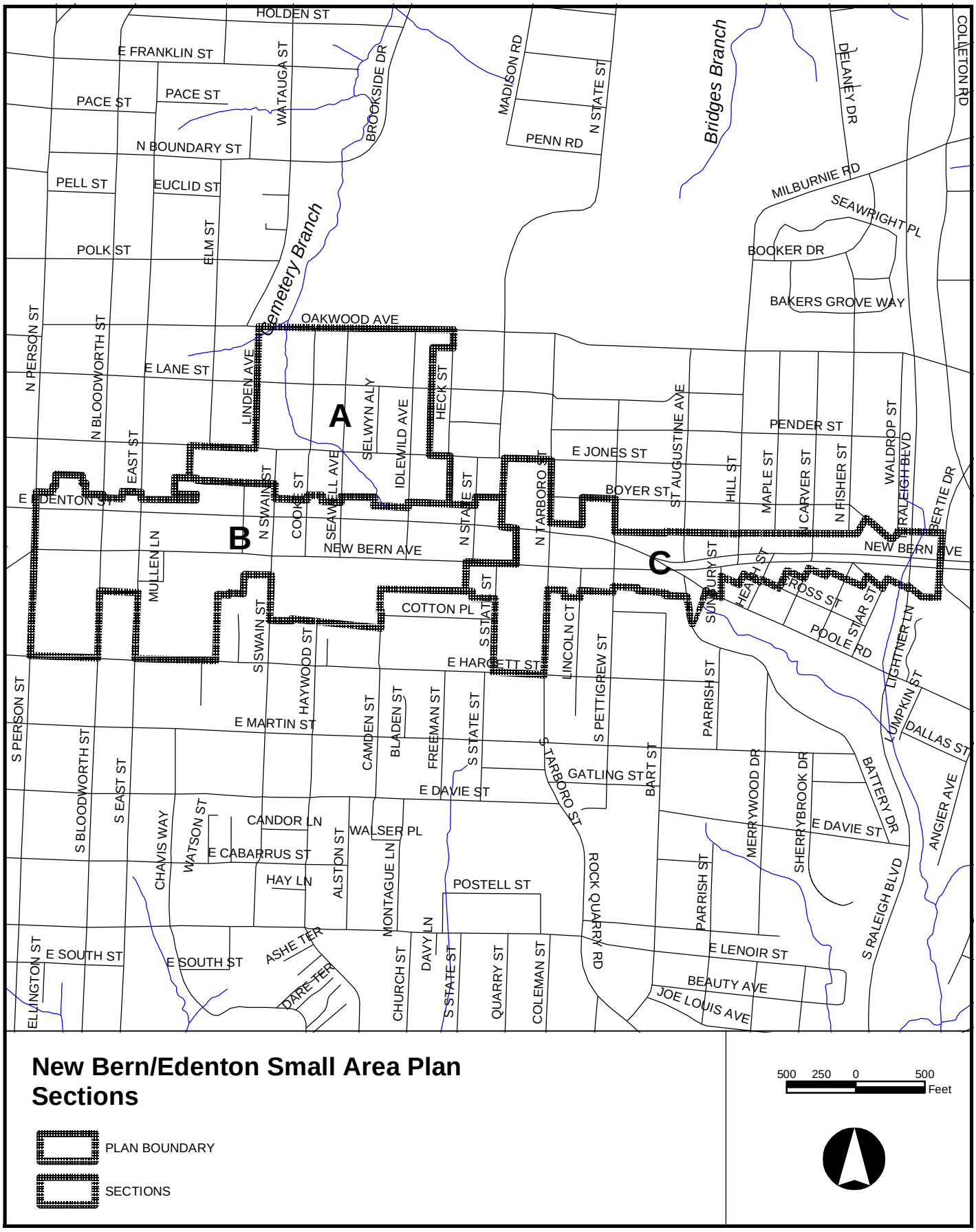
•Support the City Council in its efforts to improve the regulation of rooming houses, especially in matters of spacing, density, licensing and upkeep.

•Consider a program to amortize existing rooming houses, while assuring that comparably priced, well maintained alternative housing is available.

•Explore state enabling legislation which would permit increased ties between licensing and zoning regulations, that would allow more effective regulation of rooming houses.

•Study funding possibilities for rooming house occupants to move into apartments.

•Inform rooming house and other residents of housing options available.


HOLDEN ST
E FRANKLIN ST
PACE ST
PACE ST
WATAUGA ST
BROOKSIDE DR
MADISON RD
N STATE ST
PENN RD
Bridges Branch
DELANEY DR
COLLETON RD
N BOUNDARY ST
PELL ST
EUCLID ST
MILBURNIE RD
SEAWRIGHT PL
POLK ST
ELM ST
Cemetery Branch
BOOKER DR
BAKERS GROVE WAY
N PERSON ST
N BLOODWORTH ST
OAKWOOD AVE
E LANE ST
LINDEN AVE
A
SELWYN ALY
IDLEWILD AVE
HECK ST
ST AUGUSTINE AVE
PENDER ST
WALDROP ST
RALEIGH BLVD
BERTIE DR
E JONES ST
EAST ST
HILL ST
MAPLE ST
N CARVER ST
N FISHER ST
E EDENTON ST
N SWAIN ST
COOKE ST
SEAWELL AVE
N STATE ST
N TARBORO ST
BOYER ST
B
MULLEN LN
NEW BERN AVE
C
NEW BERN AVE
SUNBURY ST
HEARST ST
ROSS ST
STAR ST
POOLE RD
LIGHTNER LN
COTTON PL
S STATE ST
S SWAIN ST
LINCOLN CT
S PETTIGREW ST
HAYWOOD ST
E HARGETT ST
PARRISH ST
LUMPKIN ST
DALLAS ST
S PERSON ST
E MARTIN ST
CAMDEN ST
BLADEN ST
FREEMAN ST
S STATE ST
S TARBORO ST
GATLING ST
BART ST
BATTERY DR
S BLOODWORTH ST
S EAST ST
E DAVIE ST
MERRYWOOD DR
SHERRYBROOK DR
E DAVIE ST
ANGIER AVE
CHAVIS WAY
WATSON ST
CANDOR LN
WALSER PL
E CABARRUS ST
ALSTON ST
HAY LN
MONTAGUE LN
POSTELL ST
ROCK QUARRY RD
PARRISH ST
S RALEIGH BLVD
E LENOIR ST
ELLINGTON ST
E SOUTH ST
E SOUTH ST
ASHE TER
DARE TER
DAVY LN
CHURCH ST
S STATE ST
QUARRY ST
COLEMAN ST
BEAUTY AVE
JOE LOUIS AVE
New Bern/Edenton Small Area Plan
Sections
PLAN BOUNDARY
SECTIONS
500 250 0 500
Feet

OAKWOOD CEMETERY
OAKWOOD AVE
HECK ST
N STATE ST
ELM ST
LINDEN AVE
Cemetery Branch
E LANE ST
IDLEWILD AVE
1
SEAWELL AVE
E JONES ST
N SWAIN ST
COOKE ST
SWAIN ST
RAY ST
E EDENTON ST
N STATE ST
New Bern/Edenton Small Area Plan - Proposed Land Uses
Section A
SECTION A
PARKS/OPEN SPACE; OR
SINGLE FAMILY/DUPLEX
COMMERCIAL
HIGH DENSITY RESIDENTIAL
LOW DENSITY RESIDENTIAL
PARKS/OPEN SPACE
170 85 0 170
Feet

New Bern/Edenton Small Area Plan - Proposed Land Uses
Section B

- SECTION B
- PARKS/OPEN SPACE
- MIXED USE - LOW INTENSITY OFFICE, MEDIUM-HIGH DENSITY RESIDENTIAL
- MIXED USE - OFFICE, MEDIUM-HIGH DENSITY RESIDENTIAL, COMMERCIAL
- OFFICE
- RESIDENTIAL RETAIL AREA

310 155 0 310 Feet

New Bern/Edenton Small Area Plan - Proposed Land Uses
Section C

- SECTION C
- PARKS/OPEN SPACE
- MIXED USE - OFFICE, COMMERCIAL
- LOW DENSITY RESIDENTIAL
- MIXED USE - INSTITUTIONAL, RECREATION, OFFICE

220 110 0 220
Feet

New Bern/Edenton Small Area Plan - Proposed Zoning
Section A

180 90 0 180 Feet

NEIGHBORHOOD CONSERVATION OVERLAY ZONING DISTRICT

SECTION A

1 NEIGHBORHOOD BUSINESS TO R-20

CHANGE UNDERLYING ZONING

2 NEIGHBORHOOD BUSINESS TO R-20

New Bern/Edenton Small Area Plan - Proposed Zoning
Section B

NEIGHBORHOOD CONSERVATION OVERLAY ZONING DISTRICT

CHANGE UNDERLYING ZONING

3 BUFFER COMMERCIAL TO O&I-2

SECTION B

225 112.5 0 225 Feet

OAKWOOD CEMETERY
WATAUGA ST
Cemetery Branch
OAKWOOD AVE
N EAST ST
ELM ST
LINDEN AVE
COOKE ST
HECK ST
IDLEWILD AVE
E LANE ST
SEAWELL AVE
E JONES ST
N SWAIN ST
SWAIN ST
RAY ST
E EDENTON ST
N STATE ST
A-1
A-2
A-3
A-4
A-5
A-6
B-1
B-1
New Bern/Edenton Small Area Plan
Redevelopment Concept Map
SECTIONS
REDEVELOPMENT AREAS
160 80 0 160
Feet

Part 12 Wade/Oberlin Small Area Plan

This small area plan updates and replaces the older Oberlin small area plan. The plan area is bounded on the east by St. Mary's Street, on the south by Clark Avenue, on the west by Chamberlain Street, and on the north by the northern property lines of parcels on the north side of Wade Avenue. This plan has a horizon of up to 15 years, to about 2018.

Urban Design

The study area has been previously designated a City Focus Area, with Policy Boundary Lines established that separate higher from lower intensity uses. Given this designation and the location of the Study Area, it is recommended that the area evolve into a livelier pedestrian and transit oriented mixed use center. Intensification of uses is allowed, but only such intensification that will not have detrimental effects on surrounding low density neighborhoods or cause significant traffic congestion. A key to increased development intensity is increasing pedestrian and transit use in the area, so that fewer trips are made by car.

A strength of this focus area is that viable nonresidential uses are in close proximity to equally viable housing of various types and densities. The area is reasonably pedestrian-friendly, and the grid street pattern is effective at breaking up the larger area into humanly-scaled parcels. These strengths should be enhanced by careful design of new structures and open spaces, with an emphasis on scale, pedestrian activity and streetscapes that will harmoniously connect nonresidential to residential areas.

The areas that lie on the nonresidential side of the Policy Boundary Line are encouraged to evolve towards vertical mixed uses, with buildings set close to the street and with facades and activities that provide interesting corridors for pedestrians. Cameron Village Shopping Center is bounded by Clark Avenue, Oberlin Road, Smallwood Drive, and the rear property lines of shopping center property facing Woodburn Avenue. It is the center of the City Focus Area and, therefore the tallest buildings should be located in the Shopping Center. Buildings at the edges of the nonresidential area should provide transitions to the surrounding residential area, and not be more than two or three stories in height if adjacent to single family housing.

Oberlin Road should evolve as the "main street" of the area, with much improved pedestrian amenities and streetscaping. The road's history, especially its significance in the African-American community, should be prominently displayed.

It is recommended that the Urban Design Guidelines (UDGs) be evaluated as part of the review process for applicability to all conditional use zoning cases in the study area. The UDGs will apply to site plans or subdivisions for new construction on the nonresidential/higher intensity sides of policy boundary lines in the plan area after the Planning Commission determines a process for application. (See Implementation section). The application of the UDGs is solely for the purpose of urban form and should not be applied to increase the practical densities achieved through existing zoning or to minimize the contextual protections afforded by existing zoning to adjacent properties.

Retail Uses

The city focus designation carries with it, per the Retail Use Guidelines, a suggested upper limit of 1.5 million square feet of retail. Due to the in-town location of the focus area, and its surrounding low density housing areas, and the limited availability of undeveloped land, the upper limit of 1.5 million square feet of retail is unlikely to be reached. Cameron Village Shopping Center should continue as the main retail location. Retail outside of Cameron Village Shopping Center should only be located in vertically mixed use structures that are in close

proximity (preferably adjacent) to the shopping center, and should compliment the pedestrian scale of the area. Automobile drive-throughs, front-of-lot parking areas, and excessive number of curb-cuts associated with retail uses are discouraged everywhere.

Street Network and Vehicular Circulation

It is recommended that the existing public street network remain intact, and that City of Raleigh proactively develop and upon approval begin implementation of a Comprehensive Streetscape Plan for Daniels Street, Oberlin Road, Smallwood Drive, Clark Street and any other appropriate streets (per the City's determination) in the Study Area. The Comprehensive Streetscape Plan should encompass travel lanes, on-street parking, medians, enhanced pedestrian and bicycle access, plantings, lighting, public transit and additional safety and calming features. Further, for Oberlin Road specifically and other roads within the Study Area generally the Plan should extend the concepts stated in the UDGs and established for the reconstruction of Hillsborough Street. Any contemplated road widenings (increase in existing curb to curb width or change in travel lanes) should require a public process. More tactically, two troublesome intersections deserve attention. One is the confluence of Sutton, Smallwood, Bellwood and Daniels Streets, which has stop signs in close proximity to one another. The second is a localized congestion problem on Oberlin Road at the YWCA and Mayview Road.

The vehicular capacity of the street network in the area is a topic of particular concern. New retail uses in the area should not overly burden these roads. Traffic impact analyses are recommended for all proposed new and additional retail uses. Traffic calming measures should be considered with any proposed redevelopment in the study area.

Street Cross-Sections

•Daniels Street
Within the existing cross-section**,** provide 1 vehicular travel lane in each direction, a center median, and parallel parking on the west side.

Within the existing right of way (ROW) provide a continuous sidewalk (5ft min. width) on the east side and an extension of the sidewalk on west side between Smallwood Drive and Wade Avenue.

•Oberlin Road
-Between Mayview and Bedford
Within the existing cross-section**,** provide 1 vehicular travel lane and a striped bicycle lane in each direction. Within the existing ROW, provide a street tree zone on both sides of the street with trees planted at a regular interval of no further than approximately 40 feet apart and new continuous sidewalk (5ft min. width). Align the driveway for the Wade/Oberlin (Crosland) Development access road with new roundabout at Mayview.

-Between Bedford and Clark
Within the existing cross-section**,** provide 1 vehicular travel lane and a striped bicycle lane in each direction with a center turn lane and/or a median. Provide adequate space between the bicycle lanes and curbs for parallel parking, turn lanes or transit stops. Within the existing ROW on both sides of the street, provide for continuous sidewalks that are a minimum of ten feet in width. Provide a roundabout at Clark-Oberlin intersection per the Hillsborough Street Reconstruction Plan.

-Between Clark and Park Drive
Same as between Mayview and Bedford

-Between Park Drive and Groveland
Within the existing cross-section, provide 1 vehicular travel lane and a striped bicycle lane in each direction. Within the existing ROW, provide a street tree zone on both sides of the street with trees planted at a regular interval of no further than approximately 40 feet apart and a new continuous sidewalk (5ft min. width).

Transit

To increase transit use in the area, a bus route loop is recommended to include Cameron Village, the State Government Center TTA rail stop, sites downtown including hotels, the convention center, the BTI Center, the downtown TTA rail stop the Wye, and portions of Hillsborough Street. Another possible stop on the loop would be the NCSU TTA station. Not only would this route provide an alternative to the automobile for those going to the study area from NCSU and downtown, but would provide circulation through downtown, connected to the two TTA stops. The route might eventually be served by light rail. Redevelopment and new development should include transit easements and bus stops as needed.

Cameron Village Shopping Center

The Cameron Village Shopping Center is the primary anchor within the focus area and is scheduled for renovation. The provisions of this section and those in other sections specifically related to Cameron Village are intended to supercede the general provisions of the other parts of this plan.

The shopping center should retain its public grid street pattern, which may be modified if the public street functions are maintained and some common open space or plaza are provided.

To minimize the impact of the existing expanse of off-street parking and provide a pedestrian oriented environment, a variety of parking types are needed, including on-street and angled parking in front of stores, and a reduction of required surface level parking spaces. Any future parking garages should be located so that they are wrapped on their exteriors by other buildings or visually screened, consistent with the UDGs.

To induce more activity throughout the day, mixed-use residential/office/retail/"boutique" hotel uses are appropriate within the shopping center. One option for residential use would be units over ground floor retail or office space. A housing component to a renovated Cameron Village shopping center could be a great asset to the area.

Oberlin Village

The Oberlin Village neighborhood should be preserved with its current residential uses: single family houses and apartment units. The existing policy boundary line and Oberlin Village neighborhood conservation district are to be retained.

Mayview public housing should eventually be redeveloped into new housing (3 story maximum height) emulating the surrounding vernacular architecture with common open spaces and direct access to Jaycee Park. The conversion of these units into mixed-income residences would enhance the social fabric of the neighborhood. The remaining existing residential properties with historic character should be retained and maintained and buildings on these properties should be limited to two stories, per the existing neighborhood conservation overlay zoning district. The City should pursue grant programs or other funding to encourage owner-occupancy and improved property maintenance in Oberlin Village.

The Latta House, a designated Raleigh Historic Landmark and listed on the National Register of Historic Places, should be accentuated by its location on the urban greenway network described

below. A small open space in front of the house should be established and serve as a focus for the Oberlin community.

The existing multifamily structures in the southern portion of Oberlin Village, south of Van Dyke, if redeveloped, should emulate the vernacular architecture of the rest of the Village.

Land Use

Please refer to the Land Use Map attached to this document and incorporated by reference.

Currently the area has a mix of uses, though most are segregated from one another. It is recommended that as redevelopment occurs more uses should be mixed within structures. Mixed income housing is encouraged throughout the plan area. Rezonings may be required to achieve these goals.

The Wade/Oberlin Small Area Plan supercedes the Oberlin Small Area Plan, though the existing policy boundary lines indicated in the Oberlin small area plan should be retained. In keeping with the Oberlin Village neighborhood plan, the Oberlin Village Neighborhood Conservation Overlay district, and the existing policy boundary lines, nonresidential uses (other than the institutional uses allowed in residential zoning districts) should not be allowed to intrude upon the residential side of the Policy Boundary Line.

The office properties located on Oberlin Road between Clark Avenue and Everett/Smallwood may be redeveloped or converted to vertically mixed use office, residential and convenience and personal services retail sales in conjunction with the redevelopment of the Shopping Center. Along Oberlin Road north of Everett/Smallwood (except the northeast corner of Oberlin and Smallwood) would remain office and institutional, with only accessory retail permitted as allowed in the Office and Institutional zoning district. Such uses would generate additional pedestrian activity and help to create a more dynamic living environment. Again, the existing Shopping Center should be the focus of retail uses in the area.

The area along Cameron Street from its intersection with Sutton Drive eastward to Broughton High School is underutilized and has a neglected aspect that contributes little to the vicinity. The City, School Board and property owners should work together to improve the appearance and vitality of this area.

Except for the PDD on the south side of Wade Avenue, properties with frontage along Wade Avenue within the Study Area (including the east and west frontages on St. Mary's Street are currently zoned to allow no retail other than Accessory Retail Sales permitted through current O & I zoning. No additional Retail Uses should be allowed on Wade Avenue except for the following: if an application for rezoning of the North Carolina Department of Employment Security (the old Rex Hospital) on the northeast corner of Wade Avenue and St. Mary's Street is submitted, the property may be redeveloped into mixed use residential and office with Retail Uses limited to Accessory Retail Sales. Building height will be limited to 4 stories or 50 feet and adjacent to single family residential should be limited to a maximum of 2 stories or 25 feet. Building heights in excess of 25 feet should require a 1 ft. for 1 ft. step back. Accessory Retail Sales Use should not exceed 5% of total built square footage. Residential densities should be limited to 30 units per acre. Onsite parking should comply with the Automobile Parking and Parking Structure sections of the UDGs.

Pedestrian Circulation and Greenways

To serve the needs of residents for a recreational trail, the plan calls for the development of an urban greenway that would run more or less diagonally through the study area and connect Jaycee Park on the north to Clark Avenue on the south.

This trail would connect to the existing greenway trail along Gardner Street, run south along Tower Street to the block containing the Latta House, where it would run eastward across Oberlin Road north of the YWCA building and allow access to the Oberlin Road cemetery. The trail would then connect with Daniels Street and follow Daniels Street, using sidewalks, to Smallwood Drive, where it would connect to an open space area just south of Nichols Drive.

Thereafter it would follow an existing stream between Bellwood and Smallwood and connect to Edna Metz Wells Park. There is also an opportunity to connect at this point to Fred Fletcher Park. This connection may run along the rear property line of Broughton High School. The Smallwood Drive greenway area should be improved, particularly at road intersections.

Oberlin Road Corridor

Oberlin Road would be modified to contain the following components to achieve traffic calming along this corridor:

- A roundabout would be located at the intersection of Oberlin Road and Clark Avenue as has already been proposed by the Hillsborough Street plan.

- Parallel parking should be considered on both sides of Oberlin Road between Clark Avenue and Smallwood Drive.

- A wide outside shoulder or a striped bicycle lane should be provided along Oberlin Road.

- A gateway treatment into the shopping center could be provided in the form of signage and landscaping at the intersection of Oberlin Road and Clark Avenue and at the intersection of Cameron Street and Oberlin Road.

- Pedestrian refuge islands should be provided where appropriate to minimize vehicular/pedestrian conflicts and enhance pedestrian safety within this corridor.

Library

One of the best community assets in the study area is the Cameron Village Library. We encourage the County and the owners of Cameron Village to give this function a high priority for redevelopment and work to accentuate its location.

Landscaping

Streetscape buffers, including trees and landscaping, would be installed along Oberlin Road between Wade Avenue and Clark Avenue, along Clark Avenue between Oberlin Road to St. Mary's Street, along Wade Avenue between Jaycee Park and St. Mary's Street (with the prospect of extending streetscape buffering along the entire length of Wade Avenue) and along the more traveled streets within the study area (Nichols Drive, Daniels Street, and Smallwood Drive).

Landscaping buffers would also be placed around the perimeter of the proposed Crosland mixed use development and around the Oberlin Road cemetery. Throughout the entire area, large growing species of trees, especially shade trees appropriate for street tree planting, are encouraged.

Implementation Items

- Use of the Urban Design Guidelines in the plan area

To be referred to the Planning Commission for study as to how this would be accomplished.

- Various aspects of the redevelopment of Cameron Village

To be implemented through the site plan review process.

- Redevelop Mayview public housing

Refer this item to the Raleigh Housing Authority, which may apply for Hope 6 funding (similar as that used to redevelop Halifax Court). The City Council may give additional direction for financial means of redeveloping the site.

•Encourage owner-occupancy and improved property maintenance in Oberlin Village

Through the Community Development Department, the City will consider the establishment of grant programs and/or other funding to achieve this end.

•More efficient use of the Cameron Street corridor at Sutton Drive and to the east

During redevelopment of adjacent portions of Cameron Village shopping center, the City Planning Department will initiate a dialogue with property owners and Wake County schools to address this issue.

•Establish an urban greenway connecting various parts of the area.

This recommendation will be referred to the Parks, Recreation and Greenways Board for inclusion in their master plan update. If the recommendation is determined to be a streetscape rather than a greenway project, the City Council may develop an implementation program through the CIP budget process.

•Traffic change recommendations for Oberlin Road, Daniels Street, increase landscaping on key block faces and corridors

Pending CIP funding, the City will initiate a conceptual streetscape plan for the study area. The preparation of the plan will involve property owners in the area, and may be subsequently programmed by the City Council through the CIP budget process.

•Inclusion in the City's traffic calming program.

The City's Department of Transportation will evaluate the area and set priorities for traffic calming.

•Transit connections to downtown, TTA stops

This item will be referred to the Raleigh Transit Authority for inclusion in the long range transit plan.

•Various land use recommendations as listed in the plan and indicated on the land use map

•The areas that lie on the nonresidential side of the Policy Boundary Line are encouraged to evolve towards vertical mixed uses, with buildings set close to the street and with facades and activities that provide interesting corridors for pedestrians.

•Cameron Village Shopping Center should continue as the main retail location. Retail outside of Cameron Village Shopping Center should only be located in vertically mixed use structures that are in close proximity (preferably adjacent) to the shopping center

•To induce more activity throughout the day, mixed-use residential/office/retail/"boutique" hotel uses are appropriate within the shopping center. One option for residential use would be units over ground floor retail or office space. A housing component to a renovated Cameron Village shopping center could be a great asset to the area.

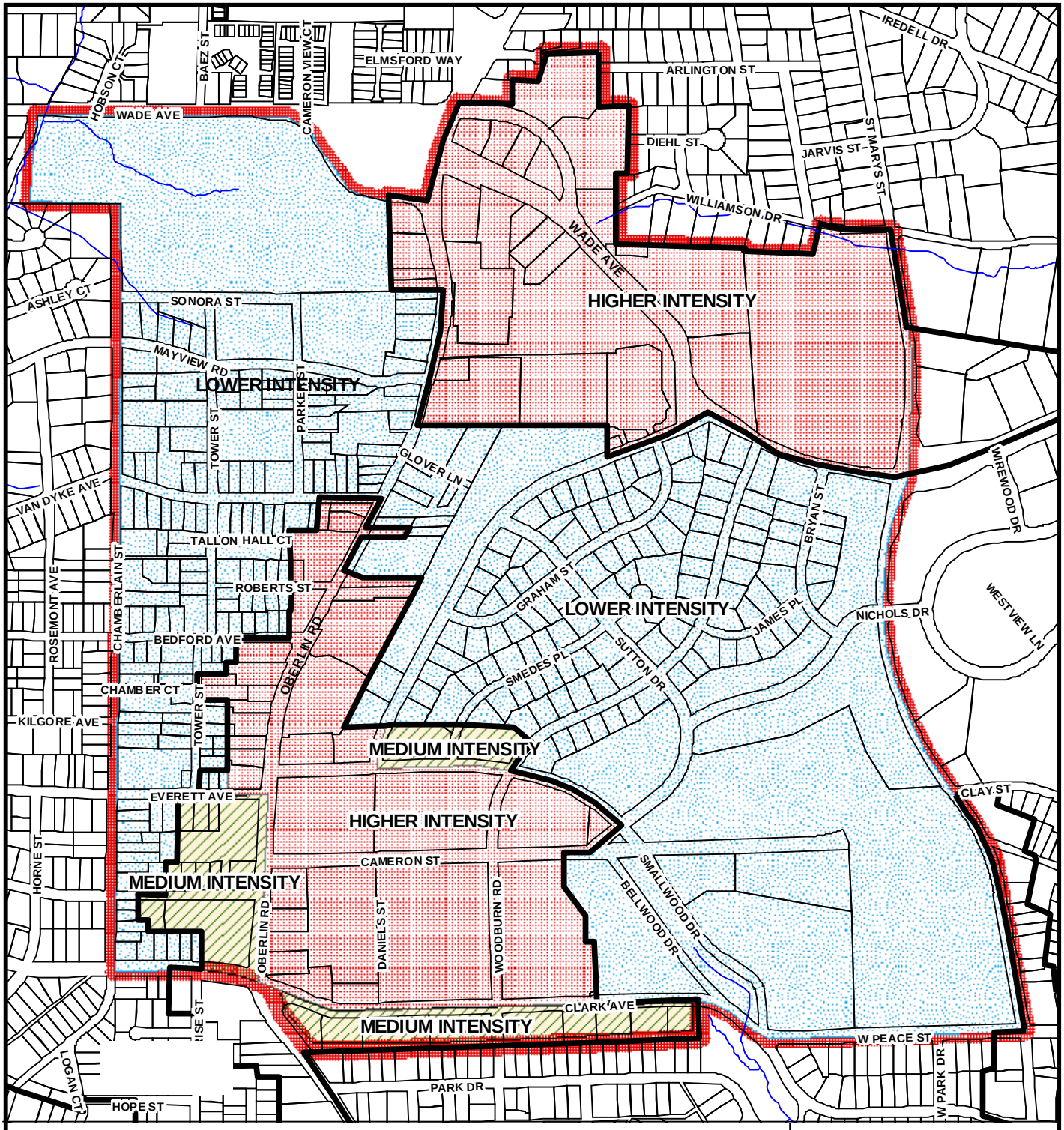
•The Oberlin Village neighborhood should be preserved with its current residential uses: single family houses and apartment units. The existing policy boundary line and Oberlin Village neighborhood conservation district should be retained.

•The office properties located on Oberlin Road between Clark Avenue and Everett/Smallwood may be redeveloped or converted to vertically mixed use office, residential and convenience and personal services retail sales in conjunction with the redevelopment of the Shopping Center.

•Along Oberlin Road north of Everett/Smallwood would remain office and institutional, with only accessory retail permitted as allowed in the Office and Institutional zoning district.

•No additional Retail Uses should be allowed on Wade Avenue except for the following: if an application for rezoning of the North Carolina Department of Employment Security (the old Rex Hospital) on the northeast corner of Wade Avenue and St. Mary's Street is submitted, the property may be redeveloped into mixed use residential and office with Retail Uses limited to Accessory Retail Sales. Building heights should be limited to 4 stories or 50 feet and adjacent to single family residential should be limited to a maximum of 2 stories or 25 feet. Building heights in excess of 2 stories should require a 1 ft. for 1 ft. step back. Accessory Retail Sales Use should not exceed 5% of total built square footage. Residential densities should be limited to 30 units per acre.

•All these land use recommendations are to be implemented through the zoning and site plan approval processes.



Wade/Oberlin S. A .P. - Land Use Intensity

POLICY BOUNDARY LINE

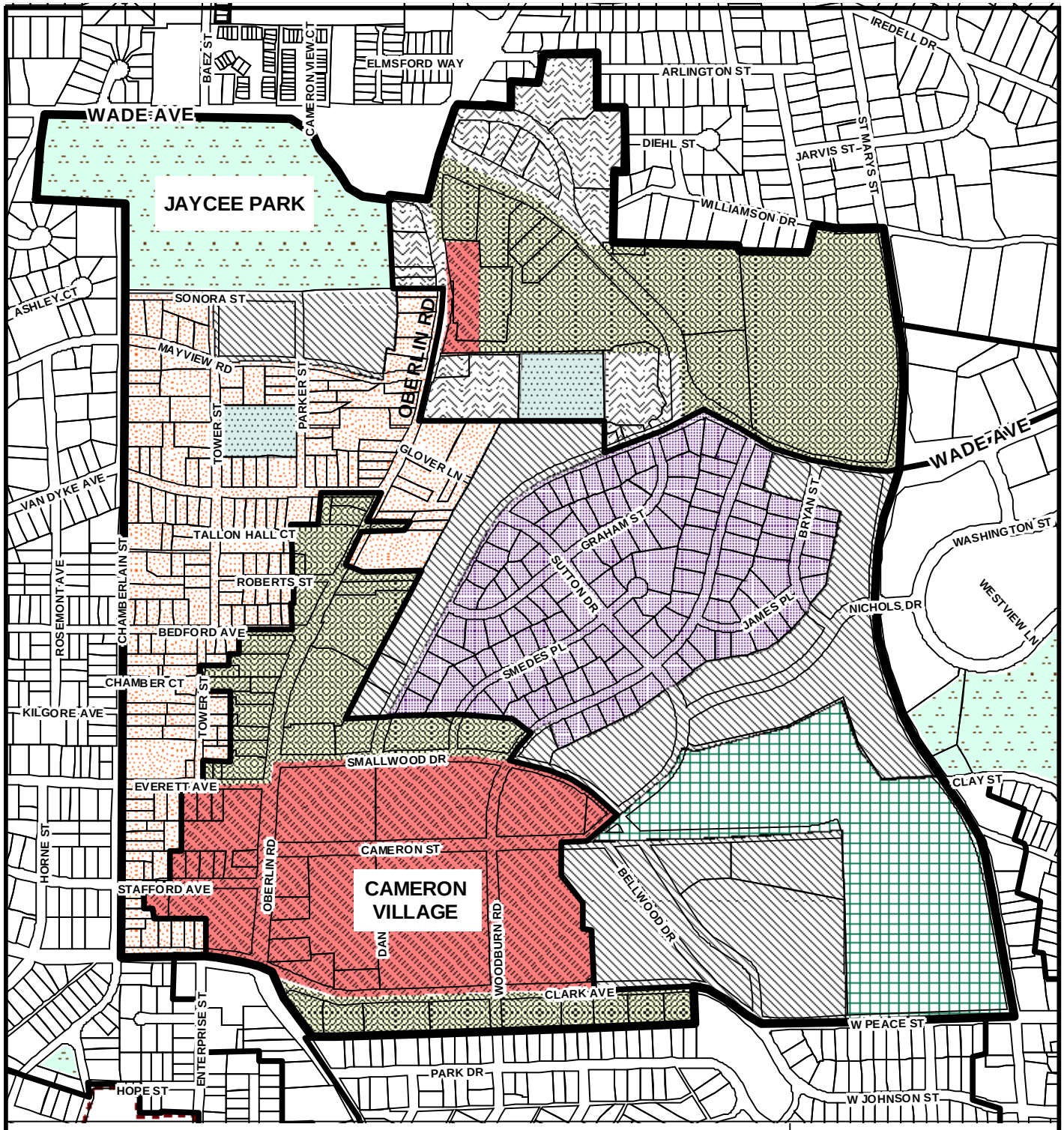
OBERLIN S. A. P.

LOWER INTENSITY

MEDIUM INTENSITY

HIGHER INTENSITY

390 195 0 390 Feet


WADE AVE
JAYCEE PARK
BAEZ ST
CAMERON VIEW CT
ELMSFORD WAY
ARLINGTON ST
IREDELL DR
DIEHL ST
JARVIS ST
ST MARYS ST
WILLIAMSON DR
ASHLEY CT
SONORA ST
MAYVIEW RD
TOWER ST
PARKER ST
OBERLIN RD
GLOVER LN
VAN DYKE AVE
TALLON HALL CT
ROBERTS ST
ROSEMONT AVE
CHAMBERLAIN ST
BEDFORD AVE
CHAMBER CT
KILGORE AVE
TOWER ST
SMALLWOOD DR
EVERETT AVE
HORNE ST
CAMERON ST
STAFFORD AVE
OBERLIN RD
CAMERON VILLAGE
DAN
WOODBURN RD
CLARK AVE
ENTERPRISE ST
HOPE ST
PARK DR
W JOHNSON ST
WADE AVE
GRAHAM ST
BRYAN ST
WASHINGTON ST
WESTVIEW LN
SUTTON DR
JAMES PL
SMEDES PL
NICHOLS DR
CLAY ST
BELLWOOD DR
W PEACE ST
Wade/Oberlin Small Area Plan - Land Use
POLICY BOUNDARY LINE
RETAIL/OFFICE/RESIDENTIAL
OFFICE AND RESIDENTIAL
NEIGHBORHOOD CONSERVATION
OFFICE
PARKS/OPEN SPACE
EDUCATIONAL
SINGLE FAMILY
MULTIFAMILY
400 200 0 400
Feet

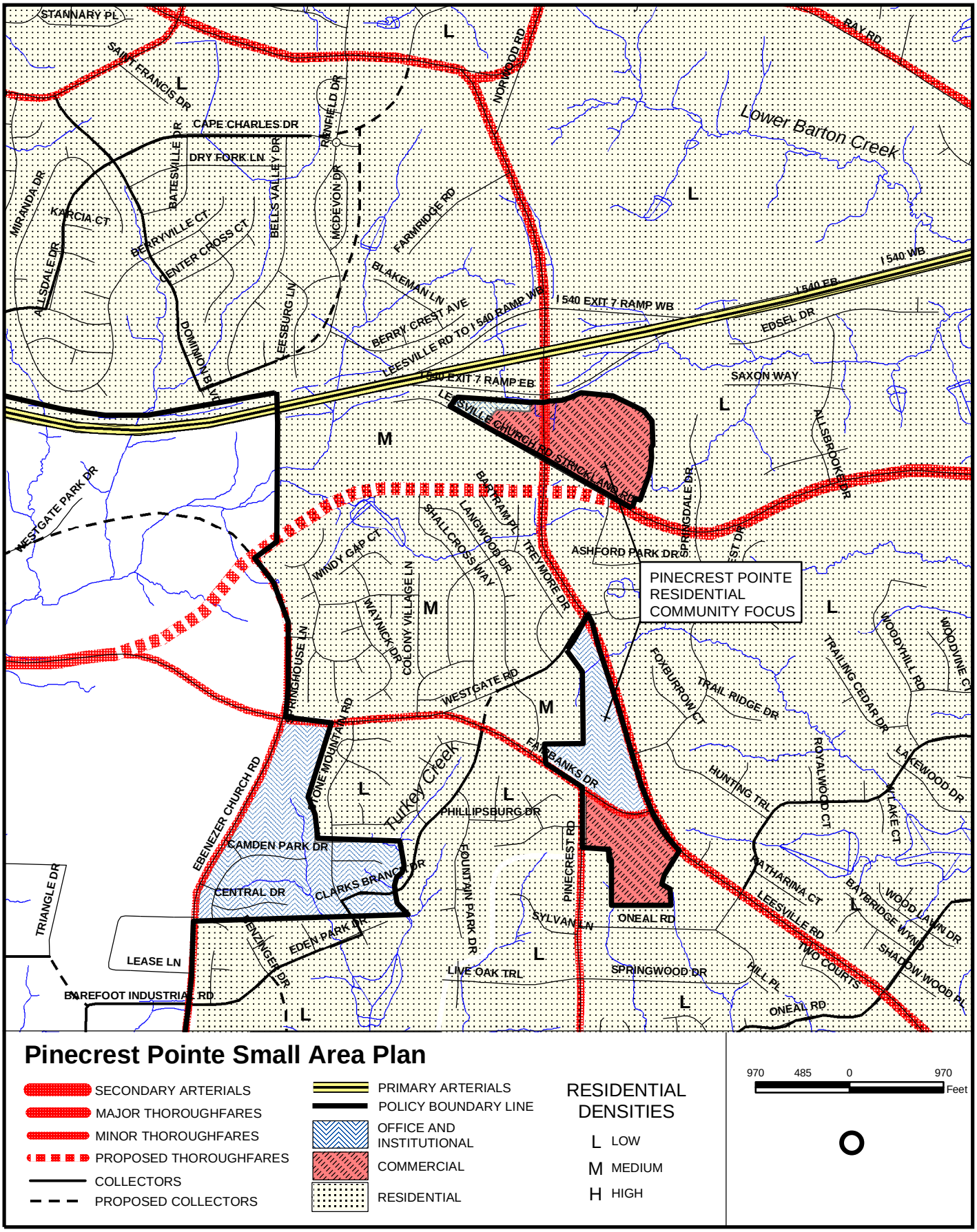
Part 13 Pinecrest Pointe Small Area Plan

The area includes areas from south of Pinecrest Pointe Shopping Center to north of the Northern Wake Expressway and from the Fairbanks Drive/Strickland Road extension intersection to the Falls Lake Basin on the east side of Leesville Road.

This plan centers around the residential community focus at Leesville Road at Fairbanks Road and Strickland Road. Shopping centers are located at the Fairbanks/Leesville intersection and Leesville/Strickland intersection. A narrow strip of office and institutional zoning along Leesville Road and Fairbanks Drive completes the focus area. A policy boundary line encircles the focus area, including the shopping center at the Leesville/Strickland intersection. The focus area has a suggested retail upper limit of 250,000 square feet.

There are existing neighborhoods east and south of the community focus. This residential area is protected by the policy boundary line around the focus, the medium density residential (land use transition) designated for the area on the west side of Leesville Road, north of Pinecrest Pointe Shopping Center, and the low density residential uses recommended for infill sites.

Gradual land use transition to the intensities of the regional center is provided by low to medium density residential uses and office & institution uses west of Leesville Road and west of the low density development existing between West Turkey Creek and Pinecrest Road.



Pinecrest Pointe Small Area Plan

- SECONDARY ARTERIALS
- MAJOR THOROUGHFARES
- MINOR THOROUGHFARES
- PROPOSED THOROUGHFARES
- COLLECTORS
- PROPOSED COLLECTORS
- PRIMARY ARTERIALS
- POLICY BOUNDARY LINE
- OFFICE AND INSTITUTIONAL
- COMMERCIAL
- RESIDENTIAL

RESIDENTIAL DENSITIES

- L LOW
- M MEDIUM
- H HIGH

970 485 0 970 Feet

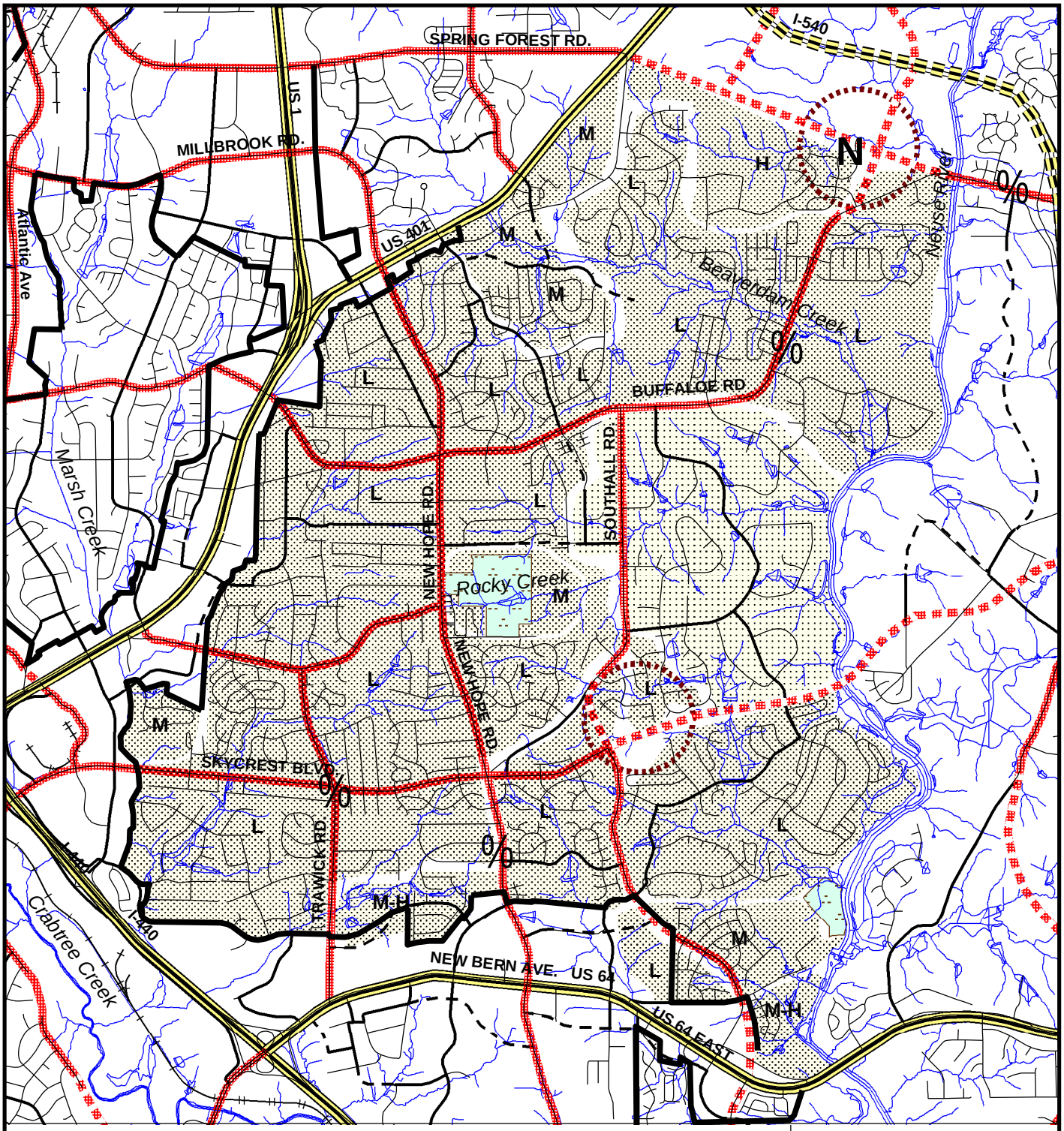
Part 14 Raleigh Boulevard/Buffaloe Road Small Area Plan

The plan area includes the wedge of mostly residential land between the U.S. 64 East Corridor and the Capital Boulevard/U.S. 401 North corridors. Major issues are the establishment of transitions adjacent to the mostly nonresidential Gateway Corridors and the management of urban expansion into once rural lands.

Transportation
Adequate roads must be provided to relieve congestion on the mostly two-lane, rural roads in the area. Buffaloe and New Hope roads now provide most of the access to internal portions of this area.

Utilities
Most of the area is within three small basins draining directly to the Neuse River. An 18" to 20" wastewater line currently extends along Beaverdam Creek, the northernmost basin. This line can serve large undeveloped tracts north and east of Foxcroft. The Foxcroft area south of Buffaloe Road lies within the Rocky Creek basin, which is not presently served by wastewater lines. Foxcroft and other surrounding very low density neighborhoods are currently served by individual septic systems, which may be adequate for some time. The upper reaches of the Rocky Creek basin are developing to urban densities as seen in the Top of Pines and Charleston Park neighborhoods, which are presently served by public utilities. Wastewater in this area is now pumped into the Marsh Creek basin which is currently at capacity. Wastewater line extensions along Rocky Creek would be necessary to serve the upper portions of this basin as it continues to urbanize. With Foxcroft as a rural area, however, a 12" line would be adequate.

Land Uses
This area between U.S. 64 and Capital Boulevard/U.S. 401 is generally expected to develop to a variety of urban densities. The exception is the very low density Foxcroft neighborhood. This area is designated rural to preserve its current development pattern and character. Rural areas have one dwelling unit per acre maximum, with one dwelling unit per five acres or more preferred. It is important that urbanizing areas surrounding Foxcroft incorporate adequate transitions and buffers within rezoning proposals, subdivisions, site plans and group housing development plans. Wherever possible, gradual transitions to higher densities should be used in areas adjacent to Foxcroft. Natural or landscaped buffers should be incorporated in development plans when a change in density or character is being proposed.



Raleigh Boulevard/Buffaloe Road Small Area Plan

PRIMARY ARTERIALS

ARTERIALS AND THOROUGHFARES

PROPOSED ARTERIALS AND THOROUGHFARES

COLLECTORS

PROPOSED COLLECTORS

% RESIDENTIAL RETAIL

POLICY BOUNDARY LINE

PARKS/OPEN SPACE

URBAN RESIDENTIAL

RURAL RESIDENTIAL

RESIDENTIAL DENSITIES

L LOW

M MEDIUM

H HIGH

2,100 1,050 0 2,100 Feet

Part 15 Trailwoods/Lineberry Small Area Plan

The study area lies south of I-40 and the NCSU Centennial Campus. The boundary at its northeast corner begins at the intersection of I-40 and Lake Wheeler Road, continues clockwise down Lake Wheeler Road to Tryon Road, west on Tryon Road to Gorman Street, north on Gorman Street to Thistledown Drive, due east along property lines to Trailwoods Drive, south along Trailwoods to I-40 and east along I-40 to Lake Wheeler Road. The area contains approximately 680 acres.

Urban Form and Land Use Background

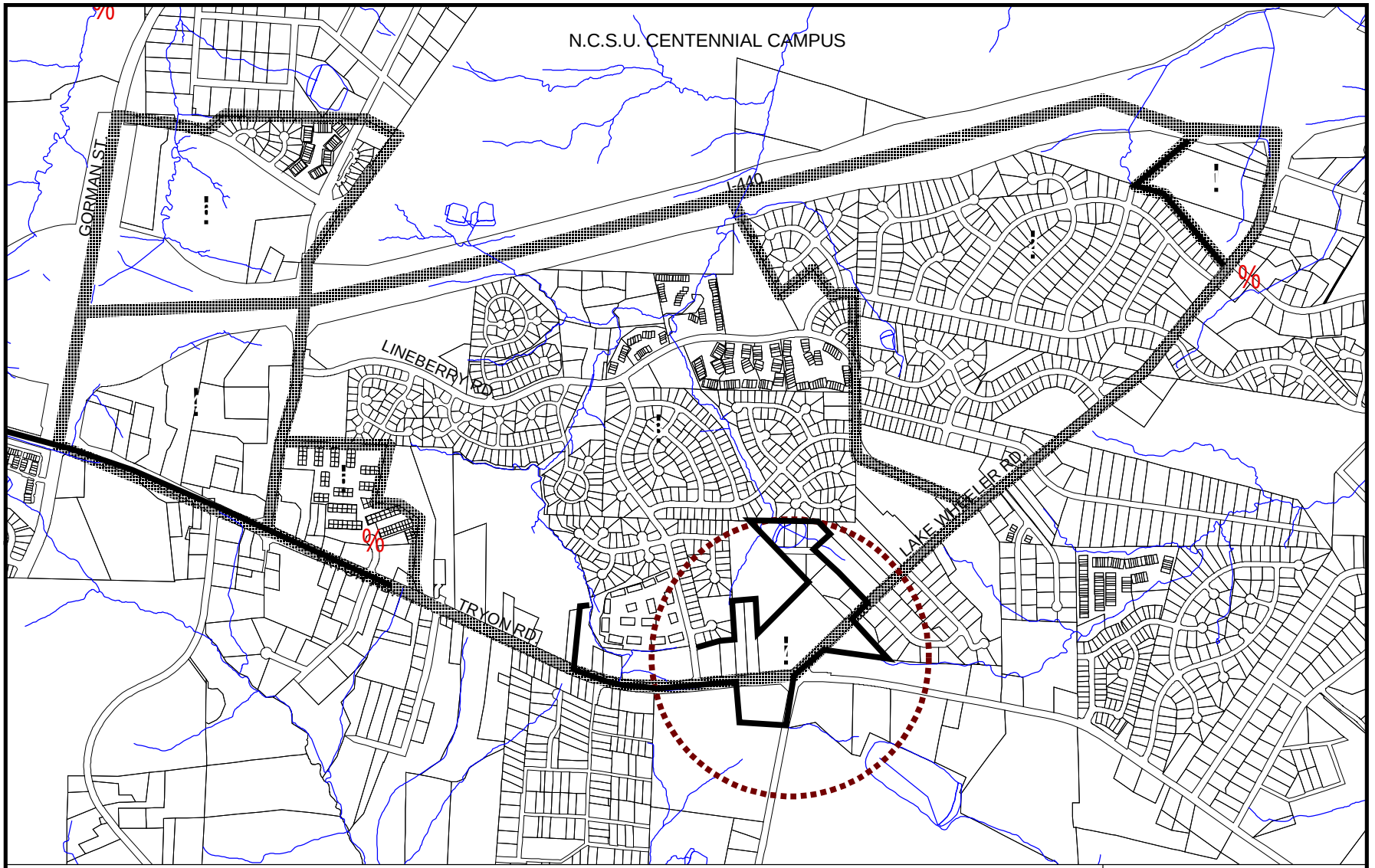
- The following urban form and land use recommendations are shown on the map for this small area plan. A policy boundary line is added to enclose the neighborhood focus in the southwest quadrant of the intersection of I-40 and Lake Wheeler Road; see area 1.
- The eastern portion of the plan area, area 2, is designated low density residential.
- The southern and western portions of the plan area not designated employment area or focus area should develop residentially, with no more than 10 dwellings per acre, reflecting the current R-10 zoning. Rezonings for higher density are strongly discouraged; see area 3.
- The western section of the plan area is designated employment area and that portion west of Trailwoods Drive should be reserved for nonresidential, job-creating land uses, such as office or low-impact industrial uses; see area 4. Housing is allowed, however, in the portion of the employment area east of Trailwoods Drive. This area is surrounded on three sides by residential zoning; see area 5.
- Retail uses should not be permitted to strip out on Tryon Road. Low density residential uses are recommended in the Swift Creek Small Area Plan for lands south of Tryon Road. Development along the north side of Tryon Road should be compatible with this low intensity development. Correspondingly, the size of the neighborhood focus at the intersection of Lake Wheeler and Tryon roads should be at the low end of the range recommended in the Retail Use Guidelines, that is, from 7.5 to 15 acres, 84,942 to 130,680 square feet; see area 7.
- The part of the plan area north of I-40 is recommended for office, institutional and housing up to 10 dwellings per acre. See area 6.
- The plan area is within a neighborhood park search area as currently designated in the Parks Plan. The park should primarily cater to children, with a tot lot and a generic open playing field that could be used for informal ball games. A walking path that could be used by adults would also be desirable.

Transportation Background

- Caution signs should be installed at the following intersections: Trailwoods Hills and Lineberry, Sierra and Lineberry, Deep Forest and Lineberry. These have been cited as blind corners.
- The need for a traffic signal at the intersection of Trailwoods and Lineberry should continue to be monitored as the amount of traffic increases. A traffic signal at the intersection of Thistledown and Gorman streets is recommended. Turn lanes and a traffic signal at the intersection of Trailwoods and Tryon Road should be installed. The eastern end of Lineberry Road should be paved and its intersection with Lake Wheeler Road should be signalized.
- As the vacant properties in the southern half of the project area develop, property consolidation and joint access agreements are encouraged to minimize access points along Tryon Road.
- Tryon Road should be widened. The need for widening Lake Wheeler Road should be re-evaluated, after Tryon Road is widened and Gorman Street is extended to Penny Road. Trailwoods Drive in the vicinity of Lineberry should be widened and restriped.
- Gorman Street should be extended southward to Penny Road.

Landscaping and Buffering Policies
The emphasis is for housing of up to 10 dwellings per acre to occur on undeveloped property in the central portion of the plan area. This new development should blend in with the low intensity, single family housing character already established in the area. As this new development takes place, building height, floor/area ratio, landscaping and other screening, should be used to provide buffers between new and older development. Illumination and access related to new development should also be sensitive to existing housing areas.

Stormwater Management Policies
The eventual buildout of the plan area, under current zoning and means of monitoring stormwater runoff, could lead to significant environmental degradation here adjacent to the Swift Creek Watershed. The City should, through the plan approval process, work with developers in the area to control the rate of runoff at the R-4 buildout level. The City should continue to work with individual homeowners in the area to assess site-specific stormwater problems.



Trailwood/Lineberry Small Area Plan - Urban Form and Land Use

- POLICY BOUNDARY LINE
- NEIGHBORHOOD FOCUS AREAS
- % RESIDENTIAL RETAIL
- PLAN AREAS

1. Policy Boundary Line Added
2. Low Density Residential Ises
3. Residential-10 and Lower Density Residential Uses
4. Employment Area west of Trailwood Drive
5. Residential Uses Permitted East of Trailwood Drive
6. Office, Institutional and Residential up to Residential-10
7. Lower Density Residential Uses Recommended South of Tryon Road and a Low Density Neighborhood Focus is Recommended for North of Tryon Road, separated by a Policy Boundary Line

770 385 0 770
Feet

Part 16 Wake Forest Road Small Area Plan

This area includes properties in the vicinity of the intersection of the Beltline with Wake Forest Road.

North of the Beltline
On the north side of the Beltline is an employment area, except for the neighborhoods around Bland Road, the residential uses planned for portions of the area. Some of these residential areas are defined by specific policy boundary lines. Screening is encouraged along the bordering nonresidential uses, particularly along the Hardimont/New Hope Church Road connector. In addition, direct access should be limited between these neighborhoods and adjacent industrial, office, institutional and commercial areas.

A community focus area is centered around Eastgate, North Plaza and North Market Square shopping centers and the commercial zoning between Pacific Drive, Falls of Neuse Road and Old Wake Forest Road. A neighborhood focus area (Quail Corners) is located at Millbrook Road and Falls of Neuse Road. Both of these focus areas are at the edge of the employment area. The area between Old Wake Forest Road and Falls of Neuse Road, north of Pacific Drive, is designated primarily for office and institutional uses with a small part of the area designated for industrial uses. The Millbrook Elementary School property should also develop as office and institutional uses if it is no longer used as a school.

The area between the railway, Old Wake Forest Road and Pacific Drive is designated for industrial, office and institutional. The parcels that front the east side of Old Wake Forest Road should become either industrial or low intensity office and institutional. Parcels fronting Craftsman Drive should be industrial.

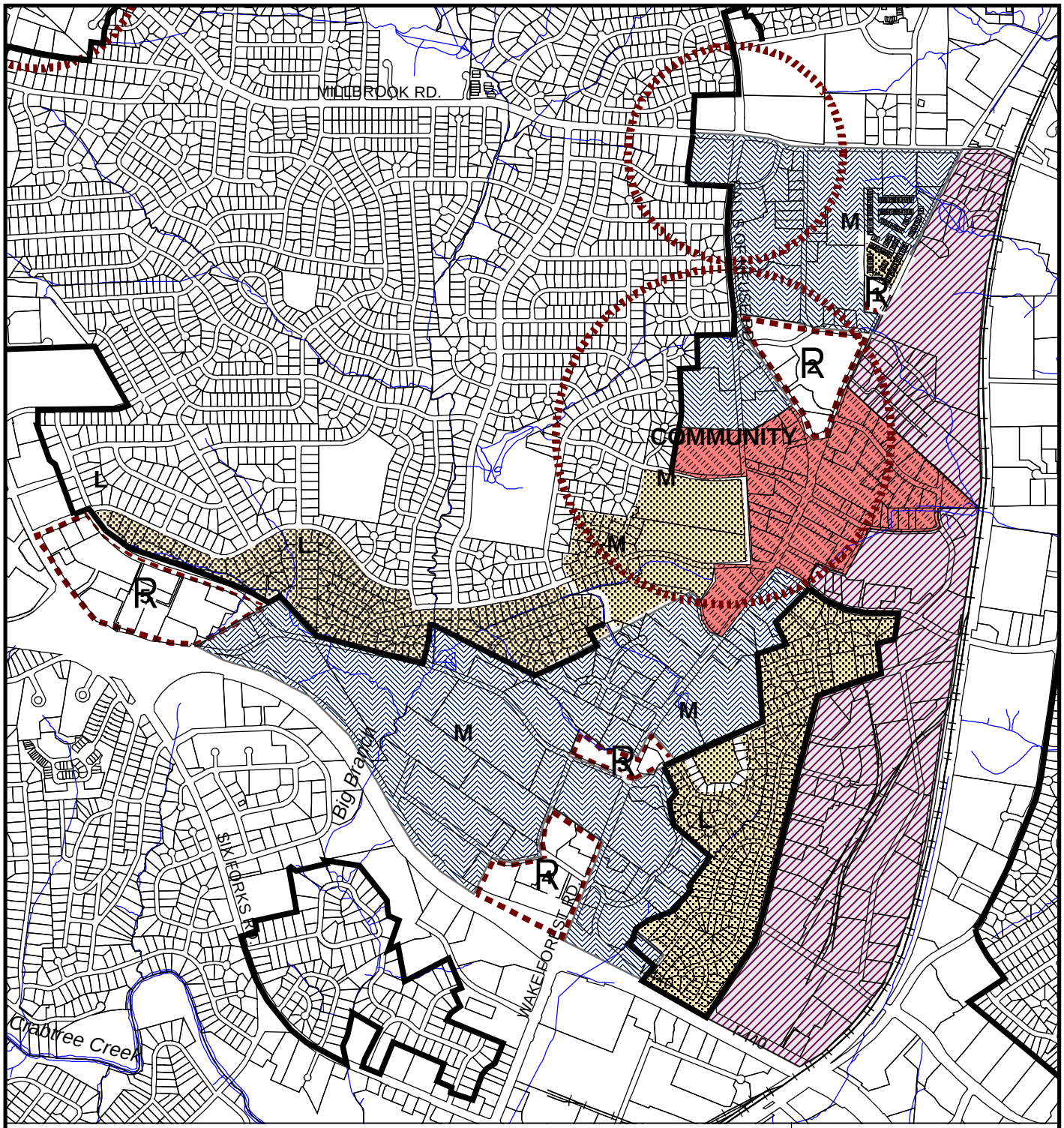
West of Wake Forest Road and south of Dartmouth and Hardimont Roads lies one of Raleigh's largest vacant tracts adjacent to the Beltline. This vacant tract is between established low density residential uses along the north of Dartmouth and Hardimont Roads and a variety of office intensities. The high intensity uses in this area are reserved for the areas along Six Forks Road and Wake Forest Road. A policy boundary line runs along St. Albans Drive to Old Wake Forest Road. This line separates proposed low density residential uses to the north from the low and medium density residential, office, institutional, hotel and motel uses designated to the south. South of the policy boundary line, but not along Six Forks or Wake Forest Roads, is an area for which policies are needed to manage height, scale, unity, traffic volume and access to provide a gradual transition between intense uses and neighborhoods. In case no specific policies have been established for this area, these concerns should be addressed on a case by case basis in zoning and development decisions.

South of the Beltline
The entire area requires additional stormwater management policies because of the large floodplain area along this portion of Crabtree Creek. This is primarily an employment area, except for the established residential area known as Crabtree Heights/Oakland Acres and a medium density residential development south of Six Forks Road and west of Big Branch Creek. These employment areas will contain office, commercial, industrial and open space uses. Retail centers within the employment area are designated at Holly Park Shopping Center at Wake Forest Road and the Beltline and the Kroger area at Six Forks Road and Wake Forest Road.

Crabtree Heights/Oakland Acres is between Wake Forest Road, Six Forks Road and the Beltline. This neighborhood has infill opportunities on its edges, which make it a neighborhood planning candidate. The height, scale, unity, traffic volume and access of the infill sites should provide a gradual transition between higher intensity nonresidential uses and the neighborhood. At both

ends of this neighborhood there are existing office developments adjacent to the Beltline, on Wake Forest Road and Six Forks Road. The office development at Six Forks and the Beltline should remain the same intensity with buildings of the same scale. Direct access into the neighborhood from the employment area should be limited.

