



# STAFF REPORT – CP-2-20 MIDTOWN

## Comprehensive Plan Amendment CP-2A-20: New Section of Area-Specific Guidance

### MIDTOWN (MT) Area-Specific Guidance

This is a city-initiated amendment to the 2030 Comprehensive Plan to incorporate new area plan policies and actions to implement the *Walkable Midtown* area plan. The amendment would add a new Midtown (MT) subsection to the area-specific guidance section of the Comprehensive Plan.

The new area plan section reads as follows:


The Midtown Area Plan was adopted in [year] for the area between Atlantic Avenue and Six Forks Road to the east and west and Millbrook Road and Crabtree Creek to the north and south. Recommended actions and policies of the plan focus on walkability and other transportation needs, creating new public spaces, improving infrastructure, using enhanced natural spaces to address flooding, reducing per capita emissions of carbon and other pollutants, and accommodating future housing and employment. The Midtown plan replaces the Six Forks corridor plan, which overlaps a portion of the Midtown area, but the adopted Six Forks recommendations are still operative, and policy guidance is retained in a section of this document.

The actions and policies of the plan are organized around “Seven Big Moves” that apply broader goals to specific topics and areas.

### Crossing the Beltline

Transportation efforts should include a focus on improving mobility by eliminating the barriers and funnels created by the Beltline and other wide, high-volume streets.

#### Policy MT 1 Bridging Barriers

Identify and pursue projects that improve mobility and provide safe pedestrian and bicycle crossings of at key locations through intersection improvements, grade separations, retrofits of existing crossings, and new vehicular and pedestrian bridges. 

#### Action MT 1 I-440 Bridges


Design and construct two I-440 crossings:

- A multimodal overpass connecting Barrett Drive with the southern segment of Quail Hollow Drive. The project will also connect Navaho Drive and Church at North Hills Drive with the new bridge/street connection.
- A pedestrian-bicycle overpass connecting Bush Street with Industrial Drive.


### Green Streets and Stormwater Infrastructure

As Midtown continues to emerge as a major center, infrastructure development should include a focus on stormwater.

#### Policy MT 2 Stormwater Infrastructure

Stormwater projects should use green stormwater infrastructure (GSI), and projects that meet more than one goal, such as also providing park space or traffic calming, should be prioritized. 

### **Policy MT 3 Green Streets**

Wide residential streets should be retrofitted with green stormwater infrastructure to better handle stormwater, improve water quality, beautify streets with trees and greenery, slow traffic, and create safer places to walk or bike. 

### **Action MT 2 Green Streets**

Design and construct Green Streets, including green stormwater infrastructure (GSI) elements such as planters, rain gardens, and pervious pavement; traffic calming measures; and bicycle facilities or shared-use path. The facilities are not all separate – the GSI serves as the traffic calming device and creates safe space for people walking and biking. Green Street priority locations are shown in map AP-MT2.


### **Action MT 3 Stormwater Drainage Basin Study**

Complete an updated review of the stormwater drainage basins in the Midtown area and implications for existing and planned stormwater infrastructure.


## **Connected Streets and Pedestrian Safety**

A network of connected, pedestrian-friendly streets will handle future transportation demand in a way that encourages more walking trips and avoids extensive road widening. Pedestrian safety and comfort should be prioritized throughout the area.


### **Policy MT 4 Connected and Walkable Streets**

Increases in vehicular travel should be accommodated primarily by improving street connectivity rather than widening arterial streets. Map AP-MT2 Midtown Transportation shows the locations of new streets. 

### **Policy MT 5 Pedestrian Safety**

New and existing streets in Midtown should be safe and comfortable for all users, allowing a higher percentage of trips to be made by walking, transit, or biking. Vehicle speeds must ensure pedestrian safety. Intersections should be designed to be safe and comfortable for pedestrians – if that is not possible, then a grade-separated crossing should be installed. Proposed locations are shown on map AP-MT2. 

### **Policy MT 6 Transportation Demand Management**

Midtown transportation approach includes providing a range of travel options, and alternatives to single-occupant vehicle travel in Midtown should be identified and promoted. Employers should provide information about options to employees. In lieu of free parking for employees, a broader transportation benefit should be offered that allows workers the choice to use it for parking or other forms of commuting. 

### **Action MT 4 Street Network**

Implement the street network and other transportation recommendations of the Midtown area plan through a combination of capital projects and private redevelopment. Key projects include:

- An extension of Benson Drive to the north and parallel to Wake Forest Road that intersects with Dresser Court, Colby Drive, Hardimont Road, Steinbeck Court and terminating at Bland Road.
- Convert Bland Road into a pedestrian-friendly “main street” by improving pedestrian and bicycle facilities.
- Wake Towne Drive extension to Barrett Drive.

- St. Albans Drive widening to four lanes between Benson Drive and Wake Forest Drive, center turn lanes elsewhere, and separated bicycle facilities from New Hope Church Road to Dartmouth Road.
- Adding turn lanes to Wake Forest Road intersections with Navaho Drive and St. Albans Drive.
- Study the possibility of including transit-only lanes in the planned extension of Six Forks Road to Capital Boulevard.

#### **Action MT 5 Millbrook Road Study**

Monitor future transportation demand along Millbrook Road. If vehicle counts are low enough, study the possibility of a road redesign to expand bicycle and pedestrian facilities by limiting automobile traffic to two lanes with a turn lane.

#### **Action MT 6 Six Forks School and Connectivity Study**

Study school and connectivity issues in the area between Rowan Street and North Glen Drive. Topics include school transportation at Carroll Middle School and St. Timothy's School, as well as potential for additional types of connectivity, including bicycle-pedestrian only, to streets on the east side of Six Forks Road.

#### **Action MT 7 Wake Forest Road Corridor Reconditioning Study**

Study Wake Forest Road from St. Albans Drive to Millbrook Road. Topics include access management, lane-width increase, streetscape and bicycle-pedestrian amenities, and transit accommodations, including a potential BRT extension. As a preliminary step, work with NCDOT on reducing the speed limit to 35 mph.

#### **Action MT 8 Safe Speeds**

Reduce automobile speed on Midtown streets where feasible. For example, coordinate with NCDOT to study speeds on arterial streets (Atlantic Avenue, Six Forks Road, Millbrook Road). and reduce speed limits to 35 mph as supported by study. On neighborhood streets, work with residents on implementing the Neighborhood Traffic Management Program as requested.



#### **Action MT 9 Midtown Transportation Demand Management**

Create a Midtown-specific plan for transportation demand that encourages and incentivizes walking, biking, carpooling, transit use and other means of reducing vehicular trips. Implementation will involve working closely with employers and will particularly focus on promoting awareness of transportation improvements as they occur, such as new transit routes and pedestrian-bicycle facilities.



## **Serious Transit**

Transit increasingly will become an alternative to driving and will serve a growing percentage of trips in Midtown.

#### **Policy MT 7 Frequent and Rapid Transit**

Frequent transit should be available to connect Midtown with downtown and other major centers of the city. Supporting infrastructure, including a transit center, improved stops, and crosswalk and other pedestrian amenities, will make transit a practical option for more people. As transit use grows, consider serving the area with a bus rapid transit (BRT) connection to downtown.  

### **Policy MT 8 Transit Collaboration**

GoRaleigh should work with private transit providers to ensure that information, such as schedules and real-time arrivals, for privately operated transit is available to all transit users. Public and private transit stops and facilities should, where possible, be co-located.  

### **Action MT 10 Midtown Core High Frequency Route**

In conjunction with the multimodal bridge, assess frequent transit routing that serves areas along St. Albans and Industrial Drive.

### **Action MT 11 Future Midtown Rapid Transit**

Study the feasibility and preferred route of a bus rapid transit (BRT) extension north from downtown, potentially using a combination of Six Forks, Wake Forest, Atlantic, and the I-440 corridor.

## **The Midtown Ring**

All major destinations, such as North Hills, the Waterfront District, Wake Tech, Duke Raleigh Hospital, and residential neighborhoods in the Midtown area should be accessible to people walking or biking, both to allow healthier lifestyles and to reduce carbon usage.

### **Policy MT 9 Midtown Ring**

New and expanded infrastructure should be implemented in a way that builds the Midtown Ring, a complete network of greenways, on-street protected bike lanes, that connects neighborhoods with all major destinations in the area.  

### **Action MT 12 Midtown Ring**

Design and construct the Midtown Ring and other pedestrian safety recommendations of the Midtown plan through capital projects and private development. The Ring and key projects are shown on map AP-MT2. Supporting projects include a suite of pedestrian visibility enhancements for intersections with noted safety concerns, including high visibility crosswalk markings, in-road signage, advance warning signage, curb bump outs, lighting, and other elements as needed. In locations where streets are too wide for comfortable crossings, pedestrian overpasses are recommended.







## **Midtown Living/Midtown Works: Land Use Guidance**

Midtown is a vibrant and increasingly mixed-use place in its core. The area will continue to provide a range of housing and employment opportunities while ensuring that new development respects the scale of nearby residential neighborhoods.

### **Policy MT 10 Land Use and Transitions**


Height will transition gradually from lower-scale residential areas to denser, mixed-use areas. See Map AP-MT 1 for more guidance.      

### **Policy MT 11 Midtown Zoning Consistency**


Rezoning requests should be consistent with the area-specific guidance shown on Map AP-MT 1 and included in the following policies. If they are not consistent, they should not be deemed consistent with the Comprehensive Plan overall, unless significant public benefits beyond code requirements are included, such as stormwater mitigation, carbon reduction, and expanded or enhanced public space recommendations.      




### **Policy MT 12 Midtown Height**

Map AP-MT1 recommends appropriate building height ranges. If a rezoning includes a request for height in the upper half of the range, it should include significant public benefits beyond code requirements, such as stormwater mitigation, carbon reduction, and expanded or enhanced public space contributions. 

### **Policy MT 13 Affordability**

Rezoning proposals that request seven or more stories of height and include a residential component should include affordable units. At least 10 percent of additional units beyond the current entitlement should be affordable at 80 percent of area median income for at least 10 years. 


### **Policy MT 14 Missing Middle Housing**

Parcels directly along Millbrook Road and Atlantic Avenue are suitable for the development of housing types other than only detached houses. “Missing middle” types such as duplexes, triplexes, fourplexes, and townhouses are appropriate. On Map AP-MT1 Midtown Land Use/Urban Form these areas are labeled as “Additional Housing Type Opportunities.” 


## **The Midtown Waterfront District**

Crabtree Creek is significant natural feature that flows through Midtown. “Creek” is a misnomer, as the waterway is larger than many of the state’s rivers and is one of Raleigh’s major riparian corridors. The Waterfront District is bounded by I-440, Atlantic Avenue, Crabtree Creek, and Big Branch Creek. It will be a unique place in Raleigh where urban life, public park space, and waterside activity come together.


### **Policy MT 15 Midtown Waterfront District**

The Waterfront District will become a vibrant, walkable center of Midtown. It will support a mix of uses, public space, and a walkable “Main Street” along Industrial Drive. 

### **Policy MT 16 Waterfront District Stormwater and Public Space**

Rezoning proposals in the Waterfront District floodplain should include stormwater mitigation or public space provisions more rigorous than code requirements. 


### **Policy MT 17 Waterfront District Commercial Uses**

High-density housing and development in the waterfront district, particularly facing the waterfront, should include ground-level retail. While office uses are not discouraged in the district, residential uses are preferred. 

### **Policy MT 18 Waterfront District Drive-Thru Facilities**

Drive-thru facilities should not be included in the Waterfront District. 

### **Policy MT 19 Waterfront District Parking**

Parking should not be located between buildings and streets in the Waterfront District. 

### **Action MT 13 Waterfront District Study**

Explore additional zoning tools and other regulatory approaches that may assist in realizing the Waterfront District vision.

### **Action MT 14 Affordable Housing Development**

Acquire land for affordable housing within the waterfront district and/or support private efforts to develop affordable housing within the district.

### **Action MT 15 Midtown Waterfront Park Acquisition**

Acquire parcels adjacent to Crabtree Creek for new public park space. Partner with the private sector for both funding and interim purchase opportunities before public money is secured.

### **Action MT 16 Midtown Waterfront Park Study**

Conduct a study of the park space, uses, necessary infrastructure, and future development nearby.

### **Action MT 17 Crabtree Restoration**


Perform a stream restoration and beautification project on the Crabtree Creek waterway within the study area. Facilitate the creation of a “Friends-of” group to support ongoing beautification, maintenance, and stream health efforts.

## **Six Forks**


This section incorporates the recommendations of the the Six Forks Road corridor study, adopted in 2018. It covers the areas from the intersections of Six Forks Road and Lynn Road and Sandy Forks Road and Spring Forest Road south to the intersection of Six Forks Road and Ramblewood Drive.

The plan identified transportation and streetscape design options and strategies to improve the corridor at all scales, with a particular focus on how transportation and streetscape strategies impact placemaking, multimodal accessibility, and economic development. All of the plan’s final adopted policies and actions remain in place, and key policies are listed below.


### **Policy MT 20 Six Forks Road Corridor**

Reposition Six Forks Road as a “Complete Street” extending from Interstate-440 to Lynn Road that maintains six lanes for vehicle traffic divided by a landscaped median, establishes separated bicycle and pedestrian facilities, and accommodates vehicles, cyclists, pedestrians, and transit. 


### **Policy MT 21 Six Forks Road Streetscape Design**

Incorporate streetscape improvements for Six Forks Road that use one of two design types developed as part of the Six Forks Road Corridor Study. The Urban Boulevard would be used in the vicinity of the North Hills development near I-440 and in the area surrounding the Millbrook Road intersection, while the Parkway Boulevard type is recommended for the areas between North Hills and the Millbrook Road intersection vicinity and the area north of Millbrook Road. 