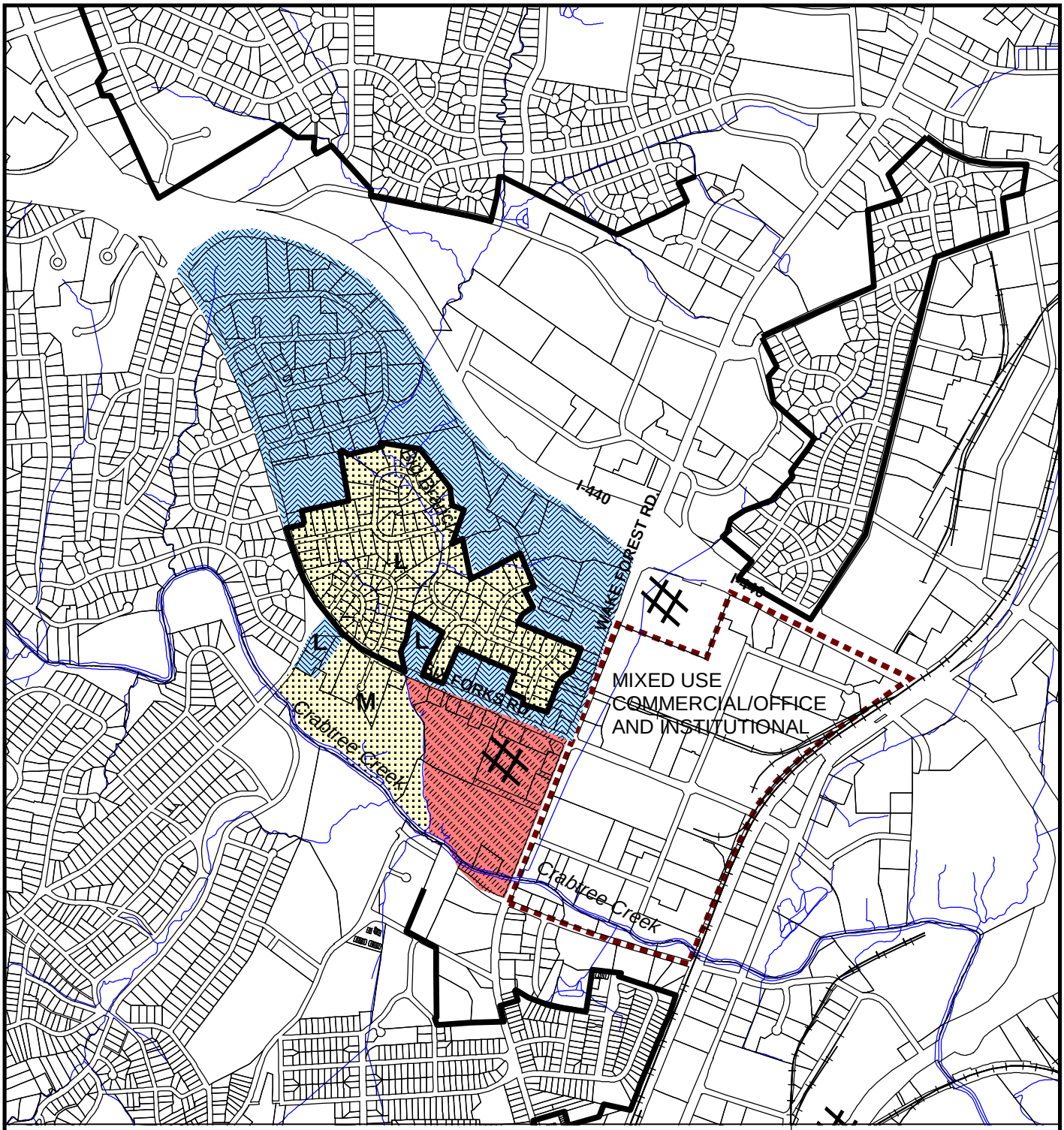
The Crabtree Jones House, ca. 1795, is an historic plantation house listed in the National Register of Historic Places and designated as a Raleigh Historic Landmark. Any development of this property should preserve the house, complement its architectural style, height and scale, retain as much of the grounds as possible and provide access to preserve the historical context of the site. Low intensity office, institutional or low to medium density residential uses are possible for this site.



Wake Forest Road Small Area Plan - North Section

RESIDENTIAL
MIXED USE
COMMERCIAL
INDUSTRIAL
POLICY BOUNDARY LINE
OFFICE AND INSTITUTIONAL
L LOW DENSITY RESIDENTIAL
M MEDIUM DENSITY RESIDENTIAL/ MEDIUM INTENSITY O&I
① MIXED USE OFFICE/INDUSTRIAL
②③④ MIXED USE O&I/COMMERCIAL
⑤ MIXED USE RESIDENTIAL, OFFICE, RETAIL
FOCUS

1,000 500 0 1,000 Feet



Wake Forest Road Small Area Plan - Southern Section

RETAIL AREAS

POLICY BOUNDARY LINE

MIXED USE

COMMERCIAL

OFFICE AND INSTITUTIONAL

RESIDENTIAL

L LOW DENSITY RESIDENTIAL/ LOW INTENSITY O&I

M MEDIUM DENSITY RESIDENTIAL

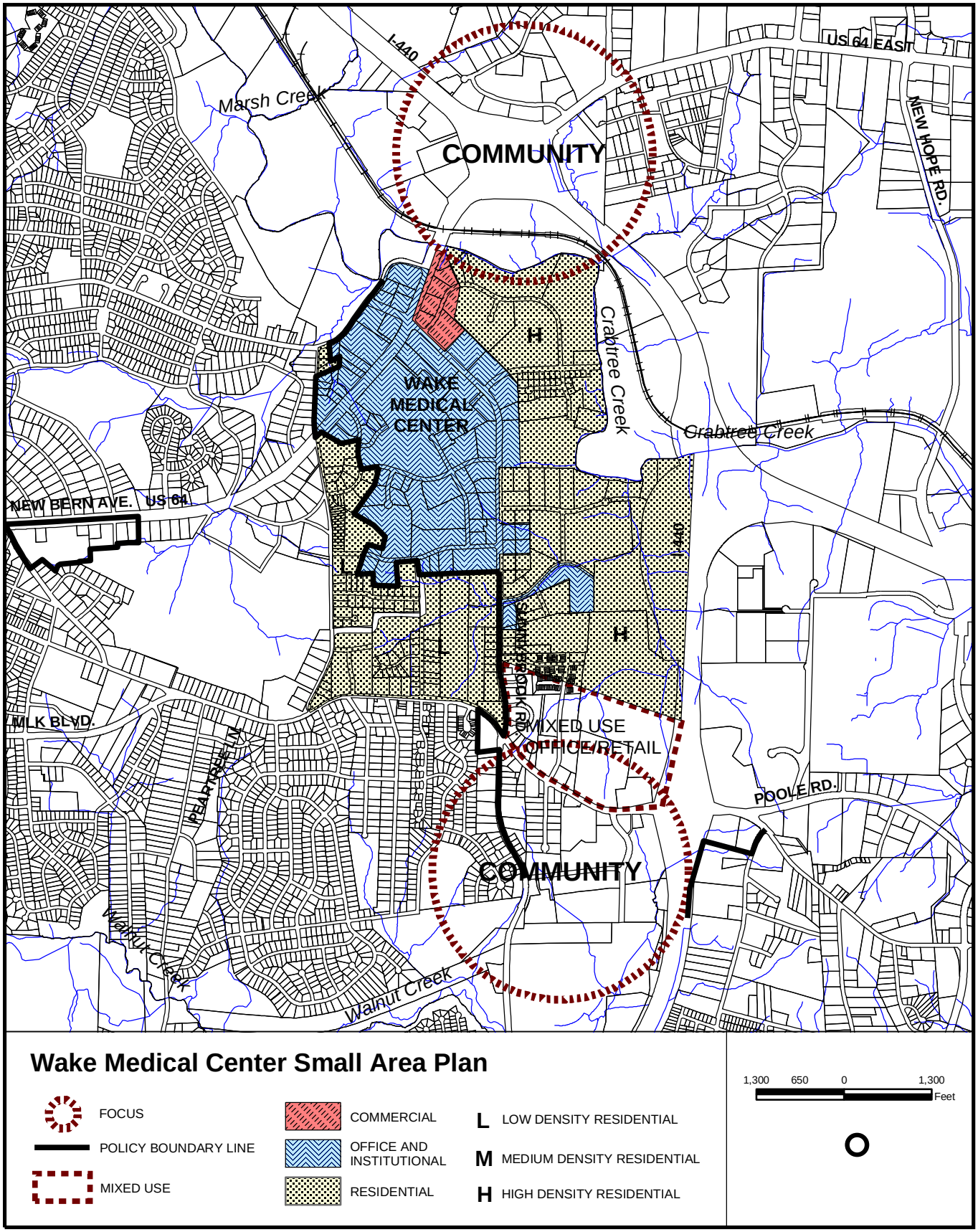
840 420 0 840 Feet

Part 17 Wake Medical Center Small Area Plan

This area is bounded on the east by Crabtree Creek and the Beltline, on the south by Poole Road, on the west by Peartree Lane and on the north by Milburnie Road and Crabtree Creek. A large part of the area is designated as an employment area. This area is unique because of the regional significance of the hospital and the diversity of associated land uses. The employment area should continue to develop, while established neighborhoods remain stable. The medical center and its associated uses should continue to develop in an orderly manner to the south of the existing site. Transitional land uses should develop between the medical center and adjacent residential uses.

A policy boundary line runs along Milburnie Road, Peartree Lane and Sunnybrook Road to separate residential from nonresidential areas. On the east side of Sunnybrook Road there are areas with potential for medium or high density residential, low intensity office, and institutional and commercial uses. When the large areas designated for higher density housing develop, public facilities in the area will need to be expanded. A neighborhood park should be located in the Sunnybrook Road area. Several collector streets must also be improved. Access control to the commercial area on Sunnybrook Road should be continuously reviewed.

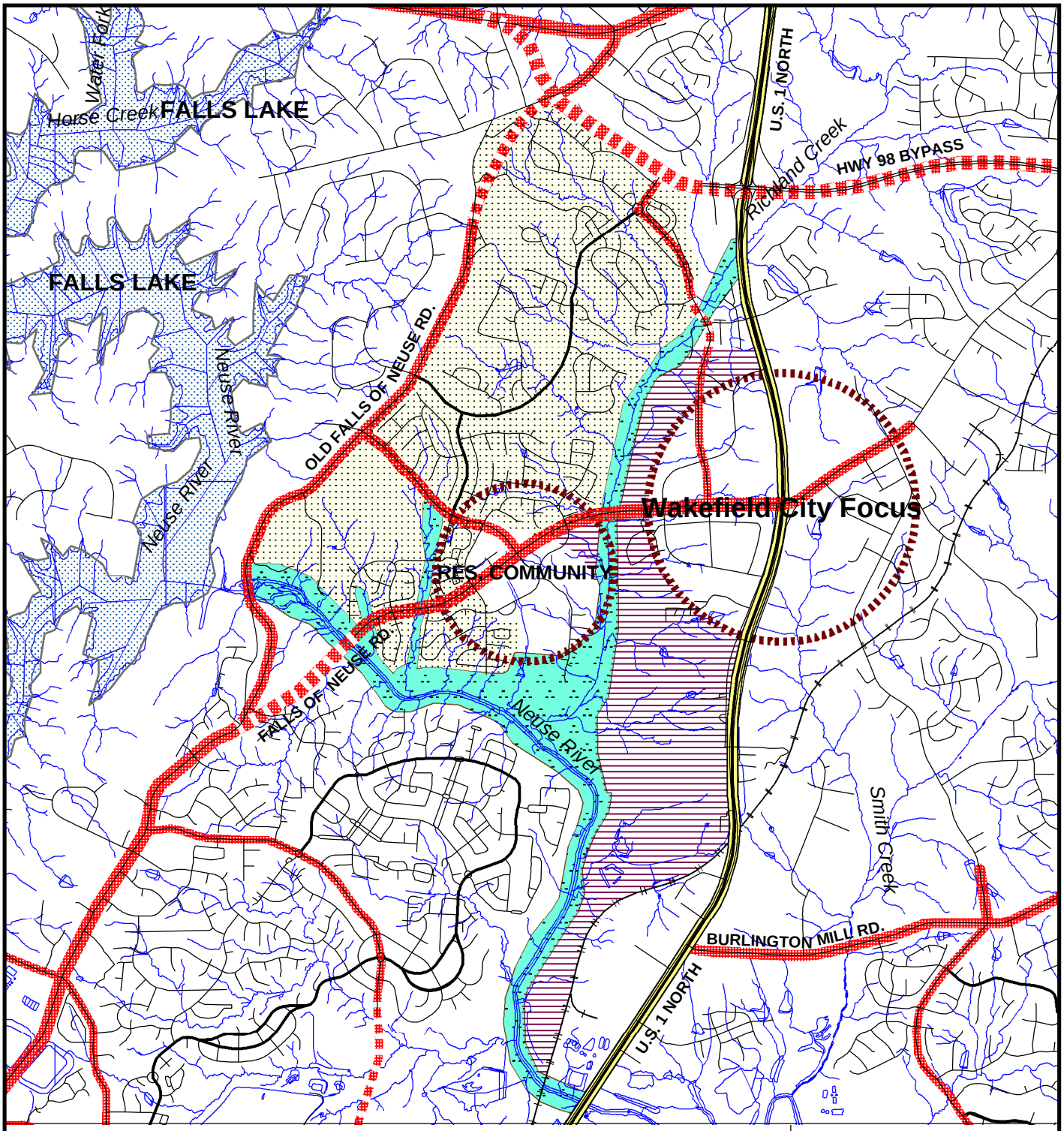
A campus-like atmosphere should continue along the front of Wake Medical Center. Access to and development of land north of New Bern Avenue needs to be tightly controlled from both an aesthetic and traffic standpoint. The natural beauty and historic character of New Bern Avenue near Wake Medical Center should be preserved. Low intensity, nonresidential development is preferred in this area. The preservation of an architecturally significant structure across from the Medical Center is strongly encouraged.


Marsh Creek
I-440
US 64 EAST
NEW HOPE RD.
COMMUNITY
H
WAKE MEDICAL CENTER
Crabtree Creek
Crabtree Creek
NEW BERN AVE.
US 64
L
H
MLK BLVD.
MIXED USE
OFFICE/RETAIL
POOLE RD.
COMMUNITY
Walnut Creek
Walnut Creek
Wake Medical Center Small Area Plan
FOCUS
POLICY BOUNDARY LINE
MIXED USE
COMMERCIAL
OFFICE AND INSTITUTIONAL
RESIDENTIAL
L LOW DENSITY RESIDENTIAL
M MEDIUM DENSITY RESIDENTIAL
H HIGH DENSITY RESIDENTIAL
1,300 650 0 1,300
Feet

Part 18 Wakefield Small Area Plan

This small area plan applies to properties located between the Neuse River and the Town of Wake Forest, in the North Planning District.

A city focus area is designated in the vicinity of the intersection with the realigned Falls of the Neuse Road and Capital Boulevard. The land adjacent to Capital Boulevard is an employment area. A residential community focus area is located on the realigned Falls of the Neuse Road west of the city focus. A neighborhood focus is on the northern edge of the area, on the proposed Hwy. 98 bypass. Greenways and park areas are located along the major waterways, including the Neuse River. The remainder of the small area plan is generally designated as low density residential.



Wakefield Small Area Plan

- SECONDARY ARTERIALS
- MAJOR THOROUGHFARES
- MINOR THOROUGHFARES
- PROPOSED THOROUGHFARES
- COLLECTORS
- PROPOSED COLLECTORS
- FOCUS
- PRIMARY ARTERIALS
- EMPLOYMENT AREA
- PARK/GREENWAY
- LOW DENSITY RESIDENTIAL

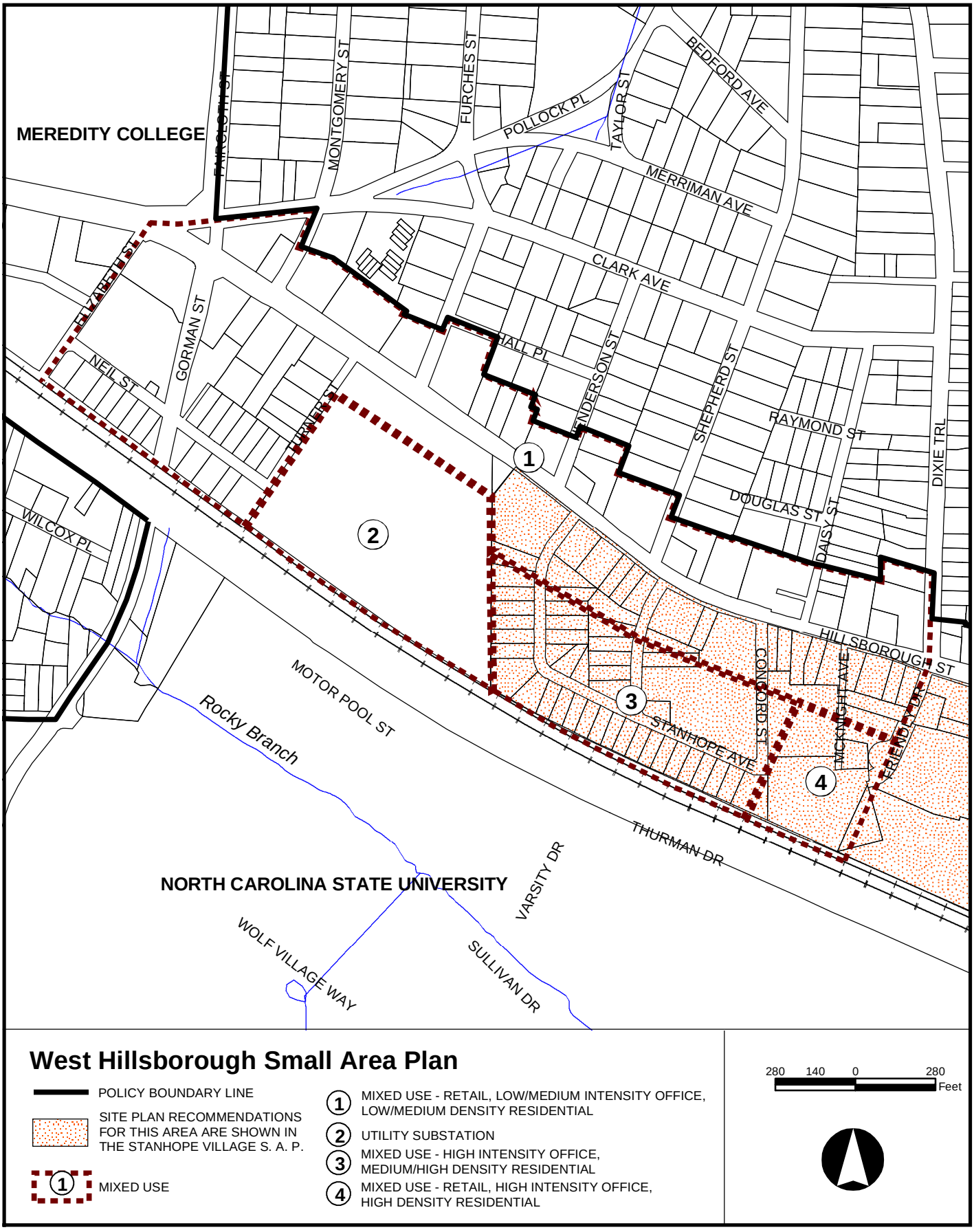
2,100 1,050 0 2,100 Feet

Part 19 West Hillsborough Small Area Plan

The entire area lies within the Central Area Regional Center. It is unique because of its diversity of land uses. Established single family neighborhoods lie immediately adjacent to industrial and commercial uses. Two developments have increased redevelopment pressures in the area: a parking deck and dormitory at its eastern edge and the extension of Gorman Street to Hillsborough Street on the west. The area adjacent to the dormitory and parking deck should develop as medium to high density residential and/or office and institutional uses. The adverse effects of existing industrial uses in the area should be reduced. The western end of the area, near Gorman Street, should develop as low intensity office, commercial and medium density residential uses.

The land along the north side of Hillsborough Street between Montgomery and Dixie Trail and along the south side in the Stanhope/Rosemary/Concord Streets area should develop as commercial, low intensity office and institutional and/or medium density residential. Widening of the three lane road section along this portion of Hillsborough Street would alleviate much of its traffic congestion. Standards need to be established for the redevelopment of commercial strips to reduce the numerous curb cuts and enhance the streetscape. A streetscape plan should be prepared for Hillsborough Street within this area to link up with the Hillsborough Street Pedestrian Business District.

The existing neighborhood along Stanhope Street should be protected from adverse effects of adjacent nonresidential uses. A policy boundary line has been established between the residential neighborhood and the nonresidential development along the north side of Hillsborough Street. Low intensity office, institutional uses and medium density residential uses are appropriate for this area.



West Hillsborough Small Area Plan

- POLICY BOUNDARY LINE
- SITE PLAN RECOMMENDATIONS FOR THIS AREA ARE SHOWN IN THE STANHOPE VILLAGE S. A. P.
- (1) MIXED USE

(1) MIXED USE - RETAIL, LOW/MEDIUM INTENSITY OFFICE, LOW/MEDIUM DENSITY RESIDENTIAL

(2) UTILITY SUBSTATION

(3) MIXED USE - HIGH INTENSITY OFFICE, MEDIUM/HIGH DENSITY RESIDENTIAL

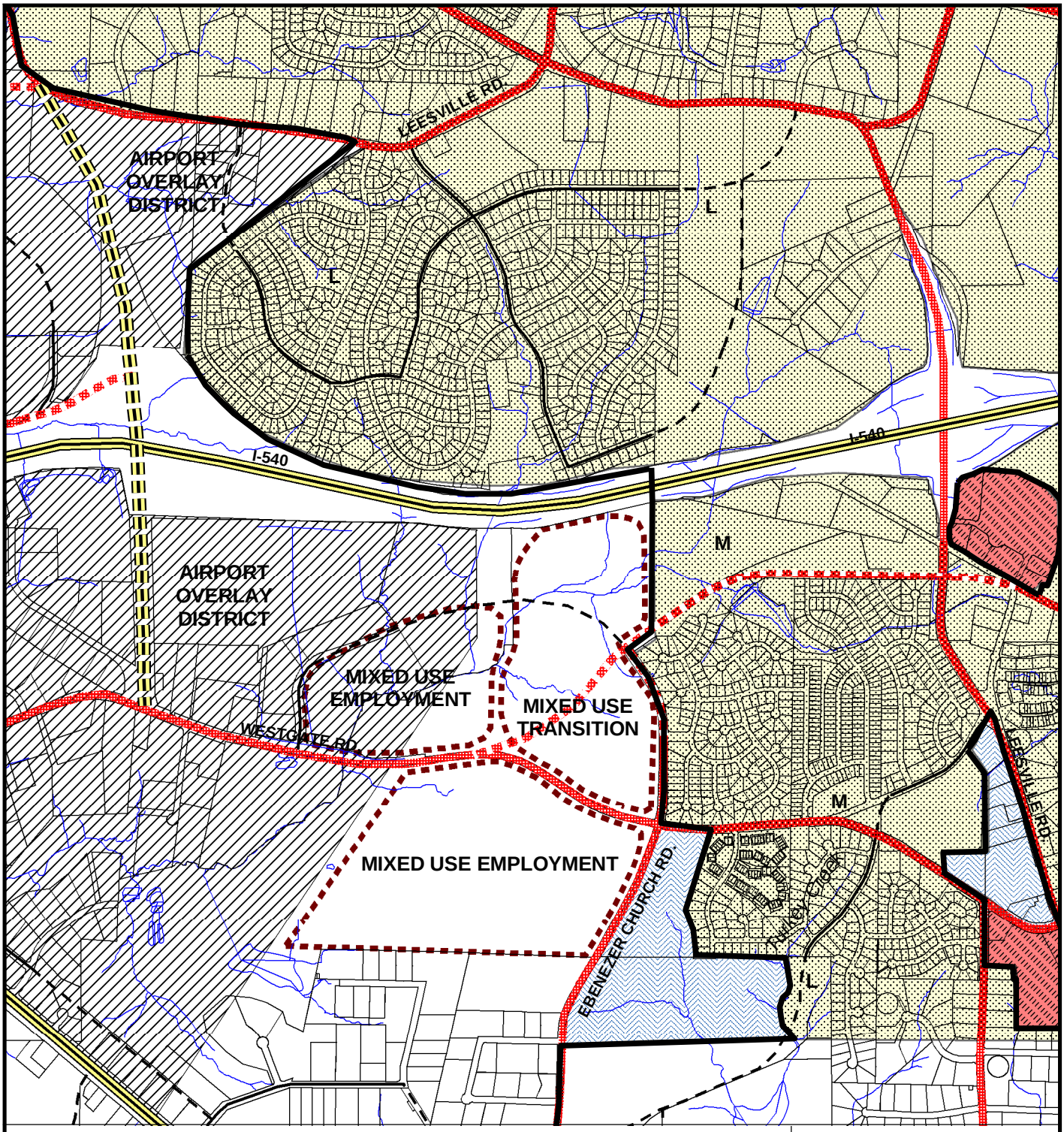
(4) MIXED USE - RETAIL, HIGH INTENSITY OFFICE, HIGH DENSITY RESIDENTIAL

280 140 0 280 Feet

Part 20 Westgate Small Area Plan

This small area plan generally applies to lands between Westgate Road to the south and Leesville Road to the north.

Low density residential uses are designated north and east of a policy boundary line which runs along I-540, Old Leesville Road and Leesville Road. The Dominion Park neighborhood is within this area. The Airport noise overlay zoning district, which prohibits residential land uses, is west of Old Leesville and south of Leesville Road, and applies to portions of the lands south of I-540. Mixed use employment and mixed use transition land uses are designated for lands north of Westgate and west of the northern extension of Ebenezer Church Road. A policy boundary line separates mixed use employment uses to the west from low-medium density residential uses on the east.



Westgate Small Area Plan

- PRIMARY ARTERIALS
- THOROUGHFARES AND SECONDARY ARTERIALS
- COLLECTORS
- PROPOSED ROADS
- POLICY BOUNDARY LINE
- MIXED USE
- OFFICE AND INSTITUTIONAL
- COMMERCIAL
- RESIDENTIAL
- AIRPORT OVERLAY DISTRICT

RESIDENTIAL DENSITIES

- L LOW
- M MEDIUM
- H HIGH

860 430 0 860 Feet

Part 21 Six Forks / Strickland Small Area Plan

Plan Area Boundary

The plan area is located on the northern edge of the City of Raleigh's jurisdiction, and includes properties in the vicinity of the intersection of Six Forks and Strickland Roads, as well as lands to the north of this intersection up to the proposed Northern Wake Expressway. Portions of this northern area are currently outside of the City of Raleigh jurisdiction.

Issues

- growth potential resulting from opening the Northern Wake Expressway,
- implications of other planned roads to the area,
- increase in traffic congestion,
- future of several key undeveloped land parcels,
- relationship between development in the area and the adjacent Falls Lake watershed,
- lack of cohesion and identity in the area

Goal

It is the goal of this plan to provide guidance for the growth of the Six Forks/Strickland area as it more fully develops as a city focus area.

Objectives

- To promote the orderly development and redevelopment of land,
- To create a village or town center in the area,
- To improve appearance and provide a visual cohesion and identity for the area,
- To protect the Falls Lake Watershed from adverse impacts caused by development,
- To alleviate traffic congestion, improve traffic circulation, and reduce traffic between sites within the area,
- To improve alternative means of transportation in the area, including pedestrian, bikeways, and transit.
- To protect areas south of the city focus from damage caused by stormwater runoff originating in the focus area

Policies

- Stormwater controls may be necessary to prevent excessive runoff from impacting existing development downstream on the southern side of the focus area, in the Leadmine Creek watershed. As part of a future drainage basin study for Leadmine Creek, the usefulness of

private ponds in the basin will be evaluated for their flood control and water quality contributions. If any pond is deemed valuable in these ways, it will be listed with the lake preservation program for possible protection. The protection means have not been determined as yet.

• Maintain the current development restrictions and zoning in the Falls Lake Secondary Watershed Protection Area portion of the plan. Undeveloped land in this area should only be developed for uses allowed in residential zoning districts, with a minimum of one acre residential lots, and other uses such as churches as listed in the zoning code. Institutional uses are particularly appropriate as buffers between more intense uses and single family neighborhoods in the northeast quadrant of Six Forks and Strickland Roads, and on the wedge-shaped parcel between Baileywick and Six Forks Roads. Impervious surfaces on institutionally-developed land should be kept to a minimum.

• Retain the guidelines for a maximum of 900,000 square feet of retail in this city focus area. Retail over and above 900,000 square feet should be considered case-by-case and evaluated on the basis of furthering the objectives of this small area plan.

• New individual retail uses of more than 100,000 square feet are strongly discouraged in the entire area. Additional "big box" retail uses would detract from the goal of having a village center in this focus area.

• Institutional uses can provide anchors to this city focus area. Churches, schools, a post office, civic organizations, police and fire stations are all appropriate land uses in the area. Should the nearby Wake County Library move from its current location, the focus area would benefit from its being located there.

• Most intense development should be focused south of Baileywick Road and west of Six Forks Road, as these areas are better buffered from the watershed. Hotels and higher density residential uses are appropriate outside of the watershed.

• The horse farm in the southwest corner of the plan area, if it redevelops to higher intensity uses, should be considered for a mixed use development incorporating housing, offices and retail, in an integrated manner. Buildings with ground floor nonresidential uses and upper floor housing are appropriate. Buffering and pedestrians connections should be incorporated between this site and adjacent neighborhoods.

• Mixed use development with an emphasis on office, hotels and higher density housing are appropriate for the undeveloped land in the southeast quadrant of the intersection of Six Forks and Strickland Roads.

• As the existing shopping centers redevelop, emphasis should be placed on more efficient use of available land. Structured parking, replacement of surface parking lots with buildings, and taller buildings should be considered. Mixed uses, including housing, on these sites could make this a more dynamic, interesting place.

• Within individual developments, circulation for vehicular traffic and pedestrians should be improved and better integrated with that of the whole area. As development and redevelopment occurs, more attention should be paid to having a coherent circulation network, particularly for pedestrians.

• As development intensifies in the area, and transit becomes more viable, transit stops should be integrated into the pedestrian and vehicular circulation networks.

• Sidewalks connecting developments in the area to each other and to the greenway network are essential. Within developments, sidewalks should not be considered after vehicular circulation

has been accommodated, but should be a primary design concern. Sidewalks should be constructed along Leadmine Road, Strickland Road, Forum Drive and Baileywick Road. Sidewalk connections in the greenway system should be signed as such.

• Pedestrian crossings of all streets should be well-marked and accommodating to the pedestrian. Safety and security for pedestrians should be a primary concern. Signaled cross walks and elevated or depressed road crossings should be installed as the area intensifies and pedestrian use increases. This policy particularly applies to the intersection of Strickland with Six Forks Road.

• Six Forks and Strickland Roads, within the focus area, should be treated as civic avenues and not as high-speed highways. These roads should not become barriers between the different quadrants of the plan area. Speed limits on these roads within the plan area should reflect this policy.

• A streetscape treatment for Six Forks and Strickland Roads could help give the area an identity and visual cohesion. The section of Six Forks Road between the Northern Wake Expressway and Strickland Road is an appropriate location for special entryway treatment, as it is an entrance to the focus area and to Raleigh. Streetscape and signage should also identify parts of Forum Drive and Leadmine Road as part of the loop road system.

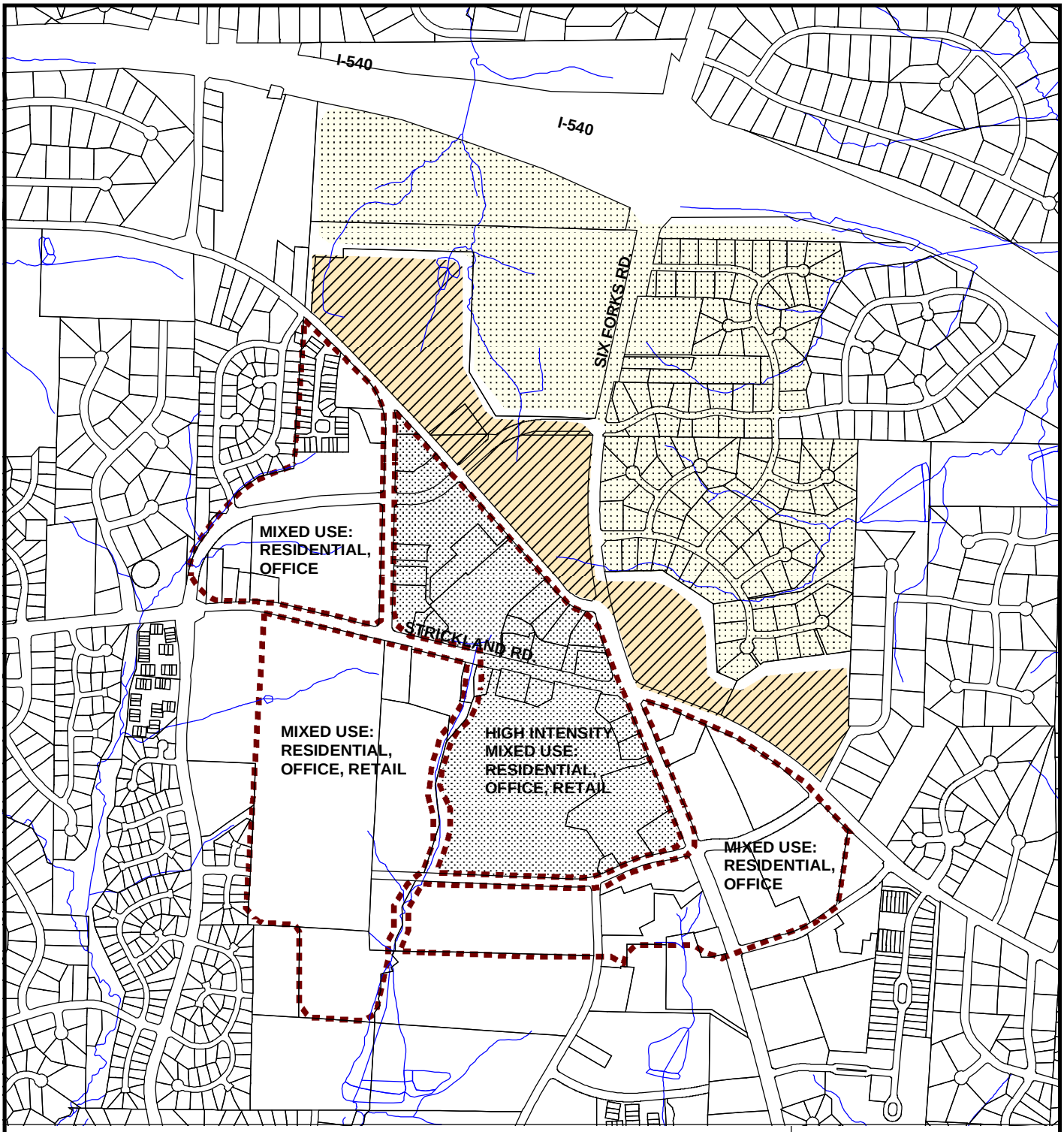
• Design guidelines should be developed and applied to the focus area.

• Site plans for the development of larger parcels should include private open spaces that are pedestrian accessible and connected by sidewalks to the public sidewalks and the greenway system.

• New single family subdivisions should be served with interconnected street networks which provide residents alternatives for entering and leaving their subdivisions.

SIX FORKS / STRICKLAND SMALL AREA PLAN
LAND USE RECOMMENDATIONS

SIX FORKS / STRICKLAND SMALL AREA PLAN
GREENWAY RECOMMENDATIONS



Six Forks/Strickland Small Area Plan

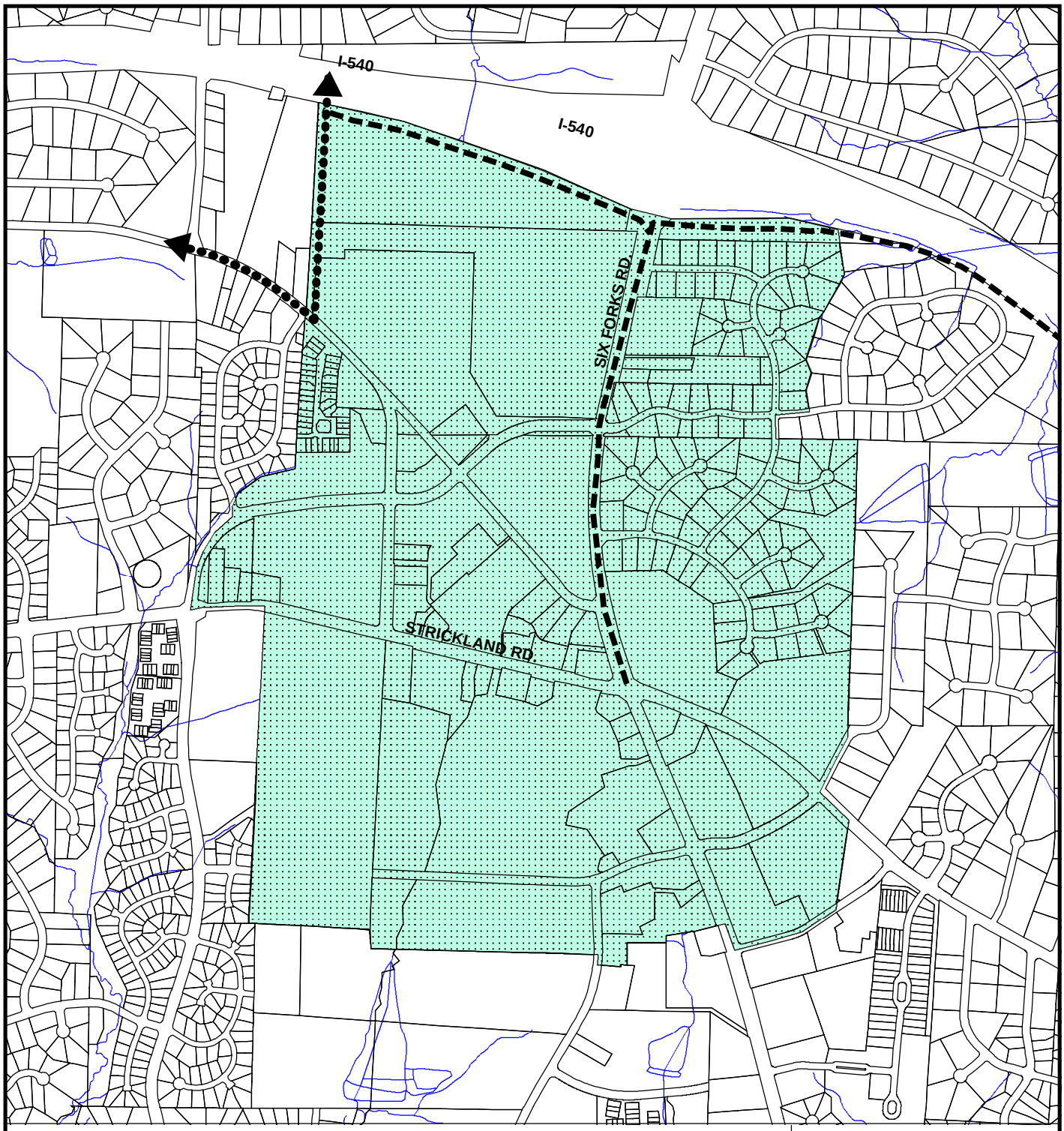
650 325 0 650 Feet

LOW DENSITY RESIDENTIAL/ INSTITUTIONAL

INSTITUTIONAL PREFERRED, LOW DENSITY RESIDENTIAL

MIXED USE

HIGH INTENSITY MIXED USE



Six Forks/Strickland Small Area Plan
Greenway Recommendations

PLAN AREA BOUNDARY

GREENWAY CONNECTIONS AS PART OF EXPRESSWAY PROJECT

POSSIBLE GREENWAY CONNECTION TO PARK AND SCHOOL

710 355 0 710 Feet

Part 22 Cross Link Small Area Plan

Background

Plan Area
The Cross Link Road Small Area Plan encompasses approximately 1,200 acres. Hoke Street, Patterson Street and I-440 generally form the north boundary of the area. Rock Quarry Road and Sanderford Road bound it to the east. The southern boundary lies just north of Raleigh's Extraterritorial Jurisdictional line. The Southern Rail Line borders the plan area on the west.

This area contains many attributes that make it an ideal section of the City to capitalize on new growth. It lies immediately south and east of downtown and is host to several well-established neighborhoods of single-family residences and newer multi-family residences. It also has a number of large tracts available for residential and non-residential development that are linked to existing infrastructure. Additionally, the Southern Rail line, that runs north/south along the western border of the study area, has been designated as part of the future TTA regional rail network for the Research Triangle Region.

Existing Land Use And Zoning
The majority of the land in the plan area is zoned residential (993.46 acres) and is home to several established African-American neighborhoods. Most of the multi-family dwellings and the medium to high density zoning districts are located to the east of Garner Road, and south of Rush Street along Shelden Drive. Dandridge Downs, an abandoned 100-unit public housing complex is located on Dandridge Drive, west of Cross Link Road. There is one mobile-home park located on the north side of Rush Street, which also has frontage and access on Garner Road.

The neighborhoods are somewhat influenced by the industrial corridor that runs along Garner Road. This north-south connector contains most of the industrial uses in the area. However, over half of this industrial-zoned land remains vacant or underdeveloped.

Southgate Shopping Center located on Rock Quarry Road south of I-440 Beltline is the largest retail center within the plan area. This center contains a supermarket, eating establishments and other retail services. Biltmore Hills Shopping Center, located at the northeast corner of Garner Road and Newcombe Road, has been partially refurbished and it is primarily used for offices. Several sites remain vacant within this center, and provide opportunities for new retail or offices.

There are several churches in the plan area, including a new 35,650 square-foot church on Idlewood Village Drive. Although there is only one school in the plan area, Fuller Elementary School located between State Street and Boaz Road, the new Southeast High School is immediately adjacent to the plan area. There are several recreational facilities within the area. These include a community sized park and community center within the Biltmore Hills subdivision, between Cross Link Road and Garner Road and Kingwood Forest Mini-Park at Keith Drive and Evers Drive. The YMCA, located on Garner Road south of Newcombe Road, provides private recreational options.

Recommendations

Land Use Policies
- Enhance the existing single-family detached housing by shifting the medium and high density housing away from the heart of the neighborhood. Medium and high density residential uses should be focused in and around the proposed transit stop in the vicinity of Rush Street and

Hammond Road. Higher density housing should not be approved in the flood-prone areas along Walnut Creek or any area other areas in the plan boundaries other than those specified in the plan.

- The Dandridge Downs site should be redeveloped at a lower density that includes a mix of housing types, but with an emphasis on single-family dwellings.
- Frinks Street should be continued into the parcel south of this subdivision. Lots created along this section should be developed consistent with the existing lots on Frinks Road.
- The parcel south of Cross Link Road and East of Garner Road should be developed as medium density residential, but with a transition to lower densities along the boundary with the existing single family residences on the north.
- Elderly housing should be developed within the core of the plan area. A site at 733 Cross Link Road has been selected as a possible location for this use.
- Mixed uses and transit-oriented design should be encouraged in the area adjacent to a proposed transit stop in the vicinity of Rush Street and Hammond Road.
- The employment area and industrial uses should be limited to Garner Road, north of the southern boundary of K and L Scrap Company. South of this area should be utilized for medium density residential or mixed uses.
- The commercial strip south of Walnut Creek, at the intersection of Garner Road and Bailey Drive should be designated as Residential Retail Area. A Policy Boundary Line should be drawn around this area.
- The retail uses at the intersection of Dandridge Drive and Cross Link Road should not be expanded. If these current uses cease to operate, the parcel should revert to low density residential use.
- The Neighborhood focus area on Garner Road and I-440, Biltmore Hills Shopping Center, should be reclassified as a Residential Retail Area. A Policy Boundary Line should be drawn around this center.
- The neighborhood focus area at Creech and Sanderford Roads should develop at the lower end of the retail guideline scale because of its location within an established neighborhood.
- Enhance the urban design character of Garner Road by establishing a corridor transition area south of the YMCA. Guidelines will create an area of transition between the industrial uses to the west of Garner Road and the residential uses to the interior of the plan area. These will designate less intense office and institutional, up to medium density residential and service-oriented retail uses along Garner Road. (See Garner Road Corridor Transition Guidelines within this plan.)
- The plan does not support or recommend the approval of new outdoor storage (scrap or junkyard) special use permits within the plan area.

Recommended City Land Use Actions

- Implement design guidelines for transit stops that are being standardized by the Triangle Transit Authority.
- Designate a corridor transition area, with guidelines, along Garner Road south of the YMCA;
- Remove the Residential Retail Area on Garner Road at Raleigh View Road;
- Eliminate the Neighborhood focus area at Biltmore Hills Shopping Center;
- Add a Policy Boundary Line around Biltmore Hills Shopping Center;
- Add a Policy Boundary Line around the Residential Retail on the northeast quadrant of Bailey Drive and Garner Road.

Neighborhood or Privately Initiated Land Use Actions

- Rezone the area along Walnut Creek and Garner Road from R-10 and R-20 to low density residential and recreational uses.
- Rezone the existing mobile home park on Garner Road and Rush Street for medium and high density residential uses. The rezoning should be explicitly defined so that there is a transition

from medium density residential along Garner Road to higher density residential uses towards the proposed transit stop.
- Rezone vacant industrial land for residential or mixed uses.
- Rezone area planned for regional rail station, as designated on the plan map, to allow mix of uses to support station area development.
- Encourage owners of long lots to combine and/or subdivide for low-density residential uses.

Transportation Policies
- Amend the Thoroughfare Plan to downgrade Garner Road to a Minor Thoroughfare.
- Work with Triangle Transit Authority to designate a regional rail station in Rush Street and Hammond Road vicinity. This location should be studied further to determine whether it may be appropriate for a park-and-ride lot or bus transfer site. Consider this area for a police sub-station.
- Upon designation by the Triangle Transit Authority of a regional rail station at Hammond Road and Rush Street, reclassify and/or rezone this area so that the station area guidelines created by TTA will apply and can be implemented. The mix of uses should include housing options to reach all income levels. Until that time, the existing uses and policy boundary line will remain in effect.
- Enhance and protect the visual character along the rail corridor from Rush Street into downtown as a means to maintain this as an attractive rail gateway into the City.
- Encourage the connection of stub streets throughout the plan area.
- Work with all parties necessary to improve collector streets and thoroughfares so that safe routes for motorists, cyclists and pedestrians are available.
- Biltmore Hills Park Road should be dedicated for public use.
- Expedite the construction of Tryon Road extension.

Recommended City Transportation Actions
- Request, through the Metropolitan Planning Organization, that Garner Road be downgraded to a Minor Thoroughfare.
- Widen Garner Road to three lanes (center turn lane), place curb, gutter and sidewalk and streetscape plan from Martin Luther King Jr. Blvd to Tryon Road.
- Put a "dead-end" sign at the end of Edwin Drive.
- Study the need and feasibility of aligning Edwin Drive with Sanderford Road.
- Clean up the back side of the industrial parcels along the rail line to protect the rail gateway into the City.
- Study the feasibility of placing ~~a~~ signal lights at appropriate places along Cross Link Road and/or reducing the speed limit in order to promote traffic safety.
- Complete sidewalk improvements slated for Cross Link Road

Neighborhood or Privately Initiated Transportation Actions
- Support funding of improvements to Garner Road that would include 3-lane, curb, gutter, sidewalk placement along the east side.
- Encourage the paving of the remaining public dirt streets according to City of Raleigh standards and policies. These streets are: Como Drive; Tanner Drive; Boone Trail; Eby Drive; Warehouse Drive; Farmers Street; S. Bloodworth Street Ext.
- Encourage the placement of curb, gutter and sidewalks on both sides of Sanderford Road from Rock Quarry Road to Creech Road according to City of Raleigh policies and standards.
- Encourage industrial users to pave private access roads, which lead from public streets, 300 feet into the site and encourage users to pave parking areas that front public streets.

Appearance Policies

- Improve the appearance along the edge of the industrial corridors of Hoke Street and Garner Road. Utilize appearance standards, developed by neighborhood groups in considering development within the plan area.
- Though it is outside the study area, there is a concern that the Hammond Road Gateway will become cluttered visually. A new special highway overlay district should be considered for this important entrance into the City.

Recommended City Appearance Actions

- The City should enforce outdoor storage regulations and work with the neighborhood to eliminate all illegal outdoor storage uses throughout the area.
- Develop a streetscape improvement project along Garner Road from Martin Luther King, Jr. Boulevard to Tryon Road to be designed and implemented in cooperation with multiple groups, including the City of Raleigh. Streetscape improvements may be accomplished through the Transportation Improvement Program funding concurrent with Minor Thoroughfare improvements. The neighborhood may want to pursue grants available for this type of beautification.

Neighborhood or Privately Initiated Appearance Actions

- Encourage community groups (Southeast Raleigh Improvement Commission, South Citizens Advisory Committee, etc.) to work with industrial businesses to install landscape screening or minimum 30-foot lawn buffers in the front of their establishments.
- Create an appearance committee to encourage existing industrial businesses to enhance their facades, work with businesses to improve garbage pick up and disposal along Garner Road, encourage convenience stores to install trash receptacles outside their establishments with "Pitch in" or "Do Not Litter" signs.
- Enhance transition, through landscaping, between residential uses and industrial uses along Hoke Street between Hammond Road and Garner Road.

Environmental Policies

- Flooding problems should be permanently alleviated to protect residential and non-residential uses, particularly along State Street between Peterson Street and Bunche Drive.
- Eliminate permanent standing water to promote community health. Implementation of this could include development of a series of more active stormwater retention ponds along Walnut Creek or dredging or draining problem areas.
- Encourage the sensitive reuse of the Ashland oil site that so that the site is paved to seal in the contaminated area. This site should continue to be closely monitored.

Recommended City Environmental Action

- Continue and complete stormwater management studies along the Walnut Creek area in Rochester Heights to take appropriate actions to solve the flooding problems.

Neighborhood or Privately Initiated Environmental Actions

- Work with private property owners to drain the pond at 2129 Lyndhurst Drive and to dredge ditch, clean debris, drain and fill 2208/2212 Sanderford Road and "Green Pond"(bounded by Newcombe and Gilliam).
- Possibly elevate existing structures above flood levels or channel creeks where needed to prevent flooding.

Parks Policies

- Improve safety and cleanliness at existing parks, through active participation of residents in the immediate vicinity.

- The facilities at Kingwood Forest Park should be upgraded with new equipment.
- Accelerate the search for a community-sized park within the Southeast Raleigh area.

Recommended City Parks Actions
- Assist and coordinate cleaning broken glass from Kingwood Forest Park.
- Park police should continue to work with the neighborhood to police Kingwood Forest Park.
- Study possibility of adding an access to Biltmore Hills Park from Garner Road.
- Put directional sign on Cross Link Road to guide people to the park.
- Pursue recommendations of the Comprehensive Plan to acquire a new site for a community-sized park within the southeast area.

Neighborhood or Privately Initiated Action
- Possibly develop large parcel along Walnut Creek where it crosses Garner Road as part of a golf course facility or add greenways or other recreational features.

Economic Development Policies
- The City, SERIC, and the Greater Raleigh Chamber of Commerce should promote the Garner Road corridor as an area for safe, clean, industrial redevelopment. The City should determine if parts of this area should be made eligible for community development planning, redevelopment, and grant funding.
- Attract new businesses that will employ residents from the area, such as those that have outgrown the small business incubator.
- Support a job training program by including Wake Tech, the Wake County School system, and other similar entities.

Corridor Transition Guidelines

The corridor transition guidelines will apply to the east side of Garner Road from south of the YMCA to Cross Link Road. The purpose of these guidelines will be to create an area of transition between the industrial uses on the west side of Garner Road and the primarily single family residential uses to the interior of the plan area. This buffer area will preserve the existing residential character, while providing for new development that will enhance the visual qualities of Garner Road.

Objectives:
- Direct new development and redevelopment in a way that protects adjacent single-family neighborhoods;
- Preserve existing single-family residential uses that front Garner Road;
- Provide new residential and employment opportunities;
- Prevent strip retail development;
- Enhance pedestrian and bicycle use and access;
- Protect through-traffic movement along Garner Road;
- Create a design for the corridor that is attractive, integrates elements of the community and enhances the value of the surrounding neighborhoods.

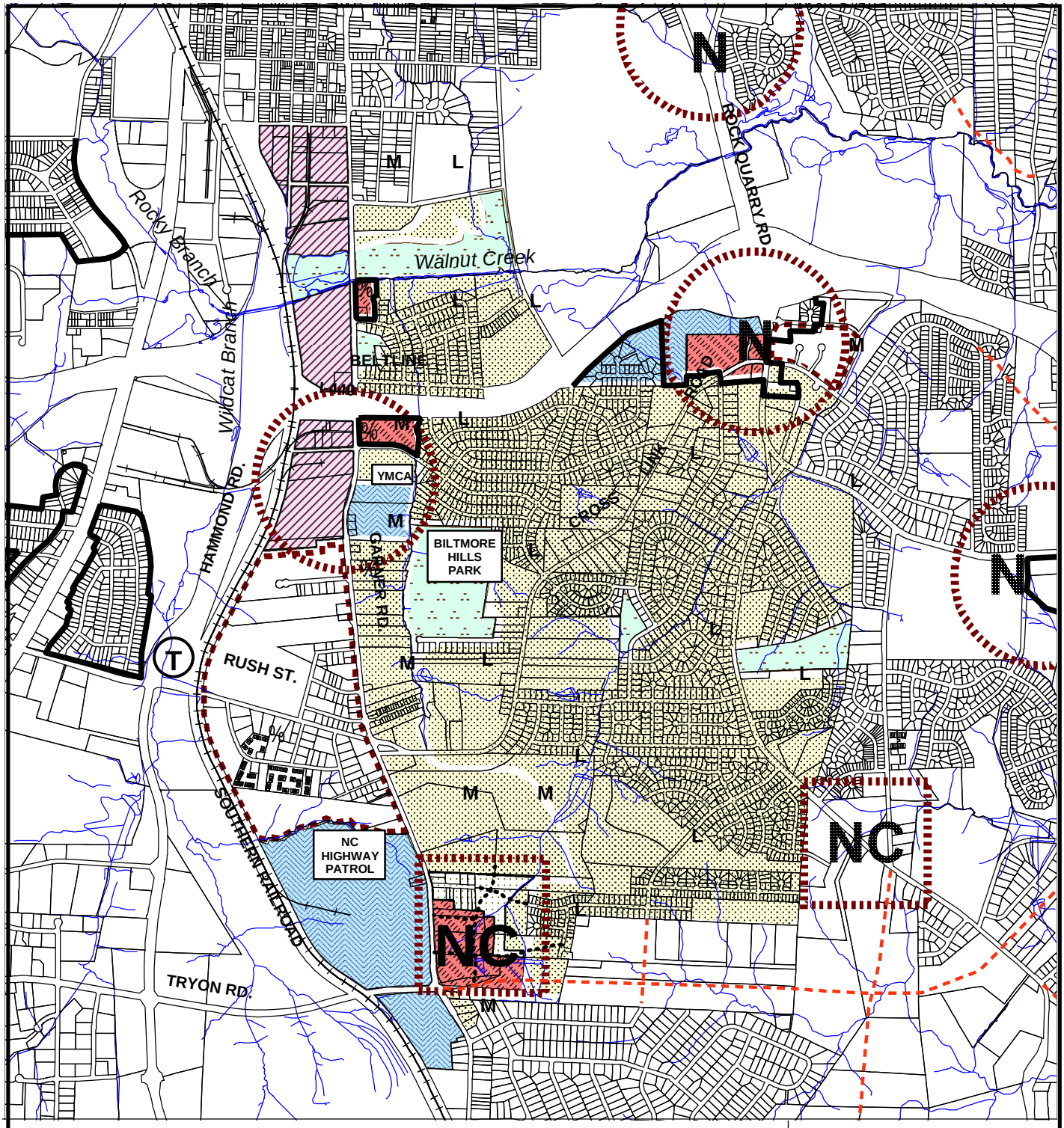
Land Use Guidelines
- Allow non-residential uses that are low intensity only, including small-scale office developments and limited service retail uses such as beauty shops, barber shops, etc;
- Allow medium density detached or attached housing, provided that shared access from Garner Road is established;

- Ancillary service functions should not be performed between 12 a.m. and 5 a.m., unless there will be no off-site noise impacts;
- Encourage assembly of single lots into more developable tracts, with increased floor area ratios as an incentive for such recombinations.

Building Design/ Site Design Guidelines
- Buildings should be residential in scale, mass and architectural character. Heights should not exceed 25 feet;
- Landscaping should reflect character of that in adjacent residential neighborhoods;
- All outdoor lighting should be contained on-site, with no more than 0.4 foot-candles at the rear property line;
- Lots less than two acres, that are being considered for redevelopment, should be combined with other similarly sized parcels, where possible;
- Floor Area Ratios should not exceed .33, unless approved up to a maximum of .5, as an incentive for combining lots;
- Pedestrian and bicycle amenities should be provided on site. These could include pathways from the fronting sidewalk into the site, benches, bike racks etc.
- Landscaped transition protective yards will be important to minimize the impact on adjoining residential neighborhoods. These should be 50 feet along the east parcel boundaries;
- Storm water run-off should be contained or mitigated on site.

Vehicular Movement Guidelines
- Access to Garner Road should be limited to no more than one per 400 feet.
- If more than one structure is built on a parcel, access to these structures should be limited to one shared access point or should tie into an adjacent site's access point;
- Parking should be shared among users to the extent possible;
- Pedestrian and bicycle access from adjoining neighborhoods should be encouraged.

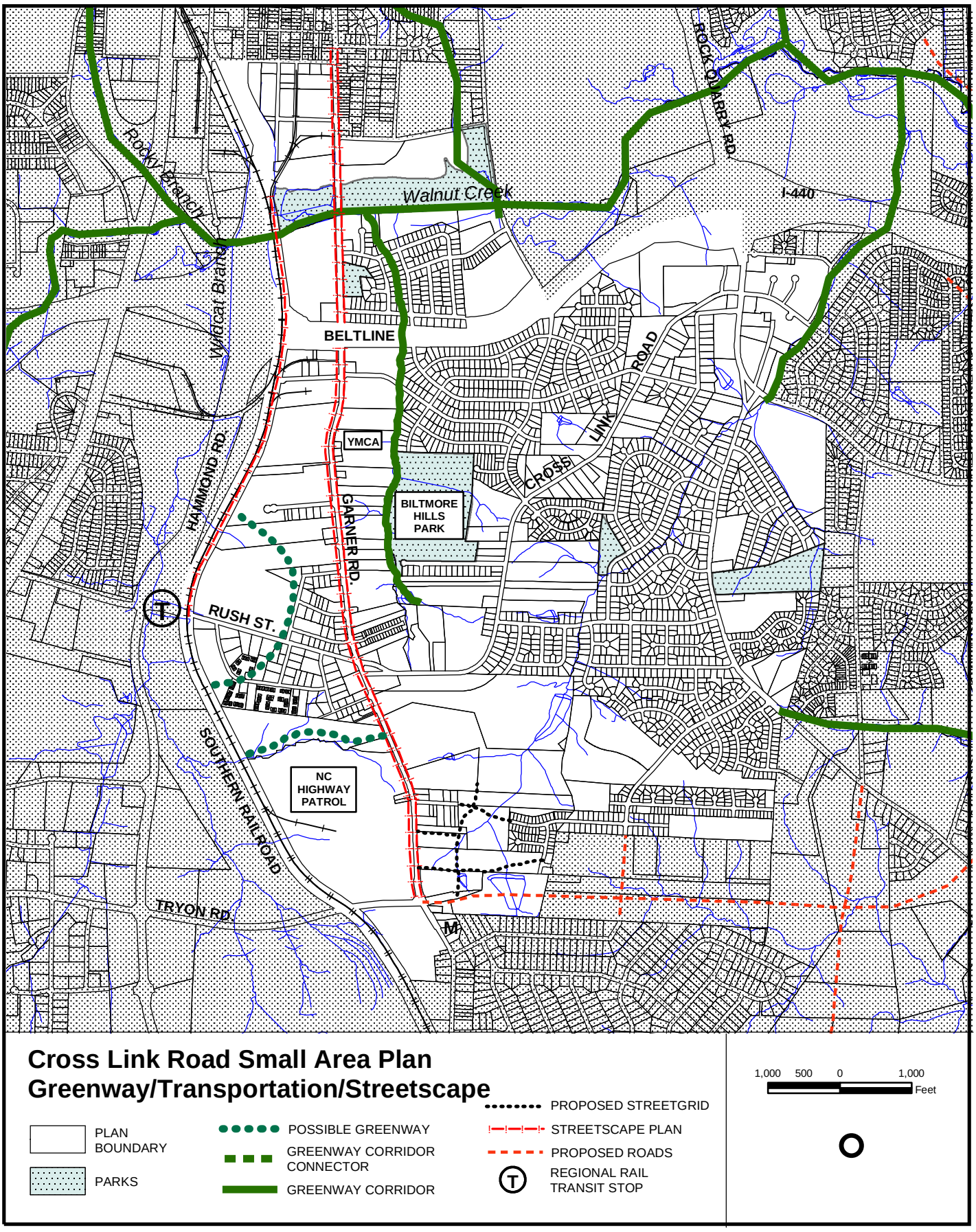
Urban Design Guidelines
- Sidewalks should be placed along the entire east side of Garner Road Corridor;
- Uniform street protective yards should be established along the planned sidewalk to maintain an inviting environment to pedestrians and to link the uses along the corridor to the adjacent residential neighborhoods;
- Landscaped focal features, such as flowers, shrubs, small trees should be placed at the entrance to newly developed parcels to enhance the pedestrian experience and maintain the residential quality of the corridor;
- Parking should be partially screened with landscape or structural elements to screen headlights;
- Signs should be low-profile ground signs that match the architectural features of the building through elements such as style, color or materials;
- Mature tree stands should be preserved;
- Utility lines should be placed underground, where practical, as part of long-term corridor design plans;
- Significant natural features, such as along Walnut Creek, should be utilized as open space and/or for recreational uses.



Cross Link Road Small Area Plan - Urban Form/Land Use

- % RESIDENTIAL RETAIL
- PROPOSED ROADS
- POLICY BOUNDARY LINE
- MIXED USE
- N NEIGHBORHOOD FOCUS
- COMMERCIAL
- INDUSTRIAL
- O & I
- PARKS
- RESIDENTIAL
- L LOW DENSITY RESIDENTIAL
- M MEDIUM DENSITY RESIDENTIAL
- T REGIONAL RAIL TRANSIT STOP
- MIXED USE CENTER
- TRANSITION AREA
- CORE AREA
- PROPOSED PUBLIC STREET GRID

1,300 650 0 1,300 Feet


Rocky Branch
Walnut Creek
Wildcat Branch
ROCK QUARRY RD.
I-440
BELTLINE
YMCA
LINK
CROSS
ROAD
HAMMOND RD.
GARNER RD.
BILTMORE HILLS PARK
RUSH ST.
SOUTHERN RAILROAD
NC HIGHWAY PATROL
TRYON RD.
Cross Link Road Small Area Plan
Greenway/Transportation/Streetscape
PLAN BOUNDARY
PARKS
POSSIBLE GREENWAY
GREENWAY CORRIDOR CONNECTOR
GREENWAY CORRIDOR
PROPOSED STREETGRID
STREETSCAPE PLAN
PROPOSED ROADS
REGIONAL RAIL TRANSIT STOP
1,000 500 0 1,000
Feet

Part 23 Glenwood South Small Area Plan

Background

Plan Area
The Glenwood South Plan includes a 25 block area located in northwest downtown Raleigh between the State Government Center and several long established educational institutions; Saint Mary's College, Broughton High School and Wiley Elementary Magnet School; and adjacent to the historic residential neighborhoods of Cameron Park and Glenwood-Brooklyn.

The area is divided into three distinct parts based on character and land use: a residential and office mixed use neighborhood centered on North Boylan Avenue; the commercial corridors along Hillsborough Street, Glenwood Avenue and Peace Street; and a light industrial and office area centered on West Street.

Goals
The plan will establish a clear vision for future growth in the area and incorporate the principles of compact mixed use pedestrian oriented development, identify regulatory barriers that delay or prevent appropriate contextual development, and support ongoing development activity in the area by recommending potential infill incentives and infrastructure improvements.

Objectives
- Assure that redevelopment complements the existing built character of the area.
- Emphasize the identity of the area as a convenient mixed use urban neighborhood.
- Encourage infill development including a mix of residential, office, and commercial land uses.
- Increase residential uses and density to strengthen the community and the vitality of the area.
- Modify regulatory and procedural barriers to rehabilitation and redevelopment to encourage appropriate infill development.
- Encourage the adaptive reuse of older buildings that contribute to the character of the area.
- Address parking needs by minimizing the loss of existing buildings, discouraging large surface parking lots, and exploring shared multi-use parking opportunities.
- Provide various forms of transportation to support a compact form of development. The area's transportation system should focus upon the development of a successful pedestrian and transit system to serve the area in addition to the automobile.
- Enhance the image of the area by reducing property neglect, improving the appearance of the streetscape, and ensuring a safe and pleasant environment for residents, businesses, and visitors.

North Boylan Avenue Area

The North Boylan Avenue area is located between Hillsborough Street, Saint Mary's Street, Johnson Street and Glenwood Avenue. The area is adjacent to three active commercial corridors: Glenwood Avenue, Peace Street and Hillsborough Street. The western edge, along Saint Mary's Street, borders Saint Mary's College, Wiley Elementary School, Broughton High School and the Cameron Park neighborhood. The Glenwood- Brooklyn neighborhood is located north of the Peace Street commercial area.

Vision
Future development in the area should create a balanced mix of small scale residential, office and commercial uses oriented to the neighborhood. The adaptive reuse of existing buildings should be encouraged and the pedestrian orientation of the streetscape should be maintained and enhanced by locating new buildings close to the street with rear yard parking and improved

streetyard landscaping. Additional housing should be encouraged through infill development to increase evening activity in the area and promote a stronger sense of community.

Strategies

•Support the existing small scale urban mixed use character by rezoning the area to Residential Business. The standards of this zoning category more closely reflect the existing built character of the area and can be more effectively used to guide infill development in the area. Allowing rear yard dwellings and garages in the Residential Business zoning should be considered to provide a mix of housing opportunities and to increase residential density.

•Apply the Neighborhood Conservation Overlay District to fine tune the existing development regulations that are in conflict with the built character of the neighborhood. Adopt the following standards to guide infill development and to remove procedural burdens that delay compatible development proposals.
-Front Yard Setback: Within 10% of the front yard setbacks established by buildings on the same side of the block face, though not less than 10 feet or greater than 30 feet. The resulting aggregate of the front-rear yard setback will be a minimum of 30 feet.
-Building height: May be constructed to a height of 12 feet higher than any other building in the Overlay District that is within 30 feet of the said lot.
-Building entrance orientation: Orient buildings towards the streetfront with the primary entrance or entrances facing the street. For infill development located within the interior of a block, buildings may front an interior courtyard with a pedestrian connection back to the public street.

•Amend the Neighborhood Conservation Overlay District to include parking as a built environmental characteristic to allow the creation of parking guidelines in a neighborhood plan.
The following guidelines are recommended in the North Boylan Avenue area to help balance parking and pedestrian needs and to maintain an attractive streetscape:
-Parking should be located to the rear of buildings to reserve the street frontage for buildings and pedestrian areas. Parking between a building and the street should be prohibited.
-Driveways that cross a public sidewalk should utilize a ramp style entrance to reinforce the sidewalk crossing on the driveway.
-A parking plan should be prepared to establish a coordinated approach to shared parking and to consider a possible credit for on street parking along a property frontage.

•Support an increase in residential use and density by encouraging the assemblage and development of underutilized land in the center of blocks and by creating open space amenities for new housing. Vacant street frontage should be developed with structures oriented towards the street to create a continuous built streetscape along each block face.

•Prepare and adopt a work program in coordination with adjacent property owners to "daylight" portions of Pigeon House Branch. Naturalizing the waterway between St. Mary's Street and Boylan Avenue would serve as an open space amenity for residential infill to the south and as an opportunity for specialty retail and restaurant uses to the north. Explore funding through the NC Division of Water Quality and other potential sources. Generate support from environmentally minded volunteer groups to adopt the project and assist in restoration.

•Strengthen the pedestrian environment within the neighborhood and improve connections to adjacent residential, institutional and commercial areas by making needed streetscape improvements. Inventory existing street trees in the area and identify potential planting areas. The view of Wiley School from North Street should be emphasized by a special streetscape treatment from Saint Mary's Street to Glenwood Avenue. This effort could be continued east of Glenwood to West Street, strengthening the connection to the proposed redevelopment area.

•Study pedestrian traffic in the area and provide painted intersection crosswalks as needed to define pedestrian crossings and encourage pedestrian activity through an improved environment.

•Explore the use of performance standards as a guide for infill and mixed-use development to encourage compatibility in scale and design with adjacent development and to reduce conflicts between different uses. Consider the use of performance standards as an alternative means of compliance for required landscape transition yards in mixed-use areas. New structures larger or smaller than adjacent buildings should provide a transition by using variety of scale, pattern, and texture of building and landscaping elements to integrate the structure with its surroundings and to create a more visually interesting project.

Commercial Corridors

There are three commercial corridors in the plan area: Glenwood Avenue, Peace Street and Hillsborough Street. Glenwood Avenue is the central corridor through the plan area, extending from Morgan Street north to Peace Street. The Peace Street corridor extends from Capital Boulevard to Saint Mary's Street. Hillsborough Street, the ceremonial gateway to the state capital, includes the area from West Street to Saint Mary's Street.

Vision
The essential elements needed to create a vibrant mixed use pedestrian oriented streetscape are in place along the Glenwood, Peace and Hillsborough corridors and should be reinforced as new development occurs. An emphasis should be placed on preserving existing buildings through adaptive reuse. Improvements to the streetscape and pedestrian environment will support business investments, enhance pedestrian safety and provide pleasant connections between commercial uses, off-site parking and to adjacent employment centers and neighborhoods.

Strategies
•Develop a streetscape plan for Glenwood Avenue and Peace Street in coordination with business and property owners to identify needed public improvements including sidewalk repairs, street trees, lighting, trash cans, transit stop furniture and overhead utility consolidation. Extend the Downtown Streetscape element in the Capital Improvement Program to include Glenwood Avenue from Hillsborough Street to Peace Street and Peace Street from the end of the Capital Boulevard project to Saint Mary's Street.

•Establish site and building design guidelines to encourage compatibility in scale and design with adjacent development and to build upon the established character of the area. Explore the potential of implementing the guidelines through performance standards for infill and mixed-use development. Consider the use of the performance standards as an alternative means of compliance for required landscape transition yards between different uses.

•Amend the Pedestrian Business Overlay District to allow the conditions of a specific area to be used as the basis for determining parking reductions (based on a coordinated parking plan for the area) and in establishing sidewalk width and building setbacks.

•Apply the Pedestrian Business Overlay District (PBOD) to tailor existing zoning standards and coordinate streetscape improvements along Glenwood Avenue and Peace Street. Revised standards should address building setbacks, building height and parking location to reflect the established built character of the area, resolve code conflicts and improve the pedestrian environment.

•Include Glenwood Avenue and Peace Street in the area of availability for funding through the Facade Grant Program. This program encourages the renovation of commercial building facades through the provision of a matching grant for improvements that meet the criteria of the program.

•Prepare a parking demand analysis for the Glenwood-Peace corridors to evaluate current and projected parking needs and identify methods to coordinate parking solutions in the rapidly redeveloping commercial area. The study should identify appropriate parking ratios for office and commercial uses and consider potential demand reductions based on the establishment of a more pedestrian oriented development pattern and the availability of various mobility options. Methods to coordinate and maximize the use of parking facilities between businesses should be recommended as well as public initiatives and incentives to support parking solutions.

Explore public/private partnerships to provide public parking lots and decks as an economic support for compact infill development patterns. Also consider the use of facility fees or fee-in-lieu payments for required parking to support a coordinated parking solution. New parking areas should be located in block interiors with minimal frontage on the street. Surface parking is an acceptable interim use east of the railroad in the West Street area.

•Explore traffic calming techniques for implementation with streetscape plan to reduce traffic speed and improve the pedestrian environment. Consider two or three lane street sections, necked down pedestrian crossings, permanent street parking, special paving materials or markings at intersections.

•Develop a plan for extending the downtown trolley system to include the Glenwood South area. The trolley extension would help to reduce parking needs and encourage pedestrian activity by creating a connection to the downtown employment center and providing a feeder system to the future downtown regional rail stops. An extension should also be explored to serve the Cameron Village and State University areas.

•Upon completion of an ongoing transportation modeling project for Raleigh area thoroughfares, evaluate the need for an extension of Glenwood Avenue south from Morgan Street to South Saunders Street and make appropriate amendments to the Thoroughfare Plan. If the extension is found necessary, the design of the roadway should conform to the recommendations of this plan concerning traffic calming, pedestrian environment and streetscape design.

West Street Redevelopment Area

The West Street Area is bounded to the north by Peace Street, to the east by Capital Boulevard and Harrington Street, to the south by Hargett Street and to the west by the Norfolk & Southern Railroad. The area is located between the State Government Complex and the developing Glenwood South commercial corridor and will tie together numerous planning and development areas.

Vision

There is a great potential for revitalization of the West Street Area as a vibrant mixed use compact neighborhood. The areas close proximity to the State Government and Downtown employment centers and to the Glenwood South commercial corridor provides a strong market for additional residential and service uses. Convenient access to the proposed regional rail transit stops will also stimulate opportunities for compact mixed use development. A convenient mix of pedestrian oriented residential, office and commercial uses in combination with various

options in mobility (walking, biking, public transit and private vehicles) are the necessary elements to creating the envisioned development pattern.

Because of the present industrial character of the area, a more proactive approach may be necessary to promote a new development vision. Public incentives may help to stimulate redevelopment activity and build upon the current level of development activity in the vicinity. Open space should be created to provide a focus and amenity for new residential development. Streetscape improvements are needed to support a more active pedestrian environment and to strengthen connections to adjacent areas.

Strategy

•Provide economic incentives to support compact mixed use development in the West Street Area. A redevelopment committee should be formed to identify appropriate incentives and funding. Potential incentives to encourage redevelopment include:

-Improved streetscape elements such as sidewalks, street trees and street furniture to enhance the appearance and pedestrian environment of the area.

-Parking initiatives to encourage shared parking, allow required parking reductions based on the availability of transit and on the amount of pedestrian movement to and from the area, efficient use of street parking and a coordinated effort to identify potential locations and construction of parking decks.

-Public/private partnerships to facilitate development in the area, such as the construction of a parking deck or housing.

-Location of public facilities in the area including transit stops, open space, parking facilities, fire and police stations, library and school facilities to attract infill development.

-Identification of potential infill sites and assistance with land assemblage through the establishment of a redevelopment area, especially around transit stations.

-Loan and grant programs and public/private loan pools that would be made available to developers that meet the design guidelines for compact infill development.

-In-kind assistance in preparing market research and feasibility studies for potential infill developments and help with funding applications.

-Special tax districts, such as Tax Increment Financing or Business Improvement Districts, to help fund needed public improvements in the area.

•Prepare design guidelines applied through zoning or performance standards that encourage a compact mixed use development pattern especially with one-quarter mile of future transit stations. Guidelines should address the mix and compatibility of land uses, pedestrian scale and orientation of buildings, alternate street and sidewalk dimensions, reduced parking ratios and open space.

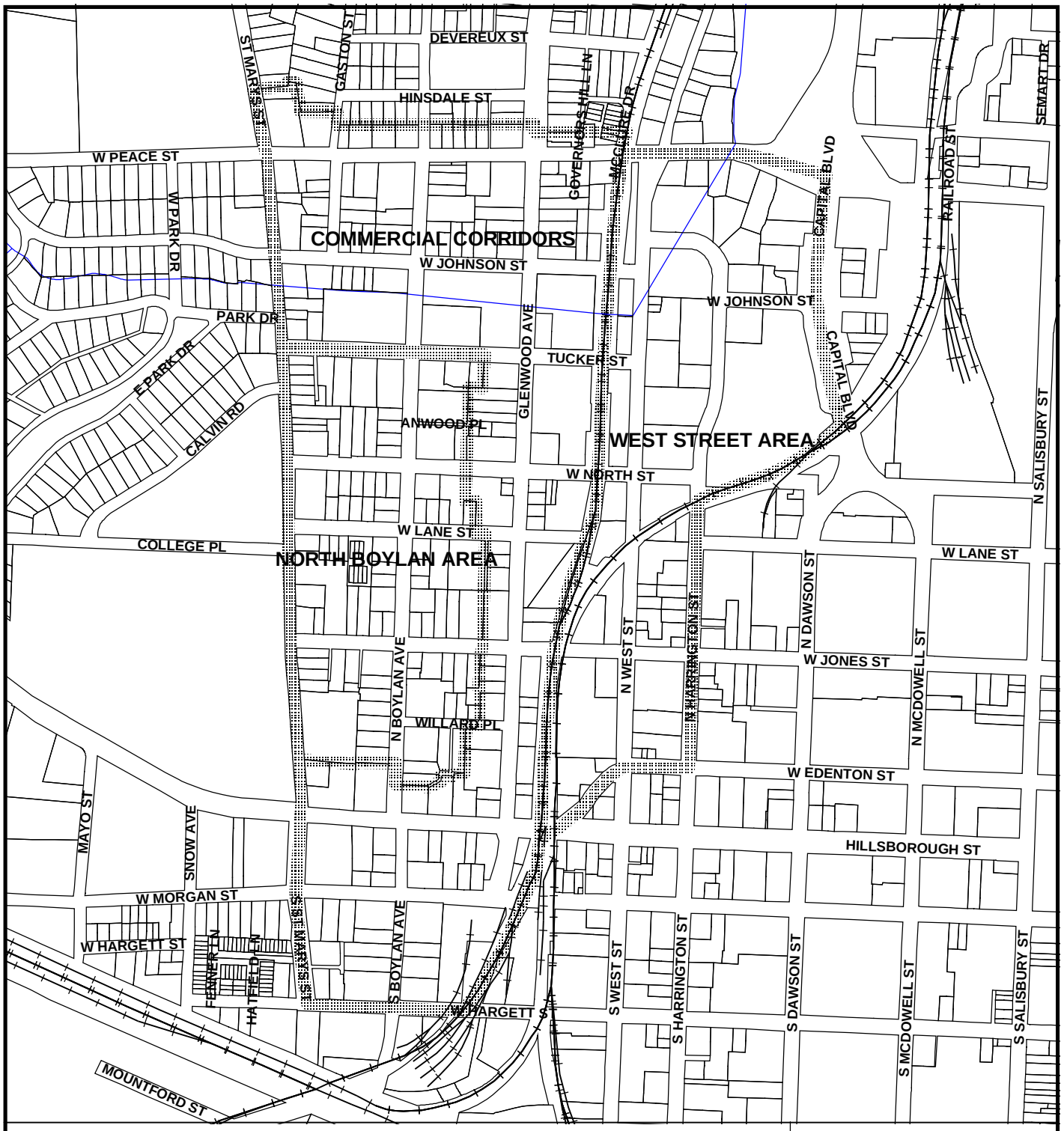
•Provide additional open space to encourage residential development by restoring the natural stream channel for Pigeon House Creek east of Glenwood Avenue and north to Peace Street. The creek restoration, called daylighting, would serve not only as an amenity in the area but also help improve water quality and stormwater control in the lower basin area. Potential funding is available through the North Carolina Division of Water Quality. Volunteer groups such as the Raleigh Stream Watch program and other environmentally minded organizations could participate by adopting portions of the project.

Another open space opportunity is located along the narrow strip of land situated between the NS railroad trestle and West Street. The reclamation of this area as open space would provide a valuable amenity and pedestrian connection to the downtown business district. This proposal also builds upon a recommendation made in the Downtown Plan to create a linear park encircling downtown Raleigh along railroad corridors.

•Extend sidewalks and streetscape improvements from the Glenwood commercial center to the West Street area to strengthen pedestrian and land use connections. The West Street area currently provides a large supply of underutilized surface parking that could be made more convenient and safer for use by Glenwood clients with improved pedestrian access. These lots serve as a good interim use until redevelopment in the area occurs. Connections to the State Government Center and downtown area should also be strengthened. Peace Street, Lane Street, Jones Street and Edenton Street all extend to major downtown employment centers.

GLENWOOD SOUTH SMALL AREA PLAN
STUDY AREAS

GLENWOOD SOUTH SMALL AREA PLAN
DEVELOPMENT CONCEPTS

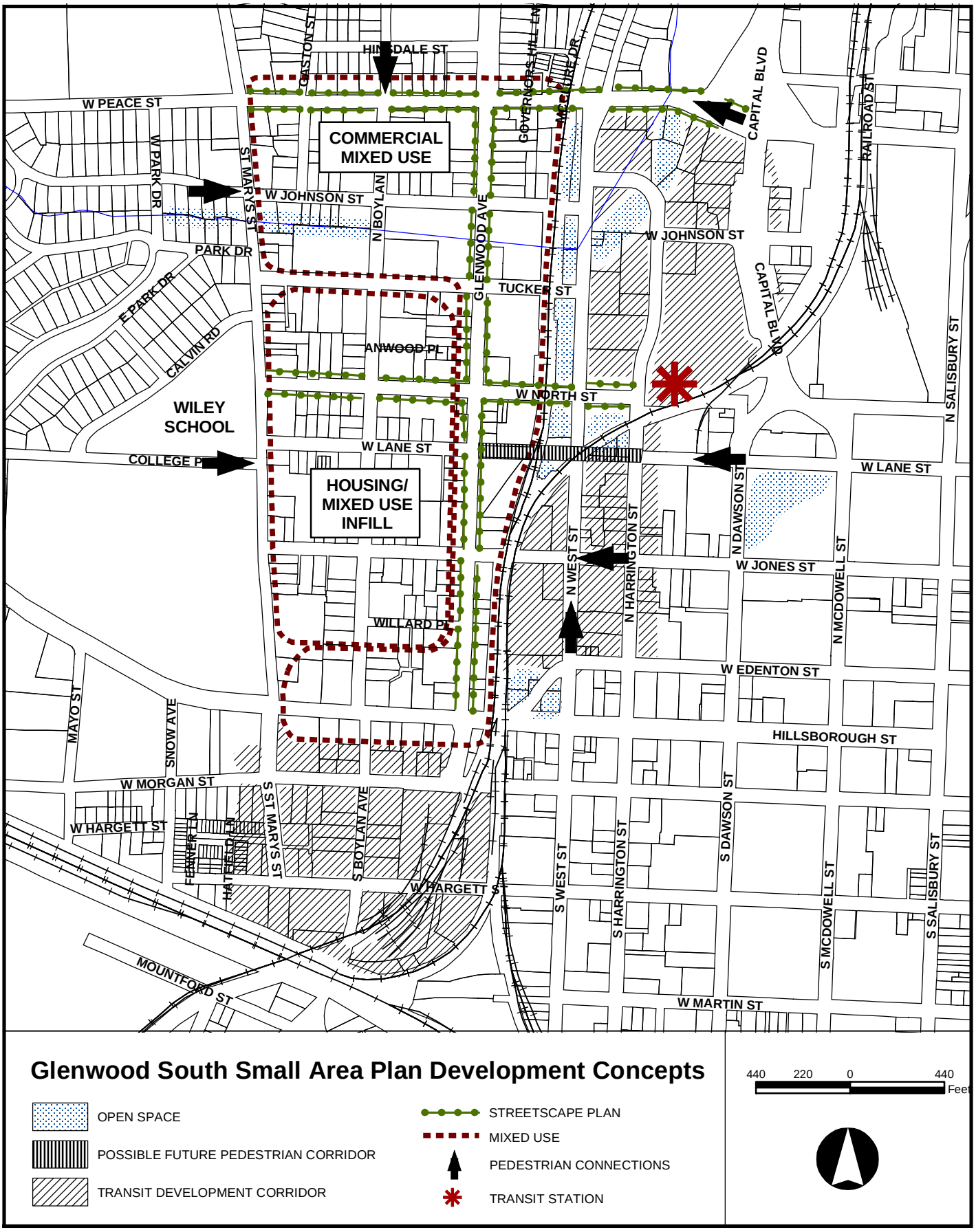


Glenwood South Small Area Plan Study Areas

PLAN BOUNDARY

STUDY AREAS

440 220 0 440 Feet


COMMERCIAL MIXED USE
HOUSING/ MIXED USE INFILL
WILEY SCHOOL
HINSDALE ST
W PEACE ST
W PARK DR
ST MARYS ST
W JOHNSON ST
N BOYLAN
GLENWOOD AVE
PARK DR
E PARK DR
CALVIN RD
TUCKER ST
ANWOOD PL
W NORTH ST
W LANE ST
COLLEGE PL
WILLARD PL
GASTON ST
GOVERNORS HILL LN
MCGUIRE DR
CAPITAL BLVD
RAILROAD ST
N SALISBURY ST
N DAWSON ST
N WEST ST
N HARRINGTON ST
W JONES ST
N MCDOWELL ST
W EDENTON ST
HILLSBOROUGH ST
MAYO ST
SNOW AVE
W MORGAN ST
W HARGETT ST
S ST MARYS ST
S BOYLAN AVE
FENNER LN
HATFIELD LN
W HARGETT ST
S WEST ST
S HARRINGTON ST
S DAWSON ST
S MCDOWELL ST
S SALISBURY ST
MOUNTFORD ST
W MARTIN ST
Glenwood South Small Area Plan Development Concepts
OPEN SPACE
POSSIBLE FUTURE PEDESTRIAN CORRIDOR
TRANSIT DEVELOPMENT CORRIDOR
STREETSCAPE PLAN
MIXED USE
PEDESTRIAN CONNECTIONS
TRANSIT STATION
440 220 0 440
Feet

Part 24 I-540-Falls Small Area Plan

The plan area includes properties fronting the Falls of Neuse corridor between two Focus Areas; the Strickland/Falls Neighborhood Focus and the Durant/Falls Community Focus. An interchange with I-540 will be located in the center of the plan area between the two Focus Areas on Falls of Neuse Road. A portion of the plan area north and west of Falls of Neuse Road is located within the Falls Lake watershed.

Goal
Provide guidance for future zoning and redevelopment along the corridor.

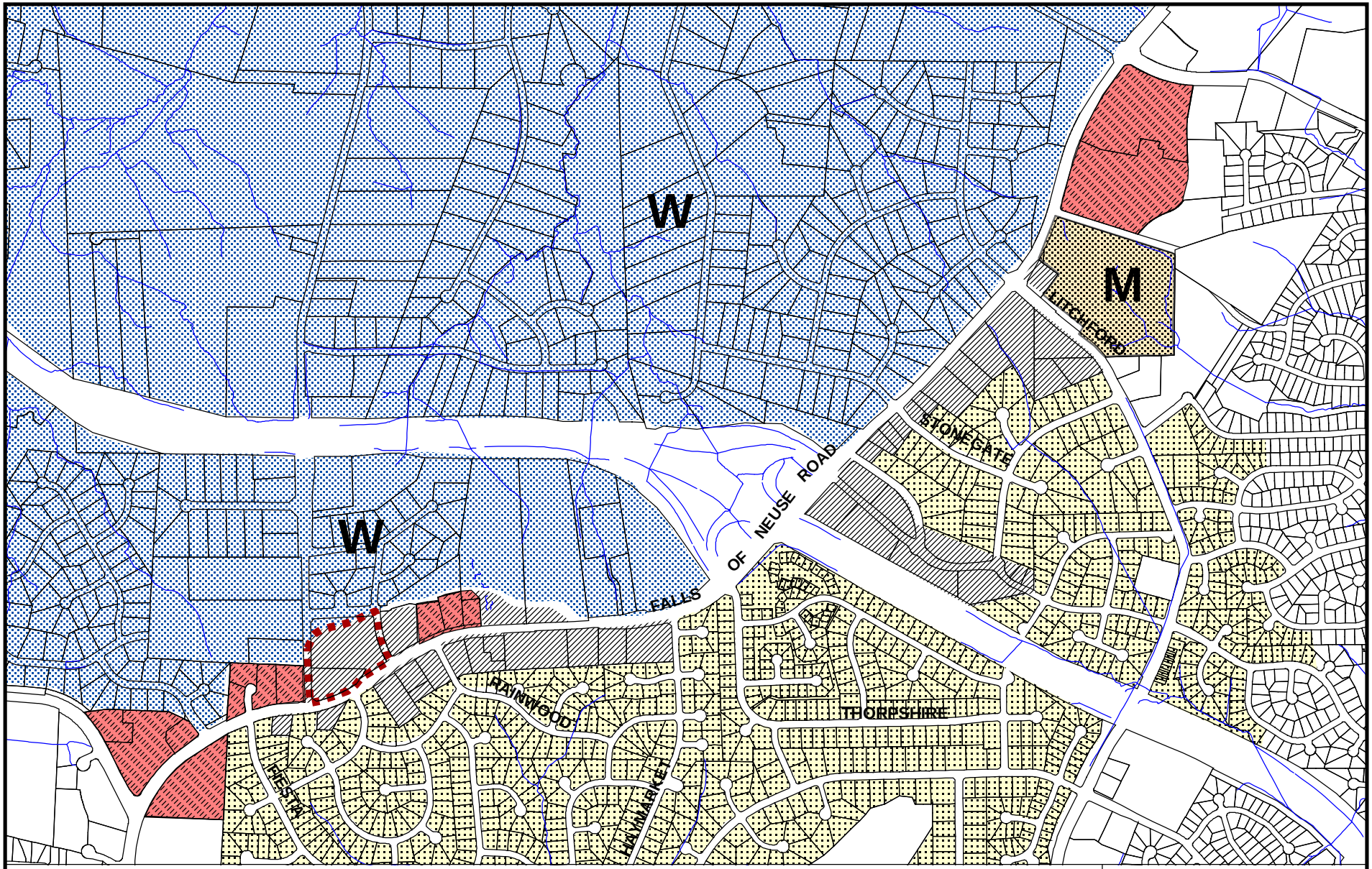
Objectives
•Recommend appropriate land use development patterns.
•Protect Falls Lake Watershed from development impacts.
•Minimize development impacts on traffic circulation.
•Recommend land use transitions to existing single family development.
•Improve the visual cohesion and identity of the corridor.

Policies
•Maintain current development restrictions and zoning for properties within the Falls Lake Secondary Watershed Protection Area. No additional nonresidential zoning or uses should be allowed in the watershed. Development policies should reflect those established in the Falls Lake Watershed Plan for a Secondary Watershed Protection Area.

•Residential development within the Secondary Watershed should include an interconnected system of residential streets with access limited along Falls of Neuse Road.
•Retain the Residential Thoroughfare designation for Falls of Neuse Road to encourage a low intensity land use transition to adjacent single family residential areas, to recommend guidelines for shared access and parking, and to provide incentives for development coordination.
•As a Residential Corridor Transition Area between the Strickland/Falls Neighborhood Focus and the Durant/Falls Community Focus, medium density residential and low intensity office uses are recommended for properties that front the thoroughfare outside the watershed.
The Residential Corridor Transition Area between Walton Commons and Honeycutt is recommended for mixed use as retail, office and residential.
•Small frontage lots should be recombined rather than redeveloped individually. New single family residences fronting the thoroughfare are discouraged. Non-residential frontage lots not in a Focus Area should have a low intensity appearance. This should be accomplished through landscaping, combining lots, building design and shared access. See guidelines for frontage lots on thoroughfares, p. 3-4.9.
•The Planned Development Conditional Use Overlay District is recommended for large assembled properties adjacent to the I-540 interchange and outside the watershed, to allow a greater mix of service uses with the approval of a Master Plan. Additional service facilities are recommended to increase the convenience of future residential/office development and may include eating establishments, laundry and dry cleaning (pick up), flower shop, gift shop, newsstand, food store, barber/beauty shops, and drug stores. Master Plan development standards should reflect the intent of the recommendations in this plan and provide an internal vehicular and pedestrian circulation system to minimize driveways onto Falls of Neuse Road.
•Proposed land uses shall not adversely impact adjacent residential properties because of bulk, scale, mass, fenestration or orientation of structures, stormwater runoff, noise caused by high levels of activity in service areas or on-site lighting (limit of 4/10s foot-candles at property line).

•Adequate access must be provided to the thoroughfare without causing undue congestion or placing excessive traffic or parking loads on adjacent local residential streets. Direct access points to the thoroughfare shall be no closer than 400 feet apart with variance allowed due to existing topographic conditions. Cross access and shared parking should be used whenever possible.
•All new residential development should access the collector street system and smaller residential streets when possible rather than the thoroughfare.
•A consistent streetscape buffer including dense plantings, fencing and/or berms along the frontage of residential properties backing up to each side of Falls of Neuse Road should be installed as road widening takes place. The consistent treatment will help to visually unify the corridor and buffer residential properties from traffic.
•Existing natural tree cover should be retained within the streetyard along Falls of Neuse Road as well as within the 50 foot transition yard along the lot rear adjacent to residential uses.
•Accent neighborhood entry points with landscaping at Fiesta Drive, Bolero Way, Rainwood Lane, Haymarket Lane, Thorpshire Drive, Stonegate Drive and Litchford Road.
•A street tree planting plan should also be prepared for the corridor to coordinate streetyard planting as frontage properties redevelop.
•Roadway improvements should include curb & gutter and sidewalks with storm water drainage design to minimize impacts on residential property and drain away from the watershed.
•Coordinate with NCDOT concerning the prevention of I-540 construction traffic through residential neighborhoods.

Durant/Falls of Neuse Community Focus
PRIMARY WATERSHED
SECONDARY WATERSHED
Honeycutt Creek
I-540
DURANT RD.
LITCHFORD
STONEGATE
NEUSE
ROAD
OF
FALLS
I-540
RAINWOOD
THORPSHIRE
STRICKLAND RD
FIESTA
HAYMARKET
N
N
I-540/Falls of Neuse Small Area Plan
RESIDENTIAL RETAIL
RIDGELINE
FOCUS
NEIGHBORHOOD ENTRY
720 360 0 720
Feet



I-540/Falls of Neuse Small Area Plan - Land Use

610 305 0 610
Feet

- COMMERCIAL
- CORRIDOR TRANSITION AREA
- LOW DENSITY RESIDENTIAL
- M MEDIUM DENSITY RESIDENTIAL
- W WATERSHED
- MIXED USE (RETAIL, OFFICE, RESIDENTIAL)

Part 25 Neuse River East Small Area Plan

BACKGROUND

Objectives

•To assure that growth is efficient, coordinates with adjacent development, and utilizes existing and planned infrastructure including transportation, public utilities and park facilities.
•To moderate the effects of isolated low-density development characterized by widely separated land uses by promoting an alternative growth pattern featuring mixed-use Village Centers.
•To concentrate growth in Focus Areas by supporting a compact mix of uses and housing densities interconnected with a pedestrian-friendly street and sidewalk system to accommodate multiple transportation options.
•To protect the unique character of the area by conserving significant natural features, historic resources, major wildlife corridors, open space and the cultural heritage that collectively establish a sense of place for the area.
•To establish an "edge" for the eastern extent of dense urbanization stimulated by the growth of the Triangle region and provide for a transition to a more rural environment reflecting the environmental quality of Eastern Wake County.

Origination of Plan

The Wake County Board of Commissioners adopted the East Raleigh/Knightdale Urban Service Area (USA) Land Use Plan in May 2000. This plan was prepared for this Urban Service Area jointly by Wake County, the Town of Knightdale and the City of Raleigh with the participation of area residents and property owners through a citizen's task force.

An Urban Service Area is the land area in Wake County jurisdiction that has been designated appropriate for municipal services and urban development patterns. Each municipality in Wake County has a jointly adopted USA illustrated in the Wake County Land Use Plan. USA's are further divided into Short-Range and Long-Range development time frames; the Short-Range USA classification applies to land within those portions of a "sewershed" that municipal water and sewer line extensions are projected to occur within 10 years. Municipal service extensions are projected beyond 10 years in the Long-Range USA.

Plan Area

The Neuse River East Small Area Plan is based on the Wake County Plan and the U S 401 North Corridor Plan and includes new recommendations for collector street locations, utility service extensions, park/greenway use areas, and urban form strategies. This plan will serve as Raleigh's guide for development east of the Neuse River, north of U S 64 East.

The Neuse River East plan area includes approximately 12,200 acres in the northeast portion of Raleigh's USA. Approximately 6,400 acres are within the Short-Range USA. The Short-Range plan area is located east of the current ETJ and extends south from Louisburg Road to US-64 and east to Peebles and Old Crews Roads. The plan also includes park/greenway, collector street and utility service extensions within Raleigh's Long-Range USA, which extends easterly to Rolesville Road.

The plan area includes a wealth of historic resources identified in the Wake County Land Use Plan that tie the area back to its agricultural roots including plantation homes, farm buildings, church buildings and a community recreational lake. Natural resources are also abundant as noted in the Wake County Open Space Plan including the Neuse River and associated wetlands, granite rock outcroppings and unique plant communities.

RECOMMENDATIONS

Urban Form

The urban form recommendations are based on the jointly adopted East Raleigh/Knightdale Urban Service Area Land Use Plan and the U S 401 North Corridor Plan. It encourages the development of compact mixed-use neighborhoods or Village Centers that include housing, commercial services and employment opportunities within designated locations identified as Focus Areas. Model design guidelines to support the Village Center concept are being prepared by the Raleigh Planning Commission-Strategic Planning Committee.

Focus Areas are located in areas that accommodate a grid of collector streets, provide adequate spacing between other focus areas, and avoid sensitive natural areas. The recommended development pattern within a Focus Area, referred to as a Village Center, includes medium to high density residential uses and a mix of retail, office, civic and social facilities. The entire development area is interconnected by a system of local streets and sidewalks to disperse traffic and minimize walking distances. Site design plays an important role in creating the pedestrian orientation within a Village Center as well as harmonizing the mix of uses. Commercial buildings should be clustered together to minimize walking distance and set forward toward the sidewalk and street with on-street parking and a pedestrian oriented streetscape. The streetscape area should include building entrances, storefront windows, street trees, low level lighting, seating and plaza areas. This streetscape design also provides a transition between commercial and residential development. On-street parking is encouraged adjacent to the sidewalk area as a buffer to vehicular traffic and for customer convenience. Parking between sidewalk areas and building fronts should be minimized. The development of individual properties within a Focus Area must be coordinated to relate with each other in land use, scale, and interconnectivity of streets and sidewalks. Residential areas should include a mix of housing styles with greater densities adjacent to the mixed-use center.

Outside a designated Focus Area, primarily low density residential uses are recommended. Existing community retail service uses are recognized by the designation of Residential Retail Area. Additional retail uses in these areas are strongly discouraged.

There are two types of focus area designations within the plan area, Neighborhood Focus and Community Focus. A Neighborhood Focus includes 40 to 160 acres and is primarily residential with an average density of 4 to 10 units per acre. A mixed-use core of 4 to 20 acres provides neighborhood shopping, professional services and social opportunities. Medium and high density housing is appropriate within the core area. There are five Neighborhood Focus areas identified on the Urban Form map in the vicinity of the following intersections, Forestville Road /US-401, Milburnie/Watkins Roads, Milburnie/Rolesville Roads, Buffaloe/Rolesville Roads, and Buffaloe/Lucas Roads.

A Community Focus might include 160 to 320 acres including housing at a density of 7 to 15 units per acre. A mixed-use core of 10 to 50 acres provides retail, professional services, civic and educational uses to serve not only the core area occupants but also the needs of the surrounding neighborhoods. This plan recommends that a Community Focus Area be formed by combining a Residential Community Focus Area and a Neighborhood Focus Area currently located within Raleigh's ETJ along Forestville Road at Buffaloe Road and at the future extension of Skycrest Drive. This change is recommended due to the close proximity of the two existing focus areas to each other and the opportunity to provide an interconnected street network within the Focus Area. Commercial development should be concentrated within the Focus Area between I-540, Forestville Road, Buffaloe Road and Skycrest Drive extension. Development at the I-540 interchange quadrants not within the described Focus Area should be developed as residential or low intensity office/institutional uses.

An Employment Area is designated at the intersection of US-401 and Forestville Road. Employment based uses including office and light manufacturing are recommended for the area north of US-401 and west of Forestville Road. Structures should be clustered in a campus like setting to protect important natural features and maximize usable open space. Protective yards around the perimeter of the Employment Area and adjacent to residential zoning should be a minimum of 100 feet. A maximum of 25 percent of the parking may be located in front of the building with major access from Forestville Road. The maximum building height should not exceed 30 feet. The creek and historic Rogers-Whitaker-Haywood house should be incorporated into the site design. The remaining quadrants of the US-401/Forestville Employment Area should include a mix of uses that transition in scale and use to adjacent residential areas and incorporate pedestrian oriented design with strong connections to the surrounding community.

Transportation
The thoroughfare system is comprised of arterials, major thoroughfares, and minor thoroughfares. U.S. Hwy 64, U.S. Hwy 401, and the proposed I-540 establish the primary arterial network in the plan area. Major thoroughfares include Mitchell Mill Road, Buffaloe Road, Forestville Road and the proposed Skycrest Drive extension. Minor Thoroughfares include Peebles Road and Old Crews Road. Peebles and Old Crews Roads create a north/south connection along the eastern boundary of the plan area that could be improved upon by upgrading the road to a Major Thoroughfare and realigning the intersection at Old Milburnie Road to form a continuous movement.

Collector street locations are recommended to assure an adequate level of connectivity between residential neighborhoods, to community service centers, and to local thoroughfares allowing for the efficient dispersal of traffic throughout the network of roads. A partial system of collector streets was recommended in the Joint U.S. 401 Perimunicipal Area Plan and adopted in 1992. Building upon the US-401 Plan, additional collectors are recommended to interconnect the expanded area of this plan.

Roadways should be designed to also accommodate walking and biking as alternative forms of transportation. Convenient sidewalk connections within neighborhoods and to retail and employment areas are necessary to support walking and transit service in the future. Bikeway and greenway systems should also be included and interconnected to add to the grid of alternative transportation corridors.

Utilities
Water and wastewater facilities are planned to allow the extension of these services to anticipated development in the plan area over the next ten years. Raleigh's utility systems have been planned in coordination with the Wake County Water/Sewer Plan, adopted in 1998 to coordinate the logical and orderly expansion of water/sewer service within the defined Urban Service Areas of Wake County.

Sanitary sewer lines in the area include the outfall line on the west side of the Neuse River and the Harris Creek line. A 48" outfall line is funded by the CIP for fiscal year 2005 on east side of Neuse River from an existing line north to the intersection with the Harris Creek line. The outfall is continued north to Louisburg Road as a 24" line in the second 5 year schedule of the CIP. These are the sewer line extensions currently funded by the City. Future development will be responsible for connecting to the main sewer service lines.

Water line extensions are currently under construction in Buffaloe Road east of the Neuse River to Forestville Road and northerly along Forestville Road to Mitchell Mill Road. A water line is also being extended up Louisburg Road with a CIP-funded project proposing to continue the

water line east along Mitchell Mill Road to Forestville Road, completing a water main loop by the end of 2002. An additional water line extension is funded for 2002 in Old Milburnie Road from US-64 north to Buffaloe Road.

Parks and Greenways
Raleigh's current Parks & Greenway Plan includes recommendations for several greenway corridors and a Community Park Search Area within the plan area. Additional greenway extensions and 3 Neighborhood Park Search Areas are being recommended to meet the recreational needs of the projected population in this portion of the city. The Neuse River is a major recreational corridor in Raleigh as detailed in the Neuse River Corridor Comprehensive Recreation Master Plan. Two major greenway corridors extend from the Neuse River into the plan area: Harris Creek and Beaver Dam Creek.

Harris Creek is located in the northern half of the plan area and is identified in the Raleigh Parks and Greenway Plan as the Wake Crossroads Lake greenway. Tributary-A of Harris Creek branches to the south and continues east past Old Crews Road into Raleigh's Long-Range USA. Additions to both the Harris Creek and Tributary-A greenways are recommended to extend the greenway corridors as shown on the Parks and Greenway Plan map. An additional greenway corridor is recommended along a creek extending east from the Neuse River through Neuse Crossings and Neuse Point Village subdivisions and across Mitchell Mill Road. This extension will provide a greenway connection to the Neighborhood Focus Area at Forestville and Louisburg Roads.

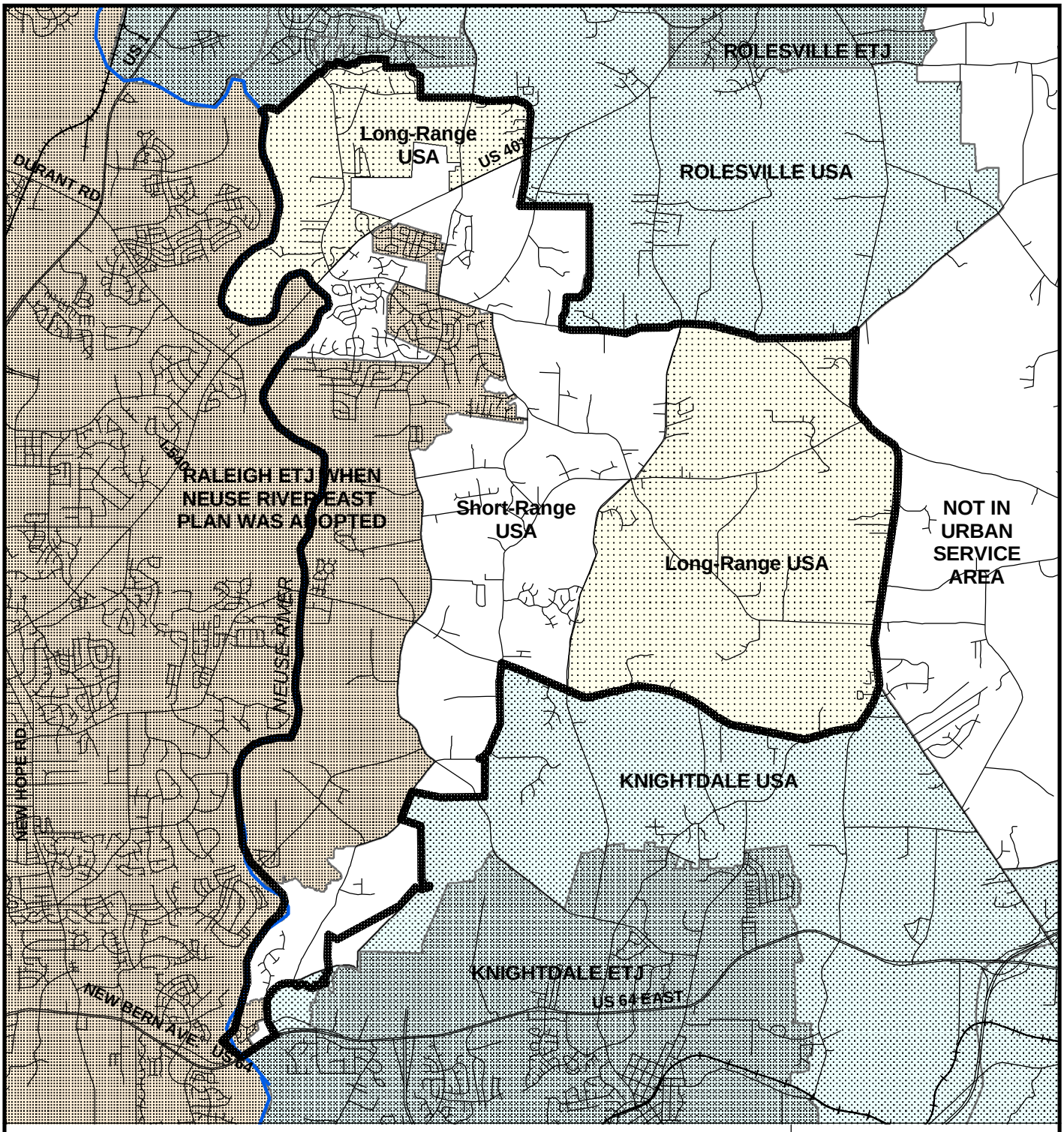
A pair of lakes, Beaver Dam and Neuseoca, and Beaver Dam Creek forms the southern greenway corridor in the plan area. A large portion of the Beaver Dam Creek greenway extends into the Knightdale USA. A greenway corridor is also shown connecting with the newly designated Community Focus Area between Buffaloe Road and the future extension of Skycrest Drive.

Park Search Areas are shown on the Park and Greenway Plan map. A Community Park Search Area and three Neighborhood Park search areas are recommended to serve the projected population in the plan area.

Visual Resources Along U S 401
Visual resources should be emphasized in the 3000 foot corridor surrounding U.S. 401. The purpose is to preserve and protect the historic, residential and rural atmosphere.
•Tree preservation is strongly encouraged along the corridor through rezoning or landscape ordinance credits.
•Parking areas east of the Neuse River should be located at the side or rear of the building or screened with landscaping so that a large expanse of asphalt is not visible from U.S. 401.
•Appropriate S.H.O.D.s should be applied and maintained throughout this corridor.
•Signs can either be attached to the building or be detached and low-profile. Signs should complement the building style including scale, color and texture. Medium or high profile ground signs should be limited to focus areas, with only one such ground sign for identification permitted per development.

Preservation of Natural and Historic Resources
•Open space should be provided along the Neuse River and its tributaries in order to protect water quality, preserve their character, and provide for greenways. Buffers along the Neuse River should include the 100-year flood plain or 150 feet, whichever is greater. Buffers along Harris Creek and Tom's Creek should include the 100-year flood plain. Development within this area is discouraged. Alternative residential development, such as clustering, is encouraged, especially along the Neuse River.

•Preservation of the heavily wooded approaches to the Neuse River, as well as the existing topography, floodplains and rock outcroppings is essential.
•Historic sites include: a mill site on the O'Hara-Stell Farm and the Rogers-Whitaker-Haywood House. These should be preserved on their original sites, designated as local historic landmarks, and nominated for the National Register of Historic Places if eligible. Plans for the retention and preservation of historic sites in their original location should be shown on development proposals for parcels containing historic sites or properties (showing how any negative impacts are to be lessened or eliminated). Any parking required for nonresidential adaptation should be in the rear of the historic structure to preserve the view from the road. The private sector should explore options for purchase or donation of preservation easements or restrictive covenants that preserve historic properties.



Neuse River East Small Area Plan
Plan Boundary and Urban Jurisdictions

- NEUSE RIVER EAST PLAN BOUNDARY
- NON-RALEIGH ETJ
- RALEIGH 2000 ETJ
- RALEIGH LONG-RANGE USA
- RALEIGH SHORT-RANGE USA OR AREA NOT IN USA
- NON-RALEIGH USA

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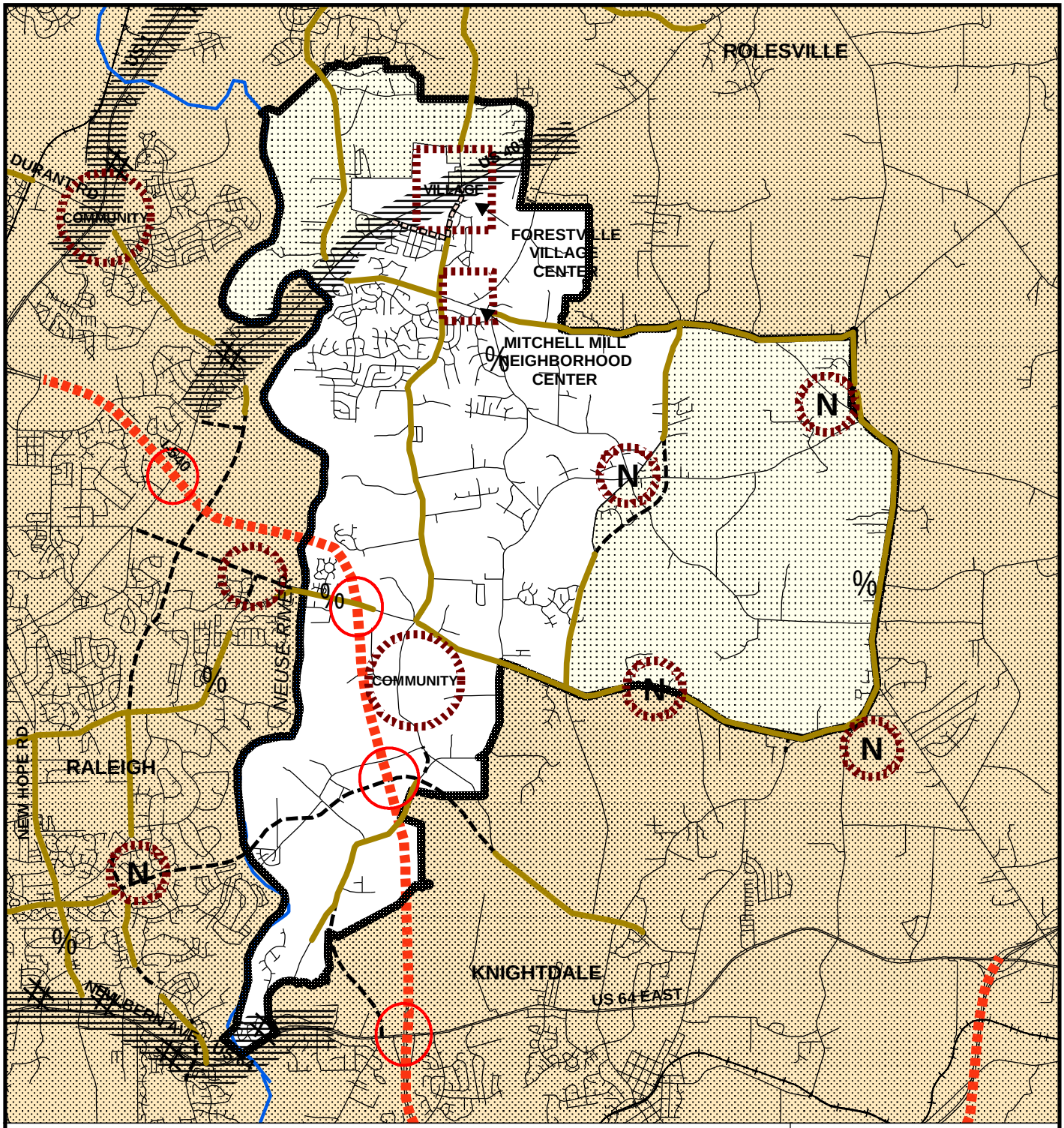
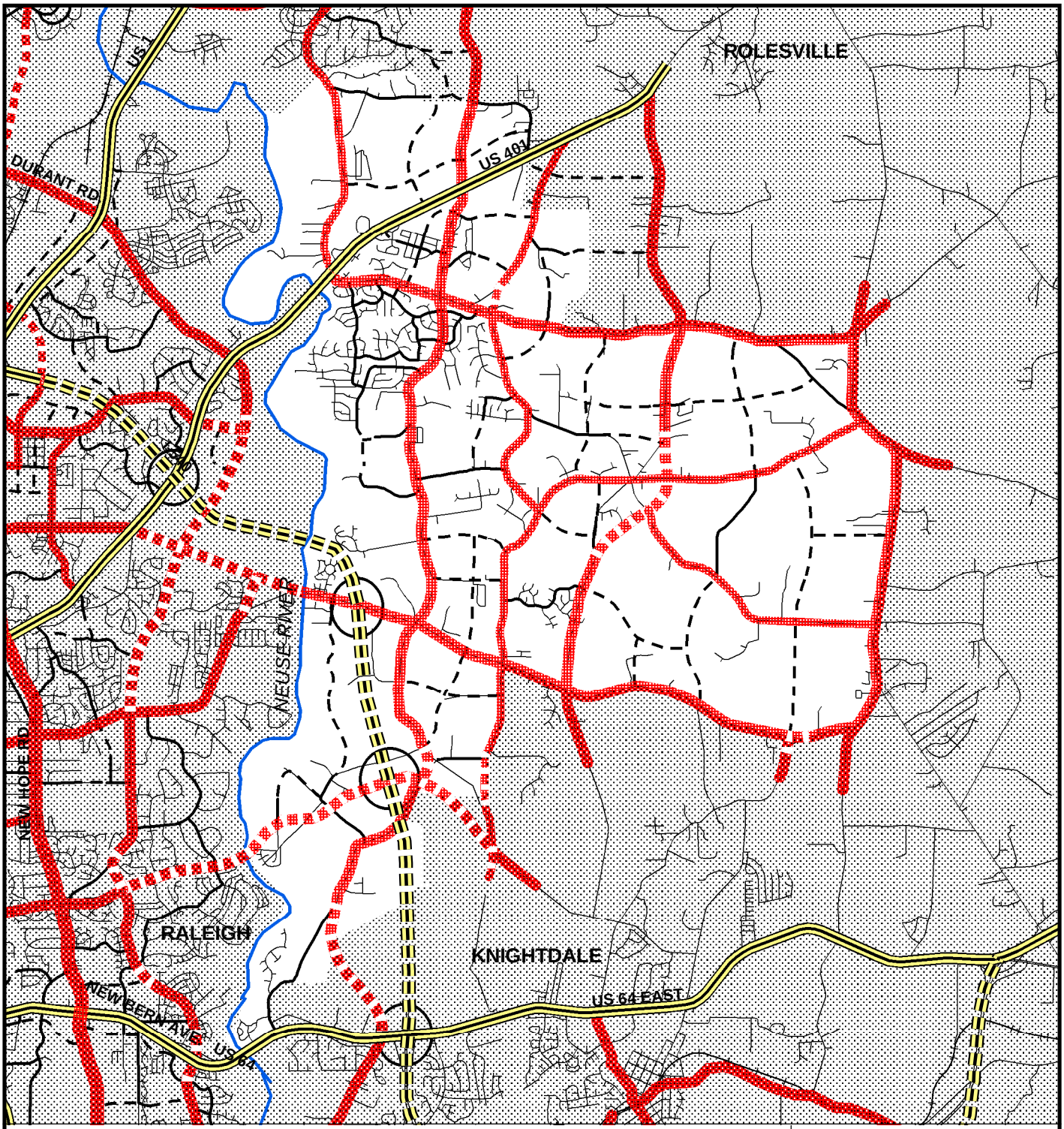


Neuse River East Small Area Plan Urban Form

- I-540 INTERCHANGE
- RETAIL AREAS
- RESIDENTIAL RETAIL
- MIXED USE CENTER
- GATEWAY CORRIDORS
- PLAN BOUNDARY
- PROPOSED PRIMARY ARTERIALS
- TYPE B THOROUGHFARES
- PROPOSED ROADS
- NEIGHBORHOOD FOCUS
- POLICY BOUNDARY LINE
- RURAL DENSITY RESIDENTIAL
- LOW DENSITY RESIDENTIAL

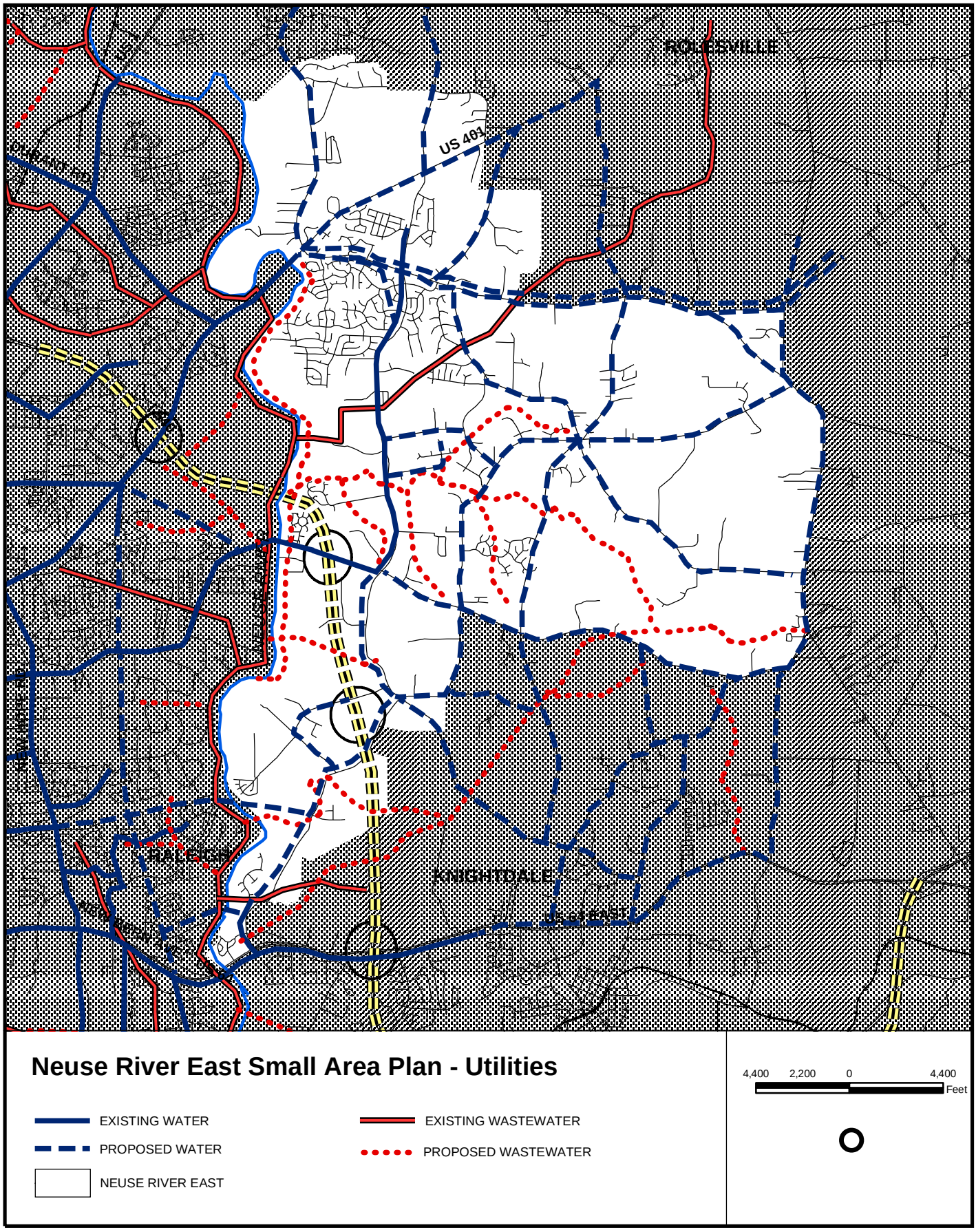
4,600 2,300 0 4,600 Feet



Neuse River East Small Area Plan - Thoroughfares

- PRIMARY ARTERIALS
- SECONDARY ARTERIALS
- MAJOR THOROUGHFARES
- MINOR THOROUGHFARES
- COLLECTORS
- PROPOSED ROADS
- PROPOSED INTERCHANGES
- NEUSE RIVER EAST

3,600 1,800 0 3,600 Feet


ROLESVILLE
US 401
RALEIGH
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I-540 EAST
4,400 2,200 0 4,400
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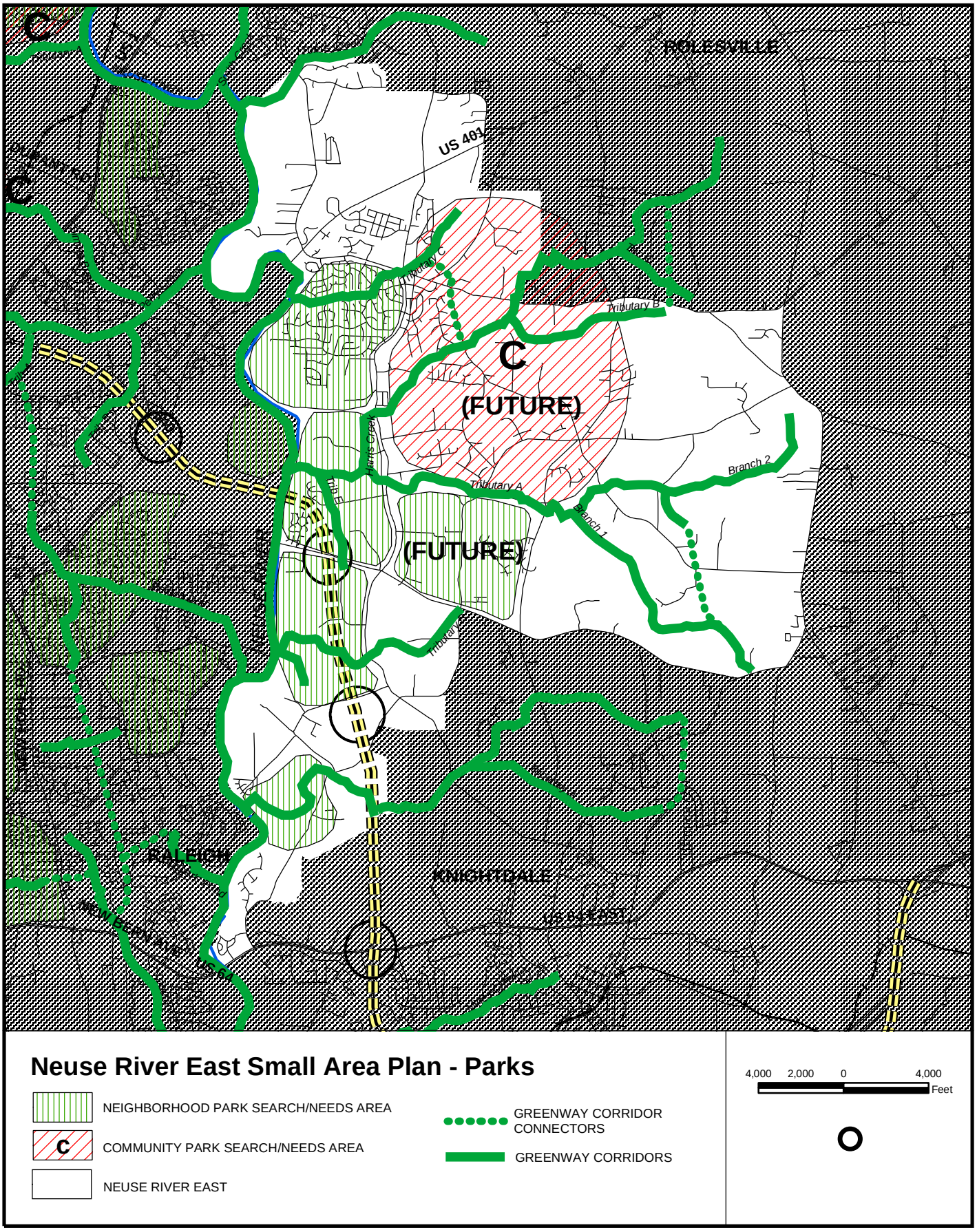
Neuse River East Small Area Plan - Utilities
EXISTING WATER
PROPOSED WATER
NEUSE RIVER EAST
EXISTING WASTEWATER
PROPOSED WASTEWATER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Trib E
Trib D
Trib C
Trib B
Trib A
Mine Fork Creek
Middle Creek
Swift Creek
Walnut Creek
Pigeon House Creek
RALEIGH
KNIGHTDALE
US 64 EAST
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Neuse River
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Neuse River

Part 26 Triangle Town Center Small Area Plan

Building an Urban Village in the Triangle's Northeastern Regional Center

INTRODUCTION

The Small Area Plan (SAP) for the Triangle Town Center Area is a plan for the portion of Raleigh's Northeast Regional Center bordered by I-540 on the north, Old Wake Forest Road and Fox Road on the east, Oak Forest Road and Spring Forest Road Park on the south, and Capital Boulevard on the west.