### **Policy MT 22 Neighborhood Gateways**

Establish neighborhood gateways along Six Forks Road at the entrances to adjacent residential neighborhoods that incorporate neighborhood identification signage, landscaping, public art, streetscape features, and curb extensions to shorten the distance for pedestrians to cross the streets intersecting with Six Forks Road. 

### **Policy MT 23 Environmental Sensitivity**

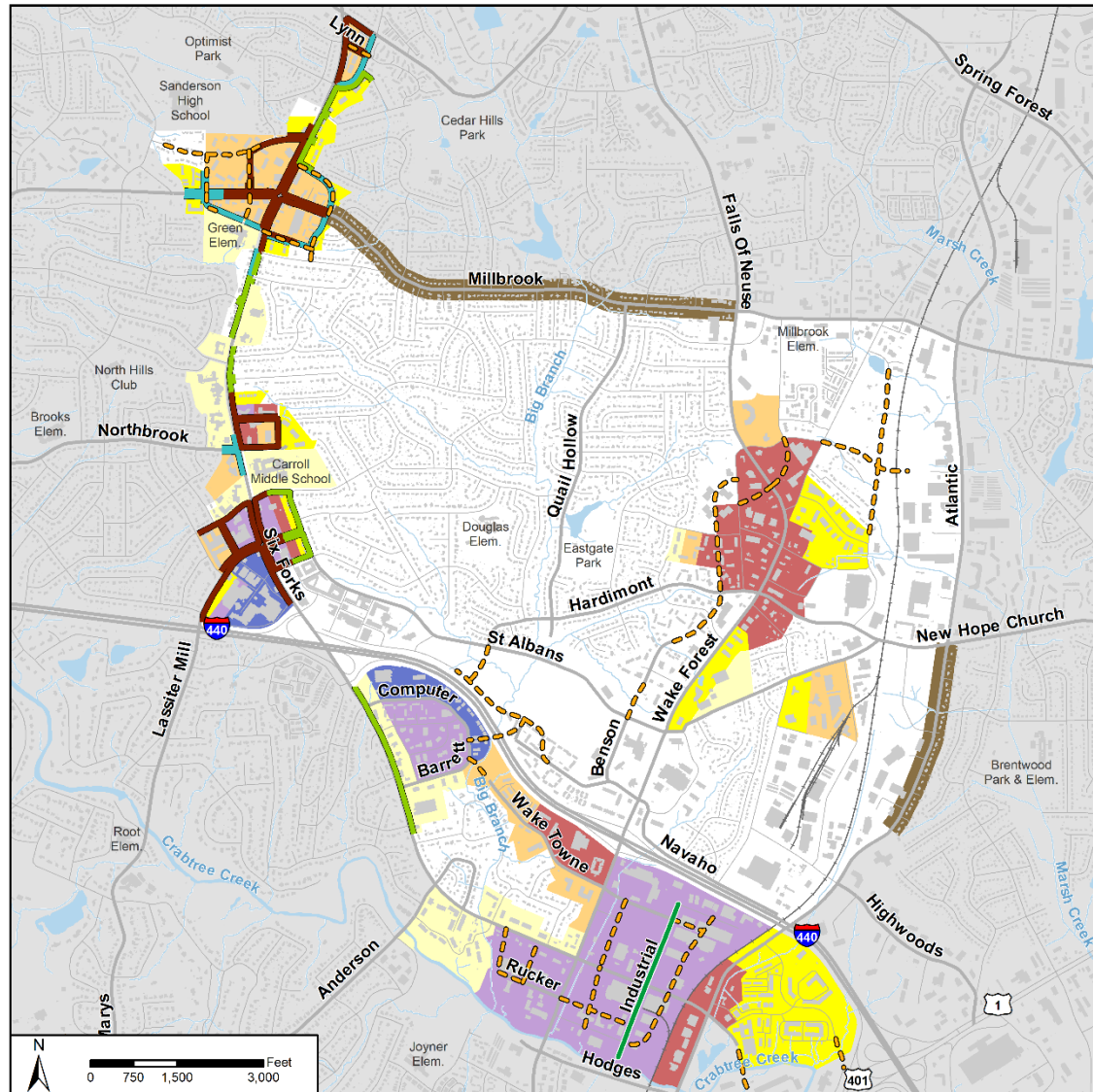
Emphasize a commitment to environmental design in the corridor by integrating stormwater management techniques into the design of the streetscape at the sidewalk and in the median. 

### **Policy MT 24 Public Art**

Incorporate public art into the streetscape design along the corridor, both with freestanding pieces and integration with streetscape elements and transit stops. 

# Map AP-MT1: Midtown Land Use / Urban Form

Adopted: TBD



- Proposed Street
- Proposed "Waterfront District" Main Street\*
- Additional Housing Type Opportunities
- Recommended Zoning Frontage**
- Green
- Urban Limited
- Parking Limited
- Recommended Height**
- 3 stories
- 4 stories
- 5 stories
- 5 - 7 stories
- 7 - 12 stories
- 20 stories

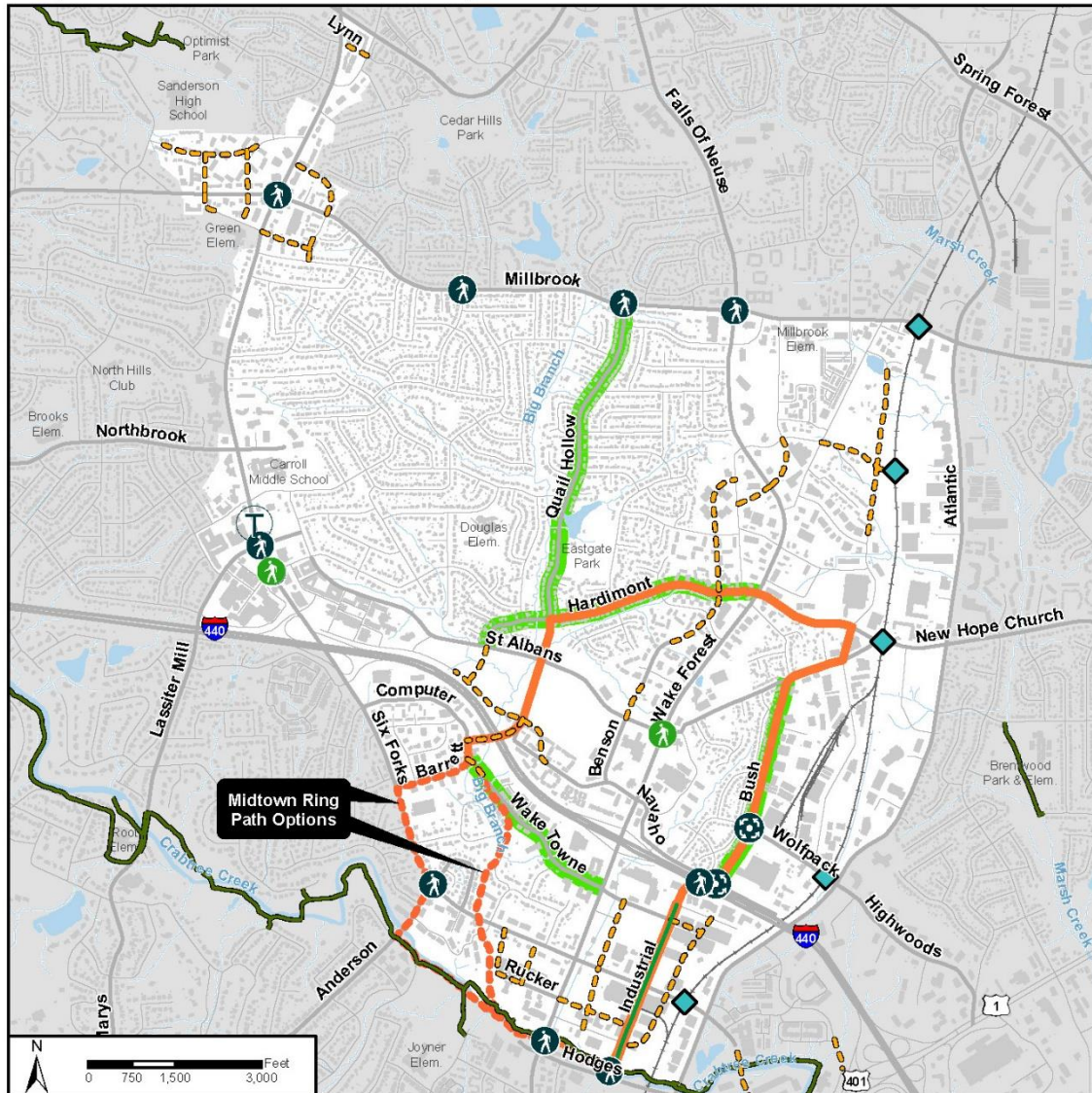
\*see policy guidance for specifics

Map created 4/13/2020 by the Raleigh Department of City Planning



## Map AP-MT2: Midtown Transportation

Adopted: TBD



- |  |                                       |  |   |
|--|---------------------------------------|--|---|
|  | Proposed Transit Hub                  |  | Proposed Street                             |
|  | Proposed Grade Separation             |  | Proposed Green Streets                      |
|  | Proposed Pedestrian & Bike Facilities |  | Proposed "Waterfront District" Main Street* |
|  | Proposed Bike/Ped Overpass            |  | Proposed Midtown Ring*                      |
|  | Proposed Roundabout Location          |  | Existing Greenway Trail                     |

\*see policy guidance for specifics

Map created 5/15/2020 by the  
Raleigh Department of City Planning

## **CONSIDERATIONS FOR THE PLANNING AND DEVELOPMENT OFFICER'S REVIEW AND RECOMMENDATION:**

The following list of considerations for the Planning and Development Officer's review and recommendations regarding a proposed Comprehensive Plan amendment are not all-inclusive. Review and recommendations of proposed Comprehensive Plan amendments may consider whether:

**1. The proposed amendment corrects an error or meets the challenge of some changing condition, trend or fact;**

The proposed amendment reflects changing conditions and needs in the Midtown area, as reflected by the analysis and input that created the Walkable Midtown plan.

**2. The proposed amendment is in response to changes in state law;**

*n/a*

**3. The proposed amendment constitutes a substantial benefit to the City as a whole and is not solely for the good or benefit of a particular landowner or owners at a particular point in time;**

the amendment has broad benefits to the city as a whole. Specifically, it helps further the overall objectives and all of the major themes of Comprehensive Plan, including the themes of Economic Prosperity and Equity, Expanding Housing Choices, Managing Our Growth, Coordinating Land Use and Transportation, Greenprint Raleigh – Sustainable Development, and Growing Successful Neighborhoods and Communities.

**4. The proposed amendment is consistent with other identified Plan policies and adopted area plans;**

The proposed amendment is consistent with the following relevant Comprehensive Plan and area plan policies:

**Policy IM 4.1 Area Planning Studies**

Prepare area-specific planning studies for parts of the City where detailed direction or standards are needed to guide land use, economic development, transportation, urban design, and other future physical planning and public investment decisions. The focus should be on areas or corridors that offer opportunities for revitalization or new residential, commercial, and mixed-use development and redevelopment, areas with challenges or characteristics requiring place-specific planning actions and public interventions, and areas designated "special study area" on the Future Land Use Map.

**Policy IM 4.2 Area Study Content and Intent**

Ensure that area-specific planning studies take a form appropriate to the needs of the community and reflect citywide needs, as well as economic development policies and priorities, market conditions, implementation requirements, available staffing resources and time, and available funding. Such studies should address such topics as an existing conditions inventory, future land use recommendations, aesthetic and public space improvements, circulation improvements and transportation management, capital improvement requirements and financing strategies, the need

for zoning changes or special zoning requirements, and other implementation techniques. If necessary, as a result of the findings of the area-specific plans, Comprehensive Plan amendments to the plan's text or maps should be introduced to ensure internal consistency for the areas involved.

#### **Policy LU 2.1 Placemaking**

Development within Raleigh's jurisdiction should strive to create places, streets, and spaces that in aggregate meet the needs of people at all stages of life, are visually attractive, safe, accessible, functional, inclusive, have their own distinctive identity, and maintain or improve local character.

#### **Policy LU 2.2 Compact Development**

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

#### **Policy LU 2.5 Healthy Communities**

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

#### **Policy LU 4.1 Coordinate Transportation Investments with Land Use**

Ensure that transportation decisions, strategies, and investments are coordinated with and support the city's land use objectives.

#### **Policy LU 4.2 Transportation in Support of Walkable Neighborhoods**

Make the design and scale of transportation facilities compatible with planned land uses and with consideration for the character anticipated by this Comprehensive Plan for the surrounding neighborhood.

#### **Policy LU 4.3 Directing Transportation Investments**

Target transportation facilities, services, and investments to promote and accommodate the growth this Comprehensive Plan anticipates in mixed-use centers, commercial corridors, and residential neighborhoods while reducing reliance on single-occupancy vehicles.

#### **Policy LU 4.4 Reducing Vehicle Miles Traveled Through Mixed-use**

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

#### **Policy LU 5.4 Density Transitions**

Low- to medium-density residential development and/or low-impact office uses should serve as transitional densities between lower-density neighborhoods and more intensive commercial and residential uses. Where two areas designated for significantly different development intensity abut on the Future Land Use Map, the implementing zoning should ensure that the appropriate transition occurs on the site with the higher intensity.

**Policy LU 6.3 Mixed-use and Multimodal Transportation**

Promote the development of mixed-use activity centers with multimodal transportation connections to provide convenient access by means other than car to residential and employment areas.

**Policy LU 8.1 Housing Variety**

Accommodate growth in newly developing or redeveloping areas of the city through mixed-use neighborhoods with a variety of housing types.

**Policy T 2.3 Eliminating Gaps**

Eliminate “gaps” in the transportation system and provide a higher grid density that will increase mobility options and promote the accessibility of nearby land uses.