The intent of this SAP is to convey an understanding of, and general guidance for, the type of urban center this area is destined to become in the twenty-first century. Today, it is an area of scattered development and rapid change. In the next few years, new development will set the course for the character of this area for many years to come. This SAP envisions that this area will be built as a Regional Center and, therefor its urban form will be similar to other Regional Centers in the City. As such, development in the SAP will likely evolve through several transitions from largely undeveloped (as it is today) to a Regional Center. These transitions will evolve as regulations change, transit and other infrastructure develop and as market forces impact the region. In light of these changing circumstances, the SAP provides a level of flexibility necessary to accommodate these transitions while at the same time guiding development toward the envisioned Regional Center urban form.

This plan is an outgrowth of a community planning process that culminated in a workshop held in March 2000. The workshop included participation by landowners, residents, business operators and community planners with a stake in this area. The vision that developed from the workshop was that this area had the potential to shape the pattern of development emerging in the Northeast Regional Center. This Center has been previously identified in the City's Comprehensive Plan as one of three Regional Centers (Downtown, Airport/RTP, and Northeast) linked by roads and transit services that in turn are part of a regional pattern of urbanization for the Triangle.

Instead of contributing to a pattern of suburban sprawl, congested roadways, polluted air and a deteriorating environment, it was envisioned that the development of this Regional Center could become a model of efficient development, based on sound environmental and community design principles. The urban center that can emerge here is characterized by mixed-use development, strong pedestrian corridors, utilization of environmental features to shape the pattern of development, and a greatly improved relationship between the use of the land and the transportation systems that serve those uses.

The basic design elements for this quadrant of the Northeast Regional Center include the following:

- Four clusters of intense development with a mix of commercial, institutional and residential uses.
- A centrally located neighborhood center that provides a public function within each development cluster.
- A pedestrian oriented street that links the neighborhood centers and accommodates walking, biking, driving and transit use within and between each center and to adjacent neighborhoods.
- A system of roadways and transit routes that provide access to the region's other activity centers as well as highway and transit systems.

The SAP contains site development concepts for each quadrant of the plan area based on the goal of creating a complementary, mutually supportive mix of uses at urban intensities within easy

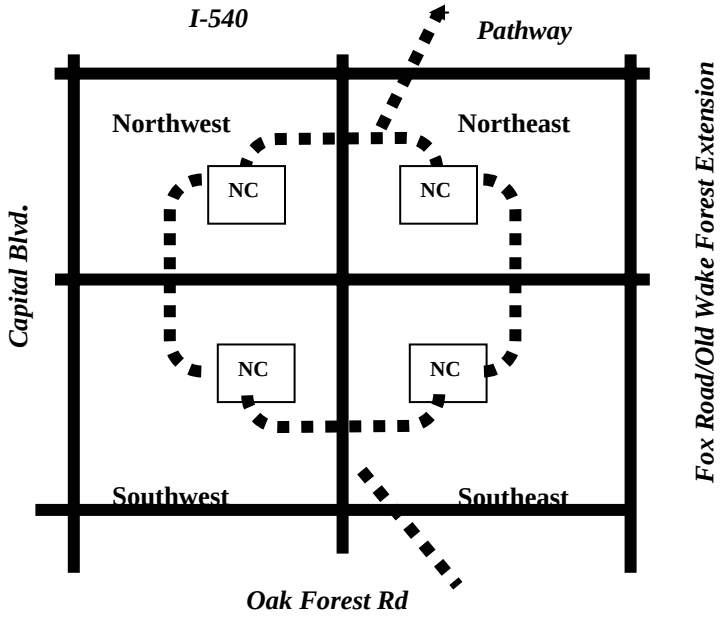
walking distance of one another along safe, direct walkways. A site plan for the area developed as part of the community planning workshop ("Site Plan for Triangle Towne Center" – Gibbs Planning Group, March 24, 2000) serves as a conceptual, general illustration for the Small Area Plan.

The framework for this plan is an interior loop of streets and pedestrian pathways that connect the Neighborhood Centers of each quadrant. Particular emphasis is placed on the size and function of streets relative to surrounding land use, the orientation of buildings to streets and pedestrian paths, and the convenience of pedestrian linkages within and between Neighborhood Centers.

Also important in determining the development pattern for the area is the location and size of stormwater management facilities. A proposal for a regional stormwater management plan is being developed by the City of Raleigh to fulfill the State of North Carolina's Neuse River nutrient reduction rules. If adopted by the City and the State, this plan will be incorporated into the TTC Small Area Plan.

These development concepts are described in more detail in the following sections describing land use, street function and building design.

TTCSAP Concept Plan



LAND USE

The pattern of land use described in the Small Area Plan is a guide for long-term development. It is intended to represent the highest potential for development that is compatible and sustainable, recognizing the regional and local nature of the residential and commercial real estate markets, and preserving important natural resources. The charts indicating the ratio of proposed land uses are intended to illustrate the general nature of the Small Area Plan and are not a precise measure. Mixed-use development is encouraged, particularly east of the Triangle Town Boulevard, as a transition to residential areas to the east. Mixed use includes provision for ground floor retail and services with upper story office and residential uses or for a mix of uses in

separate buildings within convenient walking distance of each other and developed in conjunction with one another by a single owner/developer or as an approved development plan.

Northeast Quadrant

The Northeast Quadrant is bounded by I-540 on the north, Triangle Town Boulevard on the west, and Old Wake Forest Road on the south and Fox Road on the east. This area will include a mix of retail, office, hotel, residential and civic uses arranged in a traditional street block pattern.

Commercial uses are concentrated primarily in the western portion of the quadrant and residential uses in the eastern portion. The residential density is highest near the retail and office uses that dominate the center of the quadrant, and lowest in density where there are existing residential neighborhoods. Small parks or public squares are encouraged within these residential areas.

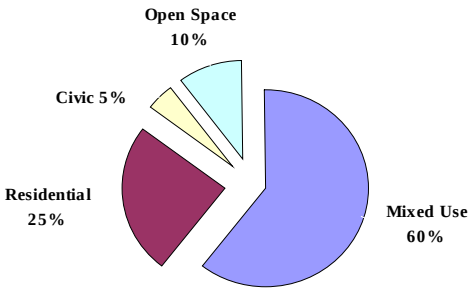
A North-South Road (local access street) and an East-West Road (collector street) are part of a greenway network that extends through the quadrant providing a pedestrian friendly connection with the adjacent northwest and southeast quadrants. A public square bordered by commercial buildings and a prominent civic function should be centrally located within the quadrant to create a Neighborhood Center. The frontage of buildings adjacent to the sidewalk and street area with on-street parking along the collector and local access streets and around the Neighborhood Center is necessary to create a comfortable and convenient pedestrian environment. Multi-storied buildings are appropriate along these corridors containing commercial services and office uses on the lower floors and residential or office above.

The North-South Road and East-West Road pass through the Neighborhood Center to Old Wake Forest Road at a coordinated location that will extend the North-South Road into the southeast quadrant. The crossing should occur generally midway between Triangle Town Boulevard and Fox Road possibly near the top of one of the prominent stream corridors that divide this quadrant. The specific location of the crossing of Old Wake Forest Road in this vicinity will be determined by the first development plan in this area to be approved by the City. The location must be approved by the City Council, following a recommendation by the Planning Commission. Roadway design at the pedestrian crossing must include features to calm vehicular traffic and enhance the pedestrian environment. The civic plaza(s) at this location along Old Wake Forest Road will also enhance the pedestrian environment of the crossing.

Along Old Wake Forest Road east of Triangle Town Boulevard, a transition through roadway and site design is needed to calm traffic prior to reaching the primary pedestrian crossing and the less intense residential areas east of the Regional Center. Option A or B for Thoroughfares in Retail Areas in the Street Design Guidelines should be coordinated between properties north and south of this section of Old Wake Forest Road. The same option must be applied on both sides of the street. The option shall be established by the first development plan to be approved by the City on the frontage of Old Wake Forest Road between Triangle Town Boulevard and Fox Road.

There are two stream corridors in this quadrant that should be considered part of a water quality and stormwater control system in accordance with local code and State of North Carolina rules. In addition, the existing tree cover adjacent to I-540 must be preserved, incorporating the SHOD street yard setback.

Proposed Land Use Mix in Northeast Quadrant
(Intended to Illustrate the general nature of the quadrant and is not an exact measure)



Southeast Quadrant

The Southeast Quadrant is bounded by Old Wake Forest Road on the north, Triangle Town Boulevard on the west, Fox Road on the east and Spring Forest Road Park on the south. This area should have a mix of retail, office, hotel, residential and civic uses arranged in a traditional street block pattern with a grid size of between 400' and 600'.

Retail uses are concentrated primarily in the northern and western portion of the quadrant. A mix of neighborhood oriented retail, attached residential and office uses are located in the southern portion of the quadrant. In the area east of Triangle Town Boulevard and south of Sumner Boulevard, retail uses should serve as a neighborhood focus for residents of this quadrant and nearby communities. A transition in scale and use with pedestrian connections is needed along Fox Road between the Regional Center and existing lower density residential neighborhoods to the east. Spring Forest Park, along the southern edge of the quadrant, should be incorporated as an amenity for development in this area.

A primary North-South Road (local access street) that is part of a greenway network extends through the quadrant from Spring Forest Park to Old Wake Forest Road. A public square bordered by office and retail buildings and a prominent civic function should be centrally located within the quadrant to create a Neighborhood Center. The frontage of buildings adjacent to the sidewalk and street area with on-street parking along the local access street and around the Neighborhood Center is necessary to create a comfortable and convenient pedestrian environment. Multi-storied buildings are appropriate along this corridor containing commercial services and office uses on the lower floors and residential or office above.

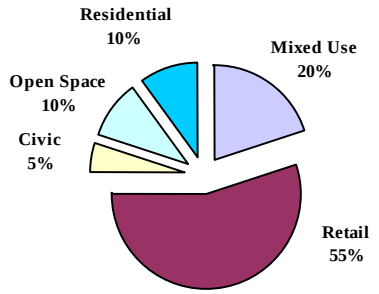
The North-South Road passes through the Neighborhood Center and crosses Old Wake Forest Road at a coordinated location that will extend into the northeast quadrant. The crossing should occur generally midway between Triangle Town Boulevard and Fox Road. The specific location of the crossing of Old Wake Forest Road in this vicinity will be determined by the first development plan in this area to be approved by the City. The location must be approved by the City Council, following a recommendation by the Planning Commission. Roadway design at the pedestrian crossing must include features to calm vehicular traffic and enhance the pedestrian environment. The civic plaza(s) at this location along Old Wake Forest Road will contribute to the pedestrian environment of the crossing.

Along Wake Forest Road east of Triangle Town Boulevard, a transition through roadway and site design is needed to calm traffic prior to reaching the primary pedestrian crossing and the less

intense residential areas east of the Regional Center. Option A or B for Thoroughfares in Retail Area in the Street Design Guidelines should be coordinated between properties north and south of this section of Old Wake Forest Road. The same option must be applied on both sides of the street. The option shall be established by the first development plan to be approved by the City on the frontage of Old Wake Forest Road between Triangle Town Center Boulevard and Fox Road. The design of Sumner Boulevard east of Triangle Town Boulevard must accommodate street front retail and on street parking with an emphasis on pedestrian use and street crossings.

The pond in the southwestern portion of the quadrant will be preserved as part of the water quality and stormwater control system in accordance with local code and state rules.

Proposed Land Use Mix in Southeast Quadrant
(Intended to Illustrate the general nature of the quadrant and is not an exact measure)



Southwest Quadrant

The Southwest Quadrant is bounded by Old Wake Forest Road on the north, Capital Boulevard on the west, Oak Forest Road on the south and Triangle Town Boulevard on the east. The Triangle Town Center Mall is the principal development feature of this quadrant.

The majority of this quadrant is allocated to retail uses as previously approved with the Triangle Town Center Mall. South of Sumner Boulevard an entertainment/retail complex is recommended with retail continuing east to Triangle Town Boulevard. Residential and mixed-use development is encouraged along Triangle Town Boulevard between Sumner Boulevard and Oak Forest Road.

A north-south pedestrian connector extends from the northeast entrance of the Mall across Old Wake Forest Road to the Northwest Quadrant Neighborhood Center. The pedestrian crossing at Old Wake Forest Road will be marked by special civic features on both sides of the road and include traffic calming measures to assure pedestrian safety. Vehicular entrances along Wake Forest Road will be similarly marked and aligned with the entrances to the Northwest Quadrant.

The Mall will be linked to the quadrant's Neighborhood Center and pedestrian pathway on the south by a corridor of restaurants and specialty retail establishments. Running through the center will be a series of water features, extending from the Mall to Sumner Boulevard.

Across Sumner Boulevard from the corridor of restaurants will be an entertainment/retail complex, perhaps including a movie theatre and a cluster of retail establishments. This and the development directly across the street will form the Neighborhood Center of the quadrant. Within this complex will be located a public square with a prominent civic function. The frontage

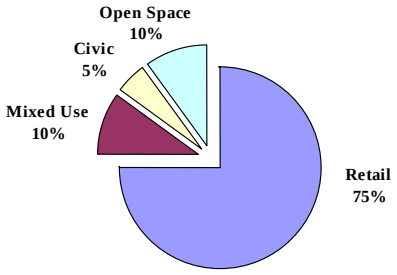
of buildings on the sidewalk and street area with on street parking along the pedestrian streets and around the Neighborhood Center is necessary to create a comfortable and convenient pedestrian environment.

East of this development will be a stormwater retention facility that also will serve as part of the area's greenway system. The greenway will extend south along the stream corridor to Oak Forest Road, then east to the next quadrant. The greenway also extends north along the west side of Triangle Town Boulevard as approved in the Triangle Town Center Mall plan.

Along the south side of Sumner Boulevard from the cinema to Triangle Town Boulevard will be retail establishments that reinforce the link from this quadrant to the Southeast Neighborhood Center. Residential and mixed-use development will be in the southeast corner of this quadrant, similar in character to the development across Triangle Town Boulevard in the Southeast Quadrant. Due to the presence of major electrical transmission lines along the east side of Triangle Town Boulevard, there will be no buildings on the eastern edge of the quadrant. Landscaping should screen the parking lots from the road. The intersection of Sumner Boulevard and Triangle Town Boulevard should be marked by civic features on the four corners.

Development fronting along Capital Boulevard should not derive their primary access from Capital Boulevard but be interconnected to the Regional Mall and access points on Sumner Boulevard and Old Wake Forest Road extension.

Proposed Land Use Mix in Southwest Quadrant
(Intended to Illustrate the general nature of the quadrant and is not an exact measure)



Northwest Quadrant

The Northwest Quadrant is bounded by I-540 on the north, Capital Boulevard on the west, Old Wake Forest Road on the south and Triangle Town Boulevard on the east. This area should have a mix of retail, office, hotel and civic uses. A retail complex is located in the western portion of the quadrant, oriented parallel to the interchange of Capital Boulevard and I-540. A mix of smaller scale retail along with office, hotel and civic uses are concentrated in the eastern part of the quadrant.

The East-West Road extends from the Northeast quadrant across Triangle Town Boulevard to the Northwest quadrant and then turns south to intersect with Old Wake Forest Road. A pedestrian connector extends north from the Triangle Town Center Mall across Old Wake Forest Road through the stormwater facility to the East- West Road. This network will provide a pedestrian friendly connector between the Neighborhood Centers of the adjacent quadrants. Roadway

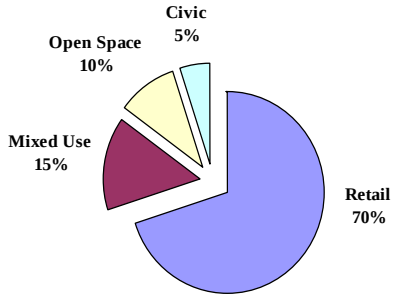
designs at the pedestrian crossings of Triangle Town Boulevard an Old Wake Forest Road must include features to calm vehicular traffic and enhance the pedestrian environment.

The intersection of the collector street and pedestrian connector would be an appropriate location of the Neighborhood Center for this quadrant. A public square with a prominent civic function bordered by commercial buildings would help to create the focus and intensity necessary for the area to function as a Neighborhood Center. The stormwater and natural area within the southeast corner of the quadrant could be an amenity feature for the Center and possible hotel or conference center facilities utilizing the direct pedestrian connection to the Mall.

The frontage of buildings adjacent to the sidewalk and street area with on street parking along the collector and local access streets and around the Neighborhood Center is necessary to create a comfortable and convenient pedestrian environment. Multi-storied buildings are appropriate along these corridors containing a mix of uses. Upper floors may contain commercial services, office or residential uses. Parking should be located behind the buildings that front on the collector street. A landscaped pedestrian corridor should link large footprint retail buildings in the western part of the quadrant to the quadrant's Neighborhood Center.

East and south of the Neighborhood Center will be open space preserved as part of the water quality and stormwater control system. In addition there should be a natural area preserved along the northern and western borders of the quadrant adjacent to I-540. The redevelopment of existing sites along Capital Boulevard should include connectivity between new and existing uses to avoid additional driveway cuts.

Proposed Land Use Mix in Northwest Quadrant
(Intended to Illustrate the general nature of the quadrant and is not an exact measure)



STREET FUNCTION AND DESIGN GUIDELINES

Street function is defined by the location in the road network and the surrounding land use. The recommended cross section design, inclusive of right-of-way and adjoining private property, is a result of these two attributes. If function changes because of road reclassification or the development of an alternative land use, the corresponding cross-section design will apply. Unless otherwise noted herein, the design standard specified in the City of Raleigh "Streets, Sidewalks and Driveway Access Handbook (1995) shall apply.

General Conditions

Old Wake Forest Road Extension
This is designated as a Major Thoroughfare. The current road section is a 53' back-to-back street on an eighty-foot right-of-way. This is a significant traffic street linking Capital Boulevard to Highway 401, beyond the I-540 Outer Loop. Between Capital Boulevard and Triangle Town Boulevard, the proposed use is generally Retail with the Triangle Town Center Mall and a proposed retail center in the northwest quadrant. From Triangle Town Boulevard eastward the land use changes from Retail to Mixed Use to Residential as the intensity of development transitions to the neighborhoods east of the master plan area.

Triangle Town Boulevard
This is designated as a Minor Thoroughfare and is a major entrance from the I-540 Outer Loop. The portion south of Sumner Boulevard should be designated a Collector Street. South of I-540 to the Old Wake Forest Road extension, the land use is Open Space (due to the presence of wetland areas and stream corridors on the west) and Mixed Use. Between Old Wake Forest Road Extension and Sumner Boulevard, the proposed use is primarily Retail. South of Sumner Boulevard, the proposed land use is Mixed Use and Residential.

Fox Road
The portion of Fox Road north of Old Wake Forest Road Extension should be designated as a Collector Street subject to amendment of the Comprehensive Plan. The portion of Fox Road south of Old Wake Forest Road Extension is designated as a Minor Thoroughfare with on street parking and pedestrian friendly crossing areas. The proposed land use is Residential and Mixed Use at the Sumner Boulevard intersection.

Sumner Boulevard
Sumner Boulevard is designated as a Minor Thoroughfare. West of Triangle Town Boulevard, the land use along the street is Retail and Mixed Use. East of Triangle Town Boulevard, the roadway should be designated a Collector Street with on street parking and pedestrian friendly crossing areas. The change in designation is based upon the provision of additional connectivity in the quadrant between Triangle Town Boulevard and Fox Road. The use changes from Retail to Mixed Use and Residential in keeping with the lower intensity uses east of Fox Road.

Oak Forest Road
West of Triangle Town Boulevard, this road is designated as a Collector Street. The proposed land use is Mixed Use. East of Triangle Town Boulevard, this road should be designated as a Collector Street (subject to a Comprehensive Plan amendment). The proposed land use is Mixed Use and Residential.

East/West Road - Northeast /Northwest Quadrants
This proposed unnamed loop road should be designated as a Collector Street and is a segment of the continuous pedestrian corridor between the four quadrants. Land uses along the corridor should be pedestrian oriented in design with a unified urban streetscape including trees adjacent to the curb. The proposed land use west of Triangle Town Boulevard is Retail and Mixed Use. The proposed land use east of Triangle Town Boulevard and west of the Neighborhood Center is generally Mixed Use. The land use in the eastern portion of the Northeast Quadrant is Residential.

North/South Road – Southeast/Northeast Quadrant
This is a proposed Collector Street or an equivalent private facility in function and design that runs through the Neighborhood Center for the Southeast Quadrant and continues into the Northeast Quadrant intersecting with the East/West Road. The North/South Road is a segment

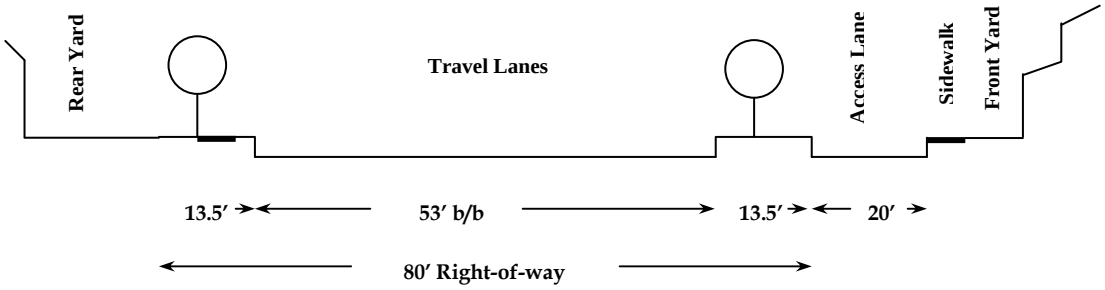
of the continuous pedestrian corridor between the four quadrants. Land uses should be pedestrian oriented in design with a unified urban streetscape including trees adjacent to the curb. The land use in the southern portion of the quadrant is Mixed Use and Residential. The land use in the northern portion is Retail and Mixed Use.

Civic Squares/Neighborhood Center Intersection
Three Neighborhood Centers in the Northeast and Southeast quadrants are illustrated in the master plan as overlapping or abutting Thoroughfares. These centers should be bordered by Collector Streets or Local Access Streets. The suggested street pattern emphasizes the pedestrian-oriented nature intended for the area, serving to calm traffic but maintaining the carrying capacity of major streets. Land uses within the Neighborhood Center should be pedestrian oriented in design with a unified urban streetscape including trees adjacent to the curb.

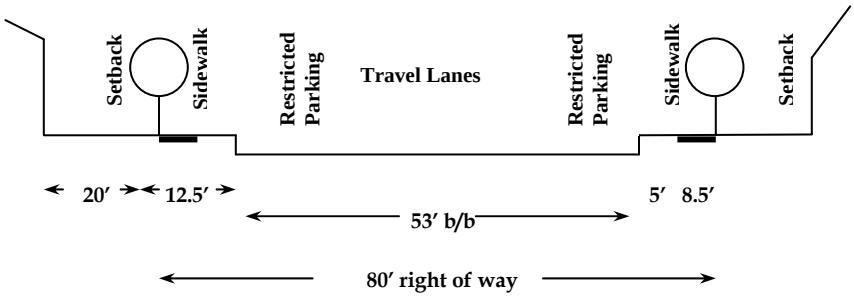
Local Access Streets
Streets not otherwise designated as thoroughfare or collector are Local Access Streets that are generally located in Mixed Use, Retail, or Residential areas.

Special Street Design Guidelines

Thoroughfare in Residential Area
Option A. This design utilizes a street section and right-of-way (53′ b/b on 80′) to accommodate four travel lanes and shoulders, but is supplemented with a parallel private access drive, parking lane and sidewalk on one or both sides, depending on the location of residences adjacent to the public right-of-way. Generally, residences with front entrances facing the public thoroughfare should be buffered by the private access street and parking lane.

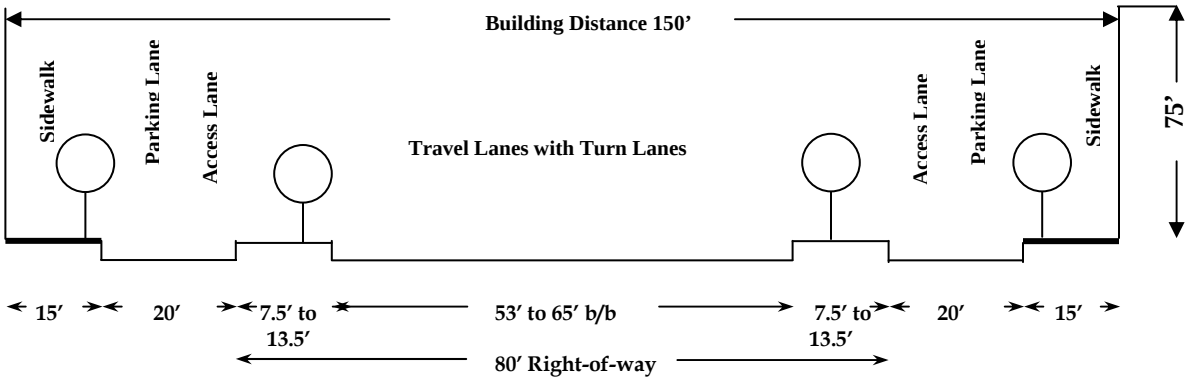


Option B. This design also uses an eighty foot (80′) right-of-way and fifty-three foot (53′) street. On-street parking is allowed on both sides during off-peak traffic period. Residential front yard setbacks should be limited in depth and front porches encouraged. Rear alleys with parking for each unit will be required and no driveway cuts will be permitted on the thoroughfare for this design alternative.

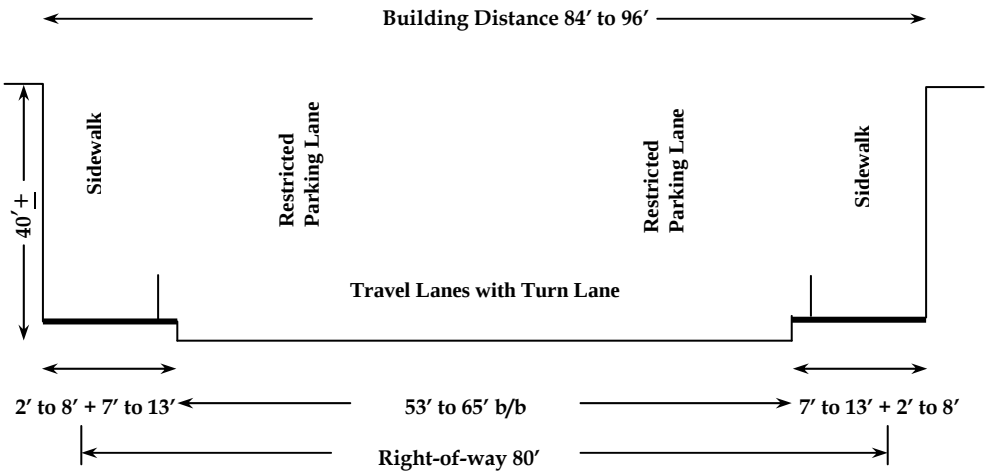


Thoroughfare in Retail Area

Option A. For this design, an eighty foot (80′) right-of-way is supplemented with a private access street and parking lane parallel to the building line. This street section allows a building height of 75 feet – the sum of half the width of the right-of-way and the building setback of thirty-five feet. The intention here is to reduce the width of the travel street, encourage denser development and buffer the pedestrian shopping area from traffic.

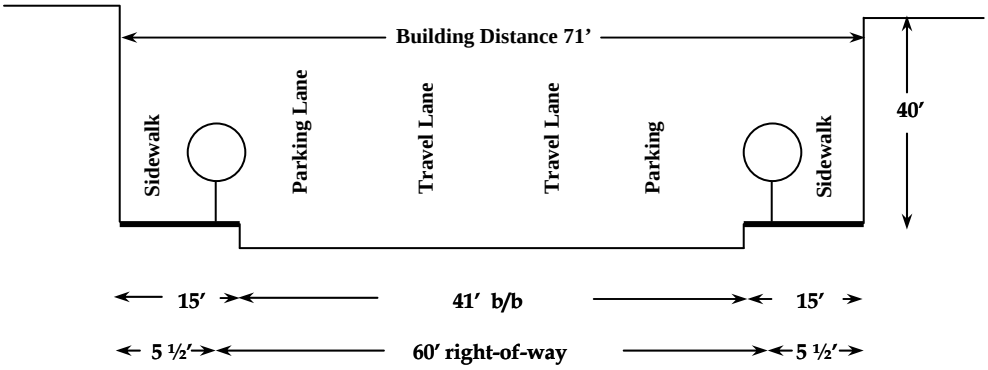


Option B. This design uses an eighty foot (80′) right-of-way that may include on-street parking restricted to off-peak travel periods. The sidewalk/building setback is at least fifteen feet (15′) wide, using a private easement if necessary. For this street section, there should be restrictions on drive-in/automobile-oriented retail uses. In addition, adequate off-street parking shall be provided behind the retail buildings that front on the street. This street section allows a building height of 42′ to 48′, half the width of the right-of-way plus setback.

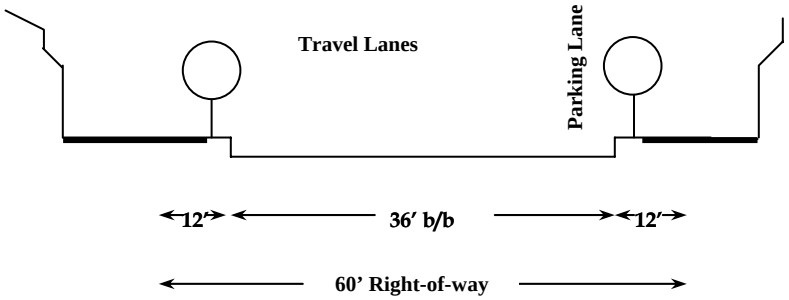


Collector Street in Retail Area

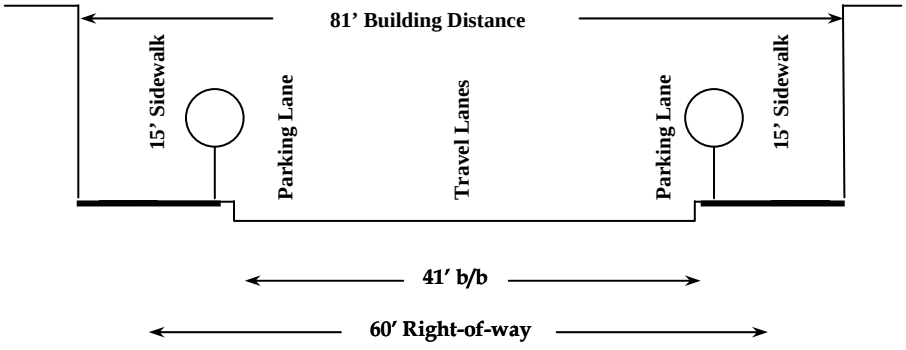
This street design involves the standard sixty foot (60′) right-of-way and 41′ street section with two travel lanes and on-street parking on both sides. Fifteen foot wide sidewalks should be provided with a portion of the sidewalk located in private easements, if necessary, along the building front.



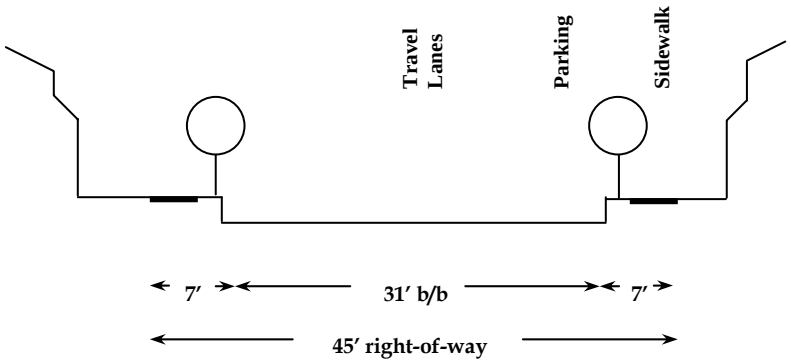
Collector Street, in Mixed Use Area
This street design uses the standard sixty foot (60') right-of-way and the 36' roadway width that is standard for residential collector streets. The facility should have two travel lanes, sidewalks and on-street parking on one side.



Local Access Street in Retail Area
This facility uses a sixty foot (60') right-of-way and 41' road section with two travel lanes, parking and sidewalks on both sides. The reservation of additional sidewalk area on private property along the building front will be encouraged.



Local Access Street in Residential Area
This street design has a forty-five foot (45') right-of-way and thirty-one foot (31') roadway, on-street parking and sidewalks.



BUILDING & SITE DESIGN GUIDELINES

Residential

Single family development in this urban area should be compact and relate strongly to the public street. Set backs and lot size should be minimized and most units should have a front porch and main entry on the street. Parking drives or garages accessed from the front should be discouraged. Rear yards shall not occur along local or collector streets. On thoroughfares, residential development may address the street by providing larger front setbacks and alley-accessed garages, or by building a frontage road adjacent to the thoroughfare to provide a traffic-calmed local street on which buildings front. Building height should be between 1 and 3 stories.

Multiple family development should be distinctive architecturally and provide an attractive transition between mixed use/commercial areas and single family residential areas. Parking lots should not be visible from the public street. Buildings may be up to four stories high. There should be a clear and direct transition between the primary entrance of each housing unit and the neighborhood pedestrian system that avoids vehicle/pedestrian conflicts. A portion of required parking may be allocated to on-street parking.

The façades that face adjacent structures or streets shall be articulated with architectural features. Residential developments shall be designed to promote pedestrian and bicycle circulation. Rooming units in a hotel are considered a residential use in this plan area and are allowed within retail and mixed-use areas and will satisfy the Residential or Mixed-use land use allocations described in the chart for each respective quadrant.

Retail (other than Triangle Town Center Mall)

As a general guideline, retail buildings adjacent to a public street should be two to four floors high excepting clock towers and similar architectural features that may exceed this limit. The primary facade shall contain the main entry and face a public street. The building skin visible from the public street should be primarily of high quality materials with multiple windows and architectural features.

The facade of a retail business should have a substantial amount of transparent display windows at the street level and may include other special architectural features extending beyond the building face. Blank walls shall not occupy more than one-third of a principle frontage. The façade of upper floors shall be distinctive from the street level but share common materials and architectural features.

Buildings on corner lots shall have distinct architectural features and create a prominent landmark in the streetscape with the primary entrance located at the corner if practicable.

Buildings shall be set back from the street right-of-way in accordance with the Special Street Design Guidelines shown in this plan. Flat roofs shall be enclosed by parapets or other appropriate architectural details. Mechanical equipment, refuse containers and loading/service areas shall be screened from view.

On designated retail frontage streets, parking areas should be located at the sides of the building away from the public street view. On-street parking should be provided near primary entrances. In cases where the building is separated from the street by parking, the primary façade shall front onto a publicly accessible and easily discernable walkway that leads directly from the street to the front door.

Mixed Use

Mixed-use developments should contain land uses that are compatible within the development and provide a transition to adjacent developments. The scale and design accommodates pedestrian environment and should contain or be close to residential uses. Mixed use includes provision for ground floor retail and services with upper story office and residential uses or for a mix of uses in separate buildings within convenient walking distance of each other and developed in conjunction with one another.

The building facades visible from the public street should be primarily of high quality materials with multiple windows, entrances and architectural features that enhance the pedestrian character of the street. The primary building entry should be recognizable through the use of entry plazas and special architectural features. Distinctive pedestrian areas connect the parking areas to the primary building entrances. Parking areas should be located at the rear of the building away from the public view. On-street parking and drop-off areas should be provided near primary entrances.

The facade of a retail business in a mixed-use building shall have a substantial amount of transparent display windows at the street level and may include other special architectural features extending beyond the building face. The façade of the upper floors shall be distinctive from the street level but share common materials and architectural features. Balconies and other points of access from the building to the exterior should be encouraged on each floor. Parapets or other architectural features shall enclose flat roofs. Mechanical equipment, refuse containers and loading/service areas shall be screened from public view.

Buildings on corner lots shall have distinct architectural features and create a prominent landmark in the streetscape with the primary entrance located at the corner if practicable.

Neighborhood Centers

Neighborhood Centers are the central public feature in each quadrant and may contain green spaces, water features, civic buildings, information centers, special architectural features or public art. Neighborhood Centers may be located in open squares framed by the buildings fronting on the streets surrounding the square. Or, the centers may be located within or adjacent to major buildings, such as the courtyard of shopping malls. The streets that typically bisect Neighborhood Center squares should have special traffic-calming and pedestrian-friendly characteristics. These features may include round-abouts, pedestrian islands, traffic light activation, street narrowing and special surface materials.

Stormwater Facilities

Facilities for retention of stormwater run-off should be wet impoundments with permanent pools. Stormwater controls should meet State design criteria for nitrogen removal and peak storm flow attenuation.

Impoundments should be designed for use as an amenity to adjacent development and avoid the need for protective fencing, including the provision of slope gradients less than 3:1 and a shallow (<12") five foot wide shelf around the edge of the pool. Impoundments should be treated as a design feature in the development. Trees and water edge plantings should be incorporated for aesthetic and water quality purposes.

Ease of maintenance should be incorporated into the design of impoundments, including forebays for capturing sediment and providing easy access for equipment. Stormwater control facilities must remain part of the parent parcel. As previously noted, a regional stormwater management plan that meets or exceeds State standards is now under development through a collaborative effort by the City, the State and the property owners in the Northeast Regional Center. It will become a supplement to this small area plan when adopted.

Pedestrian Corridors

There are two types of pedestrian corridors in the Master Plan area: natural open spaces that follow streams or impoundments, and landscaped urban pathways that follow streets or other vehicle ways.

Greenways along streams are at least 100' wide. The pathway is asphalt, mulch or gravel based, and is 10' wide.

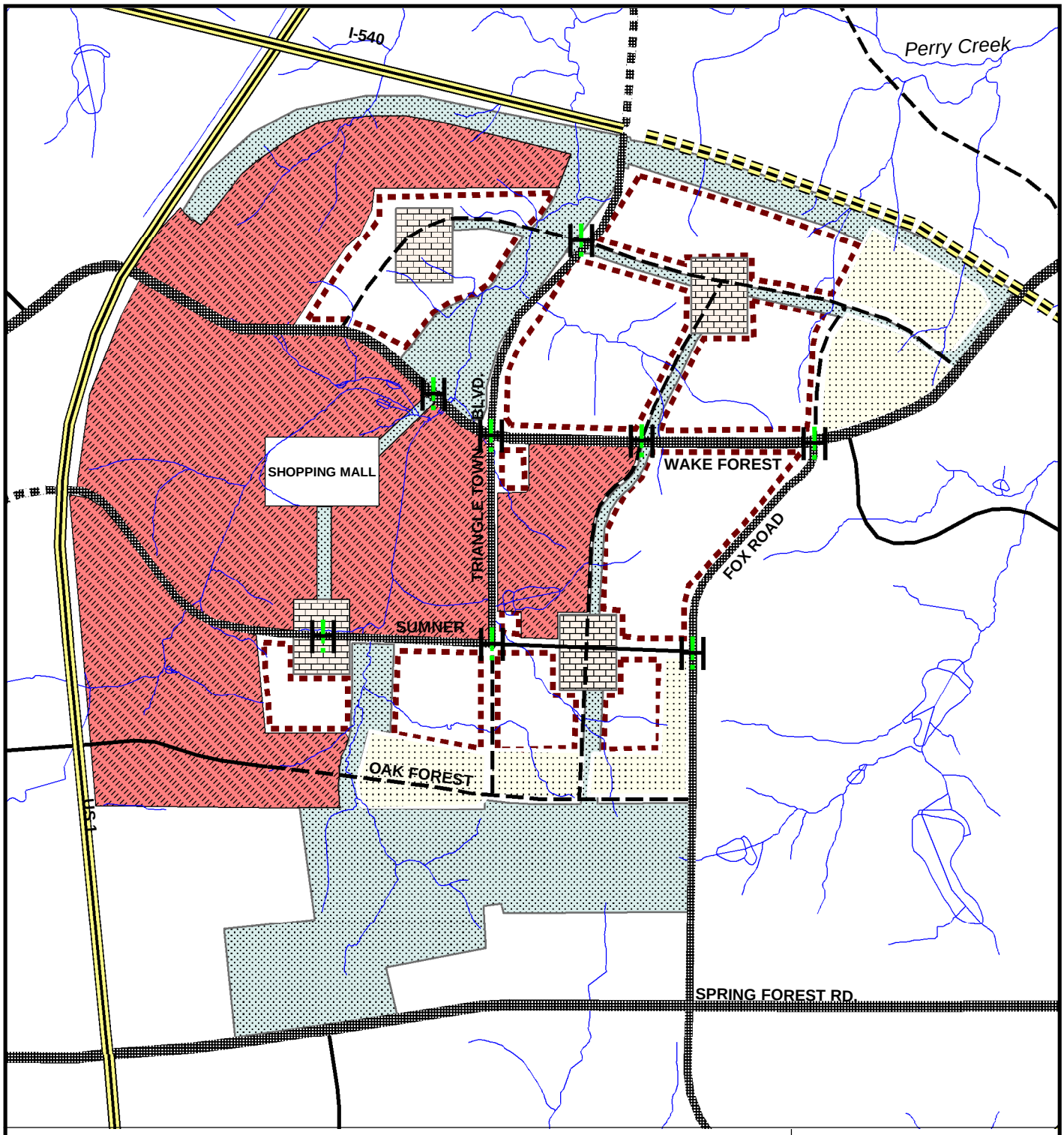
Pathways along streets or other vehicle ways are formally landscaped ribbons of asphalt or concrete, that may be incorporated with the usually required sidewalk. Lighting, signage, plantings, surface material are distinctively different from the surrounding area.

Streetscape

The design of the streetscape adjacent to streets and public access ways is important to the comfort and convenience of the pedestrian environment that this plan seeks to support. Along the primary pedestrian connectors, collectors and around the Neighborhood Centers the streetscape includes the building face and sidewalk area adjacent to the street. As mentioned in the previous Building Design Guideline sections, the building face should include display windows, special architectural features and entryways at the pedestrian level to provide interest and ease of access. The sidewalk area should include a coordinated pavement design within each quadrant, street trees adjacent to the curb, pedestrian level lighting, street furniture such as benches and litter containers, and underground utility systems. The streetscape design details should be coordinated within each quadrant and relate to adjacent quadrants with review at submittal of development plans.

Along thoroughfares without a pedestrian design orientation, the streetyard should include the planting of North Carolina native plant species or the preservation of established natural plant areas when feasible.

All new utility systems (electrical, communication, traffic signal and street lighting) must be located underground along all thoroughfares and within each development quadrant. The existing cross-country electrical transmission line may remain an aboveground facility.



Triangle Town Center - Land Use/Development Plan

- PRIMARY ARTERIALS
- SECONDARY ARTERIALS
- MAJOR THOROUGHFARES
- MINOR THOROUGHFARES
- COLLECTORS
- PROPOSED ROADS
- PEDESTRIAN CONNECTION
- MIXED USE
- NEIGHBORHOOD CENTER
- COMMERCIAL
- OPEN SPACE/ GREENWAY
- RESIDENTIAL

700 350 0 700 Feet

Part 27 Arena Small Area Plan

INTRODUCTION

This plan has been prepared under the direction of the Raleigh Planning Commission to address a variety of challenges in this fast growing portion of the City. Recent construction of the Entertainment and Sports Arena (ESA) and Edwards Mill Road have brought widespread attention, and development pressures, to this area. The plan area is bounded on the north by Wade Avenue, on the east by the I-440 Beltline, on the south by Western Boulevard and Hillsborough Street, and on the west by I-40. The area contains approximately four square miles. Several State agencies have a significant presence in the area: North Carolina State University owns the Veterinary School campus, J.C. Raulston Arboretum, University Club, Carter-Finley Stadium, the land on which the Arena is situated, as well as 159 vacant acres at the southeast corner of I-40 and Wade Avenue. The North Carolina Department of Agriculture owns the State Fairgrounds and 144 acres of vacant land just to the west of the Fairgrounds. Smaller parcels are owned by the North Carolina Department of Transportation and the State Surplus Property Office. The Westover, Nowell Pointe and Lincolnville communities are located in the area, as is Raleigh Corporate Center and Westchase Office Park.

MAJOR CONCEPTS

The area will contain two transit oriented development concentrations of intense, urban uses adjacent to Triangle Transit Authority rail stops. The area around the Arena will have a very different character, that of large scaled facilities that are typical of the uses in this area. The balance of the area will contain more conventional development, but with an emphasis on quality design.

All development in the area should respect the surrounding context of built and natural environments. To balance the intensely developed areas, there will be a large amount of compensating open space in the form of greenways, possibly a new City park and natural buffers on private land. Existing treescapes in the north and west edges of the study area adjacent to Wade Avenue and I-40 should be preserved. New hotels and restaurants will support the various special events held at the Arena, Carter-Finley Stadium and the State Fairgrounds. Existing single family neighborhoods will be protected from encroachment and buffered from other land uses. Raleigh bus service will be extended in the area and be coordinated with Triangle Transit Authority services. The entire area will be made more pedestrian-oriented, with sidewalks and greenways throughout.

Urban Form (see Urban Form map)
It is recommended that the I-40 West Employment Area be expanded to include nonresidential lands that are in private ownership or in State ownership if the State enters into public/private agreements to develop its lands. Consequently the employment area would stretch northward to Wade Avenue and eastward to include private development in the southeast quadrant of the intersection of Edwards Mill and Trinity Roads. The lands within a half mile of each of the two regional rail stations are designated transit oriented development areas. Wade Ave., I-40, and the Beltline are defined as limited access corridors and as such should retain their wooded character. State-owned lands are designated "special areas."

Land Use (see Land Use map)
The Hillsborough Street/Chapel Hill Road/NC Railroad corridor.
Privately owned lands in this corridor are designated for primarily multifamily housing.

Designated Focus Areas
Retail should be concentrated at the Westover retail area, the Western Boulevard/Jones Franklin community focus, the Beltline/Western Boulevard community focus and the Powell/Western Boulevard residential retail area.

Transit Station Areas
Retail is encouraged in the transit oriented development areas, but this retail should be small-scaled and pedestrian-oriented, and preferably part of mixed use development. Ground floor retail with housing and/or offices above are appropriate, as are hotels. Highway-oriented retail sales and stand-alone suburban retail are not appropriate in the transit oriented development areas. Along Chapel Hill Road north of the West Raleigh transit station, the transit oriented development pattern should be continued with mixed use buildings of three to four stories separated from the road only by a wide sidewalk, helping to create a "main street" character.

The I-40 West Employment Area
The majority of private land in the western portion of the plan area, north of Chapel Hill Road, is designated for medium to high density residential, office, and institutional uses. Small-scaled mixed-use development that serves the surrounding residential and office uses would also be appropriate. The intersection of Corporate Center Drive and Trinity Road should consist of small-scaled office uses, integrated into the landscape, possibly using Medlin Creek as a design feature.

The 159 Acres at the Corner of I-40 and Wade Avenue
The State of North Carolina owns 159 acres of vacant land west of Edwards Mill Road and southeast of the Wade Avenue/I-40 interchange. This land has been allocated for use by NC State University. For this portion of the employment area, mixed land uses with a predominance of offices and multifamily housing are recommended, though hotels and neighborhood-scaled retail are permissible. The following design criteria should be applied:
•It is recommended that at least 30% of the land be left in open space that is kept in a natural state, This would include an undisturbed 75 foot buffer along the northern and western perimeter adjacent to Wade Avenue and I-40..
•In general, no surface parking lots should be visible from either I-40 or Wade Avenue.
•Floodplains and slopes steeper than 15% within 200 feet of Medlin Creek should be preserved. No more than two stream crossings should be allowed over Medlin Creek, and these crossings should be bridges and not culverts. Medlin Creek and the meadow located on the eastern half of the property should be used as amenities with a pedestrian orientation, with pedestrian connections to the Richland Creek greenway and across Trinity Road at Medlin Creek.
•Buildings should be designed to present a finished face to Medlin Creek, Wade Avenue and I-40. .Parking decks that are architecturally related to the surrounding buildings and integrated into the landscape are strongly encouraged over surface parking lots.
•This property should develop as a planned, unified project incorporating urban design features and public amenities such as greenways, plazas, parks, unified signage, and public art integrated into the building arrangement. The area should have excellent internal pedestrian circulation, and pedestrian connection to adjacent properties, with special emphasis on pedestrian access to the proposed Edwards Mill Road bus line.
•Buildings over four stories should be located away from any existing adjoining residences and should complement, in size and scale, the treescape along Wade Avenue and I-40.

Hotel and Entertainment District
Land along the south side of Trinity Road from Blue Ridge Road to the Hunt Horse Complex could develop as seasonal or temporary retail, but not in conflict with other Fairgrounds operations. Land north of Trinity Road and west of Blue Ridge Road is designated for mixed use development including offices, hotels and restaurants. This area should serve a support function

for the three main event attractions: the State Fair, Carter-Finley Stadium and the Arena. Development in this area should have a distinct character and facilitate pedestrian access to the Fairgrounds, Carter-Finley Stadium and the Arena.

Existing Single Family Neighborhoods
The existing single family neighborhoods of Lincolnville, Nowell Pointe and Westover are isolated pockets of single family housing surrounded by developed and undeveloped tracts within the I-40 West Employment Area. New development adjacent to these neighborhoods, including nonresidential and high density residential uses, should include buffers and transitions to protect these lower density enclaves. Additional single family development north of Chapel Hill Road should be confined to completing the existing residential street system in the Nowell Point area, such that the collector street north of Nowell Point, and any street connection back to Chapel Hill Road are built in a manner to maintain the residential character of the neighborhood. Other new low density, single family development north of Chapel Hill Road is inappropriate, given the events-oriented nature of the State Fair, Carter-Finley Stadium and the Arena. The area north of Western Boulevard and west of the Beltline should be protected from nonresidential encroachment, but infill up to the existing R-10 zoning is encouraged to help support transit use.

NCSU and the State Fairgrounds
The State Fair, Arena, Carter-Finley Stadium, J. C. Raulston Arboretum are all designated for office, institutional and recreational uses under the special area designation. In light of proposed public/private development at the Veterinary School, that property is designated mixed use, composed of office, institutional and multifamily housing. If the Veterinary School/University Club property is redeveloped for more intense uses, high density housing aimed at students would be appropriate.

The Entertainment and Sports Arena
Surface parking lots around the Arena should be available for use by nearby office and institutional development.

IMPLEMENTATION

In order to facilitate the transition of land uses to mixed use and higher intensities within the proposed pedestrian oriented developments, a strategy should be prepared describing potential development options, needed capital improvements, and implementation programs. The strategy should examine how the City can provide incentives for higher intensity development through capital projects, development regulations, and innovative funding mechanisms.

Redevelopment (see Redevelopment map)
Several developed and underutilized parcels are particularly appropriate for redevelopment.

Bridge Maintenance Yard
The NCDOT property on Beryl Road, commonly called the Bridge Maintenance Yard, is adjacent to the Fairgrounds TTA stop. This is the only sizeable parcel that could support intense, mixed use, transit oriented development within walking distance of that TTA stop. As this property redevelops, pedestrian access should be designed to connect to adjacent neighborhoods and to the north into the various entertainment areas.

Westover Retail Area
The second area is the concentration of retail uses along Hillsborough Street south of the Westover neighborhood. This area has a unique village-like character which should be retained and strengthened through redevelopment. The existing context, particularly that provided by

the Westover neighborhood, should be respected. This area has very small front yard setbacks that are filled with parking. The appearance of the area suffers because the streetscape is jumbled and congested, several parking areas are gravel, and streets lack curb and gutter. As most of this area is within walking distance to the Fairgrounds TTA stop, it is recommended that this area evolve over time to a transit-oriented development. As more intense infill and redevelopment occurs, parking should be minimized along the street frontage and contained within decks. Required parking should be relocated off of Hillsborough Street. Buildings should be no more than 4 stories in height, reflect the character of the area in terms of architecture and scale, and should feature ground-floor retail.

Western Boulevard/Jones Franklin Road Community Focus Area
Currently there are several small retail uses in the northern portion of this focus area, which contains some areas of gravel parking lots, no curb and gutter, and few pedestrian amenities. It is recommended that this area develop more intensely as retail, with an emphasis on combining small land parcels, improving access, appearance and pedestrian orientation.

Hillsborough Street/Chapel Hill Road/NC Railroad Corridor
Between Chapel Hill Road and the railroad, west of the Westover Neighborhood, redevelopment should be largely multifamily interspersed with a dense grid of public streets to create a village atmosphere. An east-west collector should unite redevelopment clusters, and form a spine for bicycle and pedestrian circulation from the Richland Creek Greenway and Westover to the West Raleigh transit station. Retail should be concentrated in the areas described above under the land use section. Adjacent to the proposed West Raleigh TTA station is the State Surplus Property Office, which could be redeveloped as a component of the transit-oriented urban village surrounding the regional rail station.

Redevelopment Implementation
As part of further detailed transit station studies recommended above, the possibility should be examined for redevelopment of the NCDOT Bridge Maintenance Yard on Beryl Road and the State Surplus Property site on Hillsborough Street.

Road Network (see Proposed Roads map)
There is one proposed change to the Thoroughfare Plan, regarding Edwards Mill Road as it is extended southward to Chapel Hill Road. Current funding allows for the southern extension of Edwards Mill directly south to Chapel Hill Road, with the intention of eventually relocating this portion of the road to intersect Hillsborough Street and Western Boulevard at Jones Franklin Road. This Jones Franklin Road intersection is proposed in the Thoroughfare Plan. It is recommended, however, that Edwards Mill be extended more to the southwest with eventual connection to Western Boulevard between I-40 and Jones Franklin Road. The roadway should be aligned as far to the west in the vacant State Fair property as is feasible. An Edwards Mill Road grade separation at Hillsborough Street and the railroad is needed in the vicinity of the West Raleigh TTA stop. The design of Edwards Mill extension should be designed as a parkway and incorporate features that will enhance the appearance, including wide buffers along the right of way edge, underground utilities, median landscaping, limited access and special treatments at intersections. Also, pedestrian and bicycle movement along the corridor should be planned with multipurpose paths connecting to the park and greenway proposed for the State Fairgrounds property. Edwards Mill Road from Wade Ave to Trinity Road should also be landscaped and utilities should be placed underground. Due to the high traffic impact of the Arena, Stadium and Fair Grounds at certain times, the area should be provided with a higher level of interconnectivity to allow other uses in the area to function during these high traffic use periods.

Similarly, the design of Chapel Hill Road should take on a boulevard character in the vicinity of the West Raleigh transit station, where transit oriented development is encouraged.

An east-west "pedestrian-friendly" street running parallel to Chapel Hill Road and the railroad, and connecting to Corporate Center Drive, should be constructed as this area redevelops. An east-west collector street should be located between Nowell Road and Edwards Mill Road, north of the Nowell Pointe. In conjunction with any development of the State Fair property west of Westover, the possibility of making a connection from Youth Center Drive to Edwards Mill Road should be examined. This might facilitate the use of portions of this property for parking for State Fair events, and as a park. Any such road connection should not adversely affect the Westover neighborhood or the Hunt Horse Complex.

Road Network Implementation:
The following should be evaluated:
•Feasibility of a Blue Ridge Road grade separation over or under the rail corridor with connecting ramps to Hillsborough Street in concert with the TTA station design.
•Design of Edwards Mill Road extension as a parkway from Trinity Road to Chapel Hill Road. The design should acknowledge the role of Edwards Mill Road extension in supporting events at the Fairgrounds and the Arena.
•Feasibility of a grade separation of Edwards Mill Road from Hillsborough Street and the railroad corridor.
•The impact on the CAMPO Thoroughfare Plan of moving the alignment of Edwards Mill Road to the west to extend southward to the Western Boulevard extension.
•The potential cross-section of a "pedestrian-friendly", east-west street between Chapel Hill Road and the railroad, connecting future higher density residential development to the West Raleigh Transit Station.
•Provide a high level of inter-connectivity throughout the area.

Transit (see Transit map)
The West Raleigh and State Fairgrounds regional rail stops provide the main transit focus; City of Raleigh transit will be coordinated with the regional rail system.

It is recommended that the main north-south bus route west of the Beltline run in the Edwards Mill Road corridor south from the Crabtree Valley area. Just south of Wade Avenue, the route should turn to the west, providing access to the property in the southeast quadrant of the intersection of I-40 and Wade Avenue. The route will continue southward along Corporate Center Drive, and terminate at the West Raleigh TTA station.

In an attempt to better serve special events with transit, a bus line is recommended to run up Youth Center Drive from the State Fairgrounds TTA station. The line should then access Carter-Finley Stadium, the Arena, and the Edwards Mill Road bus corridor. As the need arises, the route could continue westward and southward to serve development in the western portion of the plan area, and terminate at the West Raleigh regional rail stop. At least the portion of the route east of Edwards Mill Road should be planned as an eventual fixed guideway, that is, with the buses moving in their own dedicated right of way, with grade separation at Trinity Road . As the need arises, the buses may be replaced with some other transit technology, such as a people mover or light rail. In the meantime during events, Youth Center Drive may be closed to vehicular traffic except for bus transit and pedestrian access. A traffic signal may be required at the intersection of Youth Center and Trinity Roads to facilitate bus movement.

Transit Implementation
The Raleigh Transit Authority should study the feasibility of the above described routes and capital improvements in coordination with TTA, to be phased with the provision of regional rail transit service.

Pedestrian and Bicycle Circulation (see Pedestrian Access Map)
Sidewalks should be located throughout the plan area. Pedestrian oriented development is recommended for the areas indicated on the map titled "Pedestrian Access." All block faces in these areas should have sidewalks. Exceptions may be made to this rule for areas south of the rail line that are not within easy walking distance to the rail stop. Both TTA transit stations should be designed to permit unabated pedestrian circulation, possibly in the form of a bridge, to the south across the railway line. The Fairgrounds station should also provide for pedestrian circulation over Hillsborough Street. All collector streets should have sidewalks on both sides of the street.

Better pedestrian access is needed in the vicinity of the State Fair, Carter-Finley Stadium and the Arena. Extra-wide sidewalks should be constructed on both sides of Trinity Road and on the east side of Youth Center Drive, and along Blue Ridge Road to accommodate the large crowds that will be walking in this area before and after major events. Sidewalks should also be located along the new collector streets crossing the vacant State Fair property. The large surface parking lots in the area should be designed to improve pedestrian access during events.

Sidewalks are also needed along Corporate Center Drive to facilitate the eventual use of this road as a bus transit corridor. A strong pedestrian connection should be made between the Fairgrounds TTA stop and the Westover commercial area.

Currently Edwards Mill Road, Hillsborough Street and Blue Ridge Road are the primary bicycle corridors. Chapel Hill Road and Corporate Center Drive should be added to the bicycle network. In all of these corridors, dedicated bike lanes are needed. Also, to encourage bicycle use, bicycle parking near the entrances of the buildings should be provided.

Pedestrian Access Implementation
- A detailed pedestrian access plan should be prepared for the area immediately around the Arena and State Fairgrounds to provide a basis for phased installation of improvements.
- When final design of the regional rail stations starts, the feasibility of eventual construction of pedestrian bridges over the railroad corridor should be examined.
- Amend the Bicycle Element of the Comprehensive Plan to include Chapel Hill Road and Corporate Center Drive as local bicycle corridors.

Parks and Greenways (see Parks and Greenways map)
It is recommended that the City enter into negotiations with the North Carolina State Fair to assess the feasibility of making the vacant State Fair property north of Chapel Hill Road into a City neighborhood park, provided that the site can be used for parking during the annual State Fair. Since City park property should not be bisected by a thoroughfare, a park would need to be located either on the east or west side of Edwards Mill Road extension. Any park elements such as ballfields or play areas must be protected from damage caused by parking.

"Tributary C" of Richland Creek should be considered as the greenway system access to the new park on the State Fair property.

Greenway access under Wade Avenue should be improved so that the tunnel is passable in wet conditions.

Richland Creek Greenway "Tributary B" should be considered a greenway connector along its entire length, and relocated to run as a multi-purpose path along Trinity Road.

Parks and Greenways Implementation:
•The City should enter into negotiations with the North Carolina State Fair to assess the feasibility of making vacant State Fair property north of Chapel Hill Road into a Neighborhood park.
•Investigate solutions for making the Richland Creek greenway under Wade Avenue more passable in wet conditions.
•The Greenway/ multipurpose path proposed along Edwards Mill Rd should be incorporated into the design of the proposed parkway.
•An additional greenway corridor, which can be incorporated into new both north and south of Trinity Road, should be considered for Medlin Creek as it runs parallel to I-40. Further study is needed to determine if this is feasible.

Appearance (see Appearance map)
The areas most in need of upgraded appearance are the retail area to the south of Westover and adjacent Hillsborough Street and rail corridor, the Carter-Finley Stadium parking area and various industrial sites in the Chapel Hill Road corridor. Some improvements are possible within the right-of-way, but the adjacent property owners are encouraged to upgrade the appearance of their property. In addition, the State Fairgrounds should consider improving the appearance of its boundary fence area, using landscaping to screen parking lots.

The appearance of the proposed grade separation at Hillsborough Street and Blue Ridge Road is very important. Any new construction here should be sympathetic to the historic State Fair buildings near the intersection.

Given that Wade Avenue is a major entrance to Raleigh, the appearance of properties fronting this corridor establishes an image for the entire City. The natural landscape and tree cover adjacent to Wade Avenue must be preserved, at least to the extent required by the SHOD-1 District.

Too much of the area is taken up with large surface parking lots that are very seldom used. Every attempt should be made to make these parking areas less dominant through plantings and buffers, and more efficient and better utilized to prevent the need for additional future parking.