**Policy T 2.6 Preserving the Grid**

Existing street grid networks should be preserved and extended where feasible and appropriate to increase overall connectivity.

**Policy T 5.3 Bicycle and Pedestrian Mobility**

Maintain and construct safe and convenient pedestrian and bicycle facilities that are universally accessible, adequately illuminated, and properly designed to reduce conflicts among motor vehicles, bicycles, and pedestrians.

**Policy T 5.13 Pedestrian Infrastructure**

Ensure that streets in areas with high levels of pedestrian activity (employment centers, residential areas, mixed-use areas, schools) support pedestrian travel by providing such elements as frequent and safe pedestrian crossings, large medians for pedestrian refuges, bicycle lanes, frontage roads with on-street parking, and/or grade separated crossings.

**Policy T 7.2 Traffic Calming**

Incorporate traffic calming techniques and treatments into the design of new or retrofitted local and neighborhood streets, as well as within school, park, and pedestrian-oriented business areas, to emphasize lower auto speeds, encourage bicycling and walking, and provide pedestrians with a convenient, well-marked, and safe means to cross streets. Particular consideration should be given to traffic calming measures on streets where additional connectivity is planned.

**Policy EP 1.1 Greenhouse Gas Reduction**

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

**Policy EP 3.7 Protecting and Restoring Streams**

Preserve and restore the natural character of local and area streams and waterways through greenway acquisition, flood prone area regulation, purchase of properties in Neuse River Buffer and flood prone areas, drainage corridor and buffer protection, and improved public and private design and construction practices, including but not limited to stream stabilization and restoration.

**Policy H 1.8 Zoning for Housing**



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

**Policy PR 1.7 New Parks in Growth Centers**

Create new urban parks and enhance existing urban parks throughout Growth Centers using proactive planning, partnerships and innovative approaches.

**Policy PR 3.8 Multi-modal Integration**

Improve pedestrian and bicycle linkages by closing gaps in network connectivity and prioritizing connections to public transportation, streets, sidewalks, and other transportation corridors. Development along proposed Greenway Connectors should provide public access and infrastructure necessary to serve the needs of greenway trail users.

**Policy PR 3.13 Greenway-oriented Development**

Development adjacent to or encompassing a designated greenway corridor or greenway connector should provide links between internal pedestrian infrastructure and the greenway network, where appropriate. The development should pro-actively respond to greenways as an amenity, incorporating and maintaining greenway viewsheds and aesthetic character, as well as storm water management and flood control benefits.

**Policy PU 5.1 Sustainable and Resilient Stormwater Management**

Reduce run-off velocity and improve water quality from existing and new development using sustainable and resilient infrastructure techniques that use soils and vegetation to capture, cleanse, and re-use stormwater runoff.

**Policy UD 6.1 Encouraging Pedestrian-Oriented Uses**

New development, streetscape, and building improvements in Downtown, Main Streets, and TOD areas should promote high intensity, pedestrian-oriented use and discourage automobile-oriented uses and drive-through uses.

**Policy UD 6.2 Ensuring Pedestrian Comfort and Convenience**

Promote a comfortable and convenient pedestrian environment by requiring that buildings face the sidewalk and street area, avoid excessive setbacks, and provide direct pedestrian connections. On-street parking should be provided along pedestrian-oriented streets and surface parking should be to the side or in the rear. This should be applied in new development, wherever feasible, especially on Transit Emphasis and Main Street corridors and in mixed-use centers.

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

**A. Established property or proposed development in the vicinity of the proposed amendment;**

The amendment would support established property and proposed development by allowing a growing trend toward a more walkable, mixed-use place that allows more

housing choice while also ensuring reasonable and graceful transitions from taller, mixed-use areas to lower-scale residential areas.

**B. Existing or future land use patterns;**

The amendment would support and continue existing land use patterns and trends in the area, by allowing more people to live and work in growing mixed-use areas while ensuring graceful transitions in height down to lower-scale residential areas nearby.

**C. Existing or planned public services and facilities;**

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

**D. Existing or planned roadways;**

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

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

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

**F. Other policies of the Comprehensive Plan.**

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

**STAFF RECOMMENDATION:**

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

**STAFF COORDINATOR:**

Jason Hardin, [jason.hardin@raleighnc.gov](mailto:jason.hardin@raleighnc.gov), 919-996-2657



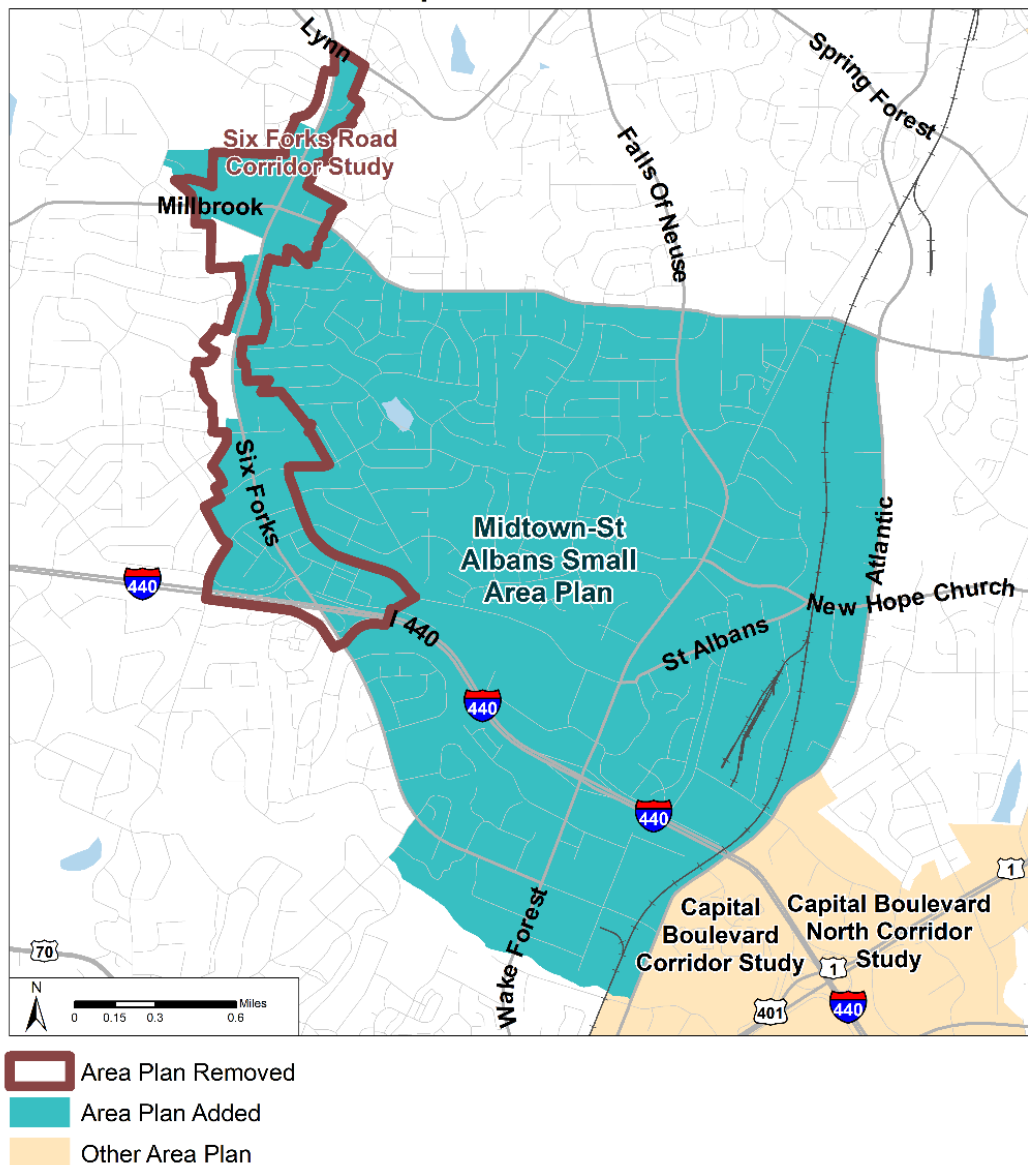
# STAFF REPORT – CP-2-20 MIDTOWN

## Comprehensive Plan Amendment CP-2B-20: Addition to Map AP-1 Area Plan Locations

### Map AP-1 Area Plan Locations Amendment

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

#### Amendment to AP-1: Area Specific Guidance



## **CONSIDERATIONS FOR THE PLANNING AND DEVELOPMENT OFFICER'S REVIEW AND RECOMMENDATION:**

The following list of considerations for the Planning and Development Officer's review and recommendations regarding a proposed Comprehensive Plan amendment are not all-inclusive. Review and recommendations of proposed Comprehensive Plan amendments may consider whether:

**1. The proposed amendment corrects an error or meets the challenge of some changing condition, trend or fact;**

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

**2. The proposed amendment is in response to changes in state law;**

*n/a*

**3. The proposed amendment constitutes a substantial benefit to the City as a whole and is not solely for the good or benefit of a particular landowner or owners at a particular point in time;**

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

**4. The proposed amendment is consistent with other identified Plan policies and adopted area plans;**

The proposed amendment is consistent with the following relevant Comprehensive Plan and area plan policies:

**Policy IM 4.1 Area Planning Studies**

Prepare area-specific planning studies for parts of the City where detailed direction or standards are needed to guide land use, economic development, transportation, urban design, and other future physical planning and public investment decisions. The focus should be on areas or corridors that offer opportunities for revitalization or new residential, commercial, and mixed-use development and redevelopment, areas with challenges or characteristics requiring place-specific planning actions and public interventions, and areas designated "special study area" on the Future Land Use Map.

**Policy IM 4.2 Area Study Content and Intent**

Ensure that area-specific planning studies take a form appropriate to the needs of the community and reflect citywide needs, as well as economic development policies and priorities, market conditions, implementation requirements, available staffing resources and time, and available funding. Such studies should address such topics as an existing conditions inventory, future land use recommendations, aesthetic and public space improvements, circulation improvements and transportation management, capital improvement requirements and financing strategies, the need for zoning changes or special zoning requirements, and other implementation techniques. If necessary, as a result of the findings of the area-specific plans, Comprehensive Plan amendments to the

plan's text or maps should be introduced to ensure internal consistency for the areas involved.

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

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

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

**STAFF RECOMMENDATION:**

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

**STAFF COORDINATOR:**

Jason Hardin, AICP, [Jason.Hardin@raleighnc.gov](mailto:Jason.Hardin@raleighnc.gov), 919-996-2657

## Staff Report – CP-2-20

### Comprehensive Plan Amendment CP-2C-20: Future Land Use Map

#### Map LU-3 Future Land Use Amendment

This is a City-initiated amendment for multiple parcels to change designations on Map LU-3 Future Land Use to reflect recommendations of the *Walkable Midtown* area plan. The following changes to MAP LU-3 Future Land Use are proposed:

1. On both sides of Industrial Drive south of Six Forks Road, 14 parcels are proposed to be changed from Community Mixed Use and Neighborhood Mixed Use to High Density Residential.

The 2030 Comprehensive Plan describes the existing Future Land Use category of the parcels on the west side of Industrial Drive as **Community Mixed Use**:

This category applies to medium-sized shopping centers and larger pedestrian-oriented retail districts such as Cameron Village. Typical commercial uses include large-format supermarkets, larger drug stores, department stores and variety stores, clothing stores, banks, offices, restaurants, movie theaters, hotels, and similar uses that draw from multiple neighborhoods. Development intensities could be higher than in Neighborhood Mixed Use areas, with mid-rise buildings as well as low-rise buildings. Where residential development occurs, ground floor retail would be encouraged and minimum building heights might be applied in transit-rich areas. Heights would generally be in the three-to-five-story range, although additional height up to 12 stories would be appropriate in TOD areas and at the core of mixed-use centers.

CX is the primary corresponding zoning district for these areas. Appropriate urban form standards for frontage should be applied, recognizing that some of the designated areas are established neighborhood “main streets” and others are suburban auto-oriented shopping plazas or strip centers fronting on high-volume arterial roadways. For both this category and Neighborhood Mixed Use, greater height should include appropriate transitions and be accompanied by a pedestrian-friendly relationship to the public realm.

The 2030 Comprehensive Plan describes the existing Future Land Use category of the parcels on the east side of Industrial Drive as **Neighborhood Mixed Use**:

This category applies to neighborhood shopping centers and pedestrian-oriented retail districts. The service area of these districts is generally about a one mile radius or less. Typical uses would include corner stores or convenience stores, restaurants, bakeries, supermarkets (other than superstores/centers), drug stores, dry cleaners, small professional offices, retail banking, and similar uses that serve the immediately surrounding neighborhood. Residential and mixed-use projects with upper-story housing are also supported by this designation. Where residential development complements commercial uses, it would generally be in the Medium density range.

NX is the most appropriate zoning district for these areas. Heights would generally be limited to three stories, but four or five stories could be appropriate in walkable areas with pedestrian-oriented businesses. Buildings at those heights should include appropriate transitions to any lower-density adjacent areas and be accompanied by a pedestrian-friendly relationship to the public realm.

The 2030 Comprehensive Plan describes the parcels' proposed Future Land Use category of **High Density Residential**:

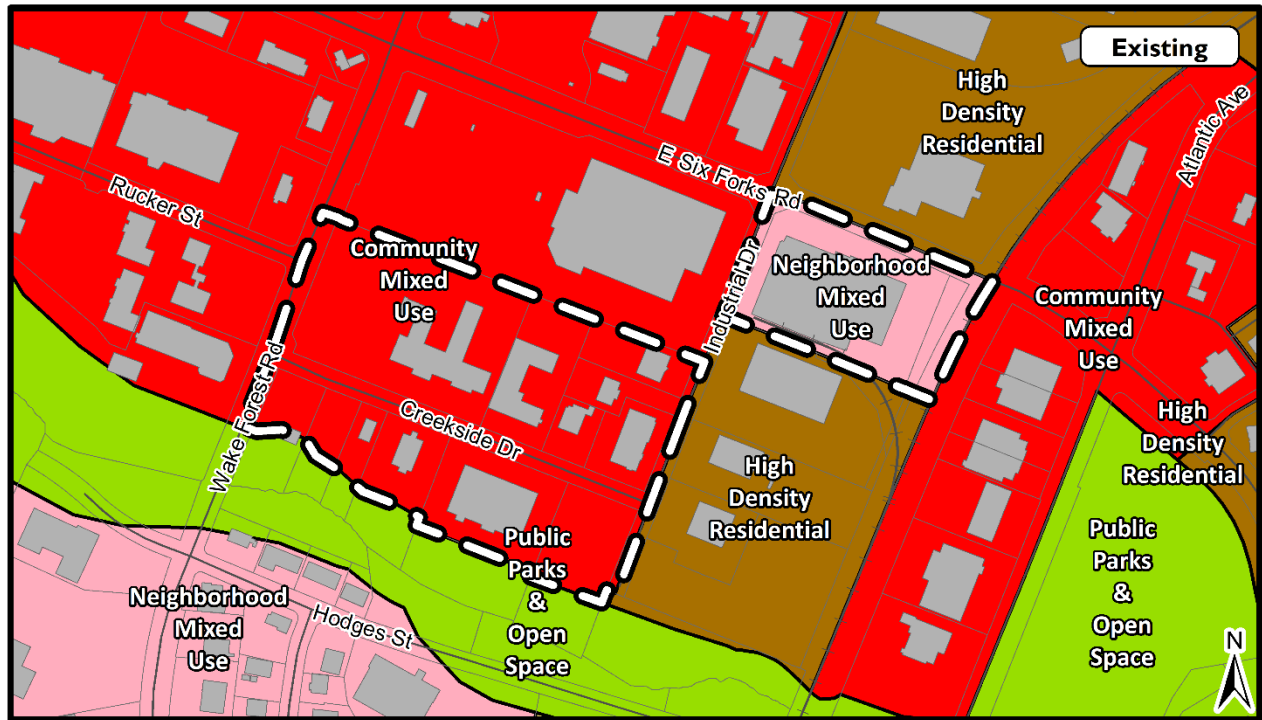
This category would apply to apartment buildings and condominiums. Conforming zoning would consist of the RX district with a height limit of five to 12 stories, depending on location and context. Other zoning districts which permit multifamily housing, appropriately conditioned, could be conforming as well. Although this is a residential zone, ground floor retail uses (with upper story housing) may be appropriate under certain circumstances. Comprehensive Plan Land Use Section policies should be consulted for additional guidance.

Map follows on next page.

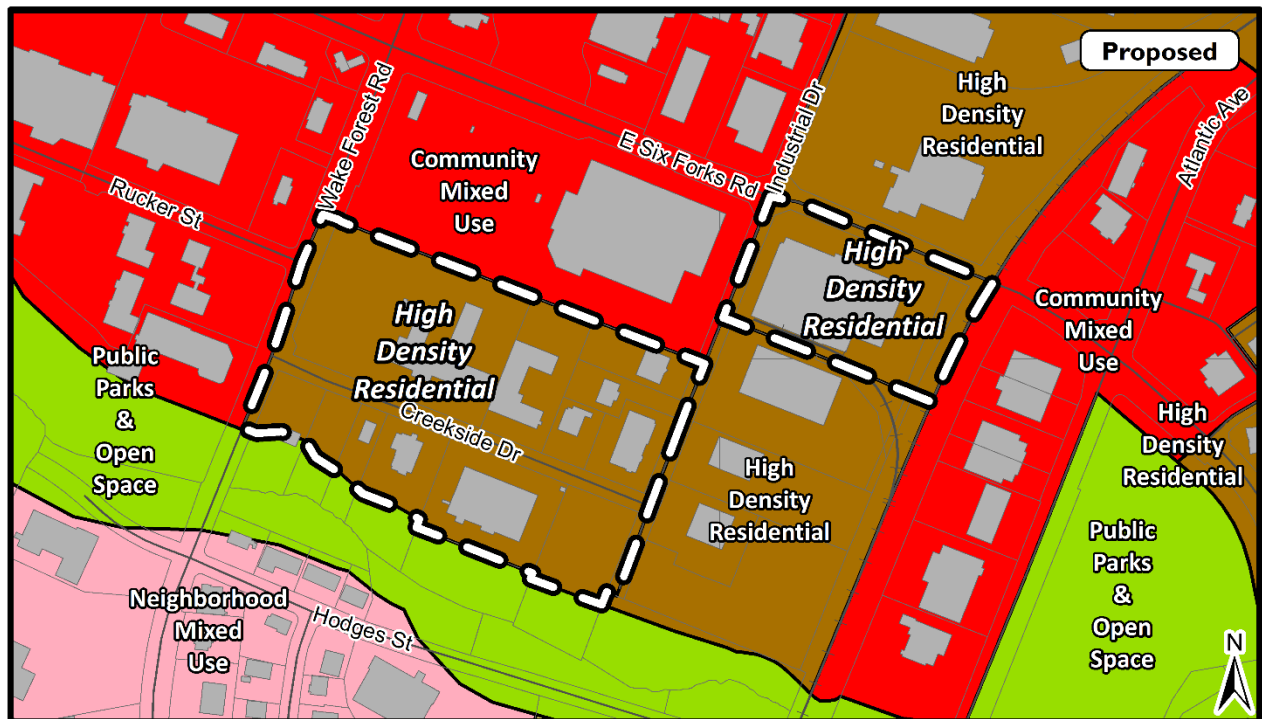


## Proposal to Amend the Future Land Use Map

Existing Designation: Neighborhood Mixed Use and Community Mixed Use



Proposed Designation: High Density Residential



2. On the east side of Six Forks Road between Windel Drive and Crestview Road, four parcels are proposed to be changed from Low Density Residential to Office and Residential Mixed Use.

The 2030 Comprehensive Plan describes these two parcels' existing Future Land Use category of **Low Density Residential**:

This category encompasses most of Raleigh's single family detached residential neighborhoods, corresponding roughly to the R-2, R-4, and R-6 zoning districts (but excluding parks within these districts). It also identifies vacant or agricultural lands—in the city and in the county—where single family residential use is planned over the next 20 years. Smaller lots, townhouses and multifamily dwellings would only be appropriate as part of a conservation subdivision resulting in a significant open space set-aside. As defined in the zoning regulations, manufactured home parks could also be appropriate in this land use category.

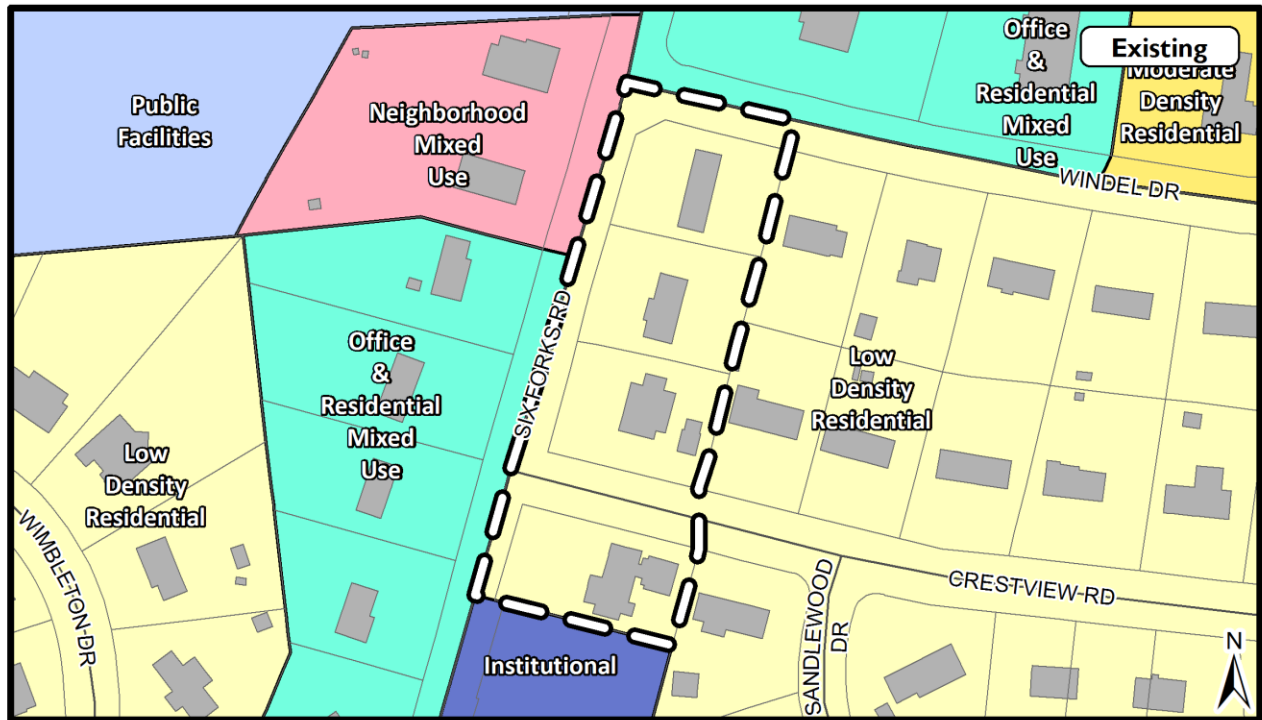
The 2030 Comprehensive Plan describes the parcel's proposed Future Land Use category of **Office and Residential Mixed Use**:

This category is applied primarily to frontage lots along major streets where low-density residential uses are no longer appropriate, as well as office parks and developments suitable for a more mixed-use development pattern. This category encourages a mix of residential and office use. Retail not ancillary to employment and/or residential uses is discouraged so that retail can be more appropriately clustered and concentrated in retail and mixed-use centers at major intersections and planned transit stations. OX is the closest corresponding zoning district. Heights would generally be limited to four stories when near neighborhoods, with additional height allowed for larger sites and locations along major corridors where adjacent uses would not be adversely impacted. Higher-impact uses such as hotels and hospitals are not contemplated or recommended in this land use category except as limited uses in appropriate locations.

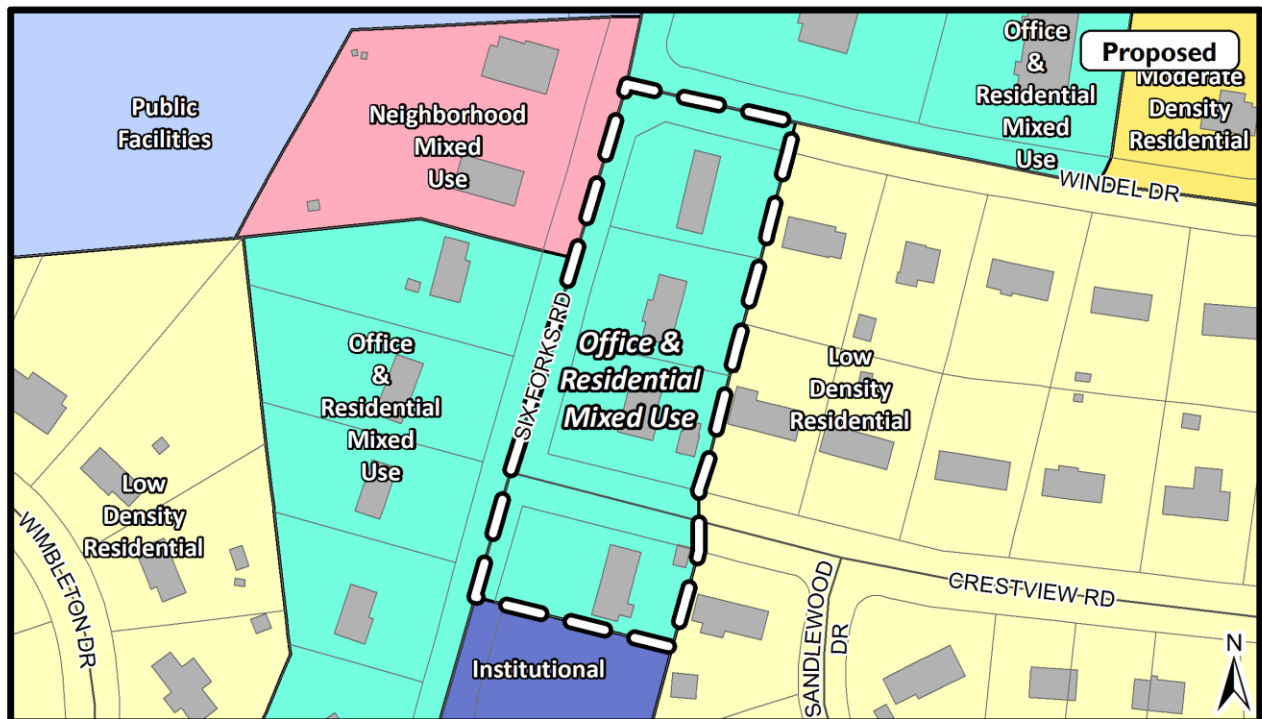
Map follows on the next page.

# Proposal to Amend the Future Land Use Map

Existing Designation: Low Density Residential



Proposed Designation: Office & Residential Mixed Use



3. At the southeastern corner of the intersection of St. Albans Drive and Bush Street, 10 parcels are proposed to be changed from Business and Commercial Services to Medium Density Residential.