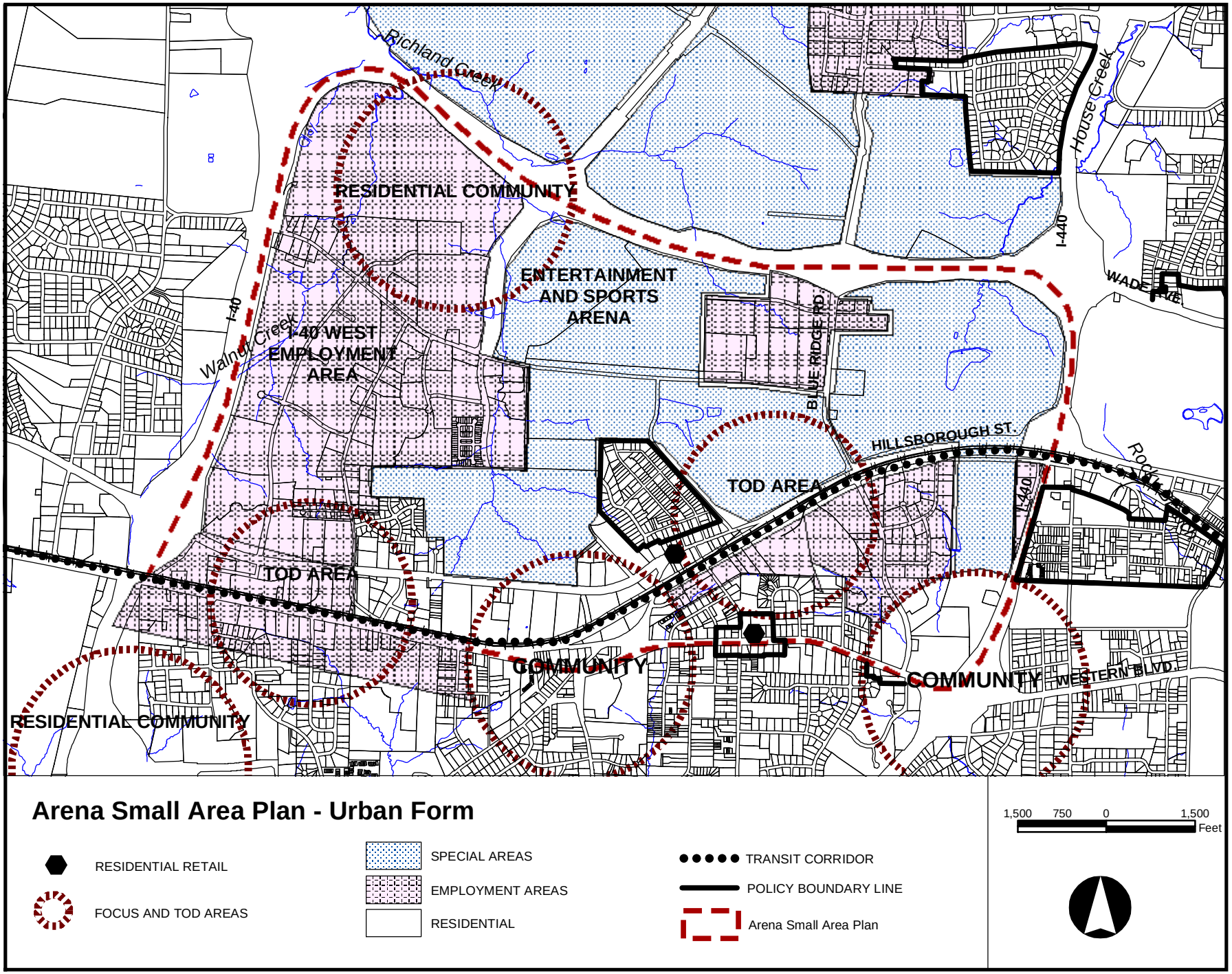
The quality of architecture and site design of properties along Trinity and Edwards Mill Roads should complement the Arena. Development should fit contextually with its neighbors and follow a unified design of building materials, architectural character, signage, landscaping, and outdoor lighting. Buildings in this area are encouraged to be masonry structures, with a contemporary appearance. No large parking lots should be sited in front of the buildings or along the streets, unless heavily buffered with trees. Large groupings of native pines are recommended to enhance the evergreen, wooded landscape that currently exist. Low profile site identification signs are recommended for the entire Arena area. The streetscape along Trinity Road should be enhanced, with consideration given to design elements that give the Arena area some identity, such as banners and unified signage system.

Appearance Implementation
•A City streetscape improvement project is suggested for the Hillsborough Street corridor from Blue Ridge Road to just west of the Hillsborough/Chapel Hill Road crossover. This project should be done in conjunction with roadway improvements and construction of the TTA stop in front of Dorton Arena. The project would include utility line consolidation, curb and gutter for Hillsborough Street, sidewalk construction, pedestrian safety features and amenities, landscaping and possible signage and façade improvements to help unify the area.

•The City should ensure that the standards for protective yards of the special highway overlay district (SHOD) zoning are included in all State plans for the Wade Avenue corridor. The State of North Carolina would have to consent if SHOD zoning is to be applied.
•A parking study of the area should be prepared by the State, with the cooperation of the City, to promote better utilization of existing parking facilities and enhance parking lot appearance.
•A streetscape plan should be prepared for Trinity Road. The plan should include bicycle, pedestrian and access improvements (from the pedestrian study recommended above), building and parking locations to provide consistent character along the street, and tree plantings and design features to give the corridor definition. A unified directional signage system should be included.

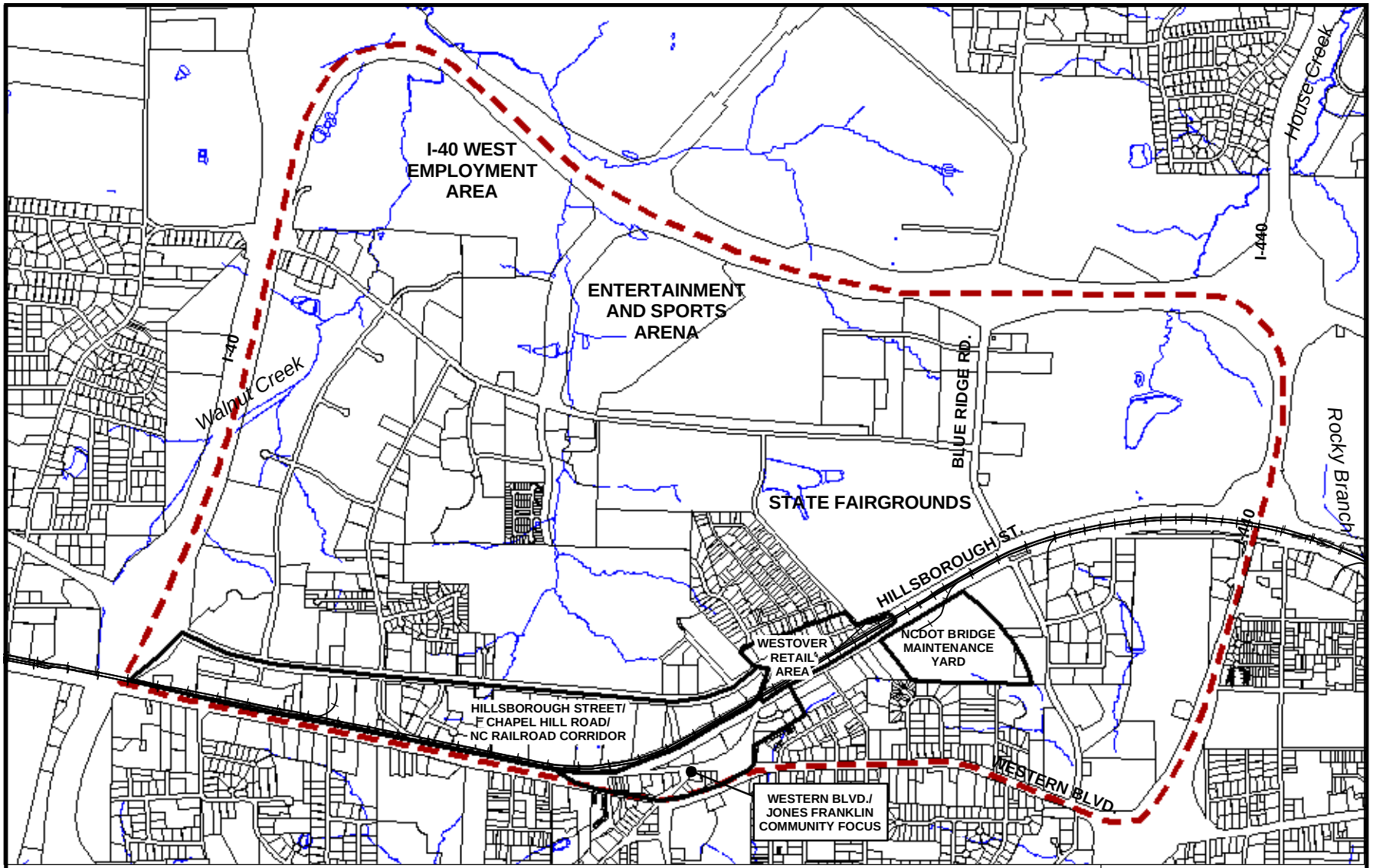
Environmental Issues
The intensity of development recommended near the transit stations, and the potential increase in stormwater run-off suggest that certain stream protection areas be wider than the 50 feet on each side required by the Neuse River Buffer Rules. Such wider buffers are appropriate along Richland and Medlin Creeks. Steep stream banks should also be preserved, as grading in such areas may cause siltation and erosion. It is preferred that crossings of these streams be by bridges rather than with culverts, to protect the immediate downstream area from degradation. A study is currently being prepared by the City for the Richland Creek basin. Developments on wooded sites should attempt to fit into the woodland setting, rather than destroy it. Impervious surface areas should be minimized, wherever possible and designed to control stormwater runoff. Structured parking is preferred over surface lots.

Environmental Implementation
•As part of the Richland Creek Basin Study, minimum buffers larger than 50 feet should be established for Richland and Medlin Creek.
•After adoption of the Richland Creek Basin Study, every effort should be made to coordinate stormwater management throughout the basin.


Richland Creek
House Creek
RESIDENTIAL COMMUNITY
ENTERTAINMENT AND SPORTS ARENA
I-40 WEST EMPLOYMENT AREA
Walnut Creek
I-40
I-440
BLUE RIDGE RD
WADE AVE
HILLSBOROUGH ST.
TOD AREA
TOD AREA
COMMUNITY
COMMUNITY
WESTERN BLVD.
RESIDENTIAL COMMUNITY
Arena Small Area Plan - Urban Form
RESIDENTIAL RETAIL
FOCUS AND TOD AREAS
SPECIAL AREAS
EMPLOYMENT AREAS
RESIDENTIAL
TRANSIT CORRIDOR
POLICY BOUNDARY LINE
Arena Small Area Plan
1,500 750 0 1,500
Feet

Raleigh Comprehensive Plan 07/07

Arena Small Area Plan 11-27.10

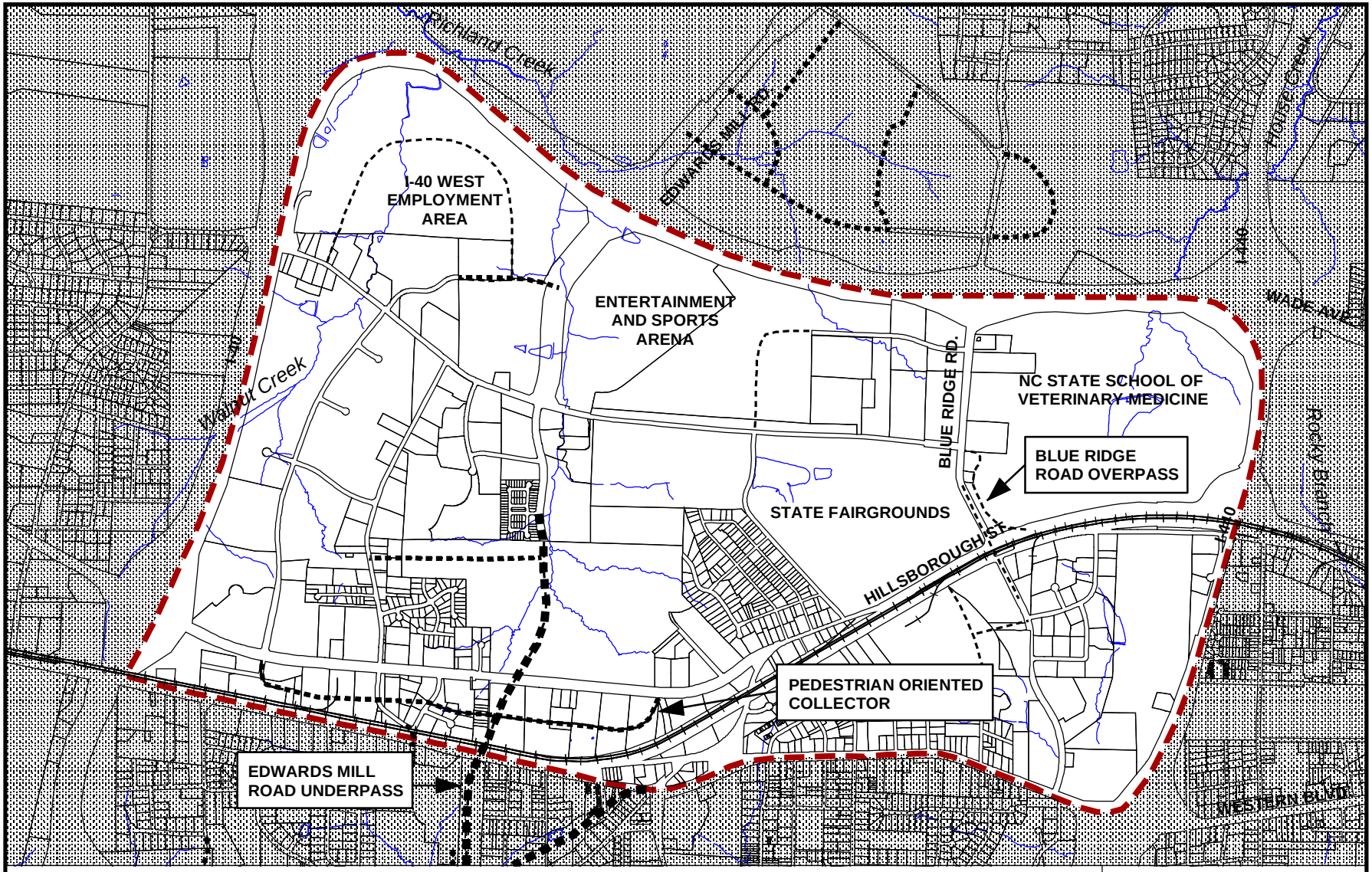


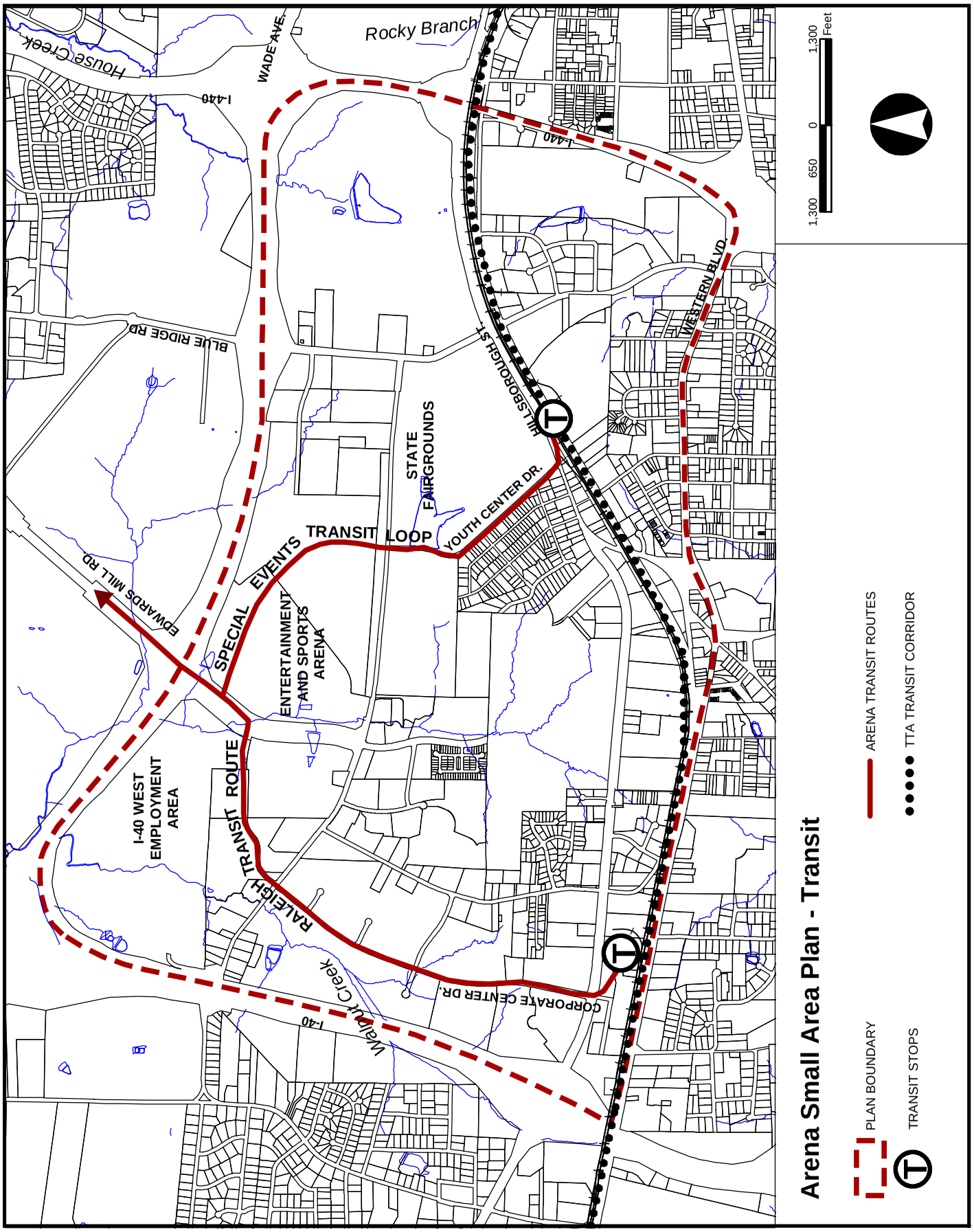
Arena Small Area Plan - Redevelopment

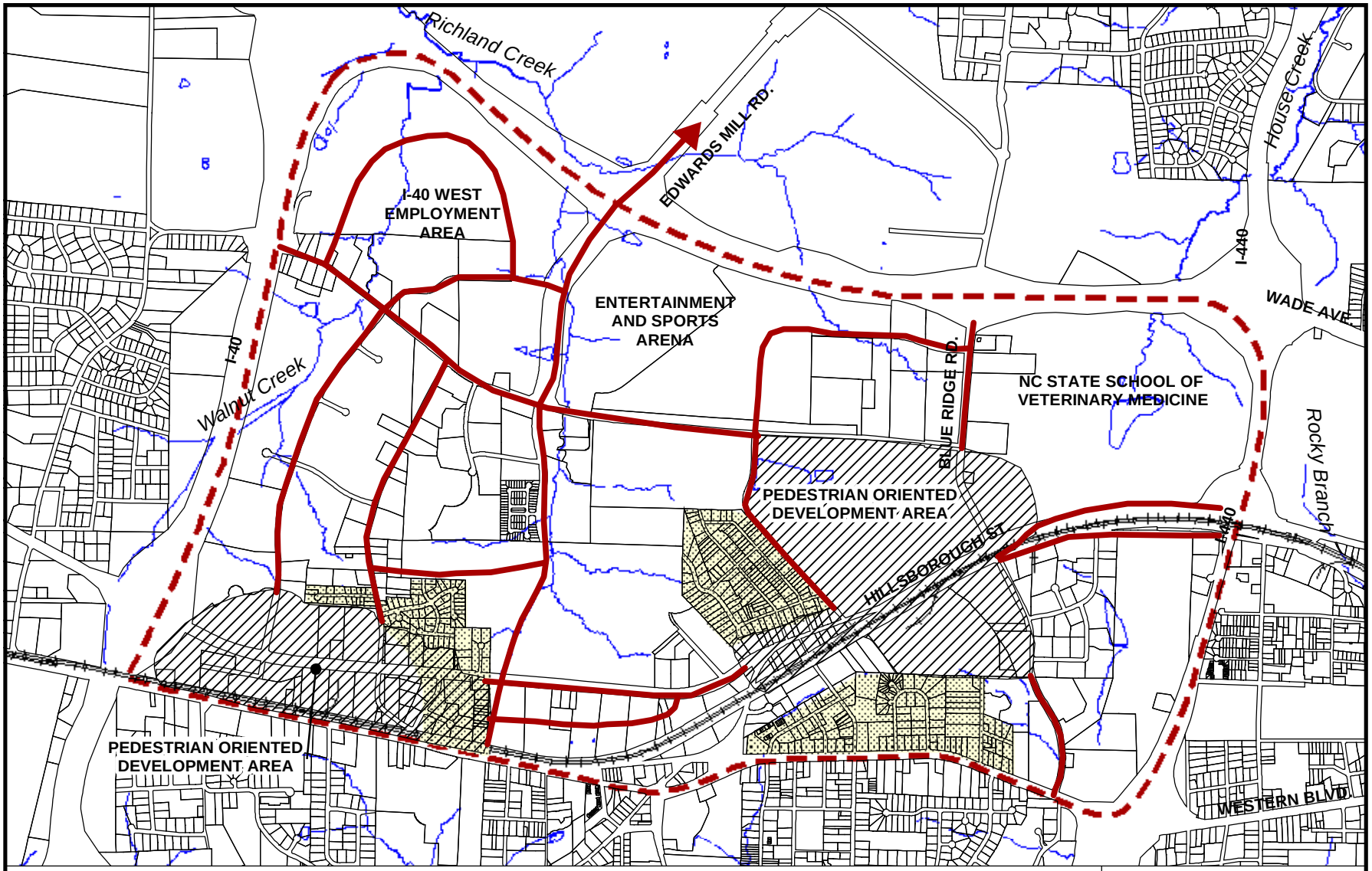
PLAN BOUNDARY

ARENA REDEVELOPMENT AREAS

1,100 550 0 1,100 Feet


Richland Creek
I-40 WEST EMPLOYMENT AREA
EDWARDS MILL RD.
ENTERTAINMENT AND SPORTS ARENA
I-440
WADE AVE.
Walnut Creek
I-40
BLUE RIDGE RD.
NC STATE SCHOOL OF VETERINARY MEDICINE
BLUE RIDGE ROAD OVERPASS
STATE FAIRGROUNDS
HILLSBOROUGH ST.
I-440
PEDESTRIAN ORIENTED COLLECTOR
EDWARDS MILL ROAD UNDERPASS
WESTERN BLVD.
Arena Small Area Plan - Roads
PLAN BOUNDARY
PROPOSED SECONDARY ARTERIALS
PROPOSED COLLECTORS
OTHER PROPOSED ROADS
1,200 600 0 1,200
Feet


Arena Small Area Plan - Transit
PLAN BOUNDARY
TRANSIT STOPS
ARENA TRANSIT ROUTES
TTA TRANSIT CORRIDOR
1,300 650 0 1,300 Feet
Rocky Branch
House Creek
WADE AVE
I-440
BLUE RIDGE RD
EDWARDS MILL RD
I-40
Walnut Creek
I-40 WEST EMPLOYMENT AREA
TRANSIT ROUTE
SPECIAL EVENTS
ENTERTAINMENT AND SPORTS ARENA
TRANSIT LOOP
STATE FAIRGROUNDS
YOUTH CENTER DR.
HILLSBOROUGH ST
WESTERN BLVD
RALEIGH
CORPORATE CENTER DR.



Arena Small Area Plan - Pedestrian Access

PLAN BOUNDARY

RESIDENTIAL

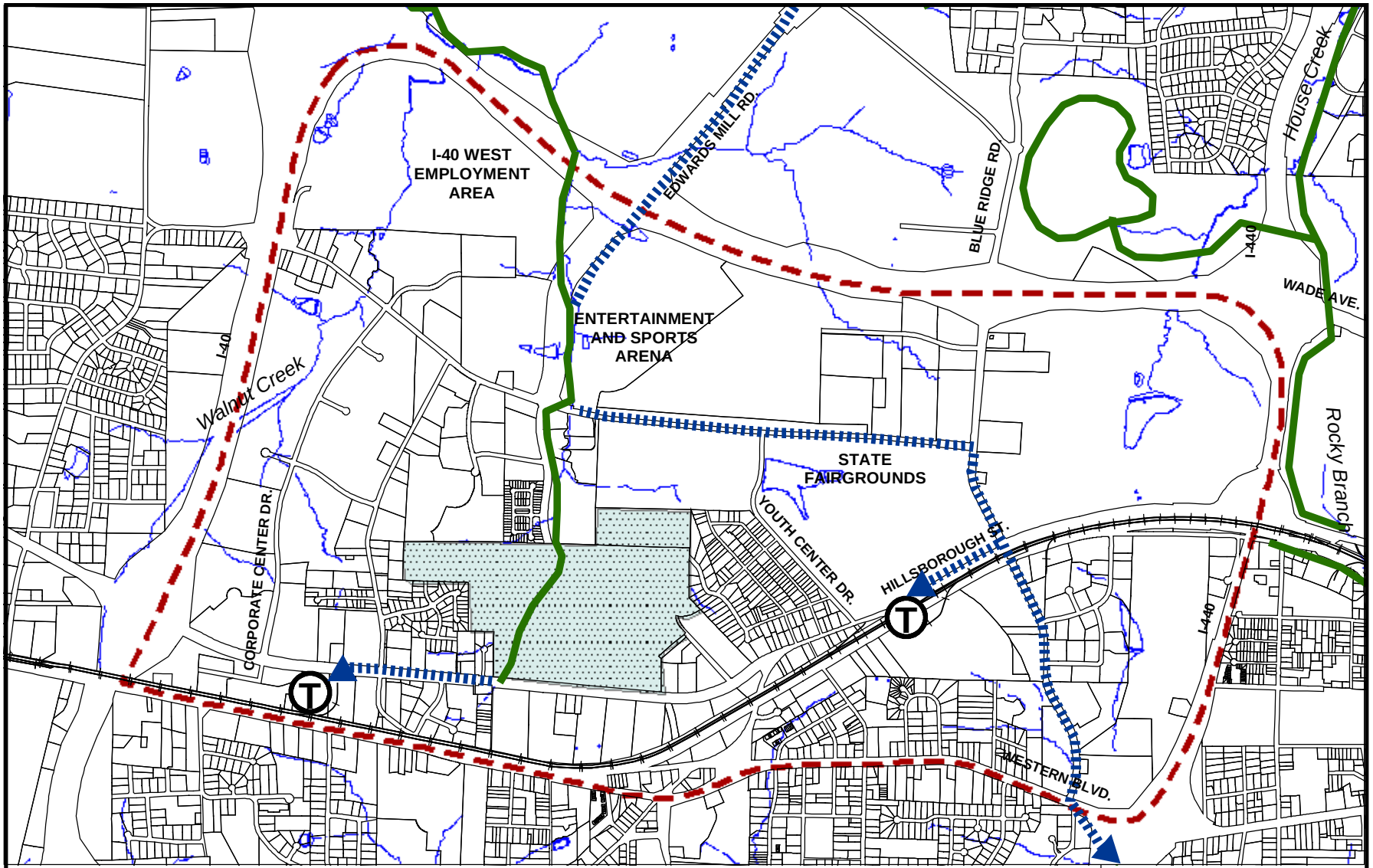
SIDEWALK CORRIDORS

PEDESTRIAN ORIENTED DEVELOPMENT AREA

1,200 600 0 1,200 Feet

Raleigh Comprehensive Plan 10/02

Arena Small Area Plan 11-27.14


I-40 WEST EMPLOYMENT AREA
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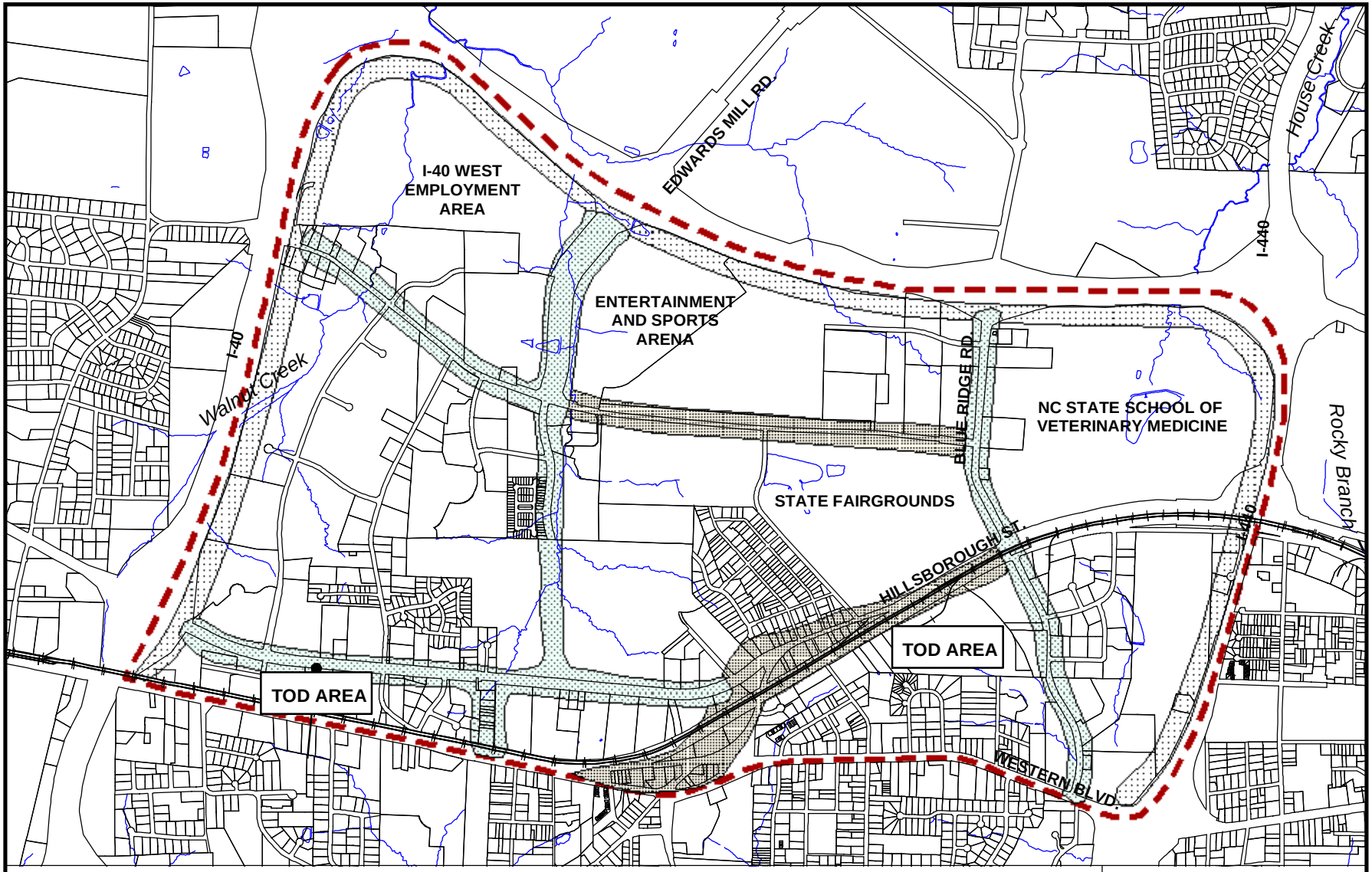
BLUE RIDGE RD.
House Creek
I-440
WADE AVE.
ENTERTAINMENT AND SPORTS ARENA
I-40
Walnut Creek
Rocky Branch
STATE FAIRGROUNDS
CORPORATE CENTER DR.
YOUTH CENTER DR.
HILLSBOROUGH ST.
I-440
WESTERN BLVD.
Arena Small Area Plan - Parks and Greenways
PLAN BOUNDARY
TRANSIT STOPS
GREENWAY CORRIDOR CONNECTOR
GREENWAY CORRIDOR
PARK STUDY AREA
1,400 700 0 1,400
Feet



Arena Small Area Plan - Appearance

PLAN BOUNDARY

SHOD BUFFER

STREET TREE CORRIDORS

STREETSCAPE PROJECT AREA

1,300 650 0 1,300 Feet

Raleigh Comprehensive Plan 10/02

Arena Small Area Plan 11-27.16

Part 28 Wake Crossroads Small Area Plan

LOCATION

The plan area includes about 40 acres along Mitchell Mill Road between Forestville Road and Watkins Road. Also known as Wake Crossroads, the area was settled well before the Revolutionary War. The Wake Cross Roads Baptist Church was organized in 1789 and continues to serve an important function in the community. The crossroads area consists of large single-family lots, undeveloped properties, and several commercial uses including an auto garage, grocery, grading company, and propane tank facility. Single family neighborhoods surround the plan area and include High Meadows, Neuse Crossing and Tradewinds. New single family subdivisions being developed in the area include Brighton, Mitchell Mill, and Springfield.

PLANNING CONCEPT

Residents and property owners in the Wake Crossroads area have expressed concerns about traffic congestion, loss of open space and community identity. Interests were also identified in road improvements, establishing nearby parks and convenient commercial services while retaining a rural character and sense of community. 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.

The term "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 enhancing the walking experience. The neighborhood center is also conveniently connected to the adjacent residential neighborhoods by traffic calmed streets and pedestrian ways.

RECOMMENDATIONS

Urban Form

- Designate the Wake Crossroads area a Neighborhood Focus with the commercial concentration in the area between Forestville Road and Watkins Road. Development intensity and access adjacent to the intersection of these thoroughfares with Mitchell Mill Road should be limited to maintain the efficiency of traffic circulation. The retail core area is recommended on the north side of Mitchell Mill Road along the intersecting public streets shown on the plan concept map.
- Mixed uses with an emphasis on office, service and higher density residential uses are recommended for the Neighborhood Focus area outside the retail core transitioning with lower intensities to the adjacent single family neighborhoods. Retail uses in these transitional areas should be limited and carefully designed to blend with the change in use. Well-designed, pedestrian friendly buildings provide an effective transition along street frontages leading toward less intense uses.

- The Residential Thoroughfare designation for Forestville Road and for Mitchell Mill Road west of Forestville Road and east of Watkins Road reinforces the land use transition outside the Neighborhood Focus. Medium density residential and low intensity office uses are recommended along Residential Thoroughfares.
- Designate a Retail Area in the Gateway Corridor along Louisburg Road at the property zoned Neighborhood Business adjacent to the Brighton subdivision. A neighborhood center design is also recommended for this area with a pedestrian oriented collector street extending from Louisburg Road through the commercial center, connecting with the residential area, and continuing through to Forestville Road.

Transportation

- Establish an interconnecting grid of public streets to guide the development pattern within the Neighborhood Center. The core area public streets should be designed to collector street standards that are appropriate for a neighborhood center design. The interconnecting grid of public streets should create 400 foot to 500 foot block faces and be designed to calm traffic with on-street parking and streetscape improvements to enhance walkability and establish a unique character to the area. Sidewalks should be provided on both sides of the street. Intersections must be designed and marked to provide safe pedestrian crossings. Mid-block crosswalks with curb bump-outs could be included to improve the convenience of walking and access from the off-street parking areas located within each block.
- The core collector street grid should be extended to future residential development surrounding the Neighborhood Center to provide convenient pedestrian and vehicular connections. The extended public street system design may be to a more residential standard than the core area to reflect the change in use.
- A landscaped median is recommended in Mitchell Mill Road from Forestville Road east to Watkins Road. The median should 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.
- A pedestrian connection shall be provided across Mitchell Mill Road to the commercial core public street intersection midway between or about 1,000 feet from the two end thoroughfares. Additional pedestrian crossings on Mitchell Mill Road should be considered to improve the convenience of connections from residential areas and business uses on the south side of the thoroughfare.

Site and Building Design

- An objective of building placement is to define streets and public spaces as places of shared use. Streets lined with buildings rather than large parking lots create a more interesting and safer pedestrian environment. Buildings within the neighborhood center should be set close to the street with parking located behind or beside 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 articulated so that the long side fronts the street.
- Building height is an important element in defining a public street space and creating a strong sense of place. Two and three story buildings are recommended for the commercial core 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. .
- Drive-thru windows are allowed outside the core commercial area as long as the window is attached to the side of the principal building that is not parallel to an adjacent street or pedestrian way. The principal building must include an interior customer service area.

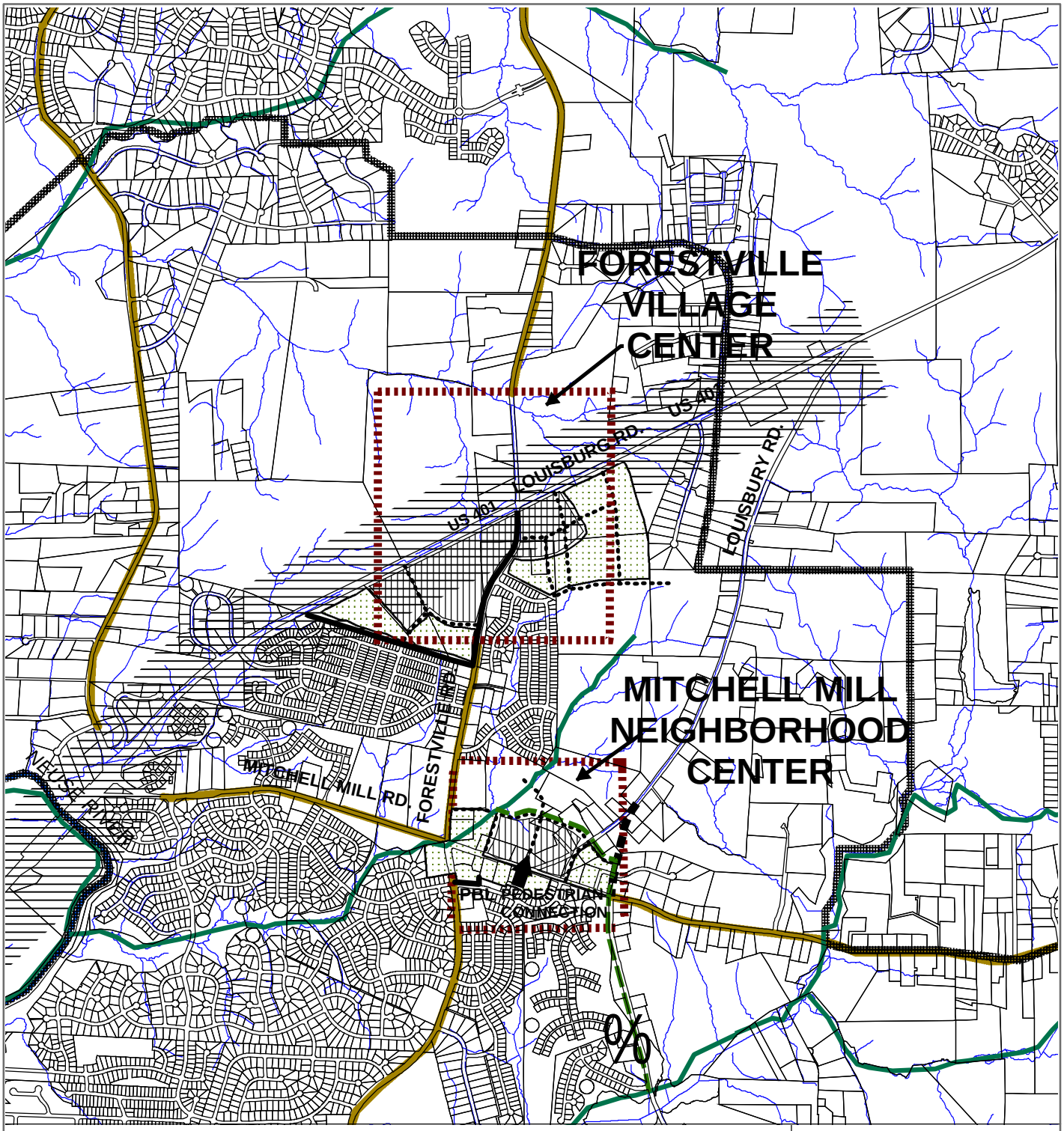
- To build upon the history of the Wake Crossroads community, architectural and site design should reflect the rural vernacular of the area by including porches, steeply pitched roofs, vertical façade elements, and informally landscaped open spaces. Building facades should also be articulated to provide visual interest to pedestrians at the street level by including display windows and multiple building entries.
- The location of parking lots should not dominate the frontage of pedestrian oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments. Parking lots should be located behind buildings within the interior of a block and 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 considered.
- Streetscapes should be designed to enhance the pedestrian environment with street trees, pedestrian level lighting, wide sidewalks and sitting areas. An intersection in the center of the commercial core could be featured within the streetscape with special landscaping and public art to add a unique character element.

Parks and open space

- The Parks and Greenway Plan recommends a greenway trail from the Neuse River following a stream through the Neuse Crossing neighborhood to the intersection of Forestville and Mitchell Mill Road. The proposed trail continues from the northeast corner of the intersection into the western edge of the Neighborhood Center. There is an opportunity for a public open space in this area connected with the greenway and stream buffer at the western terminus of a street serving the commercial core area.
- A greenway connector from the Harris Creek greenway north along the western side of Watkins Road should be considered to create a greenway loop through the Neighborhood Center back to the Neuse River.
- Usable open space and public gathering areas for special events should be incorporated within the neighborhood center and reflect the character of the surrounding uses. Outdoor cafés, seating plazas, picnic areas, and bandstands are all examples of usable open space.
- The area surrounding the intersection of Forestville Road and Watkins Road with Mitchell Mill Road should receive a distinctive landscape treatment to emphasize the entry into the Neighborhood Center.

Implementation

- Because of the number of separate properties in the neighborhood center, a phased development process will be necessary to achieve the plan recommendations. Coordination between the various property owners and a common understanding of the plan goals will be essential.
- Creating a framework for the neighborhood center can be achieved through establishing a general location for the public street grid within the commercial core upon which development can front.
- Increased right-of-way needs along Mitchell Mill Road should be considered to accommodate the recommended landscape median.
- Zoning code standards need to be adopted that will support the recommended neighborhood center development pattern, especially in relation to building setbacks, mix of uses and parking requirements.



Wake Crossroads Small Area Plan - Urban Form

- GATEWAY CORRIDORS
- RETAIL AREAS
- % RESIDENTIAL RETAIL
- POLICY BOUNDARY LINE
- PROPOSED MINOR THOROUGHFARES
- RALEIGH URBAN SERVICE AREA
- GREENWAY CORRIDOR CONNECTOR
- GREENWAY CORRIDOR
- TYPE B THOROUGHFARES
- MIXED USE CENTER
- TRANSITION AREA
- CORE AREA
- PROPOSED PUBLIC STREET GRID

1,100 550 0 1,100 Feet

Part 29 Crabtree Small Area Plan

MAJOR CONCEPTS

The Crabtree Valley area could develop more as a mixed-use environment, with people living, working and shopping within a walkable urban community that serves as the core of this major regional activity center.

There will be a new emphasis on the south side of the Mall and the Crabtree Valley Avenue corridor. Here is an opportunity for a pedestrian and transit-oriented center for the area that will help to balance the exclusively auto orientation of the Glenwood Avenue corridor.

The area will see an increase in development intensity. New development will feature mixed uses focusing particularly on offices and medium density housing. Additional retail should remain limited to the Kidds Hill, Kidds Hill Plaza, Pinnacle Apartment site, and the Crabtree Valley Mall sites, with the exception of small-scaled, neighborhood oriented retail encouraged within the residential area to the southwest of the Mall. Stand alone "big box" retail and strip malls will not be allowed.

There will be limited roadway capacity improvements, though Crabtree Valley Avenue will be extended westward to Glenwood Avenue and eastward to join the Beltline. Access to Ridge Road will remain unchanged. Transit services and pedestrian amenities will be greatly enhanced. Interconnectivity, both pedestrian and vehicular, will be encouraged wherever feasible.

Due to the terrain and flood-prone areas, a new emphasis on pedestrian circulation will be placed on what is now the Mall's upper level, which coincides with the level of Kidds Hill Plaza shopping center. Kidds Hill should be developed without extensive grading of the site. Open space has been set aside along Crabtree Creek and a greenway will run along its tributary that connects to Laurel Hills Park to offset the increase of development intensity.

URBAN DESIGN

The urban design vision of the Crabtree area is based on three major concepts, first of which is a transition to a more pedestrian and transit oriented pattern of development. Secondly, the unique terrain of the area and the presence of Crabtree Creek and its floodplain should be respected and used as design features. A two-level circulation system will be the third organizing urban design concept. Upon a finding by the Planning Commission that a PDD constitutes a Mixed Use Center, then the Comprehensive Plan should be amended to show the boundaries of the mixed use center, and the PDD should follow the Urban Design Guidelines. The use of these guidelines is otherwise encouraged for all development proposals in the Crabtree area.

A main focus of pedestrian orientation will be the Crabtree Valley Avenue corridor, which should be the center of a new, area-wide emphasis on pedestrian scale and walkability. Ground level pedestrian oriented development on this road is hindered by topographic and floodway constraints, but all attempts should be made to make this a safe and pleasant street for pedestrians. If development is feasible along this roadway, it should be brought up to the street and offer a small-scaled, pedestrian-oriented face to the street. Opportunities for temporary events and venues that are compatible with the environmental conditions should be pursued.

Wide sidewalks, street trees, pedestrian-scaled lighting, trash receptacles, and other urban site amenities should be provided in these areas. Building design should draw from materials already used in the area, but facade elements should be developed to break down the monolithic appearance commonly found in large retail areas. This kind of development is also recommended for Homewood Banks Drive and the remnant portion of Edwards Mill Road, both of which enter the Mall area from the south.

The Mall site has potential for more development in the central and northern portions at ground level and the entire site on the upper levels. Due to flood prevention regulations, it is likely that only parking garages will be allowed on the ground level in the floodway between the existing Mall buildings and Crabtree Creek. New parking structures should be designed with careful attention given to their street faces--more to be seen than designed as a utilitarian structure. Existing parking structures should be upgraded in appearance, as their presence will become noticeable as Crabtree Valley Avenue becomes the main street of the area. Second level pedestrian connections could be made to surrounding hillside properties as part of Mall renovations and expansions. Multi-level circulation would be most important along the Crabtree Valley Avenue corridor, to make this the new "main street" of the area. Over time the intensity and diversity of development in the area should support this two-level circulation system.

The future success of this area should be built on an important asset of this area: the variety of terrain. To protect the special character of the area, hillsides should be retained and not graded down for incongruous, large-footprint buildings, and new structures on the hillsides and hilltops should fit into the terrain. Special attention should be given to retaining the open character of Crabtree Creek and its tributaries.

A two level circulation system is proposed for the area. The lower level, which corresponds to the lower level of the Mall, would include vehicular, transit and pedestrian circulation (including greenways). The upper circulation level corresponds to the upper level of the Mall but ground level of Kidds Hill Plaza and the hotel areas to the north and east of the Mall. This upper level would be primarily pedestrian, but would include a limited amount of vehicular circulation as well.

As the area urbanizes, it is critical that open spaces be set aside during development, especially of larger projects. These spaces must be pedestrian accessible and can take the form of landscaped areas or pedestrian plazas, and should be located along major pedestrian ways. Parking areas and narrow yards required by the landscape ordinance will not be considered as sufficient open space.

The unique planning challenges for future development that are embodied in this site also apply to the design of the buildings and structures. Careful attention should be paid to building scale, materials, and form. Where possible, contiguous tracts should have some sense of overall design unity. In areas where upper level pedestrian access is developed, creative structural expression of these circulation elements would serve to engage the users and give the area character. When retail developments get this large, the architecture tends towards monolithic. The use of glass and transparent materials should be encouraged in order to keep the area from appearing closed in, like a tunnel. Design unity is an important consideration, but should not be a deterrent to creative solutions in the challenging terrain.

ENVIRONMENTAL ASPECTS

In the future, environmental stability and sensitivity should be an aim of development in the Crabtree area. Floodways, water quality and steep slopes should be protected from further environmental degradation. Crabtree Creek should be left in at least as natural a state as it is currently. An open space and greenway corridor from Laurel Hills Park to the Mall will provide an additional riparian environment in this increasingly urban area. The steep slopes in the area should not be leveled, but preserved with development that is carefully terraced into the hillsides. The preservation of existing trees should be encouraged, especially on Kidds Hill, the north side of Glenwood Avenue (opposite Crabtree Valley Mall) and the western side of the Beltline.

Crabtree Creek bisects the area and forms a valley and floodplain, which has provided the large flat site of Crabtree Valley Mall. The flood-prone areas are most extensive on the north side of the creek, while the southern banks of the creek generally are higher lands that are not flood-prone. The Mall itself is in the 100 year floodplain, while the area between the Mall and Crabtree Creek is in the floodway. Current regulations permit structures in the 100 year floodplain, but no significant water-displacing structures are permitted in the floodway. "Flow-through" structures, such as parking decks, are permitted in the floodway under certain circumstances. The creek has been altered from its natural state, especially on the south side of the Mall, where it has been straightened and channelized. The creek banks, however, have revegetated naturally. To the north and south the valley is edged by hills, some of which are very steep: Kidds Hill, the most prominent site in the area, rises 112 feet above the valley floor and has some slopes in excess of 40%. All of the major roads entering the area descend into it, and panoramic views of the valley can be seen from many vantage points.

PEDESTRIAN CIRCULATION AND GREENWAYS

Pedestrian linkages should be significantly improved to all areas around the Mall with connections to the existing and proposed greenway corridors. Future development should be significantly more pedestrian oriented to reduce the need for automobile trips.

A pedestrian bridge over Glenwood Avenue would provide an upper level link to the hotels and other buildings on the hillsides to the north. As additional lower-level development of the Mall is restricted due to flood concerns, second-level retail and pedestrian amenities on the Mall site could compliment new mixed use development on the higher properties to the southwest of the Mall on Kidds Hill and Kidds Hill Plaza. The hotels to the east of the Mall are also built above the valley floor and second level pedestrian connections to the Mall and/or Kidds Hill may be feasible. Pedestrian bridges in the area should be designed to contribute positively to the image of the area. The Crabtree Creek greenway south of the Mall will become a major urban design focus while preserving the natural aspects of the greenway. There should be numerous, safe and clearly marked access points from both circulation levels to the greenway.

In an effort to identify specific improvements needed to support the movement of pedestrians throughout the plan area, the Crabtree Valley Pedestrian Circulation Plan was prepared and adopted as an attachment to the Comprehensive Plan.

The focus of the Crabtree Valley Pedestrian Circulation Plan is to create a primary "loop" around the mall, which is the key activity center in the area. This loop will be comprised of the Capital Area Greenway Crabtree Trail on the south and east, Glenwood Avenue on the north, and an upper level mall connection on the west (connecting the proposed pedestrian bridge from Marriott Drive to the mall and the planned

pedestrian bridge from the Promenade over Crabtree Valley Avenue and Crabtree Creek to the mall). Also identified are the key connections from the surrounding hotel/office/residential activity centers to the primary pedestrian loop. Marriott Drive is designated as the preferred Glenwood Avenue street level crossing. Pedestrians from the east (Lead Mine road and Holiday Inn areas) would be directed to cross under Glenwood Avenue using the greenway trail.

Specific recommendations are made for sidewalks and intersections, signage and coordination with hotels, as well as streetscape amenities to facilitate the safe, efficient, and convenient access for pedestrians using the circulation system. These recommendations are described in detail in the "Summary of Recommended Pedestrian Improvements" of the Crabtree Valley Pedestrian Circulation Plan. The recommendations were developed to meet the overall goals of pedestrian connectivity and safety and generally include:

- Intersection improvements (crosswalks, countdown signals, curb cute, etc.):
    - Glenwood Avenue and Marriott Drive
    - Creedmoor Road Extension at Mall/Clarion Entrance
    - Blue Ridge Road and Crabtree Valley Avenue/Summit Park Lane
    - Crabtree Valley Avenue and Homewood Banks Drive
    - Glenwood Avenue and Lead Mine Road/Blue Ridge Road
    - Creedmoor Road and Glenwood Avenue

- Sidewalk improvements (new sidewalks where there are none, as well as connections between incomplete segments):
    - Blue Ridge Road from Glen Eden Road to Crabtree Valley Avenue
    - Creedmoor Road Extension north of Mall/Clarion Entrance
    - Edwards Mill Road from Crabtree Valley Avenue to Park Lake Avenue
    - Marriott Drive between Glenwood Avenue and Creedmoor Road
    - Glenwood Avenue from Brookhaven neighborhood to Woman's Club Drive (several projects)
    - Creedmoor Road from Glenwood Avenue to Sugar Bush Road
    - North Hills Drive
    - Lead Mine Road from North Hills Drive to Sugar Bush Road

- Improvements along Crabtree Valley Trail of the Capital Area Greenway as well as new greenway connections.

- Signage to designate the Capital Area greenway as an alternative to crossing Glenwood avenue at Lead Mine Road/Blue ridge Road (particularly as a route to the mall for Holiday Inn patrons and pedestrians in the Lead Mine Road area).

Also included is a discussion of projects that could be funded and implemented by private entities. There is a general lack of pedestrian connectivity between development sites and the public sidewalk facilities. Opportunities are identified where individual developments could facilitate private pedestrian connections between properties and public facilities.

Transit recommendations include the provision of sidewalks at all stops, sidewalk connections and safer street crossings to most key destinations in the area. Other minimum transit amenities that should be provided at each stop include a bench, a concrete pad and a trash receptacle. It is also recommended that the pedestrian path for the current hub to the mall building entrance should be made ADA accessible by providing curb cuts at all street crossings. The advantages of the current hub location are identified in the Transit Recommendations section of the plan. A list of minimum requirements is provided to assure equivalent service if other hub locations are considered to serve the mall. To address congestion in this area that could cause busses to be delayed, a traffic circulation study is recommended particularly for the intersection of Blue Ridge Road and east mall entrance. Finally, shuttle service is recommended between the developing Glen Lake area and the mall area.

Cost estimates for the recommended improvements are included in the "Summary of Recommended Pedestrian Improvements" and a detailed breakdown of costs is included as Appendix C. Implementation

of individual improvement projects will proceed based upon development activity and funding allocations through the following potential sources: Capital Improvement Program, 2003 Park and Greenway Bond, NCDOT Division of Bicycle and Pedestrian Transportation, Urbanized area Formula Funds, and Public-Private Partnerships.

LAND USES

It is a major goal of this plan to enliven the character of the area, better balance and integrate land uses, and increase the number of people who live in the area.

The most intensely developed area and focus of retail should continue to be the Mall area. It is anticipated that the eastern section of the Mall property will redevelop to more intense uses with structured parking. Extension of the Mall to the south will be restricted due to flood control regulations; however the southern expansion of the Mall's second floor over a lower story parking structure may be possible. Such an expansion could help create a more lively environment in the Crabtree Valley Avenue corridor. Whereas the Mall will probably continue to be primarily a retail center, with the possible addition of offices and hotels over time, new retail on Kidds Hill, Kidds Hill Plaza and the Pinnacle Apartment site should be part of true mixed use development, with ground-floor retail and offices and housing on upper floors. These sites may also be suitable for hotel/conference facilities that would be served by the numerous hotel rooms in the area. There should be special emphasis on entertainment-oriented uses in the Kidds Hill and Kidds Hill Plaza areas.

Development on lands immediately surrounding the Mall will also intensify, but it is recommended that this development continue in the same uses as are currently found here, particularly office and hotel, with an emphasis on increasing the number of housing units. This is particularly the case to the southwest of the Mall. The duplex and triplex development on Edwards Mill Road has a potential for additional housing. Large lot subdivisions with numerous vacant lots may redevelop over time to medium density housing with small-scaled, neighborhood oriented retail. Such retail should be integrated into the surrounding communities and not be stand-alone "strip centers."

With 1.7 million square feet of retail development as of November 2001, the Crabtree vicinity has exceeded the maximum 1.5 million square feet of retail recommended for city focus areas in the Retail Use Guidelines. Consequently, additional retail development in the area must address the criteria for approval listed in the Guidelines section of the Raleigh Comprehensive Plan, p. 3-4.1.

TRANSIT

Generally transit service in the area should be enhanced and made attractive for all users. Increased transit efficiency and use are very important as development intensifies, but road capacity improvements are limited by budget and environmental constraints.

Suggested transit service in the area is based on strong north-south routes in the Edwards Mill/Creedmoor Roads corridor and in the Blue Ridge Road corridor, and an east-west route in the Glenwood Avenue corridor. An Edwards Mill route would connect the Crabtree area to the Entertainment and Sports Arena, Carter Finley Stadium, and the West Raleigh TTA regional commuter rail station. The Blue Ridge Road route would connect Crabtree with Rex Hospital, the North Carolina Museum of Art, the State Fairgrounds and the TTA State Fairgrounds rail station. These transit links would allow Crabtree hotel guests an alternative to driving to special

events in the Arena area. The Glenwood route connects the Crabtree area with downtown and to points west, possibly eventually including Umstead State Park and the Airport.

A major transit hub is suggested for the lower level of the Mall site or along Crabtree Valley Avenue. This hub would allow transfers among the three routes serving the area: Glenwood/Crabtree Valley Avenues, Blue Ridge Road, and Edwards Mill/Creedmoor Roads. Though located on the lower circulation level, this hub should be designed to be an inviting, user-friendly facility. A transit stop could be located to the southwest of the Mall in the GlenLake development (consistent with the Pedestrian Business Overlay District Rezoning Case Z-24-01) , and would link the Blue Ridge and Edwards Mill/Creedmoor routes. Lands to the southwest of the Mall could be served by a loop making up the northern terminus of the Blue Ridge Road service.

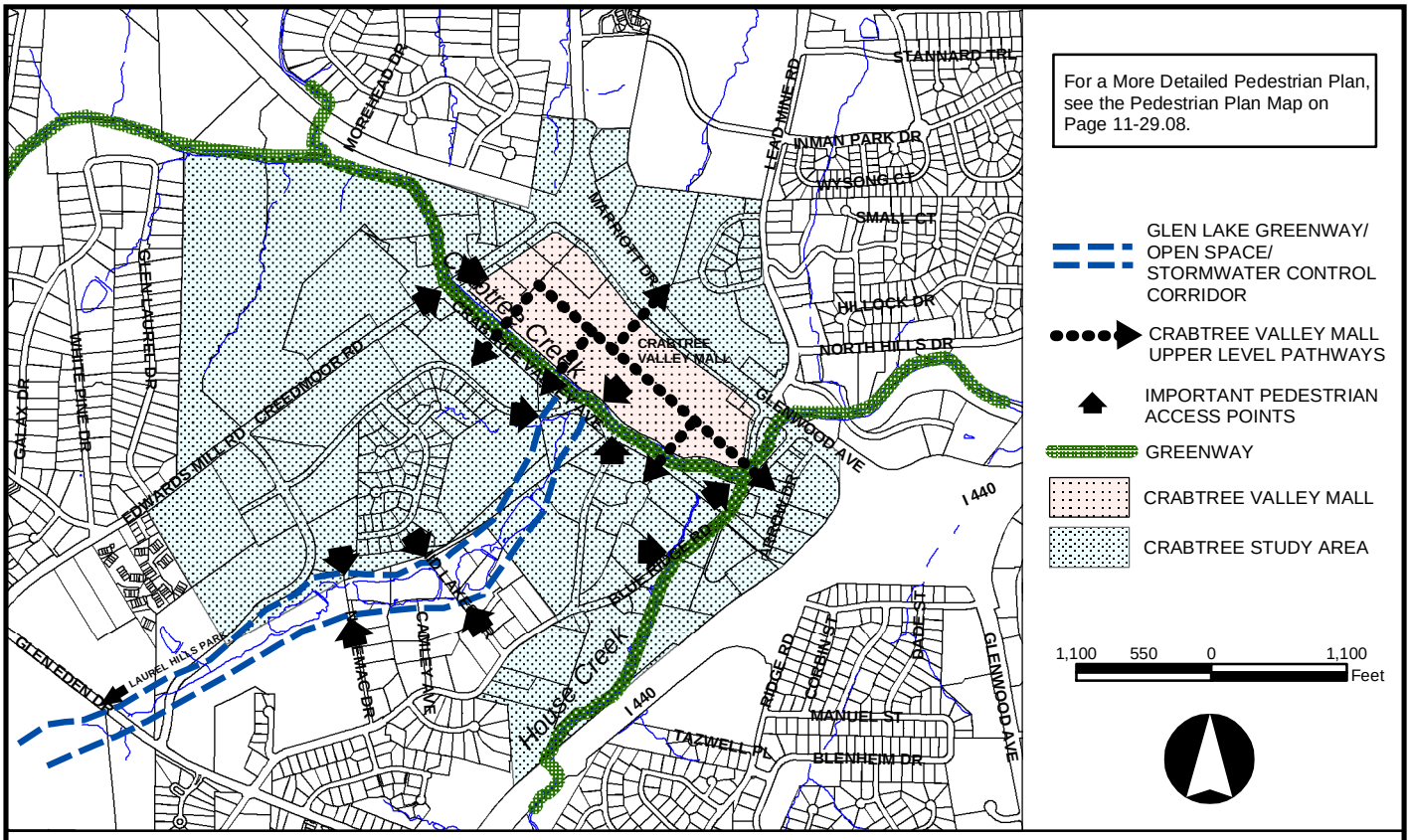
These transit proposals should be considered by the Raleigh Transit Authority as possible amendments to the Transit Plan and be considered for inclusion in the adopted Transit Plan during the next updating of that plan. Adoption of the Crabtree small area plan will not constitute an amendment to the Transit Plan but should provide the development concept to serve as the basis for that plan.

ROADS

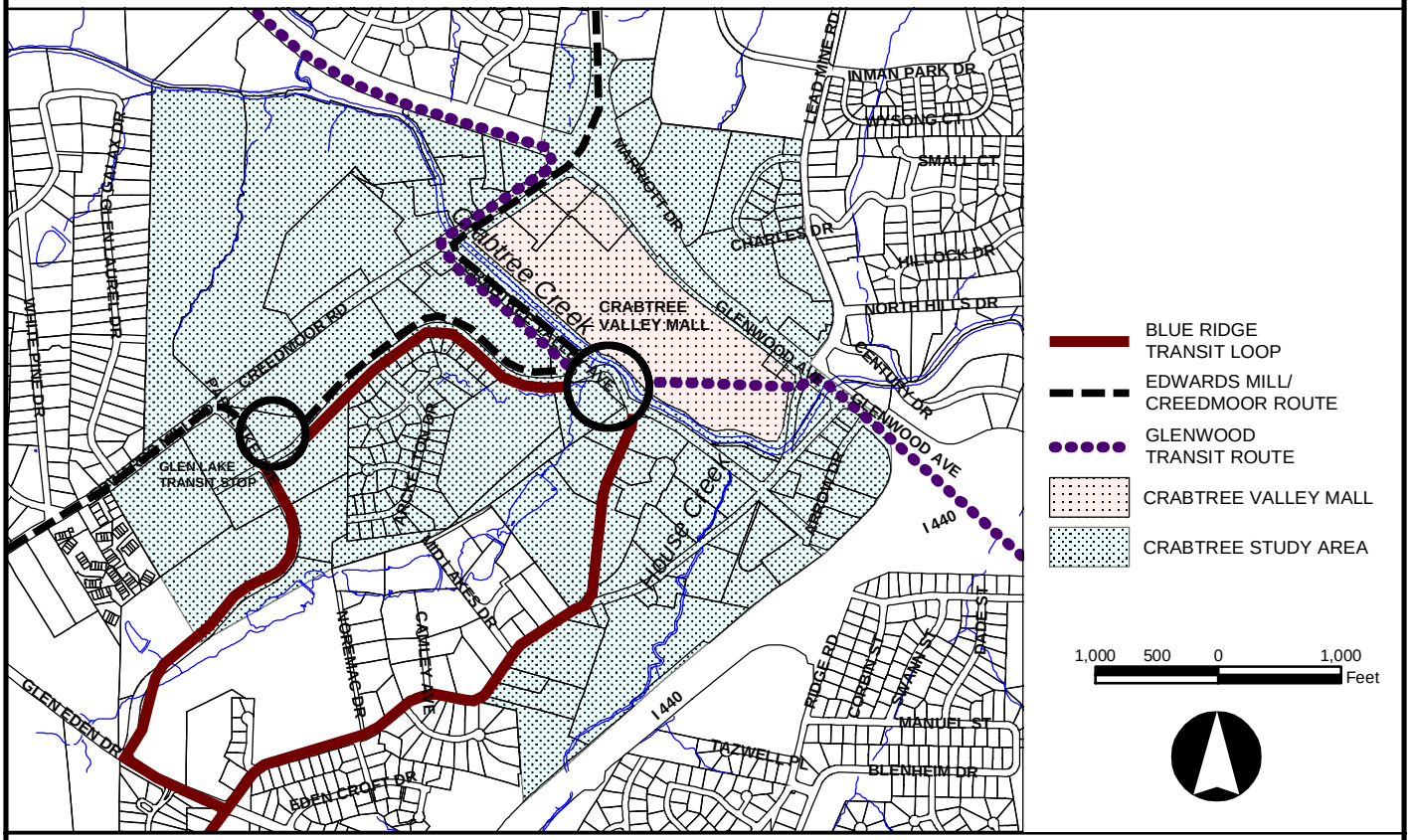
No changes to the current Long Range Thoroughfare Plan are recommended.