The 2030 Comprehensive Plan describes the parcel's existing Future Land Use category of **Business and Commercial Services**:

This category is for higher-impact or “heavy” commercial activities that would not be compatible with residential uses, or that have locational needs (such as frontage along freeways, expressways, or other major streets) that are not conducive to mixed-use development. Examples would include auto dealerships, auto repair and service businesses, lumberyards, nurseries, contractor suppliers, warehousing, printers, truck stops, distribution centers, and other uses that are quasi-industrial or highway-oriented in character. These areas would generally be zoned IX. Housing would be limited, but live-work units or housing combined with an employment-generating ground floor could be permitted in certain locations.

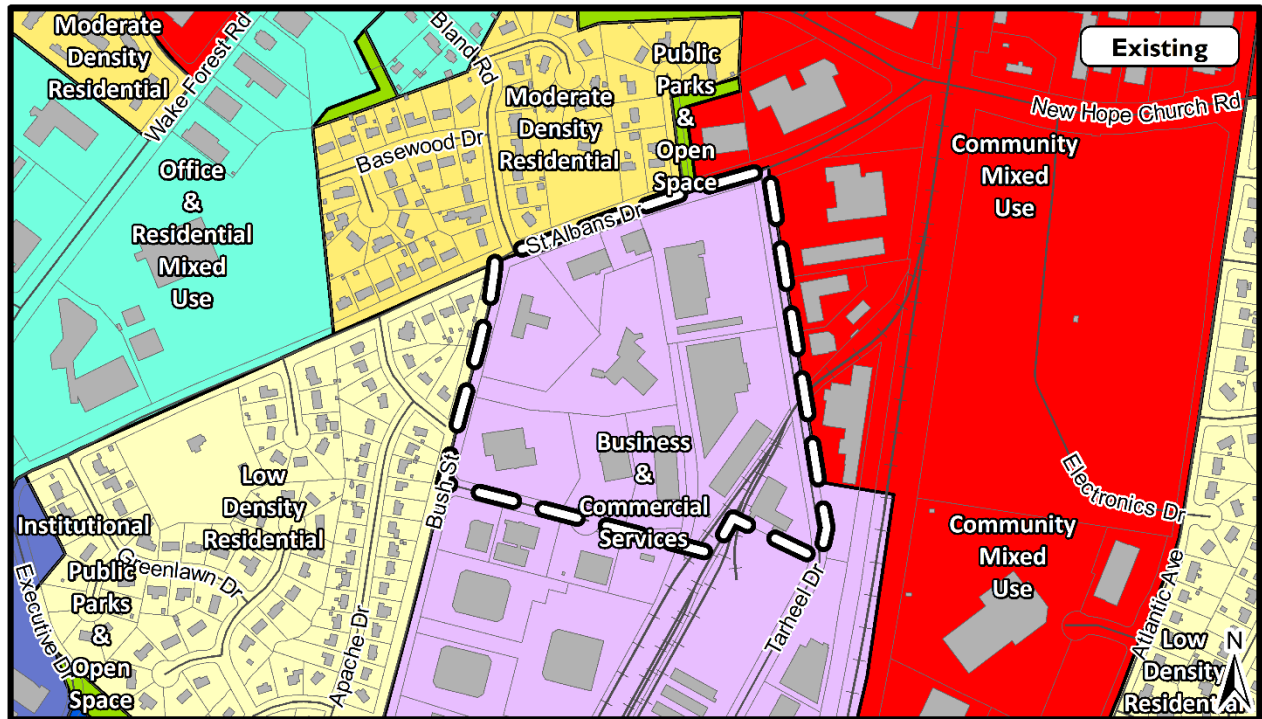
The 2030 Comprehensive Plan describes the parcel's proposed Future Land Use category of **Medium Density Residential**:

This category applies to garden apartments, townhomes, condominiums, and suburban style apartment complexes. It would also apply to older neighborhoods with a mix of single-family and multifamily housing. RX zoning with a three- or four-story height limit is appropriate for these areas. In some instances, small-scale commercial uses allowed in RX districts may be appropriate. Comprehensive Plan Land Use Section policies should be consulted for additional guidance.

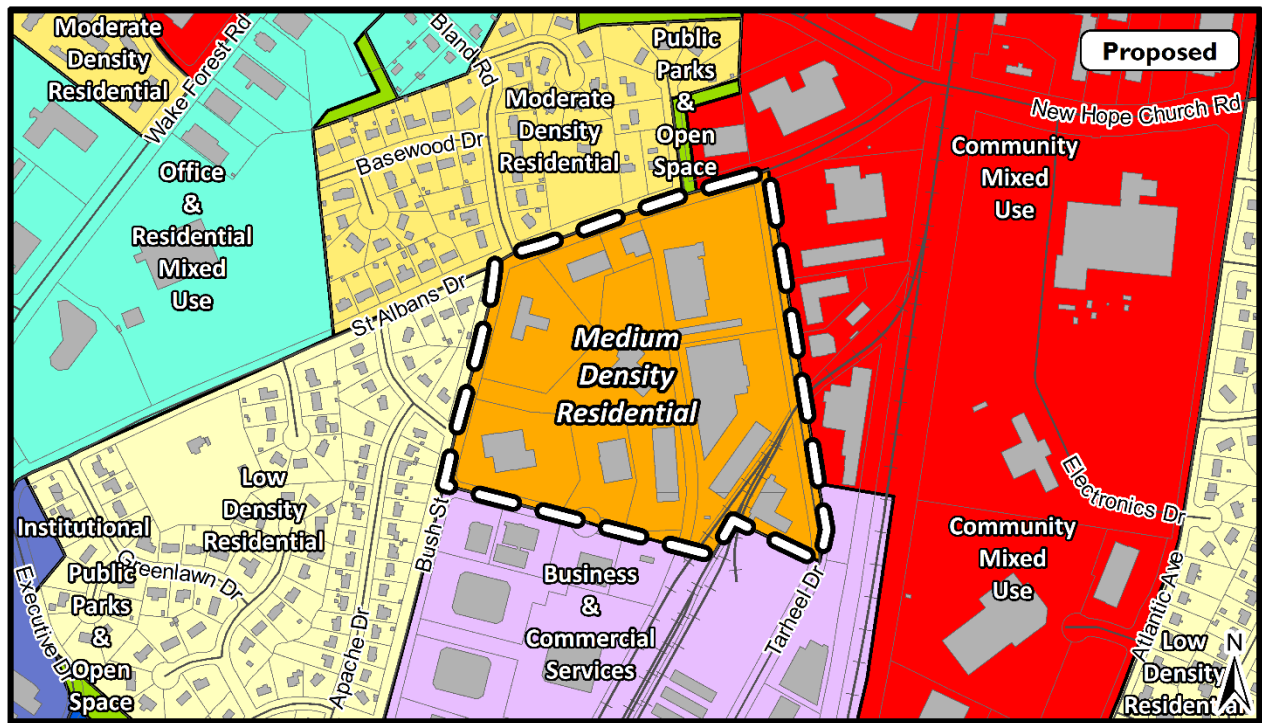
Map follows on next page.

# Proposal to Amend the Future Land Use Map

Existing Designation: Business & Commercial Services



Proposed Designation: Medium Density Residential





4. Along Bland Road, north of Hardimont Road, portions of three parcels are proposed to be changed from Office and Residential Mixed Use, Public Parks and Open Space, and Medium Density Residential to Community Mixed Use.

The 2030 Comprehensive Plan describes the parcel's existing Future Land Use category of **Office and Residential Mixed Use**:

This category is applied primarily to frontage lots along major streets where low-density residential uses are no longer appropriate, as well as office parks and developments suitable for a more mixed-use development pattern. This category encourages a mix of residential and office use. Retail not ancillary to employment and/or residential uses is discouraged so that retail can be more appropriately clustered and concentrated in retail and mixed-use centers at major intersections and planned transit stations. OX is the closest corresponding zoning district. Heights would generally be limited to four stories when near neighborhoods, with additional height allowed for larger sites and locations along major corridors where adjacent uses would not be adversely impacted. Higher-impact uses such as hotels and hospitals are not contemplated or recommended in this land use category except as limited uses in appropriate locations.

The 2030 Comprehensive Plan describes the parcel's existing Future Land Use category of **Medium Density Residential**:

This category applies to garden apartments, townhomes, condominiums, and suburban style apartment complexes. It would also apply to older neighborhoods with a mix of single-family and multifamily housing. RX zoning with a three- or four-story height limit is appropriate for these areas. In some instances, small-scale commercial uses allowed in RX districts may be appropriate. Comprehensive Plan Land Use Section policies should be consulted for additional guidance.

The 2030 Comprehensive Plan describes the parcel's existing Future Land Use category of **Public Parks and Open Space**:

This category applies to permanent open space intended for recreational or resource conservation uses. Included are neighborhood, community, and regional parks and greenways. Greenways include both existing greenway property as well as potential greenway corridors designated in the Comprehensive Plan and subject to regulation under the city code. Also included are publicly-owned lands that are managed for watershed protection, resource conservation, hazard prevention, and the protection of important visual resources. Land with this designation is intended to remain as open space in perpetuity. Where potential greenway corridors are mapped (typically as buffers to streams identified in the city's Greenway Master Plan), greenway dedication will be subject to the city's code requirements during the subdivision and site planning process.

The 2030 Comprehensive Plan describes the parcel's proposed Future Land Use category of **Community Mixed Use**:

This category applies to medium-sized shopping centers and larger pedestrian-oriented retail districts such as Cameron Village. Typical commercial uses include large-format supermarkets, larger drug stores, department stores and variety stores, clothing stores, banks, offices, restaurants, movie theaters, hotels, and similar uses that draw from multiple neighborhoods. Development intensities could be higher than in Neighborhood Mixed Use areas, with mid-rise buildings as well as low-rise buildings. Where residential development occurs, ground floor retail would be encouraged and minimum building heights might be applied in transit-rich areas. Heights would generally be in the three-to-

five-story range, although additional height up to 12 stories would be appropriate in TOD areas and at the core of mixed-use centers.

CX is the primary corresponding zoning district for these areas. Appropriate urban form standards for frontage should be applied, recognizing that some of the designated areas are established neighborhood “main streets” and others are suburban auto-oriented shopping plazas or strip centers fronting on high-volume arterial roadways. For both this category and Neighborhood Mixed Use, greater height should include appropriate transitions and be accompanied by a pedestrian-friendly relationship to the public realm.

Map follows on next page.



5. Along Falls of Neuse Road, north of Ronald Drive, one parcel and a portion of another are proposed to be changed from Business and Commercial Services to Community Mixed Use.

The 2030 Comprehensive Plan describes the parcel's existing Future Land Use category of **Business and Commercial Services**:

This category is for higher-impact or “heavy” commercial activities that would not be compatible with residential uses, or that have locational needs (such as frontage along freeways, expressways, or other major streets) that are not conducive to mixed-use development. Examples would include auto dealerships, auto repair and service businesses, lumberyards, nurseries, contractor suppliers, warehousing, printers, truck stops, distribution centers, and other uses that are quasi-industrial or highway-oriented in character. These areas would generally be zoned IX. Housing would be limited, but live-work units or housing combined with an employment-generating ground floor could be permitted in certain locations.

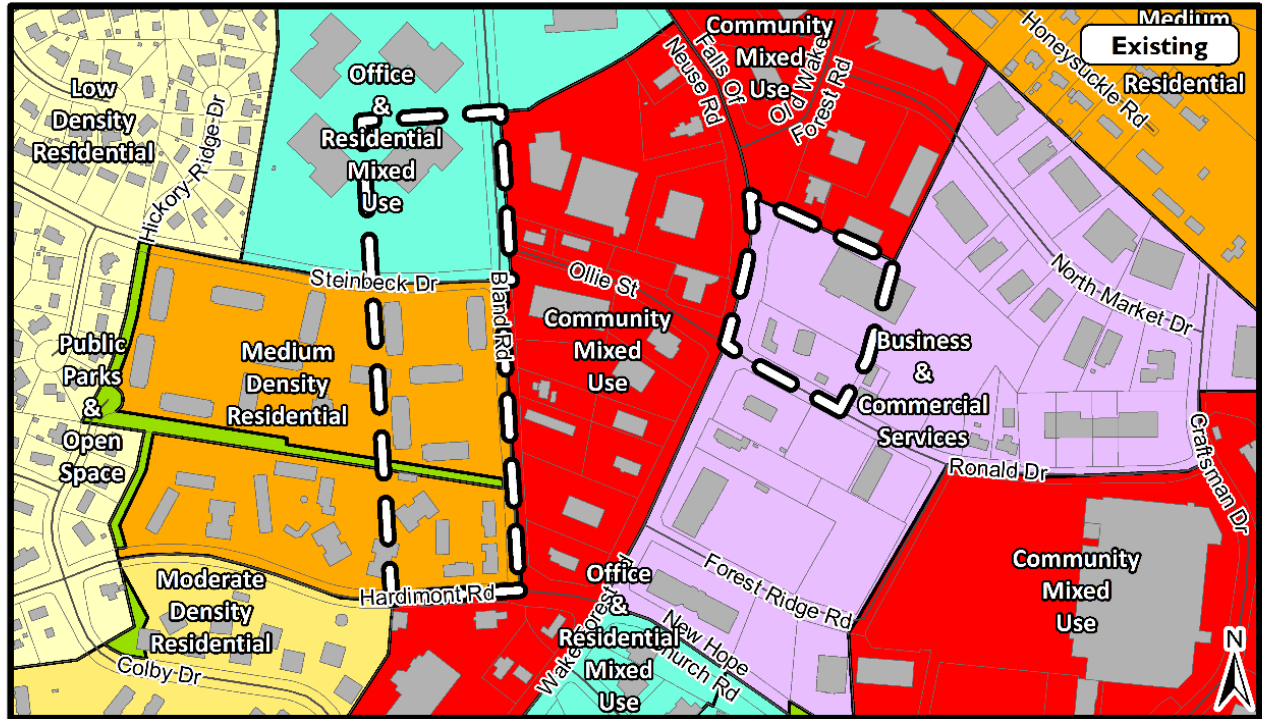
The 2030 Comprehensive Plan describes the parcel's existing Future Land Use category of **Community Mixed Use**:

This category applies to medium-sized shopping centers and larger pedestrian-oriented retail districts such as Cameron Village. Typical commercial uses include large-format supermarkets, larger drug stores, department stores and variety stores, clothing stores, banks, offices, restaurants, movie theaters, hotels, and similar uses that draw from multiple neighborhoods. Development intensities could be higher than in Neighborhood Mixed Use areas, with mid-rise buildings as well as low-rise buildings. Where residential development occurs, ground floor retail would be encouraged and minimum building heights might be applied in transit-rich areas. Heights would generally be in the three-to-five-story range, although additional height up to 12 stories would be appropriate in TOD areas and at the core of mixed-use centers.

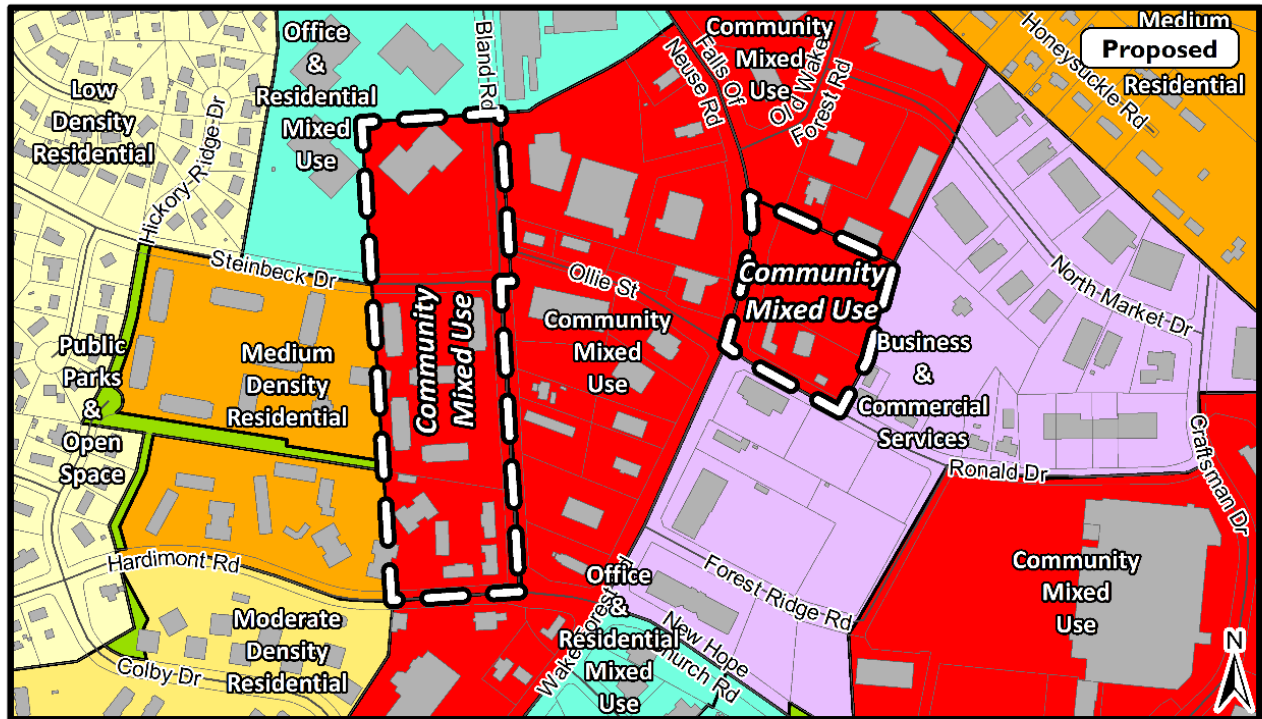
CX is the primary corresponding zoning district for these areas. Appropriate urban form standards for frontage should be applied, recognizing that some of the designated areas are established neighborhood “main streets” and others are suburban auto-oriented shopping plazas or strip centers fronting on high-volume arterial roadways. For both this category and Neighborhood Mixed Use, greater height should include appropriate transitions and be accompanied by a pedestrian-friendly relationship to the public realm.

# Proposal to Amend the Future Land Use Map

**Existing Designation:** Medium Density Residential, Office & Residential Mixed Use, Business & Commercial Services, and Public Parks & Open Space



**Proposed Designation:** Community Mixed Use



6. On both sides of Millbrook Road, just east of its intersection Six Forks Road, one parcel and a portion of a second parcel are proposed to be changed from Moderate Density Residential to Medium Density Residential.

The 2030 Comprehensive Plan describes the parcel's existing Future Land Use category of **Moderate Density Residential**:

This category applies to some of the city's older single-family residential neighborhoods, along with newer small lot single-family subdivisions and patio home developments. Other housing types including townhouses and multifamily dwellings would be consistent with this designation as long as an overall gross density not exceeding 14 units per acre was maintained. Gross density in these areas would be 6 to 14 units per acre. Corresponding zoning districts are R-6 and R-10, or RX conditioned to limit density. In some instances, small-scale commercial uses allowed in RX districts may be appropriate. Comprehensive Plan Land Use Section policies should be consulted for additional guidance.

The 2030 Comprehensive Plan describes the parcel's proposed Future Land Use category of **Medium Density Residential**:

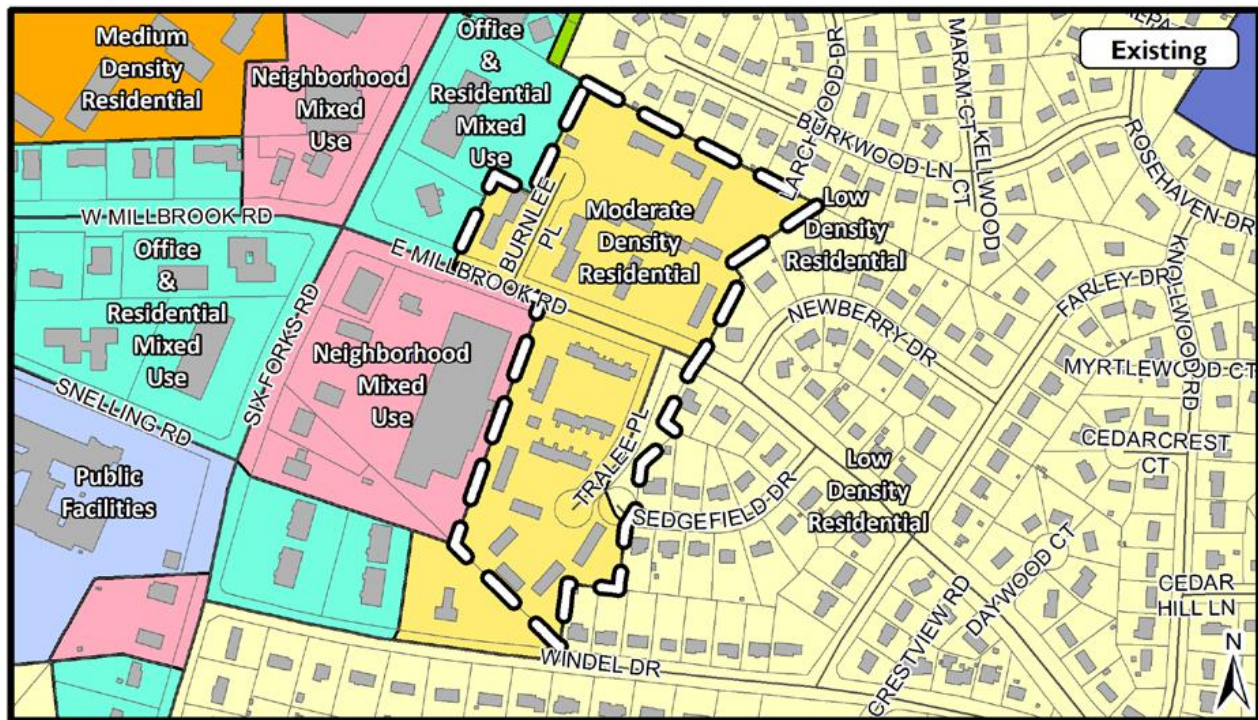
This category applies to neighborhood shopping centers and pedestrian-oriented retail districts. The service area of these districts is generally about a one mile radius or less. Typical uses would include corner stores or convenience stores, restaurants, bakeries, supermarkets (other than super-stores/centers), drug stores, dry cleaners, video stores, small professional offices, retail banking, and similar uses that serve the immediately surrounding neighborhood. Residential and mixed-use projects with upper story housing are also supported by this designation. Where residential development complements commercial uses, it would generally be in the Medium density range. NX is the most appropriate zoning district for these areas. Heights would generally be limited to three stories, but four or five stories could be appropriate in walkable areas with pedestrian-oriented businesses.

Map follows on next page.

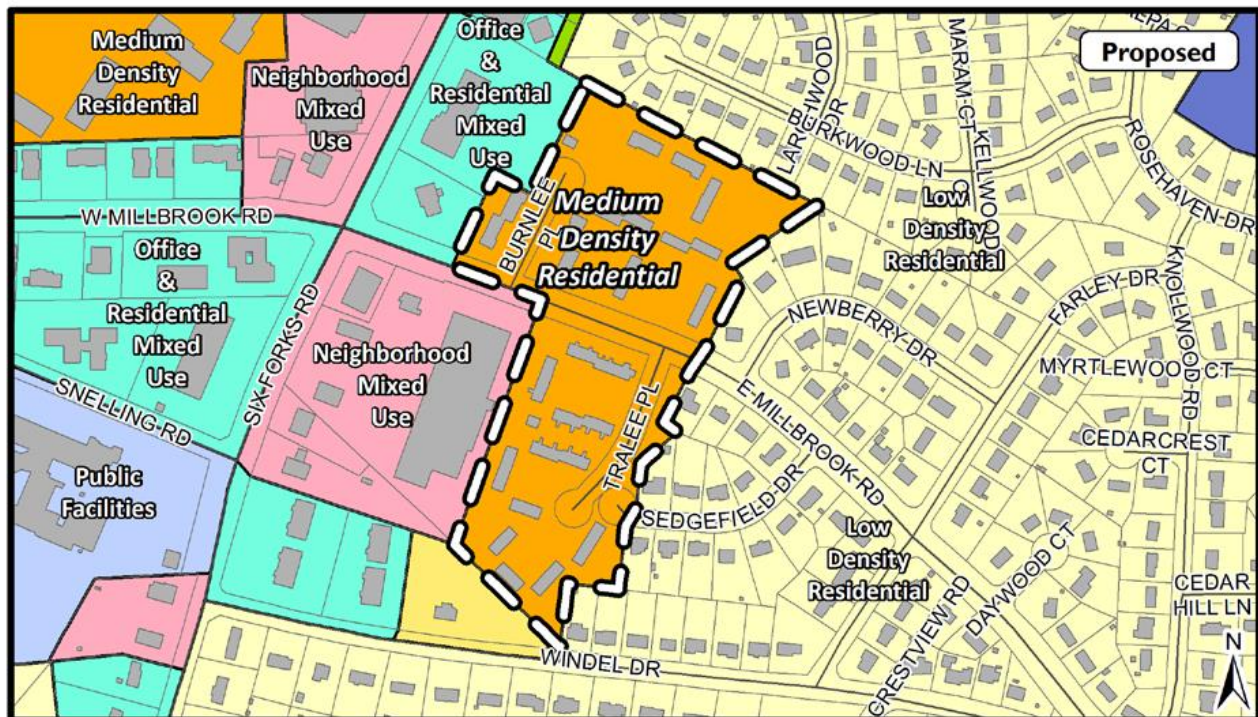


# Proposal to Amend the Future Land Use Map

Existing Designation: Moderate & Low Density Residential



Proposed Designation: Medium Density Residential



## **CONSIDERATIONS FOR THE PLANNING AND DEVELOPMENT OFFICER'S REVIEW AND RECOMMENDATION:**

The following list of considerations for the Planning and Development Officer's review and recommendations regarding a proposed Comprehensive Plan amendment are not all-inclusive. Review and recommendations of proposed Comprehensive Plan amendments may consider whether:

**1. The proposed amendment corrects an error or meets the challenge of some changing condition, trend or fact;**

The proposed amendments incorporate the recommendations of the Midtown Area Plan into the 2030 Comprehensive Plan.

**2. The proposed amendment is in response to changes in state law;**

*n/a*

**3. The proposed amendment constitutes a substantial benefit to the City as a whole and is not solely for the good or benefit of a particular landowner or owners at a particular point in time;**

The proposed amendments apply to multiple parcels and are the product of a process that involved hundreds of participants and focused on broad benefits to the area and city.

**4. The proposed amendment is consistent with other identified Plan policies and adopted area plans;**

The proposed amendment is consistent with the following relevant Comprehensive Plan and area plan policies:

**Policy LU 1.1 – Future Land Use Map Purpose**

The Future Land Use Map and associated Comprehensive Plan policies shall be used to guide zoning, ensure the efficient and predictable use of land capacity, guide growth and development, protect public and private property investments from incompatible land uses, and efficiently coordinate land use and infrastructure needs.

**Policy LU 2.2 Compact Development**

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

**Policy LU 2.5 Healthy Communities**

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

**Policy LU 4.4 Reducing Vehicle Miles Traveled Through Mixed-use**

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

**Policy LU 5.4 Density Transitions**

Low- to medium-density residential development and/or low-impact office uses should serve as transitional densities between lower-density neighborhoods and more intensive commercial and residential uses. Where two areas designated for significantly different development intensity abut on the Future Land Use Map, the implementing zoning should ensure that the appropriate transition occurs on the site with the higher intensity.