There are several fiscal and environmental constraints to any major road improvements in the Crabtree area. Further study by the City of Raleigh, involving the Federal and North Carolina Departments of Transportation, is needed to resolve transportation issues in the area. It is recommended that the study begin as soon as possible. In accordance with the current Long Range Thoroughfare Plan, Crabtree Valley Avenue should be extended westward to intersect with Glenwood Avenue. There is a possibility in the future, when funding is available, that Crabtree Valley Avenue may be connected to the Beltline, at least to the southbound lanes of the Beltline. The impacts of this connection should be more closely studied as they relate to appearance. If Crabtree Valley Avenue is connected to the Beltline, it would likely be incompatible with the concept of a pedestrian-focused “main street” feel.

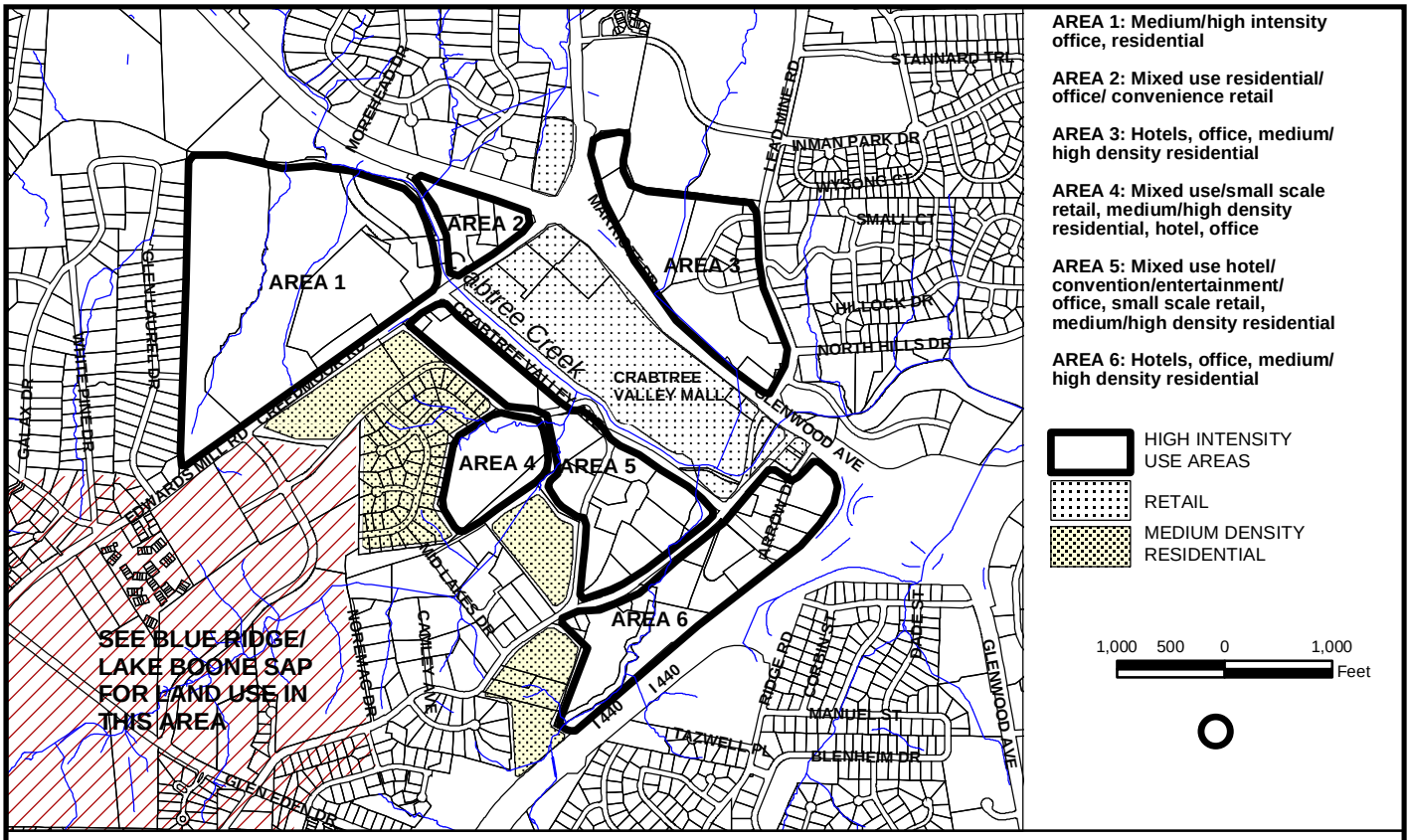
Both Glenwood and Crabtree Valley Avenue would continue to be two-way streets possibly until Crabtree Valley Avenue is connected to the Beltline. The intention of this change is to bring some of the Mall-oriented traffic off of Glenwood Avenue in this vicinity and bring it to a new entrance into what is now the rear of the Mall. In recognition of Glenwood Avenue as an important gateway to the city, a city streetscape project for this corridor across the plan area will be initiated the create a unique, positive design identity. The two-lane remnant of Edwards Mill Road that curves up behind Crabtree Valley will provide access to properties southwest of the Mall as development intensifies. Streetscapes along Creedmoor Road, Edwards Mill Road, and Blue Ridge Road should also be upgraded.



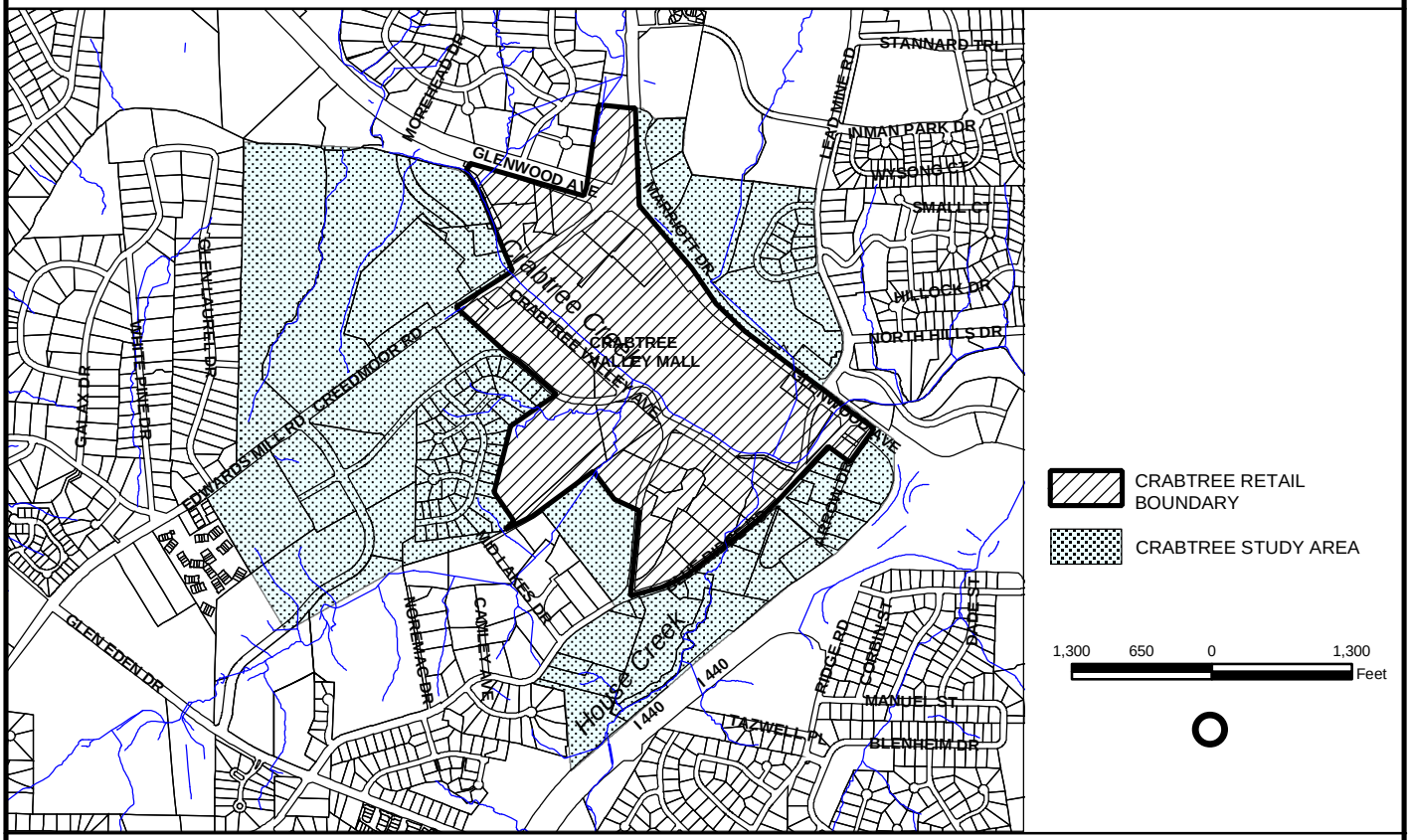
Crabtree SAP - Pathways, Greenways, Open Space



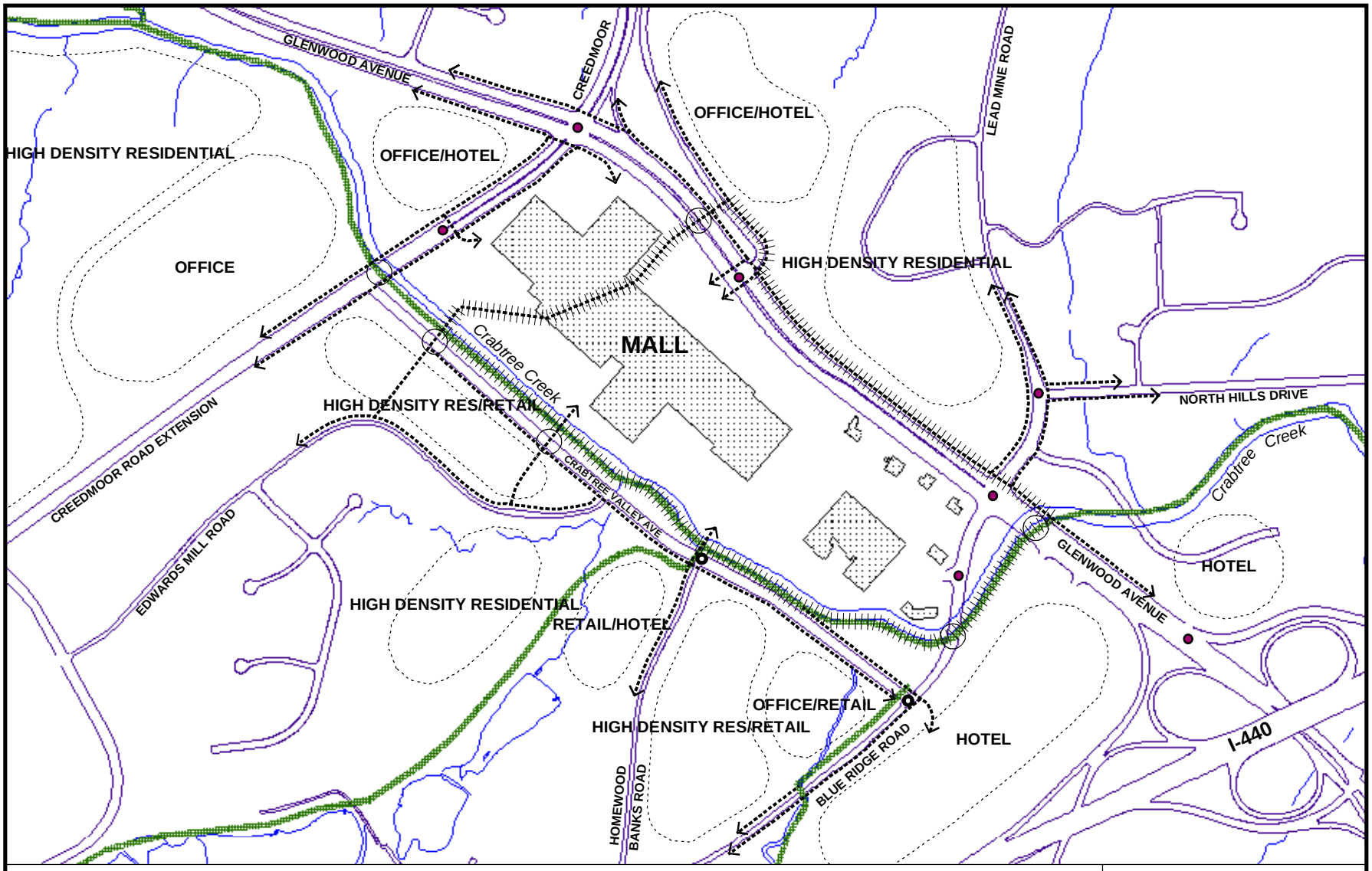
Crabtree SAP - Transit



Crabtree SAP - Land Use



Crabtree SAP - Retail Boundary



Crabtree Small Area Plan - Pedestrian Circulation

- SIGNALIZED INTERSECTION
- POSSIBLE FUTURE SIGNALIZED INTERSECTION
- PLANNED PEDESTRIAN GENERATORS
- NON-GRADE CROSSINGS
- GREENWAY TRAILS
- FEEDER ROUTES
- MAIN LOOP

430 215 0 430 Feet

Raleigh Comprehensive Plan 11/03

Crabtree Small Area Plan 11-29.08

Part 30 Stanhope Village Small Area Plan

GOAL

The plan area lies on the south side of Hillsborough Street between Dan Allen Drive on the east and the Progress Energy facility to the west. The southern boundary is the railroad corridor and the northern boundary is Hillsborough Street. 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.

RECOMMENDATIONS

Land Use and Zoning
The area should develop with a mix of land uses, with residential predominating. Neighborhood-oriented retail, such as a grocery store and/or pharmacy, is recommended along Hillsborough, with other retail, restaurant, and entertainment recommended along Hillsborough and Concord. Predominately residential uses are recommended for upper floors and the interior of the site. It is recommended that the Stanhope Neighborhood be rezoned to a non-industrial zoning classification in such a way as to minimize conflicts with other ongoing uses, including the existing communications tower. Historically significant buildings and districts should be preserved and rehabilitated.

Road Improvements
It is recommended that Concord Street be relocated slightly to the east and redesigned to facilitate its role as the central urban design feature of the area. Concord would continue southward, providing access to adjacent parking structures, and terminate at a roundabout with the eastern end of Stanhope Avenue. A service road would be located behind the buildings facing Hillsborough Street. The existing McKnight Street right of way would be abandoned. A second service road would be extended east from the Concord roundabout to connect with the Dan Allen parking deck access road, along the rail right of way.

Public Spaces
Concord Street would serve as the primary public space and entry feature for the area. This street would include on-street parking, areas for public seating and temporary events, such as markets or festivals. In addition, an open, pedestrian-oriented commons is recommended for the southeast portion of the plan area. This space would create a pedestrian link to NC State and the proposed Reynolds Coliseum TTA station.

Pedestrian & Bicycle Access
Pedestrian and bicycle access to and within the site is crucial to the implementation of this plan. New and existing streets should have narrow travel lanes, very low vehicular speeds and clear preference given to pedestrians at pedestrian/auto crossings. It is recommended that a strong connection be made to the east, to NC State's employment and educational centers and the TTA station to be located near Reynolds Coliseum. An eventual connection to the south, across the railroad corridor, is desirable. Likewise, pedestrian connections to the Stanhope neighborhood and along Hillsborough Street are very important. It is recommended that sidewalks along Stanhope Avenue and Rosemary Street be upgraded.

Parking

Provide as much on-street parking as possible, emphasizing angled or head-in parking for added capacity, convenience and traffic calming. Provide structured parking for most automobile storage, and wherever possible, wrap structured parking with active uses, especially at the street level. Restrict surface parking to small lots with minimum street frontage and screened from pedestrian view. Control parking with a combination of meters, patron parking passes and resident permit stickers along existing residential portions of Stanhope Avenue and Rosemary Street. Require development proposals to provide adequate parking including use of shared parking strategies to minimize neighborhood overflow parking. Commuter parking is strongly discouraged.

Urban Design

Buildings fronting Concord and the pedestrian commons should contain and terminate views within those spaces. Gaps between buildings and at intersecting streets should be handled so as to minimize or cut off extended views. The east end of the pedestrian commons should be enclosed to screen the existing parking decks beyond and to create a pedestrian gateway defining arrival and departure from Stanhope Village. This east end enclosure could be accomplished by either an arcaded building or possibly a tall evergreen hedge trimmed up to create a pedestrian-scaled passageway. The two views looking south down Concord Avenue and west across the pedestrian commons should be terminated by emphasized façade elements that are approximately on axis with those views. Theses two views should intersect at the Concord roundabout to make clear the organization and relationship of those spaces.

Develop Concord as 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. Provide a multi-use zone between the travel lanes and the sidewalk that serves as convenience diagonal parking and can be incrementally converted into outdoor seating and dining or other periodic uses such as a street fair or a Saturday morning market. Options for distinguishing the character of the multi-use zone from normal street parking include:

- Placing the two rows of street canopy trees at the edge of the travel lanes rather than at the sidewalk.
- Providing a small curb (1" +/-) between the travel lanes and the multi use zones.
- Paving the multi-use zone with a contrasting material. See Concord Street details on 11-30.7.

At retail frontages provide sidewalks wide enough for outdoor seating and planters in addition to street trees. At ground level residential uses provide entry stoops and landscaped stoop yards fronting street. Provide balconies on upper levels of residential units. Along Hillsborough Street establish an identifiable and relatively continuous retail frontage, punctuated by focal point buildings and accessory plazas notched in at mid-block with pedestrian passageways to parking behind – perhaps at McKnight right-of way or at important intersections. In addition, it is recommended that applicable sections of the Urban design Guidelines be employed in developing projects for the Stanhope Village Area

Development Intensity & Associated Traffic Impacts

The Stanhope Village Site Plan and Stanhope Village Spreadsheet outline the recommended development intensities in terms of approximate building footprints and heights. The Spreadsheet provides an estimate of associated traffic impacts. It is strongly recommended that the traffic impact analyses for each rezoning in this area take into consideration:

- The projected traffic capacity and level-of-service for the reconstructed Hillsborough Street.
- The projected impact on those elements of other likely redevelopment projects in the vicinity.

Transition to Adjacent Neighborhood

It is recommended that redevelopment adjacent existing single family neighborhood along Stanhope Avenue and Rosemary Street provide for a transition in scale as shown in the Site Plan and as described in Urban Design Guidelines Section 2.3. Any parking structure in proximity to the existing neighborhood should be either wrapped by active uses or screened and detailed as described in Urban Design Guidelines Section 3.11. 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 should be minimized.

Development Phasing

In order to encourage completion of phased projects in accordance with this Small Area Plan, it is recommended that project infrastructure improvements including roads, streetscapes and other pedestrian and landscape elements be constructed in the initial project phase.

Stanhope Village Spreadsheet -Estimated Square Feet, Uses & Trip Calculations

Breakdown by Owner & Building (N=NCEC, H=H. Ventures, A= All Others)

	BLDG NAME	BLDG FOOTPRINT (SF)		Breakdown by ITE Categories																					
				% of flrs	220 Apts **non-student**	% of flrs	220 Apts **student**	% of flrs	493 Health Club	% of flrs	565 Daycare Center	% of flrs	710 General Office	% of flrs	814 Specialty Retail Center	% of flrs	831 Quality Restaurant	% of flrs	832 High Turnover / Seated	% of flrs	850 Super-market
N1	new NCEC at Concord	**23,091**	1st	0	0	0	0	0	0	0	0	50	11,546	50	11,546	0	0	0	0	0	0
	Total # of Floors	**4.5**	Upper	50	40,409	0	0	0	0	0	0	50	40,409	0	0	0	0	0	0	0	0
N2	NCEC Addition	**19,969**	1st	0	0	0	0	0	0	0	0	0	0	100	19,969	0	0	0	0	0	0
	Total # of Floors	**2.5**	Upper	0	0	0	0	0	0	0	0	100	29,954	0	0	0	0	0	0	0	0
N3	NCEC Existing	**13,497**	1st	0	0	0	0	0	0	0	0	0	0	0	0	100	13,497	0	0	0	0
	Total # of Floors	**2.0**	Upper	0	0	0	0	0	0	0	0	100	13,497	0	0	0	0	0	0	0	0
H1	new at Concord & RR	**11,057**	1st	100	11,057	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total # of Floors	**2.5**	Upper	100	16,586	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H2	UT2 student housing	**24,679**	1st	0	0	100	24,679	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total # of Floors	**6.5**	Upper	0	0	100	135,735	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H3	new at neighborhood	**7,263**	1st	100	7,263	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total # of Floors	**2.5**	Upper	100	10,895	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H4	new at Concord & law	**22,940**	1st	50	11,470	0	0	0	0	0	0	25	5,735	25	5,735	0	0	0	0	0	0
	Total # of Floors	**4.5**	Upper	100	80,290	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H5	Grocery block	**44,914**	1st	0	0	0	0	0	0	0	0	0	0	25	11,229	0	0	25	11,229	50	22,457
	Total # of Floors	**2.5**	Upper	50	33,686	0	0	50	33,686	0	0	0	0	0	0	0	0	0	0	0	0
H6	new Concord Parcel	**7,546**	1st	0	0	0	0	0	0	0	0	0	0	0	0	100	7,546	0	0	0	0
	Total # of Floors	**2.5**	Upper	0	0	0	0	0	0	0	0	0	0	0	0	100	11,319	0	0	0	0
A1	Sub Conscious	**11,645**	1st	0	0	0	0	0	0	0	0	0	0	50	5,823	0	0	50	5,823	0	0
	Total # of Floors	**2.5**	Upper	100	17,468	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A2	Readers Corner (2 bldg	**4,985**	1st	0	0	0	0	0	0	0	0	0	0	100	4,985	0	0	0	0	0	0
	Total # of Floors	**1.0**	Upper	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A3	Brewey block	**11,407**	1st	0	0	0	0	0	0	0	0	0	0	50	5,704	0	0	50	5,704	0	0
	Total # of Floors	**2.5**	Upper	50	8,555	0	0	0	0	0	0	50	8,555	0	0	0	0	0	0	0	0
A4	Sakura block	**6,903**	1st	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	6,903	0	0
	Total # of Floors	**2.5**	Upper	100	10,355	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A5	NC State Rosemary	**7,000**	1st	0	0	0	0	0	0	100	7,000	0	0	0	0	0	0	0	0	0	0
	Total # of Floors	**1.0**	Upper	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		0	1st	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total # of Floors	**0.0**	Upper	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		0	1st	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total # of Floors	**0.0**	Upper	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Row Totals									
SFTotals by ITE Category	**708,292**	248,032	160,414	33,686	7,000	109,696	64,989	32,362	29,658	22,457
SF Percent by ITE Category		35%	23%	5%	1%	15%	9%	5%	4%	3%

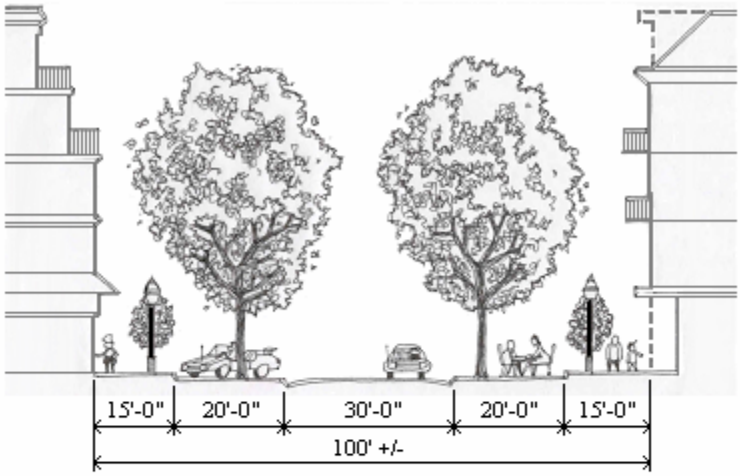
Trip Reduction

Gross Stanhope ADT			18,294
Internal Capture 20%	20%	3,659	14,635
Pass-by 15%	15%	2,195	12,440
Net Stanhope ADT			12,440

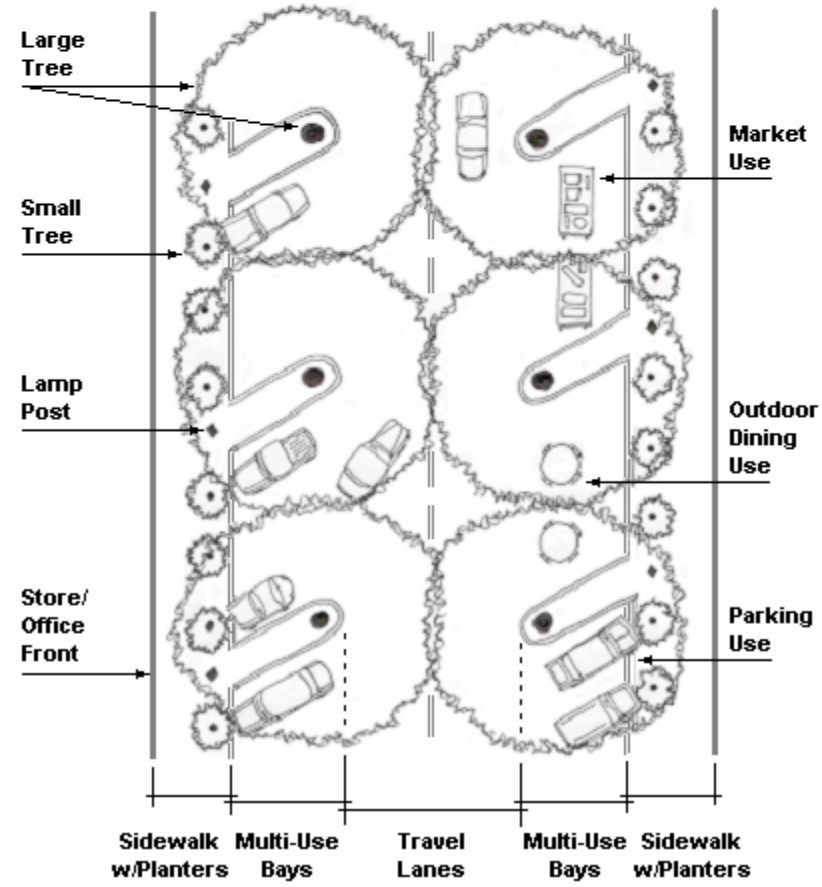
Hillsborough Street Trips

Current Hillsborough St. ADT			30,000
Regional Travel Demand	30%	9,000	21,000
New Hillsborough St. + Stanhope			33,440

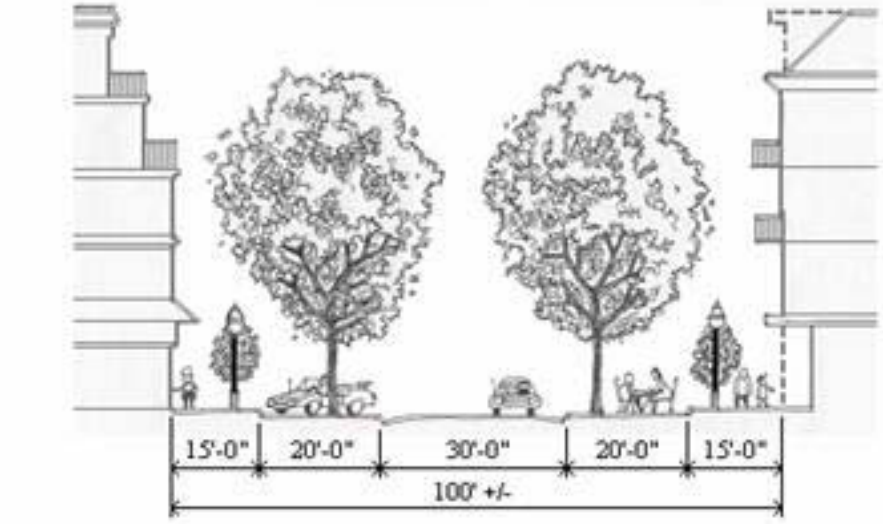
Concord Street - Section Detail



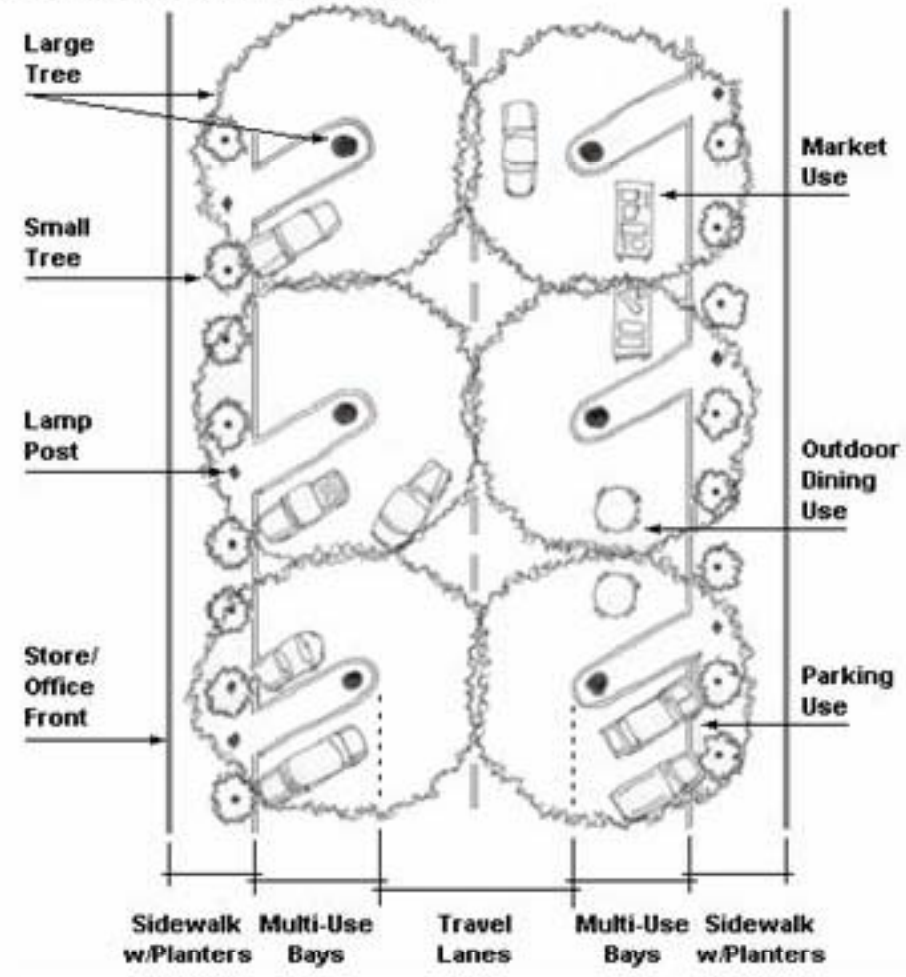
Concord Street - Plan Detail

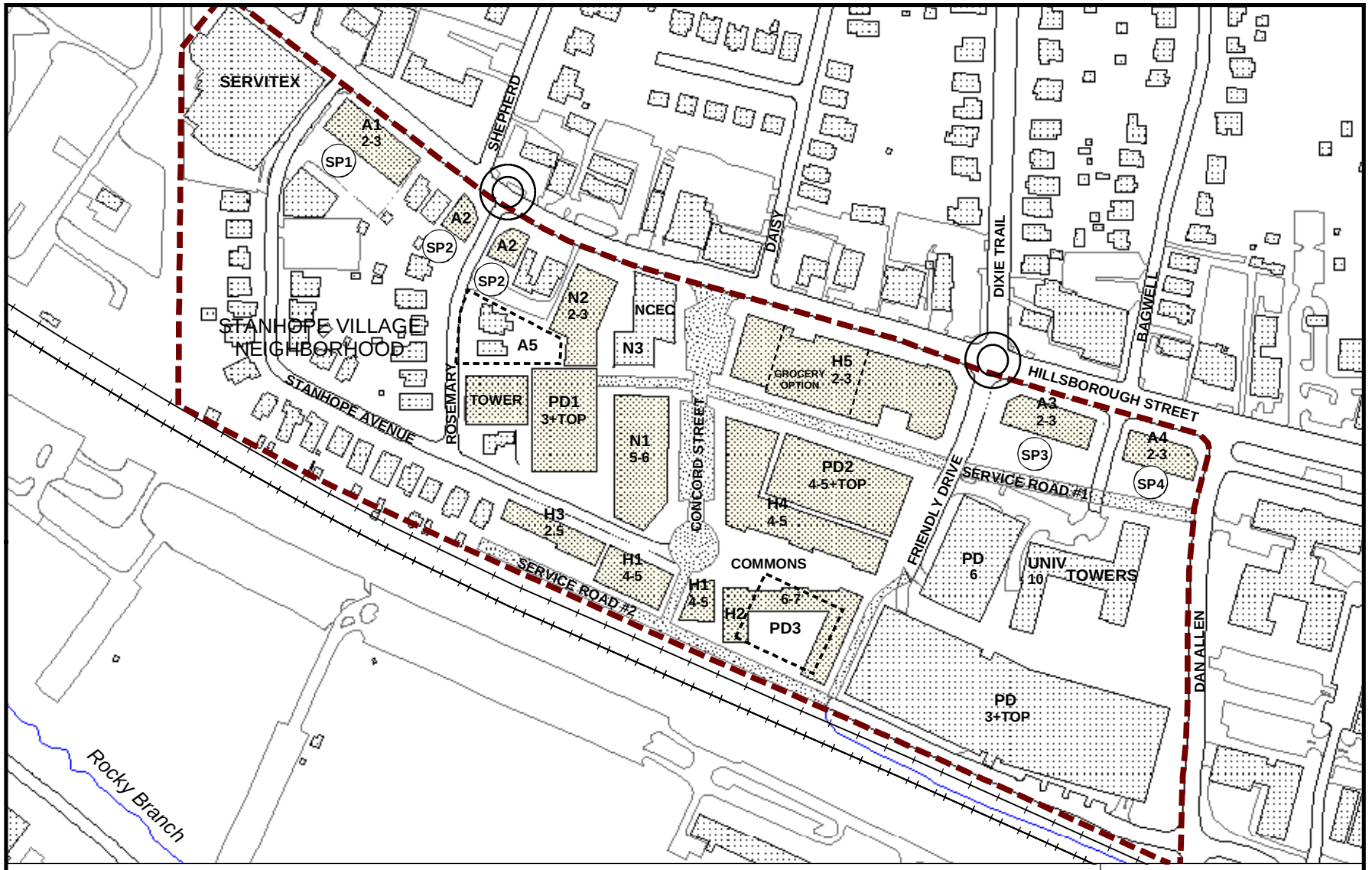


Concord Street - Section Detail



Concord Street - Plan Detail





Stanhope Village Small Area Plan - Site Plan

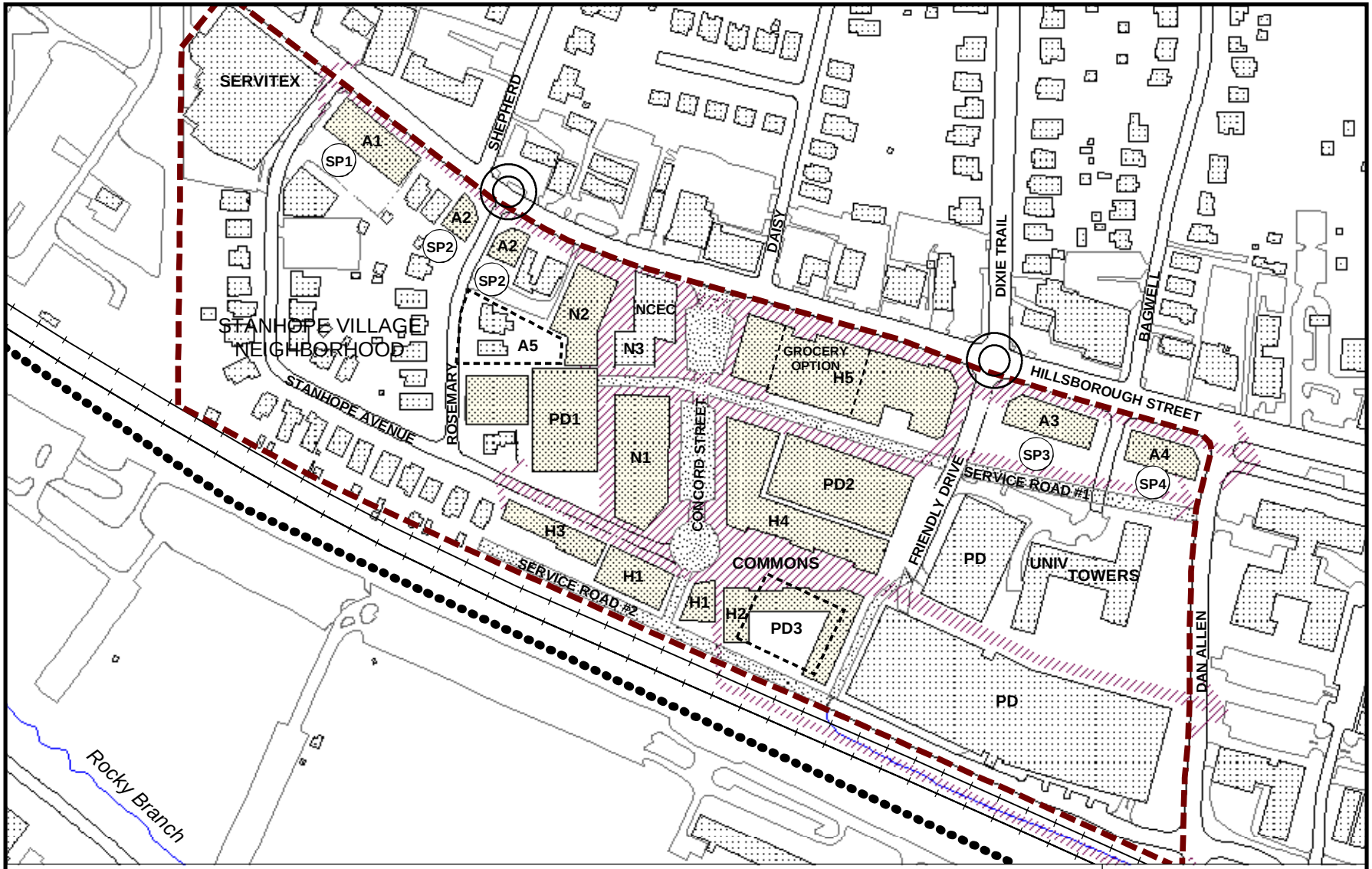
- TRAFFIC CIRCLES
- SP — SURFACE PARKING
- PD — PARKING DECK
- PROJECT BOUNDARY
- PROPOSED BUILDINGS
- PROPOSED STREETS
- EXISTING BUILDINGS

BUILDING LABELS

(H1, H3, A2, ETC) ARE KEYED TO SPREADSHEET

OTHER NUMBERS (2-3, ETC) ARE APPROXIMATE HEIGHT IN STORIES

170 85 0 170 Feet



Stanhope Village Small Area Plan - Pedestrian Plan

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

180 90 0 180 Feet

Stanhope Village Small Area Plan 11-30.6

10/02 Raleigh Comprehensive Plan

Stanhope Village Spreadsheet -Estimated Square Feet, Uses & Trip Calculations

Breakdown by Owner & Building (N=NCEC, H=H. Ventures, A= All Others)

	BLDG NAME	BLDG FOOTPRINT (SF)		Breakdown by ITE Categories																			
				% of flrs	220 Apts non-student	% of flrs	220 Apts student	% of flrs	493 Health Club	% of flrs	565 Daycare Center	% of flrs	710 General Office	% of flrs	814 Specialty Retail Center	% of flrs	831 Quality Restaurant	% of flrs	832 High Turnover / Seated	% of flrs	850 Super-market
N1	**new NCEC at Concord**	**23,091**	1st	0	0	0	0	0	0	0	0	50	11,546	50	11,546	0	0	0	0	0	0
	Total # of Floors **4.5**		Upper	50	40,409	0	0	0	0	0	0	50	40,409	0	0	0	0	0	0	0	0
N2	**NCEC Addition**	**19,969**	1st	0	0	0	0	0	0	0	0	0	0	100	19,969	0	0	0	0	0	0
	Total # of Floors **2.5**		Upper	0	0	0	0	0	0	0	0	100	29,954	0	0	0	0	0	0	0	0
N3	**NCEC Existing**	**13,497**	1st	0	0	0	0	0	0	0	0	0	0	0	0	100	13,497	0	0	0	0
	Total # of Floors **2.0**		Upper	0	0	0	0	0	0	0	0	100	13,497	0	0	0	0	0	0	0	0
H1	**new at Concord & RR**	**11,057**	1st	100	11,057	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total # of Floors **2.5**		Upper	100	16,586	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H2	**UT2 student housing**	**24,679**	1st	0	0	100	24,679	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total # of Floors **6.5**		Upper	0	0	100	135,735	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H3	**new at neighborhood**	**7,263**	1st	100	7,263	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total # of Floors **2.5**		Upper	100	10,895	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H4	**new at Concord & lawı**	**22,940**	1st	50	11,470	0	0	0	0	0	0	25	5,735	25	5,735	0	0	0	0	0	0
	Total # of Floors **4.5**		Upper	100	80,290	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H5	**Grocery block**	**44,914**	1st	0	0	0	0	0	0	0	0	0	0	25	11,229	0	0	25	11,229	50	22,457
	Total # of Floors **2.5**		Upper	50	33,686	0	0	50	33,686	0	0	0	0	0	0	0	0	0	0	0	0
H6	**new Concord Parcel**	**7,546**	1st	0	0	0	0	0	0	0	0	0	0	0	0	100	7,546	0	0	0	0
	Total # of Floors **2.5**		Upper	0	0	0	0	0	0	0	0	0	0	0	0	100	11,319	0	0	0	0
A1	**Sub Conscious**	**11,645**	1st	0	0	0	0	0	0	0	0	0	0	50	5,823	0	0	50	5,823	0	0
	Total # of Floors **2.5**		Upper	100	17,468	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	Total # of Floors **2.5**		Upper	50	8,555	0	0	0	0	0	0	50	8,555	0	0	0	0	0	0	0	0
A4	**Sakura block**	**6,903**	1st	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	6,903	0	0
	Total # of Floors **2.5**		Upper	100	10,355	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A5	**NC State Rosemary**	**7,000**	1st	0	0	0	0	0	0	100	7,000	0	0	0	0	0	0	0	0	0	0
	Total # of Floors **1.0**		Upper	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		0	1st	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total # of Floors **0.0**		Upper	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		0	1st	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total # of Floors **0.0**		Upper	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Row Totals																			
	SFTotals by ITE Category	**708,292**			**248,032**		**160,414**		**33,686**		**7,000**		**109,696**		**64,989**		**32,362**		**29,658**		**22,457**
	SF Percent by ITE Category				35%		23%		5%		1%		15%		9%		5%		4%		3%

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Pass-by 15%	15%	2,195	12,440
Net Stanhope ADT			12,440

Hillsborough Street Trips

Current Hillsborough St. ADT			30,000
Regional Travel Demand	30%	9,000	21,000
New Hillsborough St. + Stanhope			33,440

Part 31 Brier Creek Village Center Small Area Plan

BACKGROUND

The plan area includes roughly 300 acres located south of Brier Creek Parkway, between Aviation Parkway and Lumley Road, and north of I-540. Situated south and west of the developing Brier Creek residential and commercial areas, the Village Center Plan area is primarily undeveloped. Development planning is progressing rapidly and includes a combined Wake County elementary school and City of Raleigh community center at the southeast corner of Brier Creek Parkway and Globe Road. Several parcels within the plan area are under contract, including commercial developments that have been submitted for site plan approval. Additionally, a residential concept plan is being developed for the parcel that is southeast of the school/park site and this parcel is being incorporated into the Village Center plan.

The plan area is designated a Regional Intensity Area within the Triangle Regional Center. This urban form designation encourages a high intensity urban development pattern with multiple uses including medium to high density housing, professional office, and convenient retail services. A regional planning initiative known as the Center of the Region Enterprise (CORE), coordinated by the Triangle J Council of Governments, has been endorsed by the City of Raleigh and the adjacent municipalities of Durham, Cary, and Morrisville as well as Durham and Wake County. The CORE Report expands upon the mixed land use concepts envisioned for the Regional Intensity Area and identifies opportunities to interconnect various infrastructure components between the jurisdictions. Major opportunities identified include:

- The location of Mixed-Use Activity Centers within the area. The Brier Creek Village Center corresponds with the Triangle Regional Intensity Area.
- A loop transit corridor that connects the Mixed-Use Activity Centers with the RDU Airport and with two Triangle Transit Authority regional rail stations.
- An interconnected street, bicycle, and pedestrian system between the plan area jurisdictions.
- The extension and interconnection of various greenway and open space systems between the plan area jurisdictions.

PLAN OBJECTIVES

The goal of this plan is to expand upon the Triangle Regional Center Plan and CORE recommendations with consideration of private property interests and market conditions to provide a Village Center concept to help coordinate future implementation through the submittal of a development Master Plan for the area. The Village Center plan addresses the following objectives:

- Recommend land use patterns and development intensities,
- Coordinate public infrastructure elements including an interconnected street system where practical, pedestrian network, transit corridor, and public open space.
- Incorporate an urban public school/park site into the overall design.
- Physically integrate buildings and activities within the Village Center through a network of pedestrian-oriented streets, walkways, and public spaces.
- Functionally integrate development within the Village Center to create a synergy between the various uses.

URBAN DESIGN CONCEPT

The Village Center design concept is organized upon a centrally located pedestrian oriented street (Village Main Street) along which three activity nodes are identified and spaced about 1/4 mile apart. This Village Main Street generally parallels Brier Creek Parkway and extends east from Globe Road into the eastern activity node adjacent to Lumley Road. The western activity node includes the Brier Creek Elementary School/Community Center and a medium density residential area, the central activity node serves as a commercial center and transportation network connection, and the eastern activity node provides a concentration of retail and office services and a principal point of access to the Capital Area Greenway.

The Village Main Street and activity nodes are intended to provide an interactive street oriented urban center for the community with overlapping patterns of use and activities. Building walls with storefront and dwelling entries lining the street sidewalk are recommended to define the shared community space. It is also recommended that development areas beyond the Village Main Street be designed to reinforce the streetscape and provide convenient pedestrian connections back to the Core as well as throughout the Village Center area. The design elements illustrated in the Urban Design Guidelines for Mixed-Use Neighborhood and Village Centers are recommended to aide in the streetscape and site design of the Village Main Street and interconnecting pedestrian corridors.

ROADWAY AND STREETSCAPE DESIGN

The plan area is bordered by four arterial thoroughfares (I-540, Aviation Parkway, Brier Creek Parkway, and Lumley Road) with the Village Center Core located east of the minor thoroughfare Globe Road. A future collector street traverses the Village Center Core connecting Globe Road and Brier Creek Parkway. A traffic calming device is recommended at the intersection of the collector street with the Village Main Street to reduce vehicle speeds and improve pedestrian safety within this central activity node.

The Village Main Street generally parallels Brier Creek Parkway extending east from Globe Road into the eastern activity node adjacent to Lumley Road. This active pedestrian oriented street will serve an overlapping mix of residential, institutional, and commercial uses. The recommended street cross-section consists of a 68 foot public right-of-way that will include 2 travel lanes, parallel parking on each side, and a minimum12 foot public landscape/sidewalk area on each side as illustrated in the street cross-section. The commercial streetscape on the north side will include a twelve foot public promenade within the street right-of-way with street trees and a six foot sidewalk. A maximum ten foot private promenade zone is recommended adjacent to the public promenade to accommodate business related activities or green space for housing. The residential streetscape yard on the south side is recommended to include a maximum 20 foot building setback. On both sides of the public street, buildings and landscaping should frame the public space area and orient primary entry ways to the sidewalk and street.

The collector street is recommended to incorporate a traffic calming design and a residential character. The street cross-section consists of a right-of-way up to 100 feet in width that will include two travel lanes and a median reserved for future transit use. Six foot sidewalks and a six foot planting zone between the curb and sidewalk on both sides of the roadway are also recommended. Parallel parking may be included on the street if adjacent land uses warrant the need. Driveways onto the collector street should be minimized through the use of internal residential streets to serve housing units. Pedestrian oriented building facades and landscaping are recommended to define the street edge. Private sidewalk connections to the public sidewalk are encouraged along the collector street to aid pedestrian circulation.

TRANSIT

A transit loop is envisioned in the CORE Report to provide a convenient and time efficient travel option throughout the region connecting the recommended mixed-use centers with two TTA regional rail stops and the RDU Airport. A segment of the transit loop is proposed through the Brier Creek Village Center. Expanding upon the general CORE transit loop concept, a Bus Rapid Transit (BRT) system is envisioned initially that could transition to other technologies as development intensities increase and funding is allocated. A corridor separated from street traffic is recommended through the Village Center with passenger stops located for convenient access from activity nodes and residential areas. The transit corridor enters the Village Center from the RDU Airport on the east side of Globe Road. From Globe Road the transit corridor turns east and runs down the middle of the collector street in a median through the central activity node and then turns west to parallel the south side of Brier Creek Parkway within an easement to be located within the 50 foot thoroughfare yard to Aviation Parkway and into Durham County.

Up to three transit stops are identified within the Village Center based upon projected development intensities and convenience of access. A higher intensity of development is recommended in areas surrounding the transit stops when practical and supported by market conditions. The primary stop serves the central activity node and Village Center Core at the intersection of the collector street and the Village

Main Street. Additional stops are recommended at Globe Road and Brier Creek School Road as shown on the Village Center Plan maps. Accommodations for local bus service should be provided at the transit stops and within the Village Center to support convenient connections between the systems.

PEDESTRIAN AND BICYCLE

Throughout the plan area, pedestrian linkages are recommended to facilitate convenient pedestrian movement within the Village Center and to existing developments within Brier Creek. In addition to the public sidewalks recommended in the roadway and streetscape design section, high visibility pedestrian crosswalks are recommended at public street intersections as well as at private street connections with public streets. Pedestrian street crossings and havens are especially important across the Village Main Street within the Village Core area to assure safe and convenient access. Private sidewalks internal to development sites are also recommended to interconnect with building entrances, parking, public sidewalks, street crossings, and adjacent properties to establish a direct and convenient pedestrian network. Site design recommendations in the Urban Design Guidelines describe appropriate amenities and building design elements necessary in establishing a safe and interesting environment for pedestrians. Bicycle travel is accommodated within public street travel lanes as well as on interconnecting greenway corridors.

The Capital Area Greenway intersects the plan area extending north of the Village Center through an existing underpass beneath Brier Creek Parkway into the existing Brier Creek development and south of the Village Center through an existing underpass beneath I-540. The Brier Creek greenway corridor provides an important pedestrian/bicycle network within the development as well as connects with the larger regional greenway network identified in the CORE Report. Access points to the greenway within the Village Center are identified at Brier Creek Parkway and at the Village Main Street adjacent to the eastern activity node. The Village Main Street greenway access point is an essential pedestrian/bicycle network connection that should be emphasized at the street level crossing. Opportunities also exist for pedestrian/bicycle connections from future residential developments in the Village Center.

LAND USE

A variety of uses at higher development intensities are recommended to occur along the Village Main Street and surrounding the three identified activity nodes to form an active streetscape and vibrant center for the community. The western activity node includes the Brier Creek Elementary School and Community Center establishing a civic element along the Village Main Street to serve the community. A public park facility located behind the school and bounded by Globe Road and Brier Creek Parkway is shared by the school and residents for open space and active recreational opportunities.

The area north of the Village Main Street between Brier Creek School Road and the collector street, identified as the Village Core, is recommended to contain a concentration of street oriented retail and office uses and medium to high density residential uses. Multi-storied buildings are strongly encouraged to achieve increased development intensities. A commercial streetscape is recommended with principal building entries oriented to the Village Main Street. The south side of the Village Main Street adjacent to the Village Core area is recommended to incorporate a stronger residential presence and character while including work/live opportunities oriented to the Village Main Street.

The areas adjacent to and east of the central activity node and proposed transit stop at the intersection of the Village Main Street and collector street are recommended to contain medium to high density residential uses as well as street oriented office and retail uses. Commercial uses are most appropriate along the Village Main Street adjacent to the central activity node and transit stop. Interconnectivity between individual development sites and to the Village Main Street is important to pedestrian and vehicular circulation throughout this area and is recommended where practical.

The eastern activity node is recommended to provide a focal point at the end of the Village Main Street with a concentration of retail and office uses to serve the surrounding Village Center community. Pedestrian oriented streetscape and building designs onto private streets are recommended to extend the development patterns recommended along the Village Main Street into this activity node. The Capital Area Greenway corridor provides a natural open space and transition between the activity node and residential

areas to the west. The greenway access onto the Village Main Street at this location provides a convenient recreational opportunity for Village Center residents and customers as well as the Brier Creek residential areas north of Brier Creek Parkway.

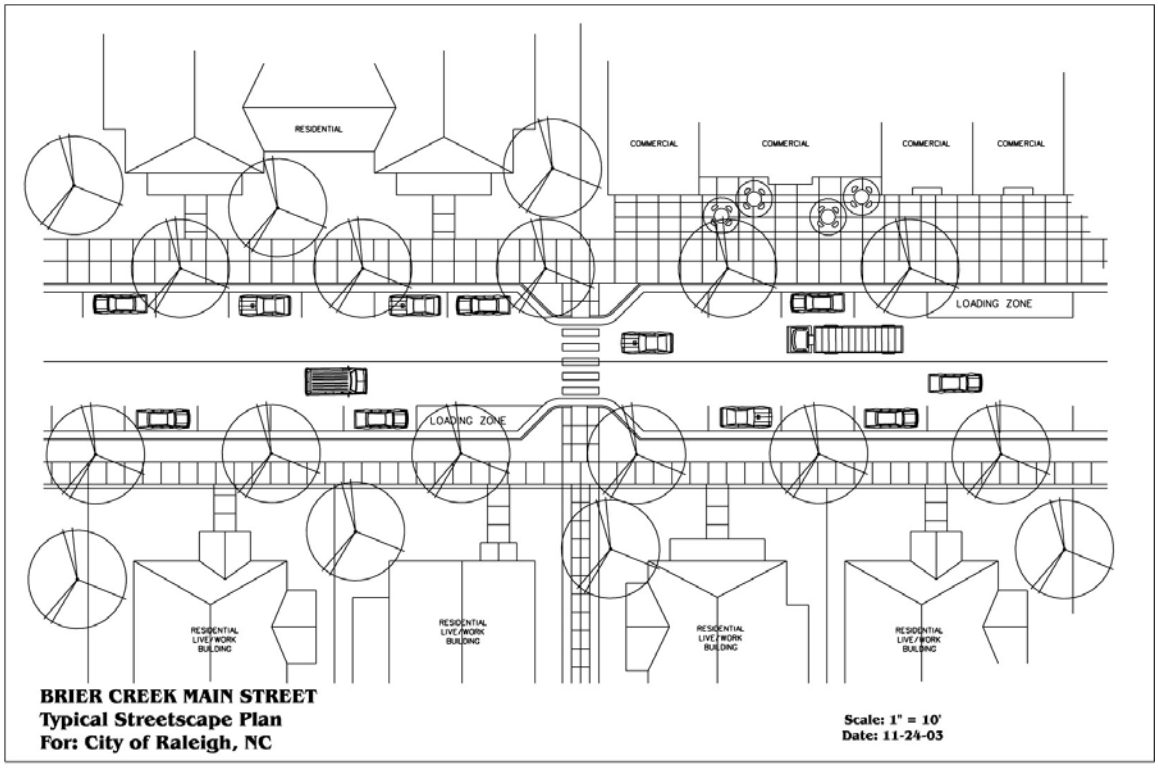
The areas south of the collector street extending west from the existing lake to Globe Road and south to I-540 are recommended for medium to high density residential uses and street oriented office uses especially in proximity of the proposed transit stop. The orientation of residential uses and building facades onto the collector street is encouraged to establish a strong residential streetscape and community presence along the corridor as illustrated in the cross-section.

Within the block of land west of the Village Center between Globe Road and Aviation Parkway a variety of less intense land uses are recommended while still providing convenient pedestrian and vehicular connections back to the Village Center Core. Medium to high density residential uses are recommended in proximity to the proposed transit stop at the intersection of Globe Road and the collector street. Hotel uses may also be considered as a use and method of achieving higher residential densities. Access from individual development properties and to the north-south oriented greenway/open space area down the middle of this block is recommended to achieve the overall circulation objectives within the area. A safe and highly visible pedestrian crossing of Globe Road is recommended to connect the western development areas and open space to the park/school site and the Village Center.

IMPLEMENTATION ACTIONS

The following actions are recommended to facilitate implementation of the goals of this plan:

- Submittal of a request by property owner(s) to change the existing Thoroughfare District zoning in certain areas to an appropriate zoning to modify currently required standards for streetyard, building setback, residential lot width, lot area, and lot depth as well as to refine the land use and design concepts recommended in the plan.
- Establish a transit easement in the thoroughfare buffer yard along the south side of Brier Creek Parkway from the collector street to Aviation Parkway.
- Prepare a functional design for the collector street to accommodate a two-way transit corridor in the recommended street median to include transit passenger stops at locations identified in plan.
- Coordinate with Triangle J COG and CORE municipality/county representatives on the regional transit system design identified in the CORE Report.
- Coordinate the location and design of traffic calming devises, pedestrian/bike systems, and pedestrian crosswalks through master plan and site plan approvals.


RESIDENTIAL
COMMERCIAL
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COMMERCIAL
LOADING ZONE
LOADING ZONE
RESIDENTIAL LIVE/WORK BUILDING
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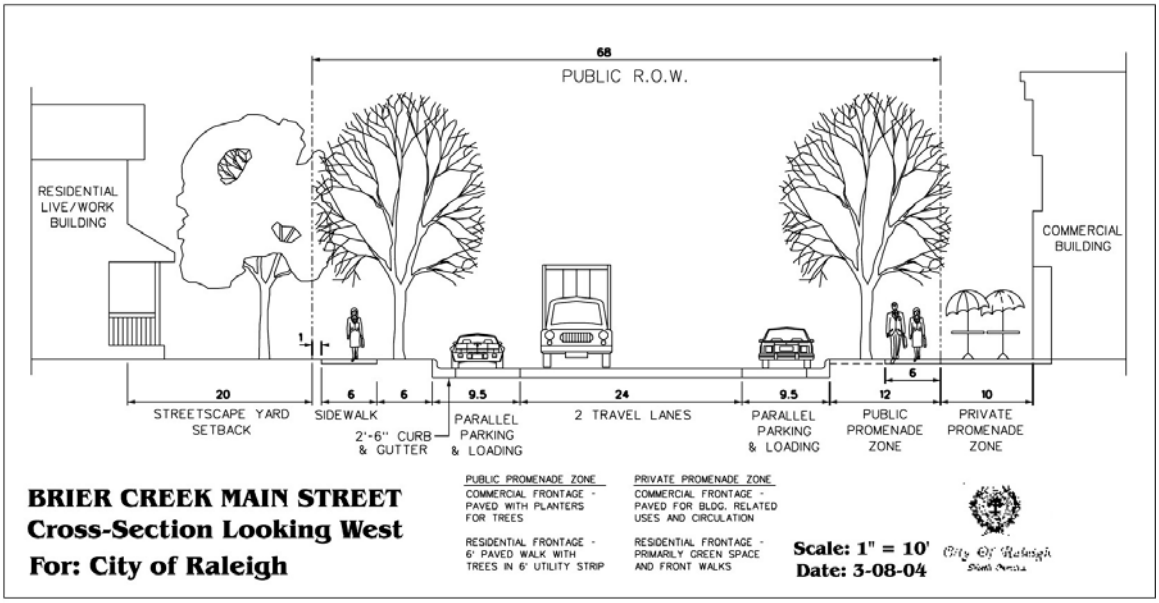
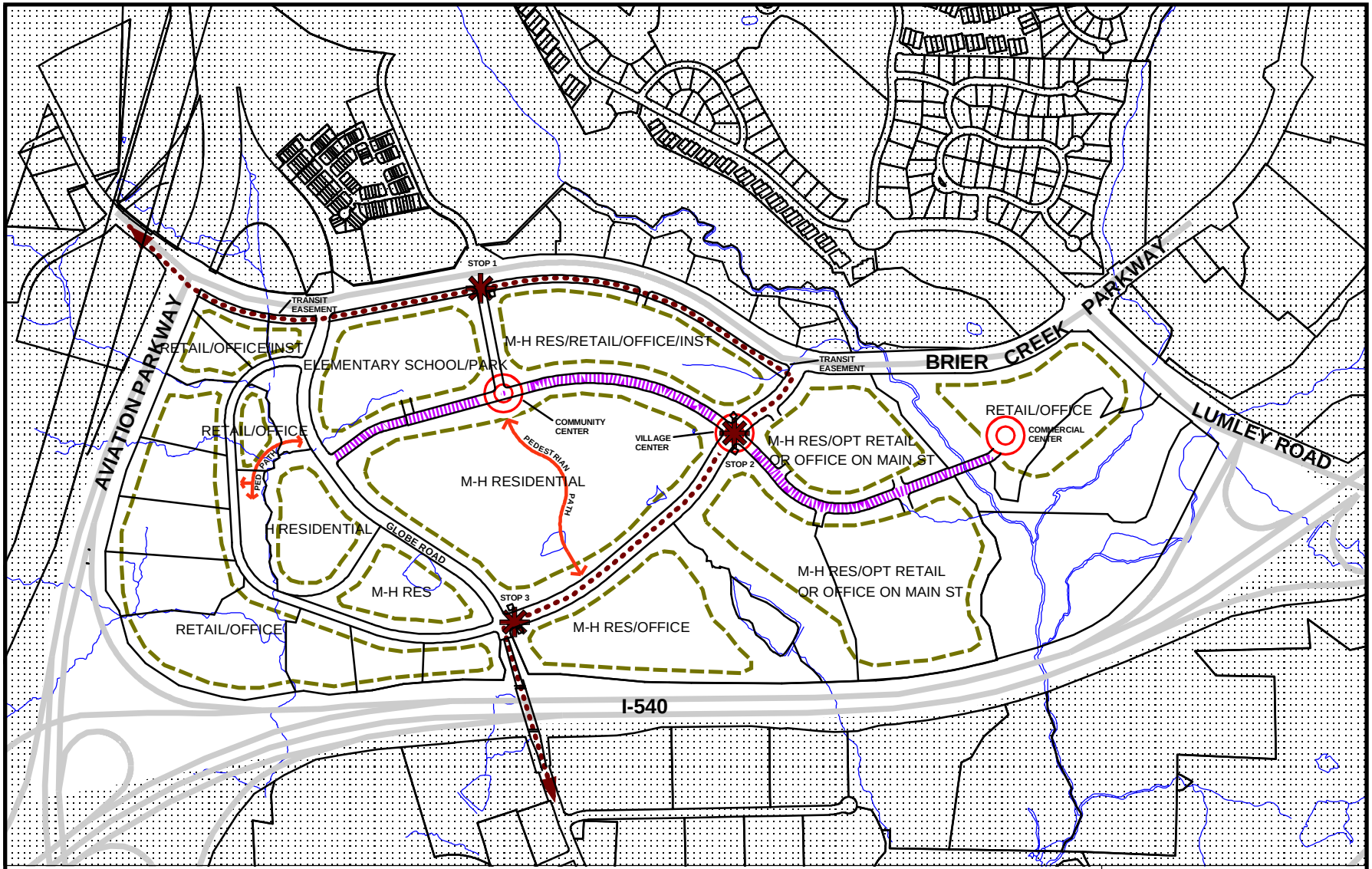
RESIDENTIAL LIVE/WORK BUILDING
RESIDENTIAL LIVE/WORK BUILDING
BRIER CREEK MAIN STREET
Typical Streetscape Plan
For: City of Raleigh, NC
Scale: 1" = 10'
Date: 11-24-03

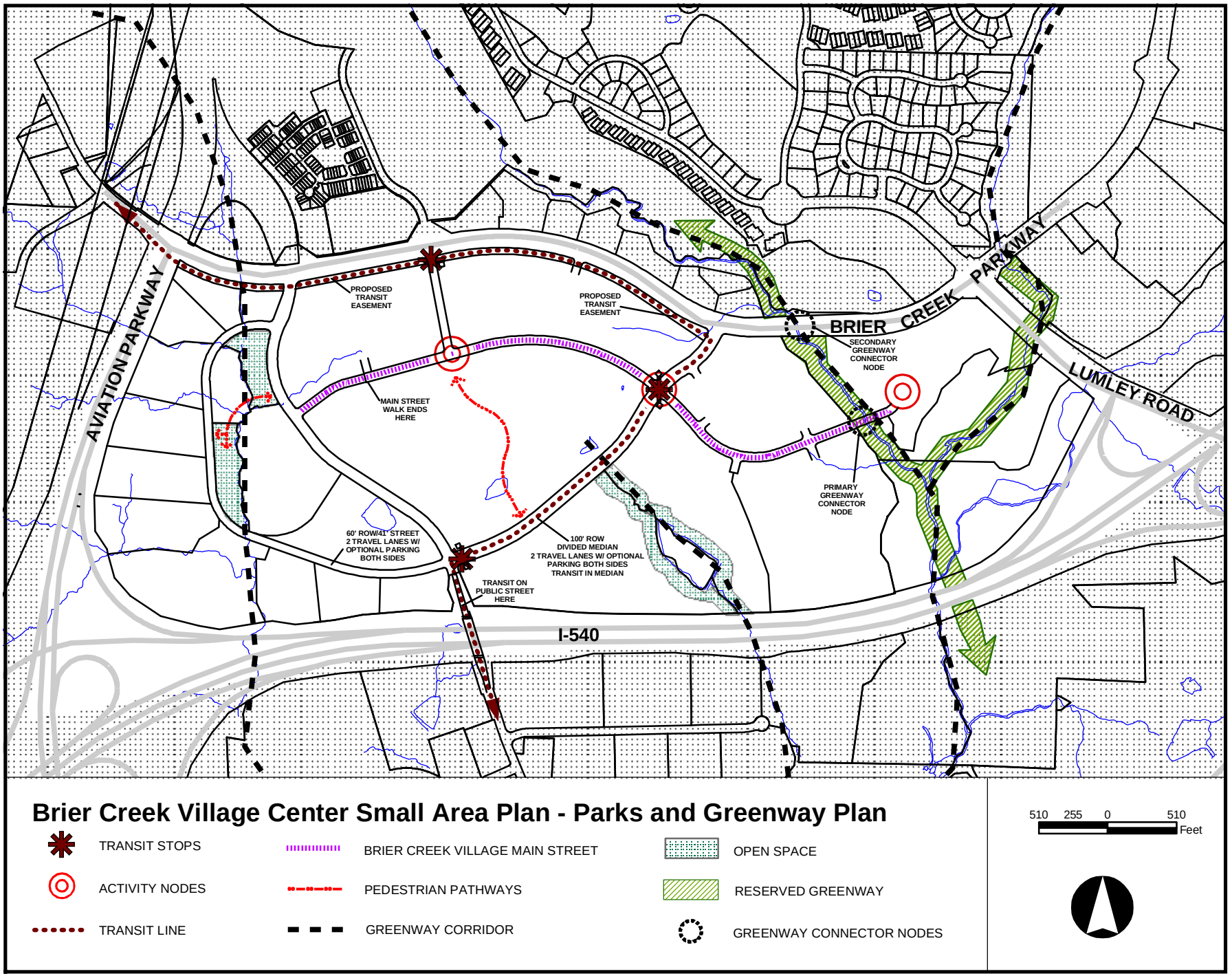

68
PUBLIC R.O.W.
RESIDENTIAL LIVE/WORK BUILDING
COMMERCIAL BUILDING
1
20
STREETSCAPE YARD SETBACK
6
SIDEWALK
6
2'-6" CURB & GUTTER
9.5
PARALLEL PARKING & LOADING
24
2 TRAVEL LANES
9.5
PARALLEL PARKING & LOADING
6
12
PUBLIC PROMENADE ZONE
10
PRIVATE PROMENADE ZONE
BRIER CREEK MAIN STREET
Cross-Section Looking West
For: City of Raleigh
PUBLIC PROMENADE ZONE
COMMERCIAL FRONTAGE - PAVED WITH PLANTERS FOR TREES
RESIDENTIAL FRONTAGE - 6' PAVED WALK WITH TREES IN 6' UTILITY STRIP
PRIVATE PROMENADE ZONE
COMMERCIAL FRONTAGE - PAVED FOR BLDG. RELATED USES AND CIRCULATION
RESIDENTIAL FRONTAGE - PRIMARILY GREEN SPACE AND FRONT WALKS
Scale: 1" = 10'
Date: 3-08-04
City Of Raleigh
North Carolina



Brier Creek Village Center Small Area Plan - Master Plan

- TRANSIT STOPS
- ACTIVITY NODES
- PLAN AREA
- PEDESTRIAN PATHWAY
- TRANSIT LINE
- LAND USE AREAS
- BRIER CREEK VILLAGE MAIN STREET

540 270 0 540 Feet



Raleigh Comprehensive Plan 4/04

Brier Creek Village Center SAP 11-31.08

Part 31 Downtown West Gateway Small Area Plan

I. INTRODUCTION

At its October 17, 2001 meeting, the Raleigh City Council authorized the development of the Downtown West Gateway Small Area Plan and Redevelopment Plan to develop plans, standards, guidelines and recommendations for the area on the western side of Downtown Raleigh, including areas for which no detailed small area planning efforts had been undertaken. This area lies generally in the area surrounding the North Carolina Railroad and Norfolk Southern Railroad lines between Downtown and the Boylan Heights Historic District and between W. Morgan Street and W. South Street. (See Map SAP-1)

It was intended that additional planning in this area would be needed to provide more detailed recommendations to complement and supplement the Downtown Raleigh Livable Streets Plan adopted earlier in 2003. The Jamaica Drive Redevelopment Plan, generally located south of this area and south of Western Blvd. was approved by City Council in the late 1990's. This plan also strongly recommended additional redevelopment planning activities to the north of Western Blvd. and south of W. Cabarrus Street to help stabilize a deteriorated and blighted gateway area to Downtown Raleigh from the south and west.

In addition, planning had begun in 1996, and continues today, on the development of an Intermodal Transportation Facility within the Railroad Wye area that would result in the construction of a regional, coordinated transportation hub for Downtown Raleigh. This facility (or series of closely interconnected facilities) is intended to include a station for the Triangle Transit Authority Downtown Regional Rail stop; a relocated Amtrak station serving the High Speed Intercity Rail line linking Washington, D.C. to Raleigh and other Southern cities such as Atlanta; a Capital Area Transit shuttle connection; and, necessary supportive transportation services including, inter-regional bus services; (Greyhound/Trailways), taxi, auto rental, accessory retail and other needed services.

This same area, is also expected to undergo significant change with more transit oriented, higher intensity development occurring as regional transit facilities come on line during the next several years. Transit Oriented Development is expected to take place generally within a more intense ¼ mile core area and a more transitional ½ mile transit supportive area surrounding the TTA station.

It was also felt that portions of this area, especially the Westside Warehouse District needed supplemental planning as it continues its rapid redevelopment, as a mixed-use area with an entertainment emphasis. Some areas, especially within the TTA Station Area Transit Core are expected to see greatly intensified redevelopment; whereas other areas, specifically the Depot Historic District, would see more limited, but contextually compatible growth within the more architecturally significant portions of the larger area.

This extensive planning effort was divided into two phases of work. Phase 1, completed in 2003, included a general analysis of the larger study area generally bounded by W. Morgan Street on the north, S. Dawson Street on the east, Western Blvd. on the south and the Boylan Heights Historic District Boundary and St. Mary's Street on the west. (See map SAP.1) The boundary of the small area plan has been significantly expanded since the completion of the Phase 1 report based on citizen comments to include additional properties up to St. Mary's Street on the west and Morgan Street on the north. Pursuant to this Phase 1 effort, it was determined that a small area plan would be produced for the larger area, and that a redevelopment plan would be prepared for the designated blighted area generally south of W. Cabarrus Street under NCGS 160A-503 Urban Redevelopment Law. This blighted area is referred to within this plan as the Saunders North Area Redevelopment Plan.

Phase Two work, to prepare both the small area plan and the Saunders North Area Redevelopment Plan, was officially authorized by City Council on August 5, 2003 pursuant to a Certification of Blight Report adopted by the Raleigh Planning Commission on June 10, 2003.

II. MAJOR GOALS AND CONCEPTS

This small area plan will focus on a series of major planning goals and concepts, and will provide more detailed recommendations, standards and design guidelines, where appropriate, to guide future growth and development. These goals are described below:

1. Continue to **support and encourage the development of plans for a coordinated Intermodal Transportation Center**, High Speed Regional Rail/Amtrak Station, and TTA Downtown Station within the Railroad Wye area.
2. Develop a plan that **establishes a framework for more intense transit oriented development in and around the TTA regional rail station** and Intermodal Transportation Center. Encourage within the general area more mixed-use types of development with an emphasis on significant new residential growth and vertical mixed uses in multi-story buildings.
3. **Establish urban design and other development guidelines and standards for growth** that occurs within the area, through the extension of the Downtown Urban Design guidelines or the creation of special design guidelines through the Transit Oriented Development District designation or the proposed Downtown Overlay District.
4. Create and **encourage a more interconnected transportation network** to include additional street connections (both inside and outside of the area), pedestrian, greenway, and bicycle linkages and bus/rail transit connections, especially to the Intermodal Center/TTA Station area and the Downtown core, while discouraging significant increases in transit related traffic on nearby neighborhood streets, such as S. Boylan Avenue.
5. Develop and **support a Redevelopment Plan under NC Urban Redevelopment Law for the blighted Saunders North Area** that stabilizes the area, reduces crime and encourages new investment in sensitively designed detached and attached residential and mixed use developments, while respecting the close relationships with the adjacent Boylan Heights Historic District.
6. **Encourage the preservation and rehabilitation of significant or contributing existing structures wherever feasible and not in conflict with other major plan goals, and to use**

the existing architectural and historical character within the area as a guide for new construction

7. Support the revitalization and **redevelopment of the W. South Street/S. Saunders Street commercial area** as a neighborhood retail/mixed use center serving not only the immediate area, but also the nearby Convention Center/BTI Center area.
8. Joint funding should be pursued with the NCRR for the **relocation of the existing railroad storage yards** adjacent to the existing Amtrak Station. This action opens opportunities for improved north/south vehicular and pedestrian connectivity along S. West Street and/or S. Harrington Streets.
9. It is of critical importance that **private sector involvement continue to support near and long-term planning and redevelopment initiatives**. This may be accomplished through the support of a new organization of property owners, City staff and other stakeholders to serve as a long-term advocacy group supporting quality redevelopment in the West Downtown Gateway district. Strong consideration should be given to include selected members of the West Side Task Force. The City should remain actively engaged in supporting private redevelopment projects for the area, beginning with the TTA Downtown Station site.

III. RECOMMENDED ACTION ITEMS FOR IMPLEMENTATION

A. General Area Wide Actions

1. City of Raleigh should remain very proactive and actively involved in shaping future development in Downtown West Gateway Area.
2. City of Raleigh should take a strong political leadership role in making the Intermodal/Station Area Core a successful and well-designed urban place.
3. Funding for an updated Intermodal Facility Preliminary Design and Engineering study should be secured and the conceptual planning phase should be completed as soon as possible.
4. NCDOT must be convinced of the importance of shifting the regional intercity/high speed rail platform into the Railroad Wye area and to be an active partner in the development of the Intermodal Facility.
5. Increased City, State and Federal funding for the construction of the Intermodal Facility is essential and should be aggressively pursued.
6. Increased funding sources, possibly including City bonds, should be pursued to implement the Saunders North Area Redevelopment Plan as quickly as possible.
7. Increased City CIP funding is needed for streetscape improvements and other project that may be identified through the Small Area Plan preparation process.
8. Joint funding should be pursued with the NCRR for the relocation of the existing railroad storage yards adjacent to the existing Amtrak Station. This may improve opportunities for the southern extension of S. West Street to W. Cabarrus Street and rail-crossing conditions along W. Cabarrus Street.
9. Extend the Downtown Residential Housing Overlay District or the proposed Downtown Overlay District south to DuPont Circle and Mountford Street and west to the Boylan Heights Historic District, and support specific rezoning recommendations to facilitate and support the desired land uses and redevelopment objectives. (See Map SAP-7)

10. Support the rezoning of much of the existing Industrial-2 (I-2) classification to Business (B) classification. This recommendation is intended to restrict potential land uses incompatible with the future residential oriented mixed-use orientation of the district. (See Maps SAP 2, 3 & 7).
11. The City should develop a regulatory requirement to ensure affordable housing is part of the mix of uses consistent with the adopted Downtown Streetscape Plan.

B. Urban Design Implementation (See Map SAP-6)

1. Air rights over the Railroad Wye area should be fully explored and pursued to maximize development potential with the Station Area Core.
2. Facilitate the need for private and public parking decks to support high-density redevelopment, particularly in the Station Area Core.
3. TTA Station Park and Ride Facilities should be temporary facilities, with joint venture parking decks being further explored to serve existing and proposed developments in the area.
4. Encourage the visual upgrade of the existing NCRR and Southern Railway corridors.
5. Explore construction of small public plazas, courtyards and mid-block crossing through open space development regulations as developer responsibilities for new or redeveloping sites.
6. Develop streetscape plans and other urban design enhancements to improve the general appearance of the area consistent with downtown streetscape design standards.
7. Views should be carefully considered and enhanced wherever possible to the Downtown skyline as the Station Area Core redevelops with more intense uses.
8. Creative solutions for the Station Area Core should be further studied to limit negative impacts on existing neighborhoods, including noise and air quality.
9. A high quality of building design and urban design is strongly encouraged throughout the planning area. District Urban Design standards should be developed as part of the TOD District Plan or through the proposed Downtown Overlay District Guidelines.
10. **Encourage the preservation and rehabilitation of significant or contributing existing structures wherever feasible and not in conflict with other major plan goals, and to use the existing architectural and historical character within the area as a guide for new construction.**

C. Transportation and Circulation Implementation (See Map SAP-4)

Streets

1. It is essential that strong transportation connections from the Intermodal/TTA Station area be made to Glenwood South, the Downtown Core, and the new Convention Center and Downtown neighborhoods.
2. Support construction of a new street, Rosengarten Lane, between W. South Street and Dorothea Drive to improve connectivity within the South Saunders Redevelopment Area.
3. The Morgan Street Connector between Western Boulevard and Hillsborough/Morgan Streets should be vigorously examined as a means to further

limit traffic through Boylan Heights coming from the west into the Intermodal area.

4. Support the extension of S.West Street to W. Davie Street or Cabarus Street as a key opportunity to improve north/south connectivity.
5. Strongly support conversion of two-way traffic for Morgan, Lenoir, **Dorothea Drive,** Hargett, Martin and South Streets to improve district connectivity and to encourage storefront retail development.
6. **The future connection of Glenwood Avenue to South Saunders South Street corridor should be removed from the CAMPO Thoroughfare Plan and downgraded in the Raleigh Comprehensive Plan to a collector street from Morgan Street to South Street.**
7. Promote the full utilization of private surface parking lots as an interim parking strategy to support redevelopment.

Transit Rail / Bus

1. TTA station tracks and platform will be below grade at Hargett Streets in an open "U" design, with Hargett Street improvements or grade changes to be sensitively designed so as not to impede redevelopment on surrounding parcels.
2. It is strongly recommended that TTA explore a financial structure to allow for private-public joint ventures and redevelopment opportunities around their station location.
3. TTA should build the Downtown Station to facilitate major redevelopment around and potentially above the platform.
4. TTA and the City should pursue strategies and investments that shape development, including air rights within the station area.
5. The proposed NCDOT High Speed Rail Station should be moved to the east and located within or closely connected to the Intermodal Facility.
6. TTA and Intermodal generated traffic should be primarily accessed from the east and north. The use of streets within the Boylan Heights Historic District for major access to the Station Area Core should be strongly discouraged.
7. The shuttle connection (bus vehicles) timed to TTA trains should use Martin and Hargett Streets to make necessary linkages from the Downtown Station to Moore Square Station.
8. Further study of possible shuttle linkages to the Convention Center/BTI should be undertaken.

Pedestrian Systems (See Map SAP-5)

1. Explore a special pedestrian connection from Boylan Avenue through the Intermodal Station to S.West Street
2. At grade railroad pedestrian crossing improvements at Hargett Street should be considered to improve pedestrian accessibility to the TTA station.
3. Consider rebuilding some portion of the old Martin Street viaduct through the Intermodal Facility to allow improved pedestrian and bicycle connections from Boylan Avenue to the Station Area Core and Downtown Core.
4. Implement streetscape upgrades along Cabarrus and South Streets including a center landscape median, parking and pedestrian improvements on South Street as key linkages to the Convention Center and BTI Center area. Immediate

improvements are needed to the pedestrian crossing of the rail lines on W. Cabarrus Street.

D. Parks and Open Space Implementation (See Map SAP-5)

1. Urban parks and open spaces should be created throughout the area, with connections to the existing greenways and broader pedestrian systems. Downtown, Glenwood South and adjacent neighborhoods.
2. Implement a mid-block urban greenway from Dorothea Drive to Cabarrus Street connecting to the Rocky Branch Greenway
3. Establish a framework for including more urban parks and open spaces within the area. Also, pedestrian and bicycle connections from the south should be extended from the Rosengarten Urban Greenway.
4. It is recommended that planning for the Intermodal Center examine the feasibility of including park facilities, such as internal recreation centers/gymnasiums, meetings rooms, etc., within the overall facility plan to serve the neighborhood parks needs for this portion of the City.

IV. LAND USE

The study area has been divided into districts as described below, with the following land use recommendations being made for each district (see Map SAP-6):

A. Station Area Core District

The Station Area Core District contains approximately 50 acres and has two subareas:

(1) Station Area Core: The Station Area Core contains approximately 50 acres within ¼ mile of TTA's Downtown Station, with 27 acres recommended for the most intense transit-oriented uses. Some portions of the Area Core fall outside of the Downtown West study area.

The area generally south of W. Morgan Street, west of S. Dawson Street, east of the Rail Yard and north of W. Cabarrus Street was identified as Station Area Core District. This area should support the highest intensity development as a transition from the transit station to the Downtown Core. Residential uses are encouraged with mixed-uses on vacant and redeveloping properties. South West Street should be viewed as a key urban design corridor, which supports a concentration of retail and entertainment uses. Lower building scale transitions should be incorporated to the west towards existing neighborhoods. W. Hargett Street and W. Martin Street are identified as streets targeted for the storefront retail with high quality pedestrian streetscapes.

The intersection of W. Hargett Street and S. West Street adjacent to the Downtown Station was identified as Transit High Density Mixed Use. This area should support the highest intensity development with a vertical mix of office, service retail and residential uses. Civic buildings/functions and urban public open space should be incorporated into this zone. Multi-story buildings with a minimum Floor Area Ratio (F.A.R.) of 2.0 and residential densities of 30 dwelling units/acre (DU/AC) and above are encouraged here.

Specific recommendations are as follows:

- Minimum 4 Story Building Heights. Maximum height by zoning.
- Minimum 30 DU/AC (dwelling units per acre). Maximum density by zoning.
- Minimum 2.0 F.A.R. (Floor Area Ratio)
- Retail Frontage on S. West, W.Martin and W.Hargett Streets
- Transit-Oriented Retail near the new TTA Downtown Station
- Strong Residential Emphasis throughout the District
- Shared Structured Parking Facilities
- Intermodal Facility design using air rights over rail
- High Speed Rail Terminal incorporated into Intermodal Facility
- High Density Mixed Use using air rights over rail and TTA platform.

(2) The Railroad Wye Area: The Railroad Wye area with its many rail lines and rail storage facilities contains approximately 23 acres which will accommodate current and future passenger rail (Amtrak), high speed passenger rail, freight railroad operations, the City of Raleigh intermodal facility and the TTA regional rail station, and future opportunities for structure parking. Special consideration should be given to exploring the use of air rights for private development over the existing rail property. Alternative locations for the rail yard should be evaluated and strategies to improve the visual quality of the Wye should be undertaken.

B. Depot Historic District

The 14 acre area generally south of E. Martin Street, west of Dawson Street, east of S. West Street and north of W.Cabarrus Street is currently being evaluated for certification as a Local Historic District with overlay zoning to protect the area's existing historic character. The area is already listed within the National Register of Historic Places which allows for significant tax incentives for sensitive rehabilitation of existing buildings.

New development or redevelopment would need to reflect the existing scale, character, design and building to street setbacks found in the existing area. Existing vacant lots and parking lots should be in-filled with appropriate new construction. Modern buildings that incorporate the flavor of the existing design character of the district will be encouraged. New construction projects will be reviewed on a case-by-case basis as required in Historic Districts.

Any streetscape improvements should be sensitive to the context of the Historic District and make use of existing materials and design standards including granite curbing, sidewalk relationships, alleyways, street trees and pedestrian lighting.

The following specific recommendations are made:

- Medium Density Mixed-Use District with vertical mixed uses encouraged
- Buildings of 2-4 stories, possibly higher (up to 6 stories) based on compatibility with historic character as reviewed on a case-by-case basis
- 15-30 DU/AC (minimum/maximum)
- Minimum 1.5 F.A.R
- Specialty retail with antiques shops, entertainment, boutique hotels
- Residential loft units above retail
- Higher intensities and densities along S. Dawson Street corridor

- Shared Structured Parking Facilities
- Historic District Design Guidelines

C. Convention Center District

The 15-acre area generally south of W. Cabarrus Street, west of S. Dawson Street, east of S.West Street, and north of W. South Street was identified as a High Density Mixed-Use District. This area should support the highest intensity development as a transition from the South Saunders neighborhood to the Convention Center and Downtown Area. Residential uses are encouraged with a mix of uses oriented to and supportive of the Convention Center. Special consideration should be given to hotel uses. The following specific recommendations are made:

- High Density Mixed-Use District
- Minimum 4 Stories. Maximum height by zoning
- Minimum 30 DU/AC. Maximum density by zoning. (minimum/maximum)
- Minimum 2.0 F.A.R.
- Service and Retail Support for Convention Center
- Residential / Office Emphasis
- Higher intensity development along Dawson Street, lowering in scale and intensity approaching the Saunders North Redevelopment Area
- Hotel sites immediately west of Convention Center
- Shared Structured Parking Facilities

D. Boylan Transition District

This 19-acre area south of the Southern Railway Yard, north of W. Cabarrus, west of the South Saunders / Cabarrus intersection and east of the Boylan Heights neighborhoods was identified as Transition Residential/Mixed-Use. Building Heights of two to four stories and medium density residential densities should be encouraged. Views from Boylan Height's residences to the Downtown Core should be considered as new development proposals are reviewed. A second area north of the Boylan Heights Neighborhood and west of the proposed Intermodal Station is recommended for Transition Office Mixed-Use with an emphasis on office uses, a focus on the historic structures and building scale appropriate with adjacent residential uses to the west. Specific recommendations are listed below:

- Medium Density Mixed-Use District

- *Boylan Transition – Residential /Office Oriented Mixed-Use*
- 2-4 Stories (minimum/maximum)
- 15 – 30 DU/AC (minimum/maximum)

- *Boylan – Office/Residential Oriented Mixed-Use*
- 4 – 7 Stories (minimum / maximum)
- 25 – 45 DU/AC (minimum/maximum)
- Minimum 1.5 F.A.R.
- Lenoir Street – Retail/Office with Residential Above – Townhouses 2 to 3 Stories

E. Saunders North Area Redevelopment Plan District

A separate redevelopment plan has been prepared for the designated blighted area south of W. Cabarrus Street, and is incorporated into this small area plan by reference. Two major areas of special consideration are further described below:

(1) Saunders North Retail District

The 7-acre commercial area facing S. Saunders and W. South Streets was identified as Neighborhood Retail and Entertainment. Land uses in this area should be encouraged to provide retail/grocery opportunities for the adjacent residential neighborhoods and entertainment/ retail supporting the neighborhoods and the Convention Center. Specific recommendations are:

- Neighborhood Service Retail Center
- Buildings of 2-3 Stories
- Storefronts built up to the street as the area redevelops with shared parking in the rear
- Live/Work in the area through mixed uses, with office-residential above retail uses
- Upgrade W. Cabarrus Streetscape and improve railroad crossing
- Convert Dorothea Drive and W. South Street to two-way traffic
- Improve traffic flow and strengthen urban design character for W. South Street.

(2) Saunders North Residential District

The 15-acre certified blighted area south of W. Cabarrus and west of S. West Street was identified as primarily Residential Redevelopment, with the exception of the W. South/S. Saunders Street Neighborhood Center. This area will have a special redevelopment plan geared toward medium density residential uses in keeping with the medium density residential character of the area, but allowing compatible business/office uses.

Specific recommendations are as follows:

- 1–2 stories for single family detached residential
- 2-3 stories for attached residential developments
- Up to 10 DU/AC for single family detached residential areas
- Up to 14 DU/AC for attached residential areas
- Conservation of the northern South Saunders Street Neighborhood with single family rehabilitation and sensitive detached single family infill
- Townhouse or condominium infill sites as identified on attached maps
- Construction of a new Rosengarten Lane between W. South Street and Dorothea Drive for single family infill
- Establish Rosengarten Urban Greenway through the entire area
- Residential/Office/Commercial mix along W. Lenoir and S. Saunders Street through Residential Business zoning
- Expansion or growth of the existing church facility or other compatible institutional/residential uses within the southwest quadrant of S. Saunders and W. Lenoir as a community landmark
- **Encourage the preservation and rehabilitation of significant or contributing existing structures wherever feasible and not in conflict with other major plan goals, and to use the existing architectural and historical character within the area as a guide for new construction**

V. URBAN DESIGN/URBAN FORM (See Map SAP-6)

A. The entirety of the Downtown West Gateway Area is within the Downtown Raleigh Regional Center where the highest intensities and densities of development are generally encouraged. The area serves as a gateway to Downtown Raleigh from the west and southwest, and will become an even more significant major rail transit gateway to Raleigh upon the completion of plans for TTA's regional rail system and the proposed high speed intercity rail facilities. The area already serves as the gateway to Raleigh for rail passengers through the existing Amtrak station on W. Cabarrus Street.

   The proposed Intermodal Transportation Facility, Downtown TTA Station, Convention Center/Hotel Complex, the Saunders North Redevelopment Plan initiatives, as well as continuing private redevelopment activities, will serve as the major catalysts for change in the Downtown West Gateway area and will be pivotal in shaping future development patterns both in and around the area. Following is a summary of urban design and urban form recommendations:

   1. This plan designates the appropriate Transit Oriented Development to occur around the TTA Regional Rail transit station to consist of a Transit Oriented Development Core Area (generally within ¼ mile of the transit stop) and a Transit Oriented Development Transition Area (generally within ½ mile of the transit stop).
   2. The Saunders North Area Redevelopment Area is designated for extensive revitalization efforts in the southern portions that have been previously designated as blighted.
   3. It is essential that the train station/intermodal facility be a substantial and architecturally significant design that makes a regional statement as the gateway to North Carolina's Capital City.
   4. Transitions are essential between existing neighborhoods to the west and the more intense development to the east, with lower buildings and an increase in residential uses adjacent to existing neighborhoods.
   5. Views should be carefully considered and enhanced wherever possible from Boylan Heights to the Downtown skyline as the Station Area Core redevelops with more intense uses.
   6. Creative solutions for the Station Area Core should be further studied to limit negative impacts on existing neighborhoods, including noise and air quality.
   7. It is important to build upon the historic industrial warehouse character of the area as reflected in the Depot Historic District. New construction and redevelopment should reflect design components and complement this historic industrial character. This is not meant to discourage taller, more intense buildings essential to the success of the Transit Oriented Development Core Area.
   8. A high quality of building design and urban design is strongly encouraged throughout the planning area.
   9. Streetscape improvements should be made throughout the area to complement the area's historic industrial character.
   10. Taller buildings are encouraged near the Station Core Area that transition to lower heights closer to neighborhoods to the west. Building height may vary from 2 to 4

stories on the neighborhood edges, increasing to 15 stories around the Station Area Core and towards the Downtown Core.

11. Adjacent neighborhoods are separated from the Station Core Area by physical barriers, i.e., railroad tracks that could be enhanced with landscaped buffers/transitions and improved pedestrian crossings.
12. It is essential that interconnectivity is improved through strong street and pedestrian connections from the Intermodal/TTA Station area be made to Glenwood South, the Downtown Core, and the new Convention Center and Downtown neighborhoods.
13. Urban parks and open spaces should be created throughout the area, with connections to existing greenways and broader pedestrian systems.
14. Major public facilities, such as regional libraries, schools, civic buildings and other public/government buildings should be sited in the Station Area Core.
15. Hotels should be considered as key uses in Downtown West, especially in areas adjacent to the new Convention Center and the Intermodal Transportation Center.
16. Develop recommendations for transition areas between the more intense transit oriented development zones and lower density established neighborhoods to the west, such as Boylan Heights.
17. Develop clear and well designed linkages between the Downtown West Gateway area and the Downtown Core to the east.
18. As the most urban of all Raleigh stations in intensity and character, large urban mixed-use developments with office, residential and transit oriented and neighborhood retail uses are strongly encouraged.
19. Incentives should be developed to ensure affordable housing is part of the mix of uses.

VI. TRANSPORTATION (See Map SAP-3)

Transportation recommendations are made for transit facilities and connections, street improvements and connections, pedestrian and bicycle improvements and linkages and other mobility/interconnectivity related issues. In the near future, this area will serve as a primary transit location for Downtown Raleigh. The West Downtown Area lacks the strong street interconnectivity available in other areas of the downtown due to the convergence of the central rail facilities. This Small Area Plan seeks to improve both interconnectivity and streetscape quality.

A. Transit

1. TTA and Intermodal generated traffic should be accessed east from the Dawson/McDowell Corridor and north from the Glenwood Avenue Corridor to limit traffic impacts on Boylan Heights. The Morgan Street Connector between Western Boulevard and Hillsborough/Morgan Streets should be vigorously examined as a means to further limit traffic through Boylan Heights coming from the west into the Intermodal area.
2. There will be a direct connection along Martin and Hargett Streets from the Downtown Moore Square Transit station to the TTA Station served by a shuttle, timed to TTA trains.
3. Current plan shows no direct shuttle connection to the Convention Center/BTI Center area. Further study is needed to determine possible direct shuttle linkages directly to the Convention Center.

4. An extension of Glenwood Avenue south into the Intermodal Center should be closely examined as plans progress for the design of the facility. This Intermodal Facility study should also examine extensions or connections to other Downtown streets. Hargett Street should remain open to traffic through the Intermodal complex as a vital east-west connector.
5. TTA station tracks and platform will be below grade at Hargett Streets in an open-U, with Hargett Street improvements or grade changes to be sensitively made so as not to impede redevelopment on surrounding parcels.
6. At grade railroad pedestrian crossing improvements at Hargett Street should be considered to improve accessibility through the area.
7. TTA Station Park and Ride Facilities should be temporary facilities, with joint venture parking decks being further explored to serve existing and proposed developments in the area.
8. The proposed NCDOT High Speed Rail station should be moved to the east and located within or closely connected to the Intermodal Facility.
9. Interim TTA Station parking facilities that are surface lots should be converted to decks as private or public/private joint venture redevelopment projects occur in the area and/or above the Railroad Wye.
10. It is strongly recommended that TTA explore a financial structure to allow for private-public joint ventures and redevelopment opportunities around their station location.
11. Air rights over the Railroad Wye area should be fully explored and pursued.

B. Streets and Roads

1. Lack of adequate internal and external transportation connectivity is a key constraint in the Downtown West area.
2. Explore the extension of S. West Street to W. Cabarrus Street, and other north/south options as key interim interconnectivity opportunities.
3. TTA and Intermodal generated traffic should be primarily accessed from the east and north. The use of Boylan Height's streets for major access to the Station Area Core should be discouraged.
4. Further study of the Morgan Street connector to Western Blvd. immediately west of the Center Prison property is needed to address western access to the area.
5. Support conversion of two-way traffic for Morgan, Lenoir, **Dorothea Drive,** Hargett, Martin and South Streets to improve interconnectivity and to promote development.
6. Facilitate the need for private and public parking decks to support high-density redevelopment.
7. The Glenwood extension south to S. Saunders has many constraints--practical, economic and aesthetic. Any extension would be focused on servicing the Intermodal Facility and not as a cross-town thoroughfare. One option would be to simply extend Glenwood south to the Intermodal at a higher level.
8. **The future connection of Glenwood Avenue to South Saunders South Street corridor should be removed from the CAMPO Thoroughfare Plan and downgraded in the Raleigh Comprehensive Plan to a collector street from Morgan Street to South Street.**
9. NC Railroad has explored plans to move the rail storage yards but no action has been taken due to expense involved. Continuing action and funding is needed to implement this relocation to facilitate the future southern extension of S. West Street.

10. Study the feasibility of redesigning W. South Street to improve traffic flow and to strengthen the urban design character of the North Saunders Retail District.

C. Pedestrian Systems (See Map SAP-5)

1. Upgrade pedestrian streetscape connections along Glenwood South from Morgan Street to Hillsborough Street.
2. Improve the pedestrian rail crossing on Hargett Street at the TTA Station.
3. Implement streetscape upgrades along Hargett and W. Martin Streets from the TTA Station to Nash Square
4. Explore a special pedestrian connection from Boylan Avenue through the Intermodal Station to West Street. Also, pedestrian and bicycle connections to the Intermodal Station from the south should be made from the Rosengarten Urban Greenway.
5. Implement streetscape upgrades along Cabarrus and South Streets including a center landscape median and roundabout on South Street as key linkages to the Convention Center and BTI Center area. Major improvements are needed as soon as possible to the pedestrian crossing of the rail lines on W. Cabarrus Street.
6. Implement a special streetscape upgrade supporting a retail/entertainment corridor along S. West Street.

VII. PARKS, GREENWAYS AND OPEN SPACE (See Map SAP-5)

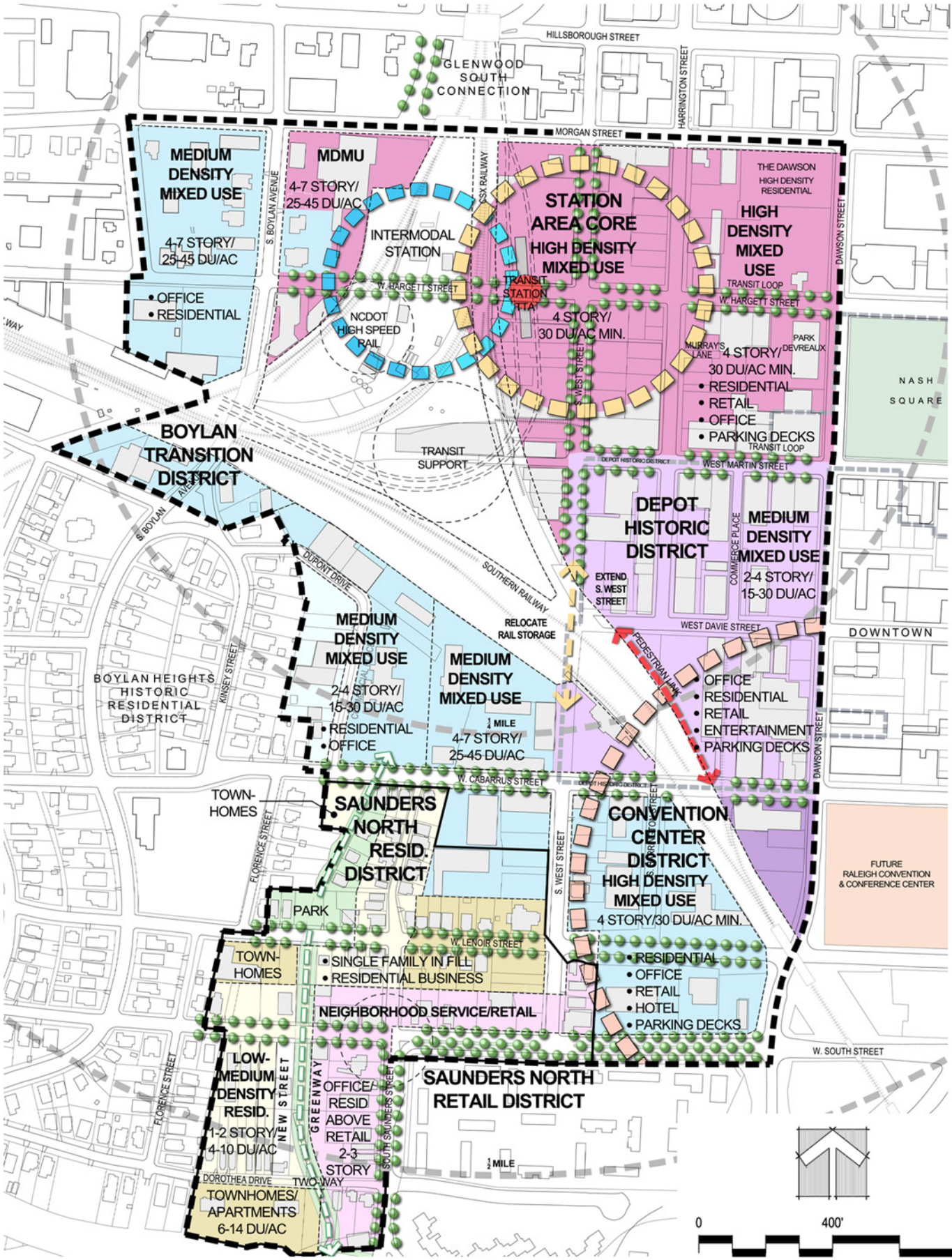
It is difficult to provide typical, suburban oriented parks and park facilities within the Downtown area. This plan proposes the use of smaller parks and open spaces, as well as urban greenway connections, to achieve some of the parks planning needs for Downtown West. Creative solutions and opportunities are possible through joint public/private ventures and multi-purpose recreational uses within mixed use developments as set forth below:

1. Visually upgrade the open spaces on existing NCRR and Southern Railway corridors and other public rights-of-way.
2. Implement a mid-block urban greenway from Dorothea Drive to Cabarrus Street connecting to the Rocky Branch Greenway. This Rosengarten Urban Greenway will need creative solutions to connect to the Intermodal Facility to the north considering the intervening railroad storage yard. Access to the Rocky Branch greenway to the south could be made via Dorothea Drive to S. Saunders Street, under the Western Blvd. overpass to the existing greenway crossing at Jamaica Drive.
3. The size, availability and expense of Downtown land parcels is not consistent with current Parks Department planning for community and neighborhood parks that require large acreages. Greenways, linear parks, urban open spaces and pocket parks may be the best fit for Downtown urban open space needs.
4. It is recommended that planning for the Intermodal Center examine the feasibility of including park facilities, such as internal recreation centers/gymnasiums, meeting rooms, etc. within the overall facility plan to serve the neighborhood parks needs for this portion of the City.

5. Downtown West is in the Neighborhood Park search area but is not a priority area given demands for parks in other areas of the City. Explore the feasibility of a park or expanded open space in the DuPont Circle area in conjunction with the Rosengarten Urban Greenway.
6. Improve and expand the park on Lenoir and South Saunders as part of the Rosengarten Urban Greenway
7. Require small plazas and courtyards through open space development regulations as developer responsibilities in new or redeveloping facilities.
8. Encourage rooftop gardens and terraces on taller buildings.

VIII. BLIGHTED AREA REDEVELOPMENT

Reference is made to the Saunders North Area Redevelopment Plan which is attached and made a part of this small area plan for this portion of the Downtown West Gateway planning area. This redevelopment plan contains a more detailed analysis and recommendations for the blighted portions of the larger area.



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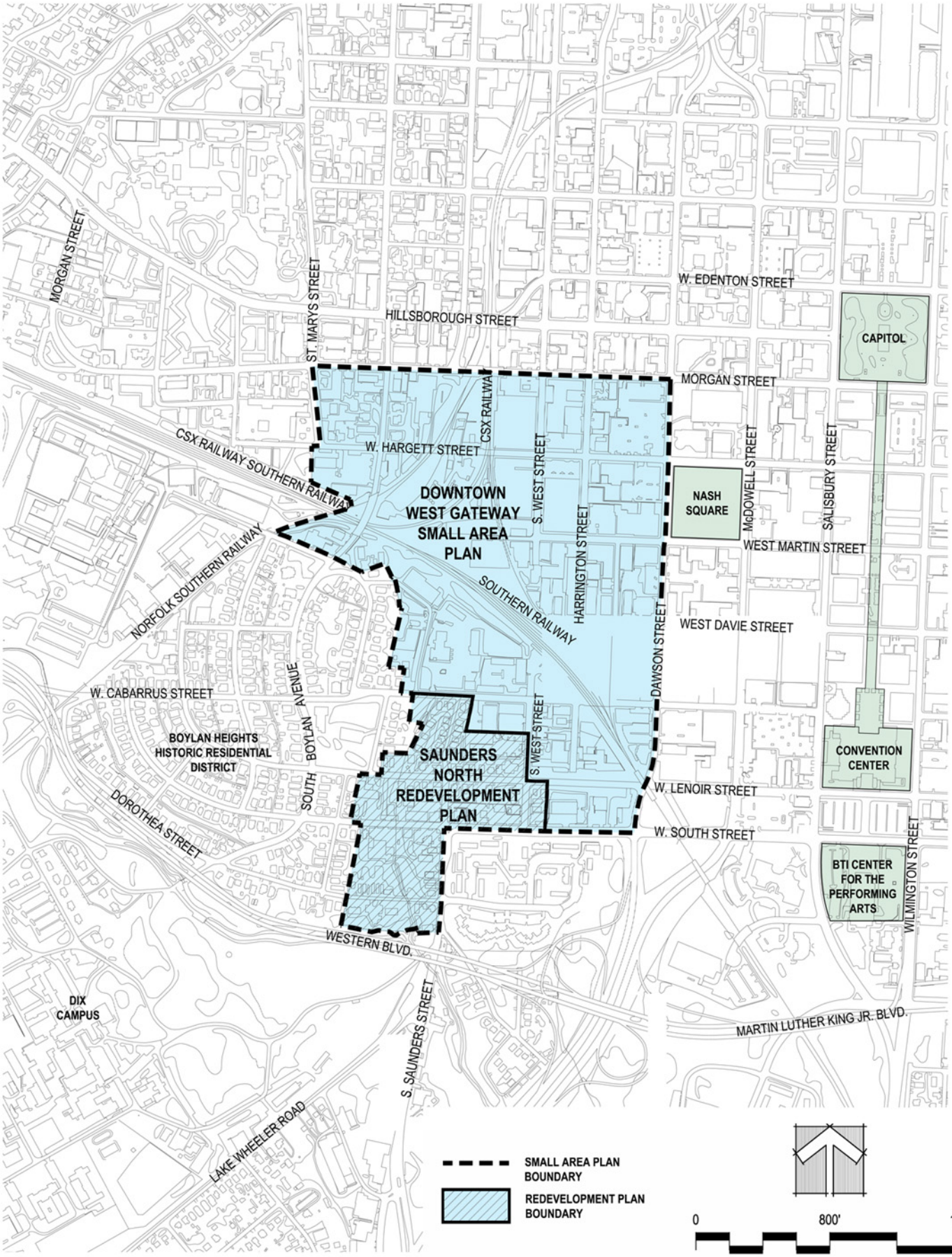
LAND USE & URBAN FORM SUMMARY

Downtown West Gateway Small Area Plan

City of Raleigh, North Carolina

Project: COR-03103
Date: 10.29.03
Revision: 06.28.04
Title: LAND USE & URBAN FORM SUMMARY
Map No: SAP-6



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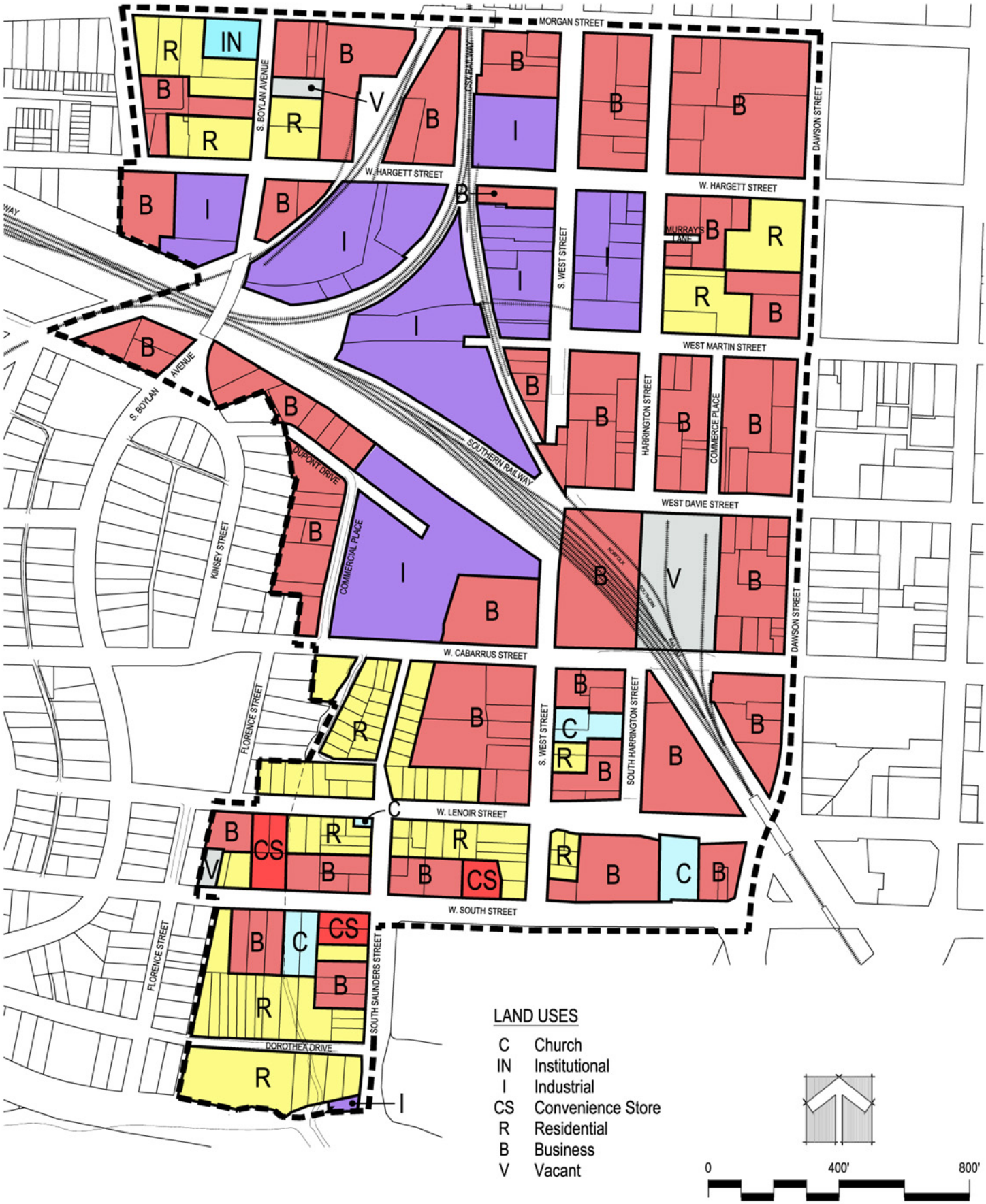
LOCATION MAP

Downtown West Gateway Small Area Plan

City of Raleigh, North Carolina

Project: COR-03103
Date: 05.27.04
Revision: 06.28.04
Title: LOCATION MAP

Map No: SAP-1



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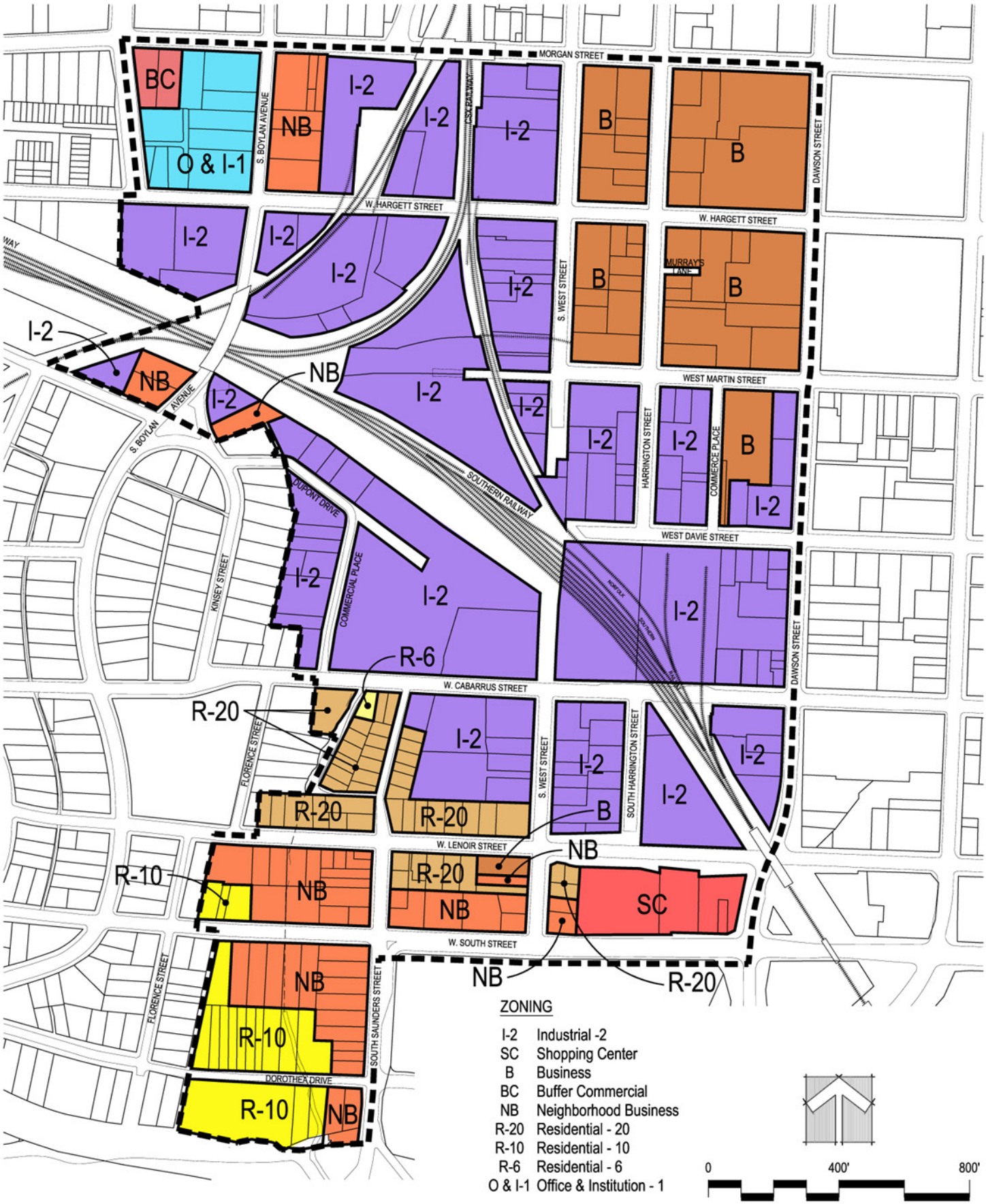
EXISTING LAND USE MAP

Downtown West Gateway Small Area Plan

City of Raleigh, North Carolina

Project:	COR-03103
Date:	02.18.04
Revision:	06.28.04
Title:	EXISTING LAND USE MAP
Map No:	SAP-3



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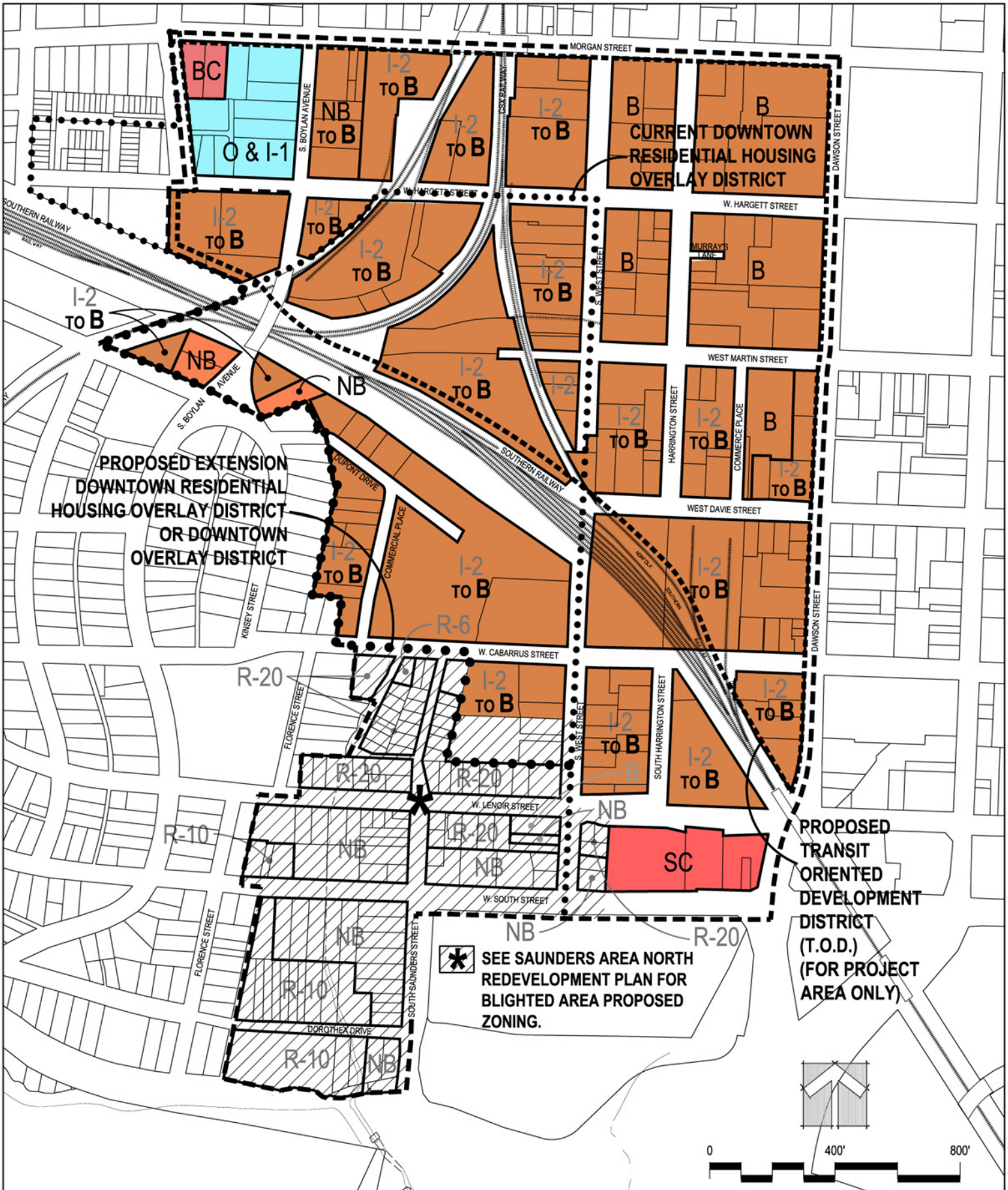
EXISTING ZONING MAP

Downtown West Gateway Small Area Plan

City of Raleigh, North Carolina

Project:	COR-03103
Date:	02.18.04
Revision:	06.28.04
Title:	EXISTING ZONING MAP
Map No:	SAP-2



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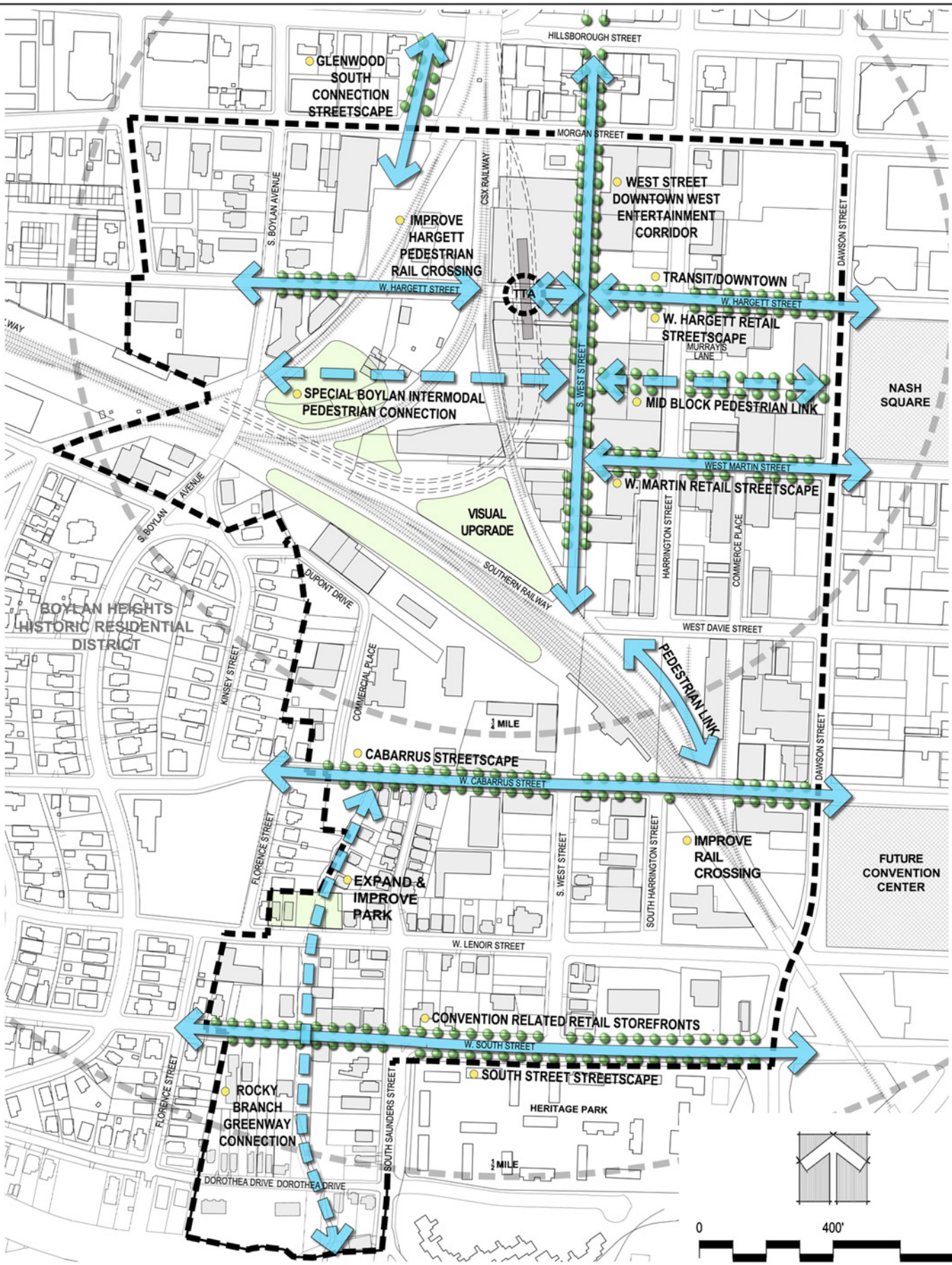
PROPOSED ZONING MAP

Downtown West Gateway Small Area Plan

City of Raleigh, North Carolina

Project: COR-03103
Date: 05.05.04
Revision: 06.28.04
Title: PROPOSED ZONING MAP

Map No: SAP-7



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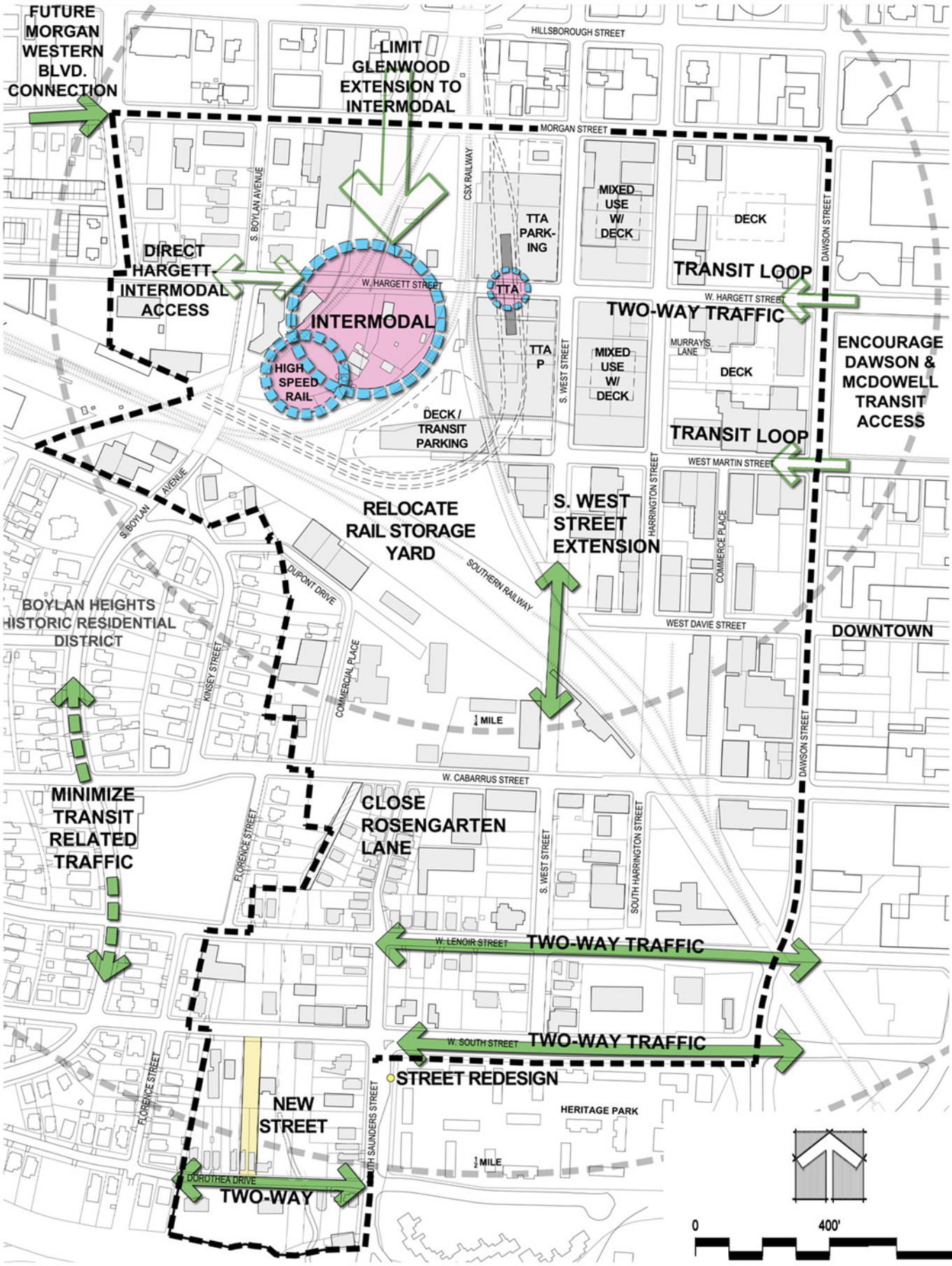
PEDESTRIAN AND OPEN SPACE MAP

Downtown West Gateway Small Area Plan

City of Raleigh, North Carolina

Project: COR-03103
Date: 12.03.03
Revision: 06.28.04
Title: PEDESTRIAN AND OPEN SPACE MAP
Map No: SAP-5



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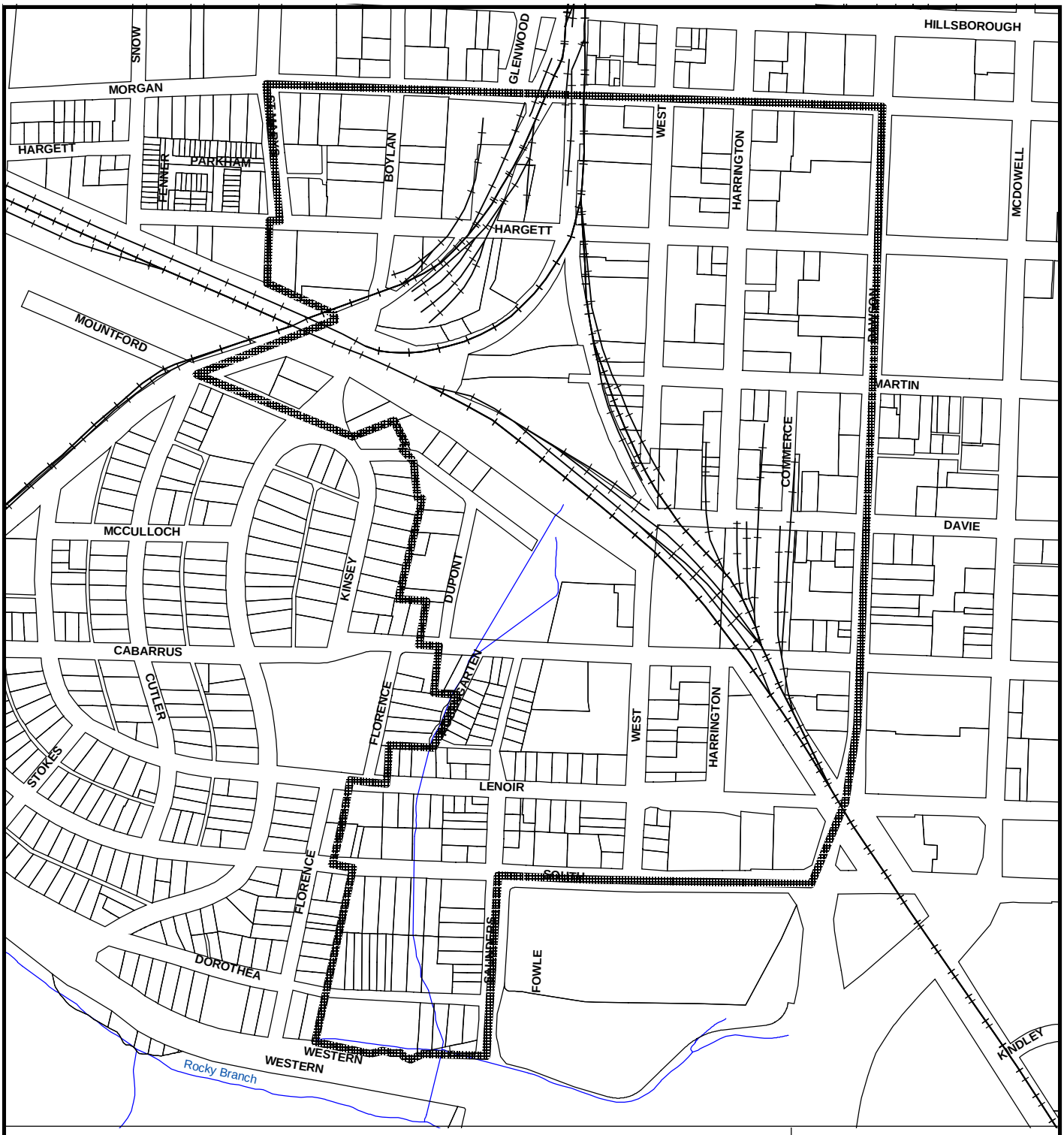
TRANSIT, STREETS, AND PARKING MAP

Downtown West Gateway Small Area Plan

City of Raleigh, North Carolina

Project: COR-03103
Date: 10.29.03
Revision: 06.28.04
Title: TRANSIT, STREETS, AND PARKING MAP
Map No: SAP-4



Downtown West Gateway Small Area Plan
Location Map

300 150 0 300
Feet

Forestville Village Center

The Forestville Road Village Center is located on the south side of US-401 east and west of Forestville Road. The Center has a maximum retail allocation of 300,000 square feet. Retail uses shall be concentrated on the south side of US-401 with no additional retail on the north side of US-401 adjacent to the Forestville Road intersection. Low to medium density residential uses are recommended for properties on the north side of US-401. Historic properties on the north side of US-401 at Forestville Road should be preserved to retain elements of historical rural character and community identity. The Wake Crossroads Neighborhood Center, located at the intersection of Forestville Road and Mitchell Mill Road has a maximum retail allocation of 130,680 square feet.

East Village Center Urban Design Guidelines
The following are the adopted policies for how the Urban Design Guidelines will be applied within the Village Center on the east side of Forestville Road in association with Z-20-04.

A primary street system within the Village Center is shown on the attached map with street extensions south and east into the surrounding residential areas.

- A commercial street (Street A) extends east from Forestville Road and shall be designed according to Figure 14b. Secondary Pedestrian Way as noted in the Guidelines for Mixed Use Centers in the Street, Sidewalk, and Driveway Access Handbook.
- Another commercial street (Street B) extends south from US-401 and shall be designed according to Figure 14b. Secondary Pedestrian Way as noted in the Guidelines for Mixed Use Centers in the Street, Sidewalk, and Driveway Access Handbook. Street B will continue south beyond the Core as a Transitional Pedestrian Way (Figure 14a.)
- Street A extends east of Street B as a Transitional Pedestrian Way (Figure 14a.).
- Street C extends south from US-401 as a Transitional Pedestrian Way (Figure 14a.) and continues south through the Transition Area to a proposed Collector Street.
- The streetscape along these pedestrian streets will include the placement of buildings adjacent to the sidewalks on the streets, regularly spaced trees between the sidewalk and street curb as well as seating, bike racks, trash receptacles, and pedestrian scaled light fixtures.
- Building windows and entry locations along the sidewalk will conform to the recommendations in the Urban Design Guidelines as well as the articulation of building facades greater than 64 feet in width.
- The Core Area, as identified on the attached map, establishes the area of greatest retail and office development intensity. Beyond the Core Area is a Transition Area that will provide a reduction in scale and intensity of development to blend with the surrounding and future residential areas. Building oriented streetscapes shall also be included in the Transition Area with on-street parking. Uses that are appropriate within the Transition include *multifamily* and *townhouse* residential, office, and *retail sales-personal service* uses.
- Pedestrian connectivity to future development on the north side of US-401 shall be coordinated with NCDOT. Connections across Forestville Road will be accommodated by appropriately spaced and marked crosswalks with pedestrian median havens. Connections to future greenway trails shall be provided as development occurs with access through the Transition Area to the Core Area of the Village Center.

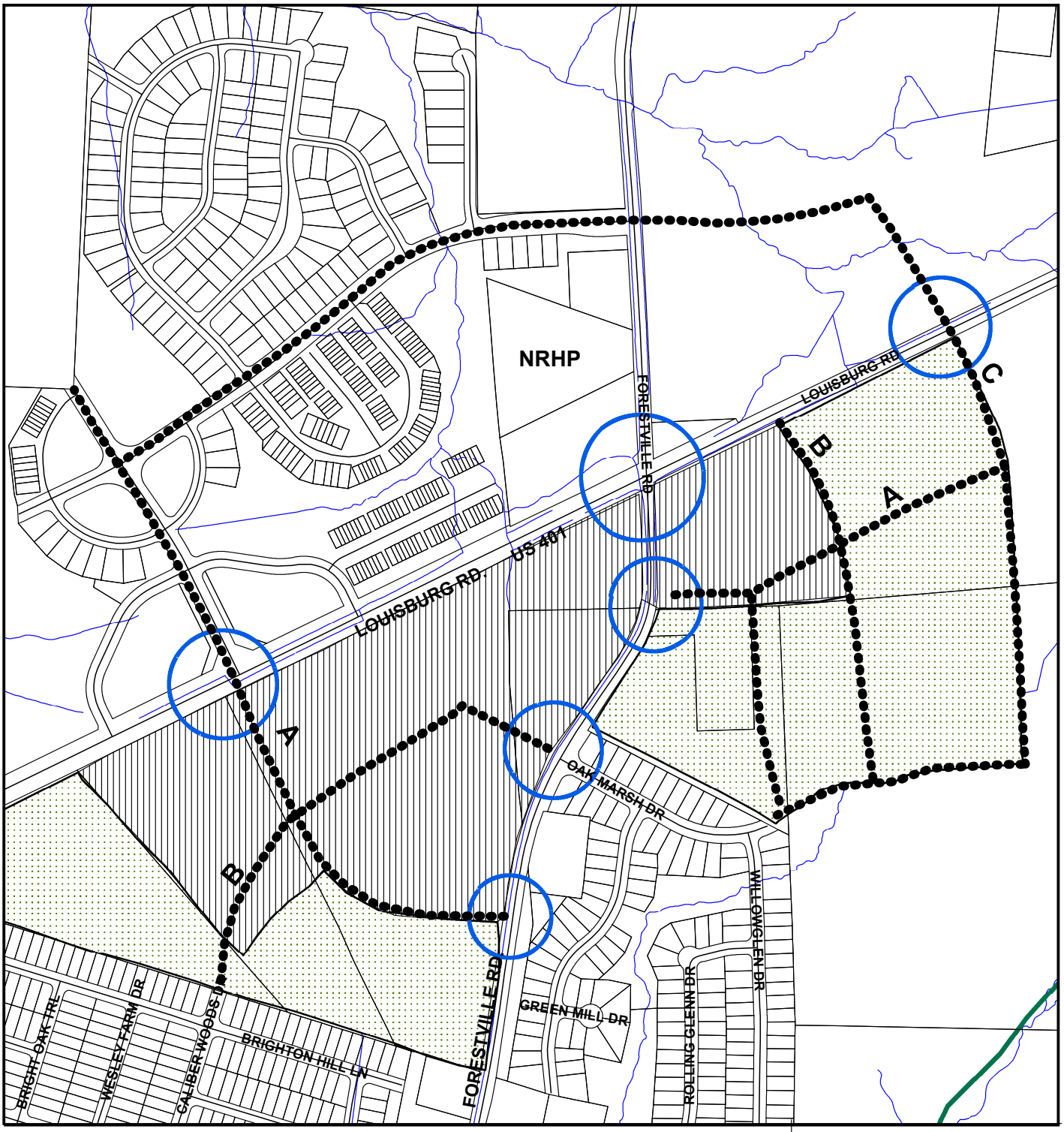
West Village Center Urban Design Guidelines
The following are the adopted policies for how the Urban Design Guidelines will be applied within the Village Center on the west side of Forestville Road in association with Z-36-03.

A primary street system within the Village Center is shown on the attached map with two public collector streets crossing the property.

- A commercial street (Street A) extends east off US-401 to Forestville Road through the Core Area of the development. Application of the site, street, and building design recommendations of the Urban Design Guidelines is appropriate within the Core with the exception of on-street parking within the

first block off US-401. Street A shall be designed according to Figure 14b. Secondary Pedestrian Way as noted in the Guidelines for Mixed Use Centers in the Street, Sidewalk, and Driveway Access Handbook.

- Street B extends south from Street A and serves as a transitional street to the adjacent residential neighborhood and shall be designed according to Figure 14a.Transitional Pedestrian Way as noted in the Guidelines for Mixed Use Centers in the Street, Sidewalk, and Driveway Access Handbook. While maintaining a strong pedestrian orientation through streetscape design and building placement; a development transition using architectural design, height, and massing should be incorporated as proximity to the neighborhood increases. Housing should also transition in density with the highest in the Core.
- The extension of Street B north of Street A is proposed as a private commercial street. This area is also included in the Core and should extend the streetscape of Street A with the exception of the percentage of parking lot frontage allowed on the street to accommodate a major tenant. The impact of the parking lot on the street may be mitigated through streetscape improvements including the continuation of sidewalks and tree plantings on both sides of the street as well as placing buildings on the corners.
- The Urban Design Guidelines do not apply to the frontage of the property on US-401. This area should include thoroughfare yard landscape buffers.
- While Forestville Road is also a major thoroughfare with landscape buffers and minimized building orientation onto the street; application of the Urban Design Guidelines is appropriate in relation to streetscape design, sidewalks, and pedestrian crossings especially at street and driveway intersections leading into the development to provide connectivity to the residential areas east of the street. Buildings should frame the Forestville Road entry onto Street A.
- A median is recommended at entry #2 and Street A access points onto Forestville Road as shown on the Concept Plan dated 2/17/04 to provide a safe pedestrian haven in crossing the thoroughfare. Additional right-of-way may be necessary at these locations to provide the median.



FORESTVILLE VILLAGE CENTER

PEDESTRIAN CROSSINGS

TRANSITION AREA

PROPOSED STREET GRID

GREENWAY CORRIDOR

CORE AREA

440 220 0 440

Feet

CP-11-06 Olde East Raleigh Small Area Plan

Intent
Provide guidance for future zoning, development, and redevelopment of area adjacent to Downtown and promote the historic and cultural character of the community.

Plan Area Boundary
The Plan area is 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. Immediately north of this small area plan is the New Bern/Edenton Small Area Plan

Character of the Area
Raleigh's East Gateway neighborhood has long been a destination for the city's African American population. Settled more than 100 years ago, the neighborhood introduced rural African Americans to Southern city life. Anchored by Shaw University and St. Augustine's College, East Raleigh and nearby South Park emerged as a hub of African American business, cultural, educational and recreational activity. The concentration of young professionals who settled in East Raleigh in the early twentieth century had an enormous influence on Raleigh's black culture. Chavis Park was the center of cultural, recreational and social life. Limited stores and services in the community was remedied by easy access to downtown by way of streetcars. Adjacent to Downtown Raleigh, the East Raleigh residents were able to live a comfortable life during a challenging period in American history. In recent years, as segregation faded, some African Americans left the neighborhood for more prosperous parts of the region.

Today, Downtown Raleigh is experiencing rapid growth, and East Raleigh is experiencing intense development pressure for the first time in decades. Years of community development fueled by private revitalization and growth pressures from Downtown heightened residents' uncertainty about the future of East Raleigh. The neighborhood now faces the dual challenge of retaining the character and culture of community, while accommodating the growth, change, and the lifestyles of new residents. This dynamic is at the core of the renaissance underway in East Raleigh.

Policy Framework
To better guide the growth and redevelopment of Olde East Raleigh, consultants and the City of Raleigh's Planning Department engaged Olde East Raleigh citizens, institutions, businesses and property owners in a planning process to develop a vision for the community.

The Olde East Raleigh Small Area Plan is a policy document to guide future land use decisions. The policies outlined in this plan address the land use and zoning issues raised during the planning process. Issues that do not relate to land use and/or zoning are not addressed in this plan, however, residents raised a number of social issues during the planning process that have been noted. The neighborhood residents are encouraged to work with the City to address the immediate issues in order to stabilize the community and improve the overall quality of life.

There are several city-adopted policies that provide guidance within and adjacent to the Plan area. These policies include:

<u>Redevelopment Plans</u>:
- Hunter-Thompson I (1977-2006)
- Hunter-Thompson II (1978)
- New Bern-Edenton (1991)

Development and Redevelopment Strategies:

- Moore Square South (2004)
- Chavis Heights (2004)
- Downtown East (1981)
- Martin Haywood (2005)

Corridor Plans

- Rock Quarry Road Corridor Plan (1995)
- Martin Luther King, Jr. Corridor Plan (1992)

District Plan

- Central (1979)

Existing city adopted plans were reviewed for consistency with this Small Area Plan. Policy conflicts were identified and related actions to amend Redevelopment Plans, Development Strategies and Redevelopment Strategies were recommended.

Issues Identified During the Public Involvement Process

Housing Concerns

1. **Absentee Landlords, Slumlords.** Participants claim that many homes within the area are rented out by persons outside of the neighborhood or even out of state, and receive scant attention from landlords.
2. **Assistance in housing improvement.** Participants recognize much of the housing in the area is historically significant, and they wish to restore it to its earlier grandeur, but lack the resources to make the improvements.
3. **Housing affordability.** Median housing prices in East Raleigh are nearly half that of the Triangle, but they are still beyond the means of many East Raleigh residents. There is a desire to create more affordable housing in the area.
4. **Lack of homeownership. Renter vs. owner dynamics. Section 8 Housing impacts.** These three issues are related in the minds of area homeowners. There appears to be a linkage between this issue and the number of absentee landlords.

Quality of Life Concerns

1. **Crime.** Drug dealing and loitering were cited as the criminal activities having the most impact in the community. Occasional occurrences of violent crime in the area cast the community in a negative light.
2. **Improved Education/Training opportunities.** Participants recognize a need to offer more vocational education or job training for area residents to improve job marketability and reduce unemployment in the area.
3. **Lack of available day care.** There was also a sense among participants that the availability of additional day care would contribute to more employment for residents.
4. **Lack of community services.** Several participants mentioned a need for drug prevention and drug intervention programs, assistance for teenage mothers, and homeless assistance.
5. **Traffic.** While traffic does not appear to be particularly heavy or growing in the area, one clear concern was the use of east-west streets, such as Martin and Lenoir, that serve as cut-through for traffic moving through the neighborhood.
6. **Youth involvement and activities.** Some participants stated there was little for youth to do in the community outside of organized sports and sought to find new opportunities for youth to seek educational and social enrichment.

Economic Development Concerns

1. **Access to shopping.** Very little commercial development exists in the neighborhood. Some residents would like to attract neighborhood-oriented retail to the area.
2. **Lack of retail and business opportunities. Lack of economic diversity.** These two issues appear to be related. There are potential entrepreneurs who are frustrated with their inability to move forward on their business ideas, and there are residents who, in a community that is overwhelmingly African-American, would like to support more African-American businesses.

Community relations concerns

1. **Old timers vs. newcomers. Race and ethnic challenges.** Over the last decade, the neighborhood has welcomed more young professionals attracted by its proximity to downtown, and has also welcomed a rapidly growing Hispanic population seeking affordable rental housing. This has challenged the neighborhood's identity. Older residents sense this change and are concerned about the loss of historic community ties.
2. **The City's redevelopment activity.** As the major property redeveloper in the neighborhood, the City's new housing efforts have been instrumental in the renewal of this area. The improved housing quality has been welcomed by many of the area residents, but has also raised concerns for others about the neighborhood's historic identity.

Community Vision

Many residents realize the opportunities and believe in the potential of the neighborhood and hold the following vision of its future:

Residents and stakeholders envision Olde East Raleigh as a community for culture and opportunity with goals to:

1. Embrace cultural and economic diversity.
2. Respect the area's historic character.
3. Encourage a diverse mix of high-quality housing that includes both homeowners and renters.
4. Shop for convenience needs within the neighborhood.
5. Feel safe and secure.

Implementation Items

1. Use the Small Area Plan Map (land use framework) developed for this plan as a guideline for development.
2. Consider a Neighborhood Conservation Overlay District to encourage infill residential development in the central sections of East Raleigh that would retain the historic architectural character of the neighborhood.
3. As Capital Improvement Program (CIP) dollars become available residents should work with the city to coordinate streetscape and improvements to create a quality neighborhood image, and to develop and place decorative signage as neighborhood identifiers to celebrate the history and culture of the community.
4. Amend existing redevelopment plans and redevelopment strategies to reflect the land use recommendations in this plan.
5. Rezone property to achieve the land uses outlined in the Land Use Policy section of this plan. Until such time the property is rezoned to the recommended land use, the existing zoning shall prevail.

Related Comprehensive Plan Amendments Associated with this Request

1. **Martin Luther King, Jr. Corridor Plan** amend plan to designate property west of Rock Quarry Road, from Lenoir Street to Tipton Street to *Medium Density Residential*.
2. **Rock Quarry Road Corridor Plan** amend the northern plan boundary to begin south of Martin Luther King, Jr. Boulevard.

Related Redevelopment Plan Amendments

1. **Hunter-Thompson I** combine with Hunter-Thompson II to resolve plan overlaps, and work with Transportation Services to determine if Haywood Street and Lenoir Street could be aligned.
2. **Hunter-Thompson II** combine the plan with Hunter-Thompson I, and extend the existing expiration date. Modify action item at the corner of East and Hargett Streets and at Haywood, East, Davie, and Cabarrus streets (Stone Warehouse Site) to reflect the recommended mixed-use development in this plan.
3. **New Bern-Edenton** revise designation for the vacant parcel on the southeast corner of New Bern Ave. and Swain St. (*also known as the Raleigh Rescue Mission Site)* to mixed-use (retail, office, and medium density residential)**.**

Related Redevelopment Strategies

1. **Martin- Haywood Redevelopment Strategy** revise the action item for property east of the intersection of Martin and Camden Streets for a mixed-use, Neighborhood Retail Area.

Land Use and Design Policies

Land use and design policies for properties within the City of Raleigh are as follows:

<u>All Areas</u>

1. Encourage rehabilitation rather than demolition of housing stock in the study area whenever possible.
2. Infill residential development should reflect the existing historic building types in the study area.
3. Smaller lots are encouraged to be recombined rather than redeveloped, to accommodate larger homes, whenever possible.

<u>Area 1: Downtown Transitional Zone</u>

4. Encourage *Medium Density Residential* (townhouse and low rise multi-family) on western edge, north of Cabarrus Street.
5. Encourage two to three story *Mixed Use Development* (Small scale Office, Retail, and/or Medium Density Residential) at the corner of East Street and Davie Street (*known as the Stone Warehouse Site*).

<u>Area 2: Olde East Raleigh "Front Door"</u>

6. Encourage *Mixed Use Development* (Small scale Office, Retail, and/or Medium Density Residential) on the eastern edge of the City Cemetery to State Street.

<u>Area 3: Historic Core</u>

7. New infill single-family residential development should reflect the existing nationally recognized historic building types in the study area.
8. Maintain the historic character of the area using design guidelines.

<u>Area 4: Mixed-Income Zone</u>

9. Encourage infill Medium Density Residential development.

Area 5: Single-Family Zone

10. Property south of Hunter Elementary School and west of Ligon Middle School should develop with increased lot sizes and home sizes whenever possible.

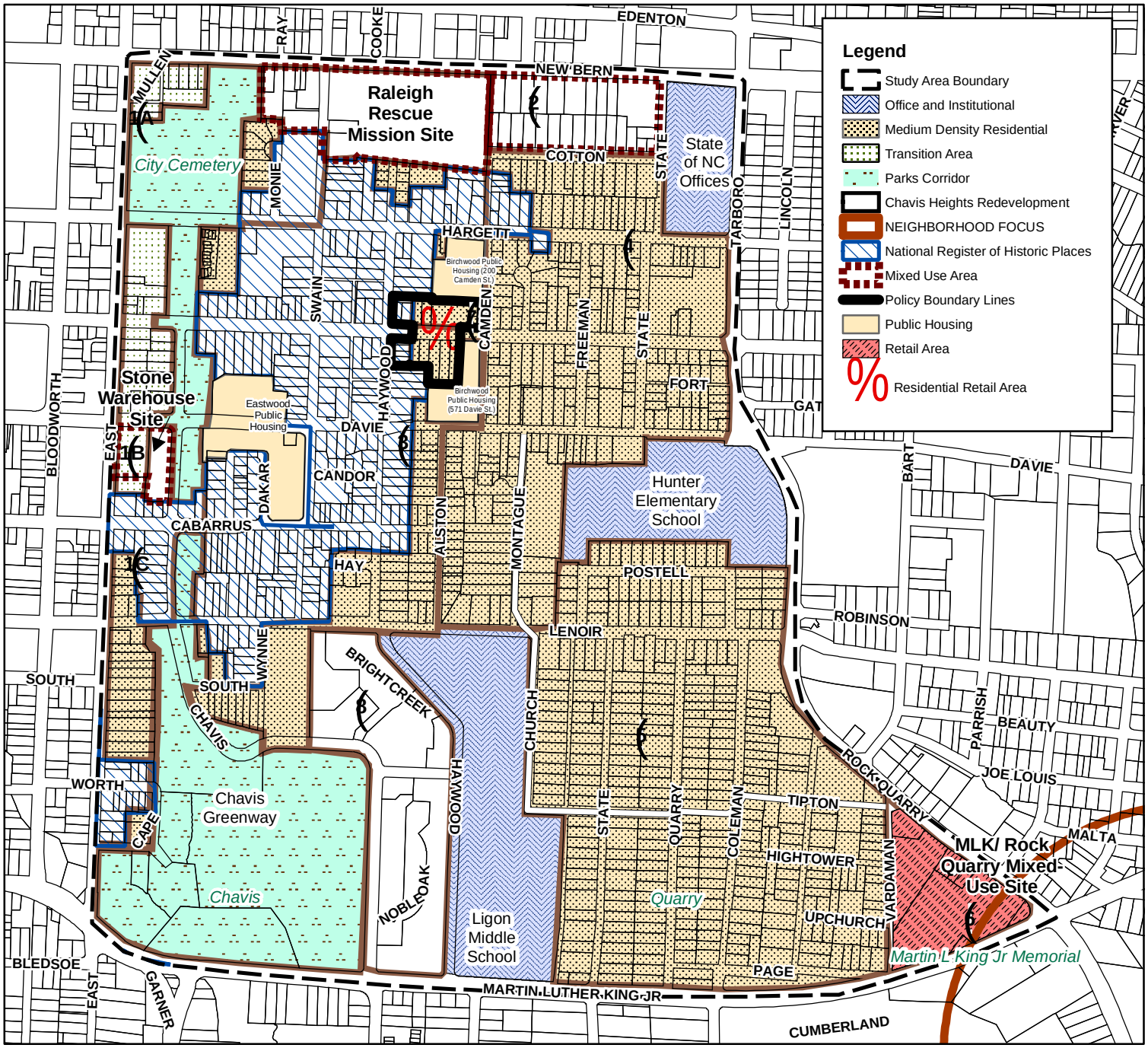
Area 6: Regional Oriented Shopping Center, Mixed-Use

11. Two to three story *Mixed Use Development* (Small scale Office, Retail, and/or Medium Density Residential) should be encouraged for properties at the northwest corner of Martin Luther King Jr., Blvd. and Rock Quarry Road.

Area 7: Neighborhood Shopping Area, Mixed-Use

12. Focus retail redevelopment within mixed use portions of Martin Street, development would include professional services.

Olde East Raleigh Small Area Plan Urban Form



1 **Downtown Transition Zone**
A) More dense residential development (townhouses, multi-family buildings)
B) Mixed-use development (commercial first floor, residential upper floors)
C) Infill residential development (primarily single-family)

2 **Olde East Raleigh "Front Door"**
A) Potential mixed-use development including the site owned by the Raleigh Rescue Mission

3 **Historic Core**
A) Infill residential development (primarily single-family)
B) Maintain historic character of area (design guidelines)
C) Emphasize broadening housing choices (larger homes on smaller lots)

4 **Mixed-Income Zone**
A) Infill residential development (single-family, multi-family)
B) Utilize existing larger lot sizes to create more diverse housing development

5 **Single-Family Zone**
A) Infill residential development (single-family)
B) Seek to increase lot size and home size where possible

6 **Region-Oriented Shopping Center, Mixed-Use**

7 **Neighborhood-Oriented Shopping Center, Mixed Use**

8 **Chavis Heights Redevelopment**

CHAPTER 12 GLOSSARY

Accessory Use
This is a use of property which is in addition to and secondary to another, primary land use. An example is a snack bar in an office building. The snack bar is a retail accessory use to the primary office use of the property.

Bikeway
A bicycle path, in the form of a special reserved lane on a street or a separate facility such as in connection with a greenway. The City has a Bikeway Plan which will eventually provide bicycle routes connecting all parts of the city. See Systems Plan, Chapter 5.

Buffer Streetyard
A type of corridor landscaping pattern in which varied plant materials, including understory trees and evergreens, buffer development from the corridor and screen parking and storage areas.

Business District Plan
A type of small area plan concerned with business areas. These may be pedestrian- or automobile-oriented business areas. The plan may be in association with a Pedestrian Business Overlay zoning district. A business district plan may also guide redevelopment of strip commercial land uses.

City Focus*
In the hierarchy of focus areas (neighborhood focus, residential community focus, community focus, city focus), a city focus contains a concentration of intense land uses, such as a major amount of retail activity, high density residential uses and a large concentration of both retail and non-retail jobs. The majority of these jobs are in the office, government and service categories. The market area for a city focus is the entire city. Examples are downtown Raleigh, Cameron Village, Crabtree Valley and the North Hills mall area. For guidelines for size, spacing and other aspects of focus areas, see the Guidelines section of Chapter 3.

Clutter (Visual, Roadway)
The proliferation of sign posts, utility lines and poles, regulatory signs, signals, advertising and lighting. The result is usually so visually confusing that the communicative intent is seriously undermined. Clutter is also aesthetically unpleasant.

Collector Street
Roads designed and located to connect residential or employment areas to bigger thoroughfares. Road design details can be found in the City of Raleigh "Streets, Sidewalks and Driveway Access Handbook."

Commercial Street
These roads provide land access and traffic circulation in commercial areas. Road design details can be found in the City of Raleigh "Streets, Sidewalks and Driveway Access Handbook."

Community Focus Area
In the hierarchy of focus areas (neighborhood focus, residential community focus, community focus, city focus), an area containing a moderate concentration of intense land uses, including retail in the form of a large shopping center(s) and/or specialty retail uses and possibly office, institutional and medium to high density housing. The community focus area is larger in scale than a neighborhood focus, but does not contain the high concentration of jobs found in a city focus or regional center. The majority of these jobs are in the retail and service sectors. The market area for retail uses in a community focus area is considerably larger than that of a neighborhood focus. An example of a community focus area is the Ashton Square/Tarrymore Square area. For guidelines related to focus areas, see Guidelines at the end of Chapter 3.

Comprehensive Plan
Compiled policies adopted by the City Council, related to various aspects of the city, including: land use, housing, economic development, transportation, water, wastewater, stormwater management, parks, recreation, greenways, police and fire protection, etc.. Comprehensive Plan policies are used by the Council and commissions, developers and land owners, as an indication generally of what the City of Raleigh wants itself to be. The Comprehensive Plan contains citywide policies, but also policies regarding smaller areas of land. Within the Comprehensive Plan are the District Plans, Systems Plans and Small Area Plans, which address issues on a progressively more detailed level.

Comprehensive Plan Amendment*
An addition or modification to the Comprehensive Plan. Anyone may propose such an amendment; the City Council must adopt it if it is to be included in the Plan. Typical amendments include small area plans and changes to the collector street network. The Comprehensive Plan is a vital document which is constantly undergoing scrutiny and evolution. All Comprehensive Plan amendments require a public hearing.

Conditional Use Zoning
A request for rezoning may include conditions which restrict the use of the land further and more particularly than the basic zoning category does. Example: a property owner applies to rezone his property from R-10 (medium density residential) to O&I-2 (office and institutional). This office zone has no building height limit. After discussion with nearby residents, who object to the construction of a tall building on this site, the property owner includes a condition with the rezoning request; the condition limits building height to, say 50 feet. The conditions are attached to the zoning and are enforced as zoning regulations. Conditional use zoning permits modifications of the zoning regulations, to fit the particular needs of a situation. It is often thought of as a bargaining tool.

Connective Streetyard
A type of corridor landscaping pattern in which plant materials, including evergreen trees and shrubs, form a dense planting pattern which connects adjacent structures, creating a visual edge. Parking is located behind this edge.

Conventional Transit

Transit service which operates on city streets, mixes with the cars and trucks on the city streets and does not have a fixed track or exclusive right-of-way in which it runs. Traditional bus service, car and van pooling and various shuttle services are all conventional transit.

Corridor Plan*
A kind of small area plan. In the hierarchy of the Comprehensive Plan, small area plans contain more detailed recommendations than district plans. Corridor Plans can apply either to a transportation corridor, such as a roadway or rail line or to a natural corridor such as a river. Corridor Plans are concerned with the particular circumstances related to the linear, flowing nature of corridors. Corridor plans are found with the other small area plans in Chapter 6.

Corridor Transition Areas
These are stretches of land that lie along thoroughfares, between focus areas. Land uses in transition areas are intended to be significantly less intense than those in focus areas. Land uses in transition areas in primarily nonresidential corridors include office and institutional uses. Medium and high density residential uses are permitted. Low density residential uses and retail uses except as accessory uses are not encouraged. Land uses in transition areas along primarily residential corridors are residential with medium density residential preferred. Low-density residential is also desirable if individual lot access onto the thoroughfare is restricted. Low intensity office is also desirable. Transition areas along gateway corridors allow more intense uses than those along other corridors. Retail uses, even small shopping centers, are permitted in gateway corridor transition areas at designated points shown in the Comprehensive Plan if access and design are carefully executed. Gateway and primarily nonresidential corridor transition areas which are also located within employment areas may contain limited retail uses under conditions outlined in the Retail Use Guidelines, Chapter 3. Landscaping, sign and access control and architectural unity are stressed in transition areas to distinguish them from focus areas and to preserve the traffic carrying functions of these corridors.

Cul-de-Sac
A short dead-end street, usually ending in a turn around.

Distributor Street
A street which distributes traffic from a single large use to the surrounding thoroughfares. Road design details can be found in the City of Raleigh "Streets, Sidewalks and Driveway Access Handbook."

District (Planning)
One of ten areas of the city which were created to enable planning on a smaller scale than the whole city: Central, East, North, Northeast, Northwest, North Hills, Southeast, Southwest, Umstead and University.

District Plans*
Plans prepared for the ten areas which were created to enable planning on a smaller scale than that of the whole city. These are the ten planning districts listed above under “District (Planning).” See Chapter 5 of the Comprehensive Plan for the District Plans.

ETJ
See Extraterritorial Jurisdiction.

Employment Area*
Office and industrial areas that have a high concentration of jobs, but lack the retail and the clustering of intensity associated with focus areas. These areas are intended to accommodate many of the office, manufacturing, industrial, warehousing and distribution and service jobs basic to the city's economy. Hotels, medium and high density residential uses are allowed in an effort to mix land uses and reduce automobile use. Retail uses may be permitted, as designated or allowed in the Comprehensive Plan, where they do not compromise the basic function of these areas as places to accommodate much of this expansion of the city's economic base. These areas will often be the subject of small area plans within the framework of the Comprehensive Plan.

Environmentally Significant Area
Areas designated for protection because of their importance to the natural environment of the city. Environmentally significant areas include ponds, lakes, streams, rivers and wetlands which appear on the U.S. Geodetic Survey 1:24,000 maps, 100 year floodplains (or the required width for a greenway, which ever is greater), areas of 15 percent and greater slopes, densely forested areas, significant wildlife and plant life habitats, areas of high shrink-swell soils, 36" diameter and larger trees, rock outcroppings and sites listed in the Inventory of Natural Places.

Expressway
Moderate speed roads with access restrictions and some grade separation, designed to support through traffic. Capital Boulevard is an expressway. Road design details can be found in the City of Raleigh "Streets, Sidewalks and Driveway Access Handbook."

Extraterritorial Jurisdiction (ETJ)
An area, also referred to as ETJ, which lies beyond the City limit line, but within the overall area in which the City exercises planning and development regulations, including zoning. The ETJ lies within a 3 mile area measured from the City limit line.

Fixed Guideway Transit
A form of transit in which the routes of transit vehicles are determined by structural aspects of the design of the transit system. Streetcars, trolleys, trains and some bus ways are fixed guideway transit because their routes are determined by the pathway for the transit vehicles. A bus moving in a freeway lane reserved for exclusive use by buses is a form of fixed guideway transit, but a bus on a city street is not, because it can move from lane to lane, pull over at will and mix with car traffic. An advantage of fixed guideway transit is its ability to move large numbers of people efficiently, without being slowed by the congestion of city streets. Fixed guideway systems, particularly those using light rail or busways often do have portions of the corridor where the transit vehicle mixes with other traffic but, the majority of the system provides an exclusive or highly controlled right-of-way for the transit vehicle.

Floodplain
The land adjacent to a stream, river or lake which is subject to flooding by storms whose severity and flooding effects can be measured. That is, a 100 year storm will occur on the average of once every 100 years and will be associated with a certain amount of rainfall and flooding and produce a 100 year floodplain. This constitutes both the floodway and floodway fringe.

Floodway
The land immediately adjacent to a stream, river or lake which is subject to flooding by the 100 year flood. Development is severely restricted here.

Floodway Fringe
Land adjacent to the floodway, also subject to flooding on an less frequent basis. Some building is permitted, if floodproofed and uses such as parking, are permitted.

Floor/Area Gross
Floor area gross, as used to determine floor/area ratio, is the sum in square feet of the gross horizontal areas of all floors of the building measured from the exterior walls or from the center line of walls separating two buildings. The floor area gross of a building shall include basement floor area when more than one-half of the basement height is above the established curb level or above the finished lot grade level where the curb level has not been established. Elevator shafts, stairwells, floor space used for mechanical equipment, attics, balconies and mezzanines, enclosed porches and floor area devoted to accessory uses shall be included in the calculation of floor area gross. However, any space devoted exclusively to off street parking or loading equipment, open or enclosed, located on the roof or attic space having head room of less than seven feet ten inches (7'10") shall not be included in floor area gross.

Floor/Area Ratio (FAR)
The floor/area ratio or FAR is the numerical value obtained by dividing the floor area gross of the building or buildings located upon a lot or tract of land by the total area of such lot or tract, less any public street right-of-way sixty feet or less in width.

Focus Areas*
An area of intense, concentrated land uses. There are four levels of focus areas: neighborhood focus areas, residential community focus areas, community focus areas and city focus, in a hierarchy of least to most intense. See definition of each.

Freeway
A high speed, fully access controlled (no driveways), grade separated (no traffic signals) road. In Raleigh, I-40 and the Beltline are freeways. Road design details can be found in the City of Raleigh "Streets, Sidewalks and Driveway Access Handbook."

Gateway Arterials
The major entry roads to the city. See "Gateway Corridor."

Gateway Corridor*
One of the major entrances to the city, including U.S. Hwy. 1 north, U.S. 401 north, U.S. 64 east, U.S. Hwy. 70 east and 401 south and U.S. 70 west. This designation does not include limited access roads such as Interstate 40. Gateway corridors are characterized by high traffic counts and mostly nonresidential development. Considering the traffic volumes, development pressures and community image potential of these gateway corridors, special urban form guidelines usually apply here.

Greenway*
This can be a natural area or a pedestrian and bicycle path within a natural corridor, often associated with a stream. Raleigh has a Greenway Plan which, when fully implemented, will provide a pedestrian network which will connect neighborhoods and parks in all parts of the city. The greenway system is also designed to limit inappropriate development in natural areas, protect floodplains, limit damage associated with flooding and to protect the wildlife and plant life associated with these natural areas. See Chapter 5, Systems Plans.

High Density Residential
Over 14 dwelling units per acre.

Historic District (Local)
An area designated by the City Council to be of historic value. The area is regulated through overlay zoning in such a way as to preserve its historic character. Exterior alterations are permitted only if they are in keeping with the historic character of the district. At the time of this writing, there were five local historic districts: Capitol Square, Blount Street, Oakwood, Boylan Heights and Moore Square. There are also several other areas listed in the National Register of Historic Places which are of significance to the city, but not subject to the same local zoning regulations.

Historic or Architecturally Significant Site
A site or structure which should be preserved because of its unique or historic architecture or particular historical associations with events, persons or people important to Raleigh's history or pre-history. Such a site may or may not be a designated an individual Raleigh Historic Site, but is important to the streetscape, character or fabric of a particular area or neighborhood.

Infill
The development of vacant or underdeveloped land (that is, land that is not developed to the intensity allowed by the existing zoning) in areas that are otherwise substantially developed. This may range from the construction of a new house on a vacant lot in a 50 year old subdivision to the demolition of a substandard housing block for the construction of an office building.

Intensity
Regarding land use, intensity is an indication of the amount and degree of development on a site and is a reflection of the effects generated by that development. These effects include traffic, stormwater runoff, noise and light, etc.

Land Use Transitions
A means of buffering between higher and lower intensity uses. It is generally considered desirable to shield residential areas, particularly low-density areas, from the effects of intense land uses, such as noise, bright lights and traffic congestion. This goal can often be achieved by locating a transitional land use between intense and less intense land uses, such as low intensity offices between a shopping center and single family houses.

Landmark

Distinctive natural or built feature which provides orientation or recognition, helping to give a location some distinction from other places.

Low Density Residential
Six or less dwelling units per acre.

Low Intensity Office
Low intensity office uses are residential in scale and have a minimal impact on and serve as transitions to lower density residential land uses. Typically, low intensity office uses incorporate adequate landscaping, screening and buffering adjacent to residential uses and have a minimal traffic impact.

Marginal Access Street
A street with access along only one side; a singly-loaded street. Road design details can be found in the City of Raleigh "Streets, Sidewalks and Driveway Access Handbook."

Medium Density Residential
Over 6 to 14 dwelling units per acre.

Minor Residential Streets
A street serving less than 40 dwelling units and less than two blocks long, which does not connect thoroughfares.

Minor Thoroughfares
These are typically undivided, four-lane streets on 80 feet of right-of-way. The use of these roadways is appropriate where existing driveways are limited such that a continuous center turn lane serves no useful purpose. Road design details can be found in the City of Raleigh "Streets, Sidewalks and Driveway Access Handbook."

Mixed Use Center
Locations that are, or can become, higher intensity focal points within larger neighborhoods. The emphasis is on high-quality, pedestrian-oriented concentration of mixed uses. The Mixed-Use Center encourages the development of compact, urban buildings that compliment the surrounding neighborhoods and are supported by existing and planned transportation networks constructed to support the traffic demands of both the auto and the pedestrian.

The Mixed-Use Center is typically defined by three organizing elements: the Core, a Transition, and the Edge.

Two types of Mixed-Use Centers have been identified: the Neighborhood Center and the Village Center. While both share basic urban design principles, the size (acreage) of the Core area and the permitted height of buildings is differentiated.

(Mixed Use Center) Core
The Core of a Mixed-Use Center is finite in size, typically radiating 1/8 to 1/4 mile (or a five minute walk for the average adult) from the very center of the core or a primary focal point such as a significant urban open space (e.g. Moore Square Park). The Core consists of the most intense urban buildings in both massing and use and is the center of pedestrian activity. Buildings in the Core are often vertically mixed-use, providing opportunities for housing and office uses above ground-level retail.

(Mixed Use Center) Transition
The Transition area, by its name, serves as a transition from the intensity of the Core to its surrounding, supporting neighborhood areas. The Transition area, due to its physical proximity to the Core, is the ideal location for medium to high density (where appropriate) housing. The housing is therefore supported by the Core and vice-versa along a fine network of well-connected, pedestrian-scaled streets. In addition, where transit stops are located within the Core, there is a significant user population within walking distance. The size of Transition area is largely a function of its walking distance to the Core. For Neighborhood and Village Centers, this distance is typically 1/8 mile and 1/4 mile respectively, though this distance may be increased to 1/2 mile around a rail transit station.

(Mixed Use Center) Edge
The Edge is not a part of the Mixed-Use Center as it is typically comprised of predominately single family housing. While these areas should be seamlessly connected to the Core by pedestrian-oriented streets, transitions from the "neighborhood" to the "center" should be accomplished through the proper design of the public realm of the street (including the use of traffic calming features on existing streets) as well through appropriate massing, scale, and architectural design of the buildings.

Mixed Use Development
A form of development in which two or more uses are located within the same building or area. For instance, a mixed use building may have stores or offices on the ground floor and apartments on upper floors.

Natural Buffer Areas
Areas where stream valleys, vegetation and/or grade changes are naturally occurring and not the result of planting or earth-moving. These areas are used to provide separation between land uses, particularly between land uses of differing intensity, such as residential and nonresidential uses. These areas usually are heavily vegetated and often contain mature tree stands or are densely forested.

Natural Corridors*
Linear land areas left in a natural state, especially associated with streams and rivers.

Neighborhood
A primarily residential area which has a sense of geographic unity.

Neighborhood Center
In general, Neighborhood Centers have a maximum distance from the center of the Core area to the Edge of 1/4 mile or a 5 minute walk for the average adult, with a Core Area (Minimum) of 8 acres and a Core Area (Maximum) of 30 acres (1/8 mile radius from the very center of the core.)

Neighborhood Focus Area*
In the hierarchy of focus areas (neighborhood focus, residential community focus, community focus, city focus), neighborhood focus areas are concentrations of low intensity land uses,

including retail often in the form of a shopping center. Also included are office, institutional and medium density residential uses. Neighborhood focus areas are surrounded by or are immediately adjacent to neighborhoods; these neighborhoods provide the market area for neighborhood focus retail uses. Examples of neighborhood focus areas are Greystone Village, Longview Gardens, Olde Raleigh and Southgate. For guidelines for neighborhood focus areas, see the "Guidelines" section of this Plan.

Neighborhood Plan
A kind of small area plan, containing more detailed recommendations than district plans. Neighborhood plans are intended to address neighborhood-specific issues. See the Raleigh City Code for neighborhood eligibility and plan preparation.

Non-Arterial Major Thoroughfares
These are typically undivided 5-lane streets or 4 -lane streets with medians on 90 feet of right-of-way, the use of these roadways is advantageous where the adjacent land use is nonresidential or where existing driveways indicate a need for a continuous center turn lane. Non-arterial major thoroughfares can have either residential or nonresidential land uses in their corridors. Design guidelines for thoroughfares vary accordingly.

Non-Motorized Transportation
Means of transportation, particularly walking and bicycling, which do not require a motor vehicle.

Open Space
Land reserved from development as a relief from the effects of urbanization. It is often intended to be used for passive recreation purposes, but may also include pedestrian plazas or active recreation areas.

Ordinance
A city law, which upon adoption by the City Council becomes part of the City Code.

Overlay Zoning
A type of zoning which modifies another, underlying zoning district. All property that has an overlay zoning district also has an underlying, basic zoning as well. Overlay zoning districts are usually concerned with only a few regulatory aspects of the total zoning of a property. An example is the Airport Overlay District. This has been applied to the area adjacent to the airport where noise is a significant factor in how the land is used. Within this area are properties with several underlying, basic zoning such as industrial and retail categories. In this particular overlay district, residential uses are prohibited because of the noise. Building heights are limited, because of potential problems with low-flying aircraft. For details see the Raleigh City Code.

Pedestrian-Oriented Development
A kind of urban form and land development pattern that is conducive to pedestrian access and circulation rather than or in addition to automobile or transit service. See also "Transit-Oriented Development" and "Greenway."

PBL
See Policy Boundary Line

Policy Boundary Line*

A line of demarcation between low density residential and nonresidential land uses. A policy boundary line can be used on land use maps to denote either a specific line of demarcation or a general area of transition between residential and nonresidential land uses. In determining whether the line should be definitive or generalized in nature, the following conditions should be examined:

In portions of the city where urbanization or development is occurring, a policy boundary line may be needed to denote a generalized area where a boundary should occur in future land use patterns signifying a change from nonresidential to residential uses. A definitive line cannot be drawn until certain public actions trigger a precise demarcation of land use patterns. Such actions could be a rezoning proposal, site plan review or subdivision of land. A definitive policy boundary line could then be interpreted to follow a set line based on a specific action of the Council. Until such time, the policy boundary line would serve as a signal or flag to the Council that careful study and attention should be given to establishing land use patterns in the area around the policy boundary line. Only substantial shifts in a generalized policy boundary line would require an amendment to the Comprehensive Plan. In areas of the city which have already been predominantly urbanized or developed, conditions may exist which allow for the placement of a specific policy boundary line. Existing land use patterns or zoning lines may already be established to a point that boundaries between residential and nonresidential uses are identifiable. In these cases, a specific line of demarcation can be drawn which clearly shows the extent to which nonresidential land uses should be extended. Such a specific policy boundary line would indicate that the nonresidential area within a focus area, transition area or employment area meets standards set forth in the Comprehensive Plan. Such a line also alerts the Council that neighborhoods may exist beyond the policy boundary line and that public or private actions in this vicinity should minimize or ameliorate any negative impacts on the adjacent residential character or quality of life.

A policy boundary line should not be interpreted so literally that higher residential densities would be excluded from the nonresidential side of the line. Such uses may be desirable as an integral part of mixed use developments or may contribute positively to the nonresidential land use patterns. Decisions should be made on a case-by-case basis.

Primarily Nonresidential Corridors

These corridors include mostly radial roadways, converging on downtown. These are major roads connecting different areas of the city and have primarily nonresidential adjacent land uses.

Primarily Residential Corridors

Corridors centered on mostly circumferential roadways, but also some radial roadways, connecting outlying areas to one another and with the city's center. These roads have mostly residential adjacent land uses.

Principal Arterials

The highest level of major thoroughfares. These facilities consist of limited-access freeways and expressways, as well as major, non-access controlled facilities referred to as gateway corridors. They are of regional importance, often designated as interstate and U.S. primary routes and have

an extensive statewide continuity and usage by non-local traffic. Road design details can be found in the City of Raleigh "Streets, Sidewalks and Driveway Access Handbook."

Private Streets
These roads provide access to abutting residential land uses. They are not maintained by City or State, but rather are the responsibility of the adjacent property owners.

Public Transit
See "Transit."

Quadrant
One corner of an intersection. Typically called out by direction, such as "northwest quadrant."

Redevelopment
Replacement of a previous land use with a new or more viable use. A substandard housing area may be demolished and redeveloped as new housing at the same density. A strip shopping area may be redeveloped as an office complex or a new retail concentration within a transition area. Redevelopment achieved through public (City) action is carefully regulated by State and local law. Private redevelopment is subject to the regulations governing other private development projects.

Regional Center*
Regional Centers contain the most intense development in the city. The concentration of housing, retail and employment is a major factor in the dynamics of the Triangle region. There are three Regional Centers in the city: the Central Area Regional Center; the area to the west and north of the airport and east of the Research Triangle Park on U.S. Hwy. 70, known as the Northwest/Airport Regional Center; and the Northeast Regional Center located in the Mini City area generally in the vicinity of Atlantic Avenue to U.S. 1 and U.S. 401.

Regional Intensity Area
Within regional centers, those areas that contain the highest concentrations of intense development. These regional intensity areas are downtowns of a sort. The three regional intensity areas designated in the Comprehensive Plan include Downtown within the Central Area Regional Center, and regional intensity area within the Northeast Regional Center and the Raleigh portion of the Triangle Regional Center.

Regional Rail Transit Station and Area
A transit station location shown within the Comprehensive Plan as designated by the Triangle Transit Authorities Regional Rail Transit project. These locations are along existing rail corridors and include a rail transit stop and surrounding support facilities. The Station Area is generally within ½ mile from the transit stop as more specifically defined by Station Area small area plans, and includes higher densities and intensities of land uses (transit oriented development) to support regional rail transit. The Station Area Core is generally within ¼ mile of the actual station where the most intense development is encouraged. The area between the Core and the edge of the Station Area, generally ¼ to ½ miles from the station, should provide transitions to existing lower density neighborhoods and areas of less intensity beyond ½ mile.

Regional Rail Transit Station Core Area
The area within generally ¼ mile of the transit station within the larger transit Station Area where the most dense and intense transit oriented land uses are located. The most intense and dense development should be as close as possible to the transit station. The core area boundary should be further established through the small area planning process, and can generally range in size from 20 to 30 acres, and may be up to 125 acres in size or larger depending on area characteristics determined through the planning process.

Residential (Rural)
Areas primarily residential in character and are typified by very low overall densities, typically two dwellings per acre or less. In water supply watersheds, allowable densities are determined by appropriate reservoir watershed protection standards.

Residential (Suburban)
Areas primarily low density residential in character, that is, six or fewer dwellings per acre.

Residential Community Focus Area*
In the hierarchy of focus areas (neighborhood focus, residential community focus, community focus, city focus), a residential community focus area is a concentration of lower intensity land uses, including retail (usually in the form of shopping centers), office, institutional and medium to high density residential uses. Located in a neighborhood context, the residential community focus area is larger in scale than a neighborhood focus area and serves a larger market area, but smaller in scale than a Community Focus. An example of a residential community focus area is the cluster of retail and office uses on Creedmoor Road at Strickland Road. For guidelines concerning residential community focus areas, see the "Guidelines" section of this Plan.

Residential Retail Area*
Residential retail areas are intended to fit exceptionally well into their neighborhoods, both by design and location. Impacts on surrounding residential areas should be minimal. For residential retail area policies, see Chapter 3 and the "Guidelines" section of this Plan.

Residential Street
An internally-oriented neighborhood street. Residences access onto these streets, which are not intended to be through streets. Road design details can be found in the City of Raleigh "Streets, Sidewalks and Driveway Access Handbook."

Retail Use
Businesses engaged in retail trade, the sale, lease or repair of merchandise to the general public for personal or household consumption. Included in this category are all retail uses, be they freestanding or part of a shopping center. Home occupations and limited home businesses are included in this category if any sales or services to the public or customers take place on the premises. Also included as retail uses are movie theaters, barber and beauty shops, dry cleaning, pet grooming, night clubs or bars, tailor shops, jewelry and watch repair shops and banking operations that contain drive-in windows or automatic teller machines. For a complete definition and list of retail uses, see the Raleigh City Code.

Rural
Sparsely settled countryside. The primary uses of rural land are agriculture and very low density residential development. Much rural land is vacant. In the area around Raleigh, large areas of rural land lie within water supply reservoir watersheds.

Secondary Arterial Major Thoroughfares
These roadways have somewhat lower levels of regional significance and continuity than principal arterials. Though less used by non-local motorists, these roadways are important arteries serving predominantly locally-generated traffic. Access limitations are less strict, as these facilities also must provide access to adjacent land. Separate turning lanes at all major access points should be provided to reduce impediments to smooth travel flow. Secondary arterial major thoroughfares can be either primarily residential or nonresidential. Design guidelines for thoroughfares vary accordingly. Road design details can be found in the City of Raleigh "Streets, Sidewalks and Driveway Access Handbook."

Secondary TOD Area
The area beyond the primary TOD that provides a transition to lower intensity development. Land consuming uses such as community parks, schools and industrial parks are found in secondary TOD areas. Secondary area residents can support TOD business and take advantage of transit opportunities.

Sensitive Area Major Thoroughfare
A four lane, median divided roadway specially designed to preserve the environmentally sensitive, rural or low-density character of areas such as watersheds and parks, yet which serves to link different areas of the city to provide adequate circulation. These thoroughfares do not have curbs and gutters. Road design standards for such roads are detailed in the City of Raleigh "Streets, Sidewalks and Driveway Access Handbook."

Sensitive Area Minor Thoroughfare
A two lane, undivided roadway specially designed to preserve the environmentally sensitive, rural or low-density character of areas such as watersheds and parks, yet which serves to link different areas of the city to provide adequate circulation. These thoroughfares do not have curbs and gutters. Road design standards for such roads are detailed in the City of Raleigh "Streets, Sidewalks and Driveway Access Handbook."

Single Family Housing (Detached)
Free standing houses on their own lots, each intended to be occupied by one family.

Site Plan
A drawing of the development of a particular tract of land. Usually included are the size of structures and their orientation on the lot, lot size and configuration, topography and grading, paving areas, parking and landscaping. The City's zoning regulations require public approval of many nonresidential site plans.

Small Area Plans*
In the hierarchy of the Comprehensive Plan, small area plans follow the overall Comprehensive Plan and the District Plans in size and detail. Small area plans often contain land use recommendations and policy boundary lines. These are the different kinds of small area plans:

corridor plans, watershed plans, business district plans, neighborhood plans, regional center plans and special area plans.

Special Areas*
These are unique land areas which present particular planning situations. They are all in government ownership and are moderately-sized tracts. Examples include land fills and research farms.

Special Highway Overlay District or SHOD
An overlay zoning district which addresses appearance issues on Raleigh's primary arterial roadways and includes standards for corridor landscaping. See the City Code for specifics.

Sprawl
Low density, automobile-dependent development, particularly on the fringes of the city. The desire for inexpensive land often prompts the development of land on the urban fringe that is surrounded by undeveloped land, rather than the development of vacant land that is adjacent to an urbanized area. Sprawl causes expensive road and utility extensions and excessive reliance on automobiles, leading to traffic congestion, long commuting trips, increased air pollution and road wear. Sprawl often makes the development of successful public transit systems difficult.

Street Grid
An arrangement of streets that meet at right angles to one another, forming square or rectangles of land as viewed on a map. Older Raleigh neighborhoods such as South Park are completely built on a street grid, whereas in newer sections of Raleigh, the thoroughfares roughly form an expanded grid, while the more curvilinear, residential streets and are more reflective of the topography and more complex land ownership patterns.

Strip Development
The tendency of land next to major roadways to develop commercially, on an individual, lot-by-lot basis, with few other land uses. Strip developments may be small businesses, such as automobile shops, convenience stores and fast-food restaurants, one after another for blocks, or rows of shopping centers or combinations of the two. Usually strip development is associated with direct automobile access and visibility from the thoroughfare. It can result in visual clutter, traffic congestion and sprawl and create traffic conditions which lead to congestion, delays, high accident rates, air pollution and the like.

Subdivision
The splitting of tracts of land into smaller parcels. The most common usage of this word applies to the splitting of large land parcels into numerous housing lots or lots for commercial uses.

Suburban
Pertaining to the low to medium intensity development patterns which surround the downtown or other more intense, urban areas of the city. The suburbs are often residential in character, with single family detached houses being the primary use of land. However, increasingly the suburbs contain employment and service centers, as well as residential areas. The form of the suburbs is historically determined by the automobile.

Traffic Generation
The number of vehicles that arrive at and depart from a particular place. Traffic generation is often used as a measure of intensity for a land use. For instance, most commercial uses have a higher traffic generation rate, that is the number of vehicles coming and going is greater than that of a single family house.

Transit
The conveyance of people locally from one place to another in multi-passenger vehicles along determined routes on a fixed schedule. Usually this term applies to ground transportation other than the automobile. Buses, trains and trolleys are forms of transit. Autos and vans can also be used to provide transit service such as car- or van-pooling, if these vehicles contain more than one occupant. In the Raleigh Comprehensive Plan, buses working on the city streets are referred to as conventional transit and trains, trolleys, streetcars and buses operating in traffic lanes exclusively for their use are called fixed guideway transit.

Transit-Oriented Development (TOD)
A kind of urban form and land development pattern that is conducive to being served by transit, rather than or in addition to the automobile. Usually transit-oriented development implies higher intensity, mixed use developments within walking distance (usually within ½ mile) from a transit stop. To make transit operate efficiently, the number of people riding transit must be maximized, and transit-oriented development must emphasize pedestrian accessibility. Consequently, higher density residential uses and concentrations of nonresidential uses, particularly high employment generating uses and support services, are grouped within a half-mile of transit stops, with land use intensity increasing with closeness to the Core area of the Station Area. Land use intensities and densities would decrease away from the Core area approaching existing lower density neighborhoods, with transitions included within development plans to ensure compatibility with these existing neighborhoods.

Transition Areas
See "Corridor Transition Areas" and "Land Use Transitions."

Transportation Corridors
Roadways and/or railroads and their adjacent land, including rights-of-way, sidewalks, landscaping and utilities. Parcels of land next to roads and railroads are also part of these corridors. See also "Corridor Transition Areas," and "Primarily Residential" and "Primarily Nonresidential Thoroughfares".

Urban
Pertaining to the city and usually to built-up parts of the city, as opposed to rural or suburban areas. Urban implies medium to high intensity land uses and medium to high density residential development, buildings that cover most of the lot on which they sit. Pedestrian orientation is a distinct feature of most urban places, as is a mixed pattern of land uses containing residences, job sites, retail and service areas in close proximity to each other.

Urban Form*
The character of a place which is a combination of and relationship between the natural and built environment, which together help create an image for the city.

Urban Parks, Open Spaces & Greenways
Critical parks, open spaces and greenways located in urban areas and spaces, such as City and Community Focus areas, Regional Intensity areas and Regional Rail Transit Station Areas. These facilities could include public plazas, courtyards, paved greenway and sidewalk connections and small parks/open spaces designed to fit within and complement dense urban settings where more intense land uses predominate, and where larger facilities may not be possible or desirable.

Village Center
Village Centers typically radiate ½ mile (10 minute walk) from the center of the Core to the Edge, with a Core Area (Minimum) of 30 acres (1/8 mile radius from the very center of the core) and a Core Area (Maximum): 125 acres (1/4 mile radius).

Watershed
The area that drains into a particular river, stream or lake. In Raleigh, the Swift Creek and Falls Lake Watersheds are significant because the water collected in these watersheds is used for drinking water. These are called water supply watersheds. For standards related to watersheds, see the "Guidelines" section of this Plan. Watershed Plans, a type of small area plan, provide policies and guidelines for protecting our drinking water supply.

Wetland
Low-lying area often subject to periodic flooding. This land commonly has standing water on it or is water-saturated for much of the year. Certain wetlands are regulated by Federal statutes.

Zoning
A legal device used by the City of Raleigh and other cities for controlling land use and other aspects of land development. Building size, setbacks and parking are all regulated by zoning. Zoning should reflect and be consistent with the Comprehensive Plan. The Comprehensive Plan, however, is a statement of development policy and contains guidelines for the development and redevelopment of the city. Zoning is a device for implementing that Plan.