**Policy LU 6.3 Mixed-use and Multimodal Transportation**

Promote the development of mixed-use activity centers with multimodal transportation connections to provide convenient access by means other than car to residential and employment areas.

**Policy LU 8.1 Housing Variety**

Accommodate growth in newly developing or redeveloping areas of the city through mixed-use neighborhoods with a variety of housing types.

**Policy EP 1.1 Greenhouse Gas Reduction**

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

**Policy H 1.8 Zoning for Housing**

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

**Policy IM 4.2 Area Study Content and Intent**

Ensure that area-specific planning studies take a form appropriate to the needs of the community and reflect citywide needs, as well as economic development policies and priorities, market conditions, implementation requirements, available staffing resources and time, and available funding. Such studies should address such topics as an existing conditions inventory, future land use recommendations, aesthetic and public space improvements, circulation improvements and transportation management, capital improvement requirements and financing strategies, the need for zoning changes or special zoning requirements, and other implementation techniques. If necessary, as a result of the findings of the area-specific plans, Comprehensive Plan amendments to the plan's text or maps should be introduced to ensure internal consistency for the areas involved.

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

**A. Established property or proposed development in the vicinity of the proposed amendment;**

While changing a property's designation on the Future Land Use Map does not change existing entitlements, it does establish new policy guidance in the event of redevelopment or rezoning.

**B. Existing or future land use patterns;**

The intent is to alter existing and future land use patterns in the event of redevelopment or rezoning, as described in the amendment.

**C. Existing or planned public services and facilities;**

The proposed changes to the Future Land Use Map take into consideration planned public services and facilities.

**D. Existing or planned roadways;**

The proposed changes to the Future Land Use Map take into consideration existing and planned roadways.

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

This area of Raleigh is already developed extensively; changes proposed here are not likely to alter the existing and forecasted impacts.

**F. Other policies of the Comprehensive Plan.**

**N/A**

**STAFF RECOMMENDATION:**

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

**STAFF COORDINATOR:**

Jason Hardin, [jason.hardin@raleighnc.gov](mailto:jason.hardin@raleighnc.gov)





## Staff Report – CP-2-20

### Comprehensive Plan Amendment CP-2D-20: Street Plan

#### Street Plan Amendment

This is a city-initiated amendment to the Street Plan, a document within the Comprehensive Plan. The proposed amendment reflects Street Plan recommendations that implement the goals and specific recommendations of the *Walkable Midtown* plan.

In the Six Forks Road/Millbrook Road area, the proposed amendments would:

- Create a new Main Street between Six Forks Road and Sandy Forks Road
- Create a new Avenue 2-Lane, Undivided between Tralee Place and Six Forks Road north of Millbrook Road
- Create a new Avenue 2-Lane, Undivided between the future Tralee Place extension and Six Forks Road south of Millbrook Road
- Create a new Avenue 2-Lane, Undivided between Snelling Road and the future Loft Lane Extension west of Six Forks Road

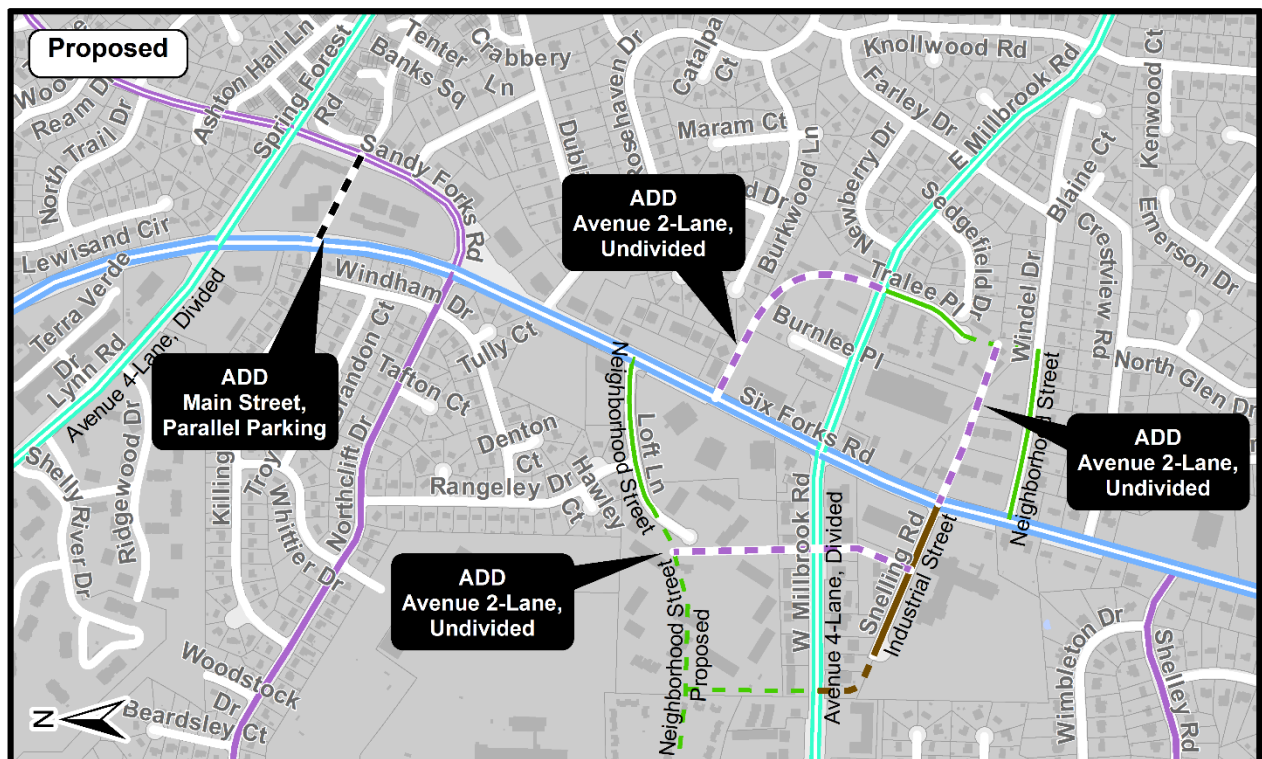
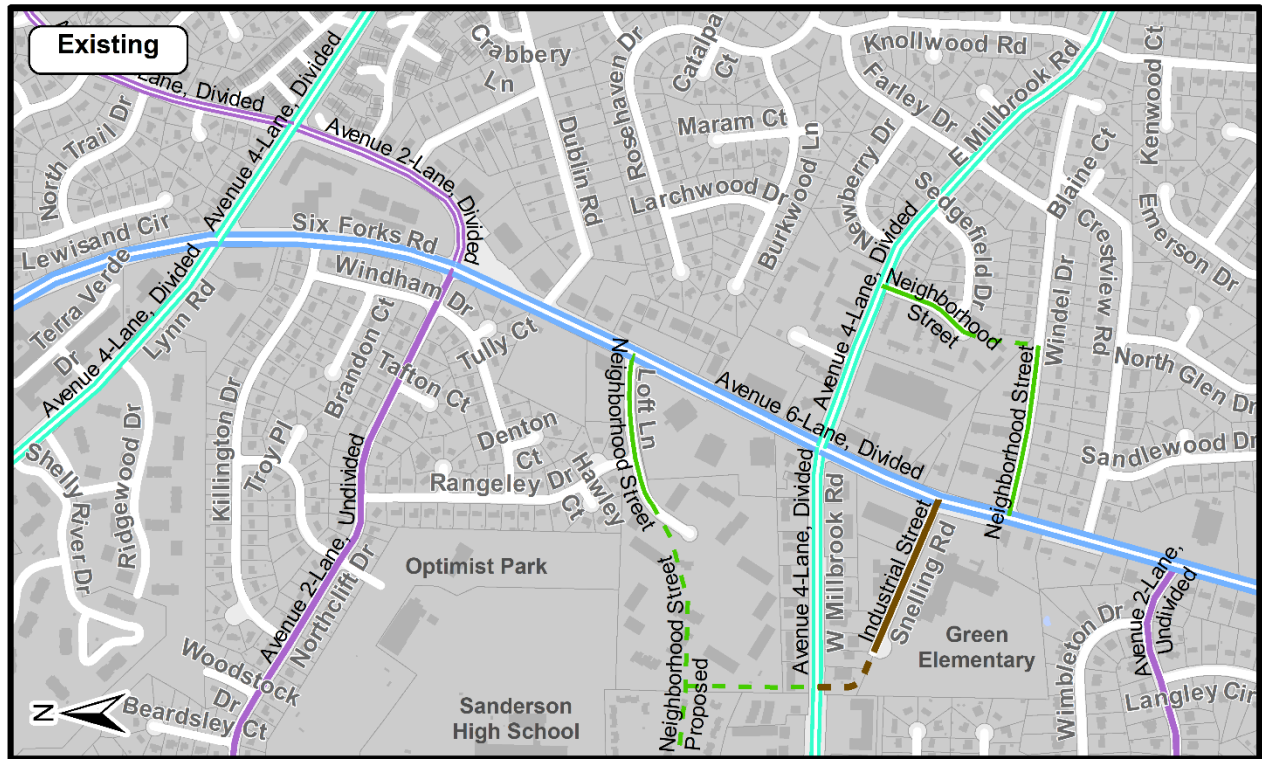
In the St. Albans Drive/Wake Forest Road area, the proposed amendments would:

- Create a new Main Street between Six Forks Road and Sandy Forks Road
- Extend Benson Drive north from Dresser Court to Bland Road as an Avenue 2-Lane, Undivided
- Redesignate Benson Drive to Main Street, Parallel Parking from Industrial Street and extend it north to just south of Dresser Court
- Designate Navaho Drive as Main Street, Parallel Parking and extend it west to connect with Church at North Hills Street just west of Hardimont Road
- Designate Church at North Hills Street as Main Street, Parallel Parking
- Redesignate St. Albans Drive from Avenue 2-Lane, Divided to Avenue 4-Lane, Divided between Benson Drive and Wake Forest Road
- Create a new Avenue 2-Lane, Undivided street extending east from Bland Road, crossing Falls of Neuse Road, and connecting with Memory Lane
- Create a new Avenue, 2-Lane Undivided street extending south from Navaho Drive to Barrett Drive
- Create an extension of Hardimont Road from St. Albans Drive to Church at North Hills Street and designate it as Avenue 2-Lane, Divided
- Designate the street parallel and east of the Hardimont Road extension as Avenue 2-Lane, Divided.

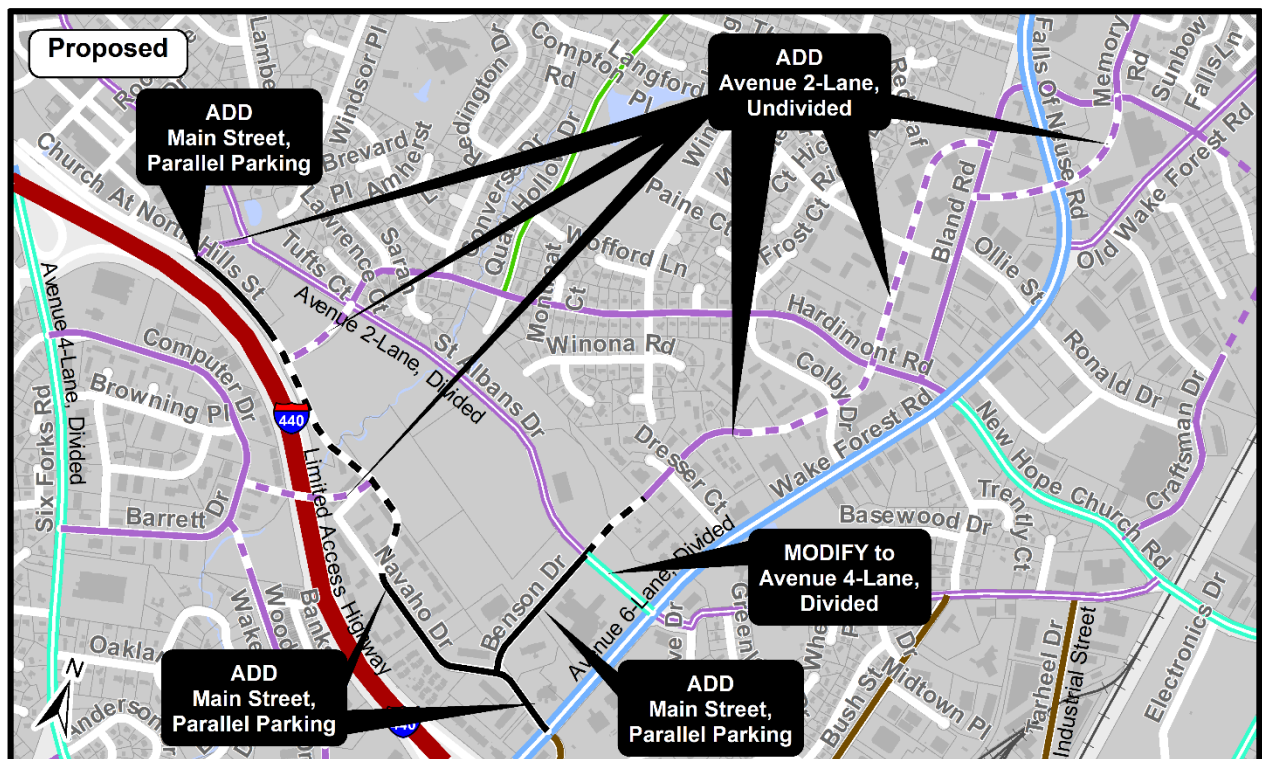
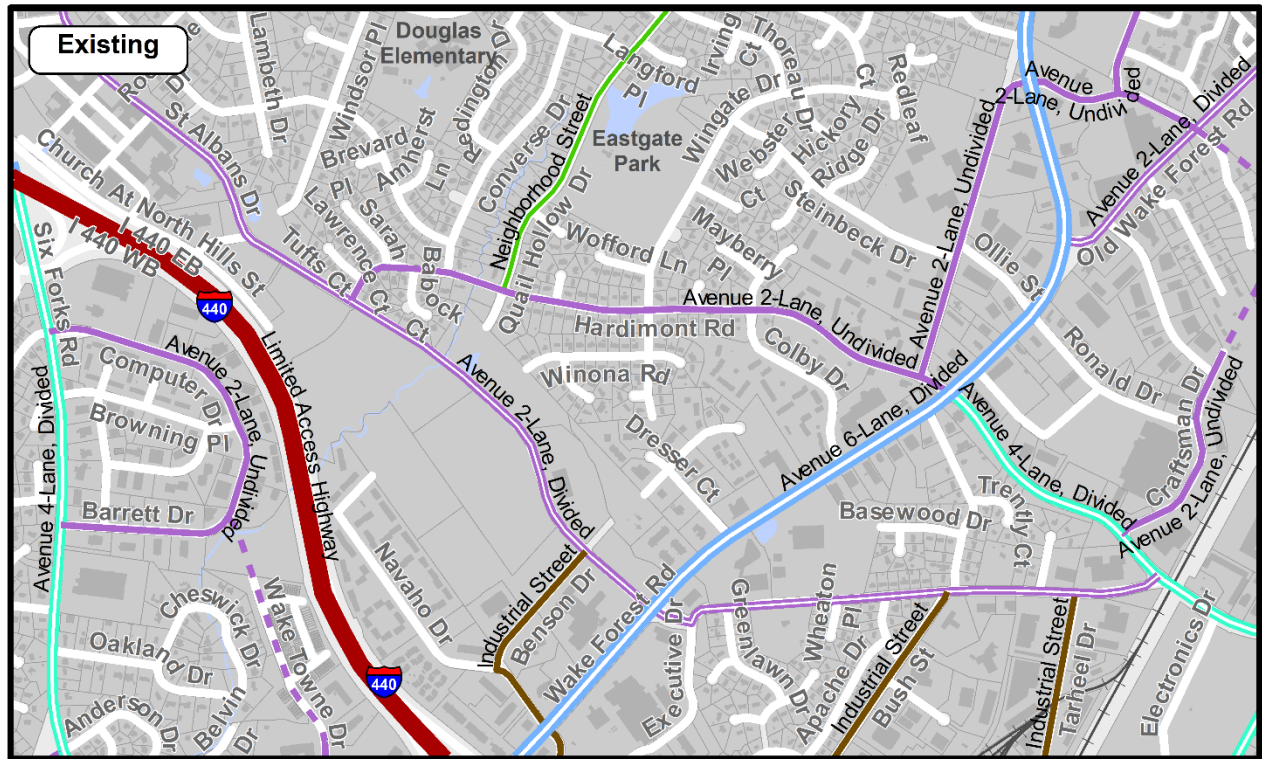
In the Midtown Waterfront area, the proposed amendments would:

- Specify the location of several new Main Streets, Parallel Parking locations.
- Redesignate Industrial Drive and Creekside Drive as Main Street, Parallel Parking.

## Proposal to Amend the Street Plan

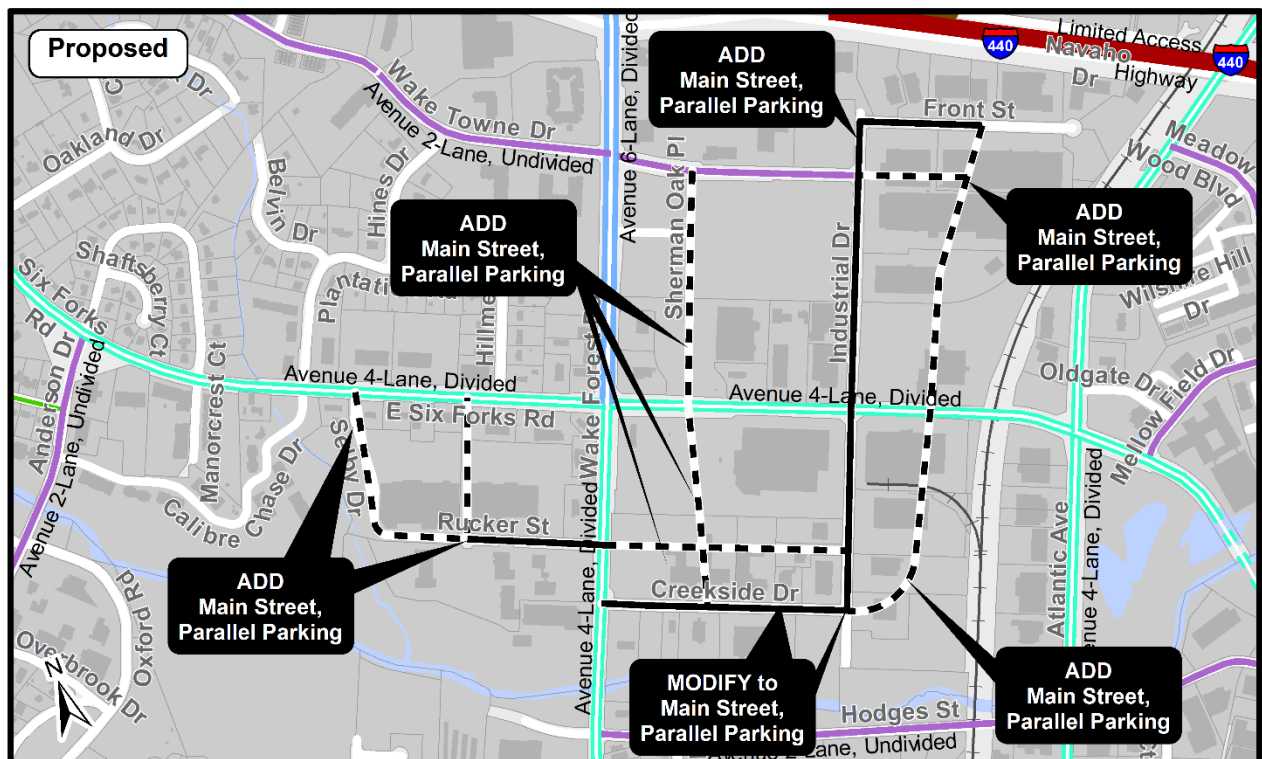
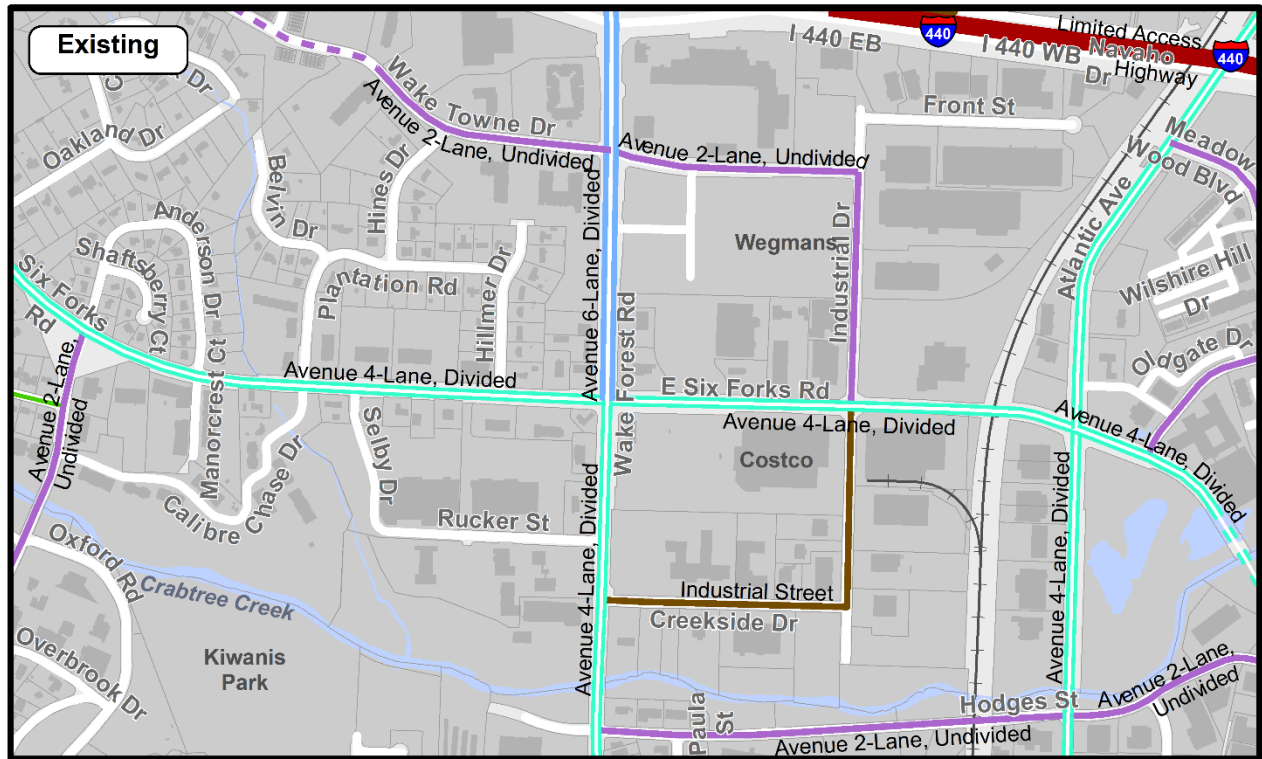


## Proposal to Amend the Street Plan





## Proposal to Amend the Street Plan



## **CONSIDERATIONS FOR THE PLANNING AND DEVELOPMENT OFFICER'S REVIEW AND RECOMMENDATION:**

The following list of considerations for the Planning and Development Officer's review and recommendations regarding a proposed Comprehensive Plan amendment are not all-inclusive. Review and recommendations of proposed Comprehensive Plan amendments may consider whether:

**1. The proposed amendment corrects an error or meets the challenge of some changing condition, trend or fact;**

The proposed amendment incorporates the recommendations of the *Walkable Midtown* area plan into the 2030 Comprehensive Plan.

**2. The proposed amendment is in response to changes in state law;**

*n/a*

**3. The proposed amendment constitutes a substantial benefit to the City as a whole and is not solely for the good or benefit of a particular landowner or owners at a particular point in time;**

The proposed amendment enhances connectivity, eliminates gaps in the roadway system, and provides a higher roadway grid density that will increase mobility options and promote the accessibility of nearby land uses.

**4. The proposed amendment is consistent with other identified Plan policies and adopted area plans;**

The proposed amendment is consistent with the following relevant Comprehensive Plan and area plan policies:

**Policy LU 2.1 - Placemaking**

Development within Raleigh's jurisdiction should strive to create places, streets, and spaces that in aggregate meet the needs of people at all stages of life, are visually attractive, safe, accessible, functional, inclusive, have their own distinctive identity, and maintain or improve local character.

**Policy LU 4.1 Coordinate Transportation Investments with Land Use**

Ensure that transportation decisions, strategies, and investments are coordinated with and support the City's land use objectives.

**Policy LU 4.5 - Connectivity**

New development and redevelopment should provide pedestrian and vehicular connectivity between individual development sites to provide alternative means of access along corridors.

**Policy T 1.1 Coordination with Land Use Map**

Transportation planning, development, expansion, and investment in transportation facilities should be coordinated with the Future Land Use Map.

**Policy T 2.3 - Eliminating Gaps**

Eliminate “gaps” in the roadway system and provide a higher roadway grid density that will increase mobility options and promote the accessibility of nearby land uses.

**Policy T 2.4 Road Connectivity**

The use of cul-de-sacs and dead-end streets should be minimized.

**Policy T 2.6 - Preserving the Grid**

Existing street grid networks should be preserved and extended where feasible and appropriate to increase overall connectivity.

**Policy T 5.1 Enhancing Bike/Pedestrian Circulation**

Enhance pedestrian and bicycle circulation, access, and safety along corridors, downtown, in activity and employment centers, at densely developed areas and transit stations, and near schools, libraries, and parks.

**Policy IM 4.2 Area Study Content and Intent**

Ensure that area-specific planning studies take a form appropriate to the needs of the community and reflect citywide needs, as well as economic development policies and priorities, market conditions, implementation requirements, available staffing resources and time, and available funding. Such studies should address such topics as an existing conditions inventory, future land use recommendations, aesthetic and public space improvements, circulation improvements and transportation management, capital improvement requirements and financing strategies, the need for zoning changes or special zoning requirements, and other implementation techniques. If necessary, as a result of the findings of the area-specific plans, Comprehensive Plan amendments to the plan’s text or maps should be introduced to ensure internal consistency for the areas involved.

**5. The impact the proposed amendment has with regard to:****A. Established property or proposed development in the vicinity of the proposed amendment;**

The proposals will improve access to nearby properties.

**B. Existing or future land use patterns;**

The proposals are the result of analysis of projected roadway needs based on the Future Land Use Map and Urban Form Map.

**C. Existing or planned public services and facilities;**

The proposed changes to the Street Plan take into consideration planned public services and facilities.

**D. Existing or planned roadways;**

The proposals increase efficiency in the roadway network.

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

The proposed changes to the street map are the result of analysis of these environmental factors.

**F. Other policies of the Comprehensive Plan.**

**STAFF RECOMMENDATION:**

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

**STAFF COORDINATOR:**

Jason Hardin, [jason.hardin@raleighnc.gov](mailto:jason.hardin@raleighnc.gov)





Raleigh

## Staff Report – CP-2-20

### Comprehensive Plan Amendment CP-2E-20: Urban Form Map

#### Map UD-1 Urban Form Map Amendment

This is a City-initiated amendment to change designations on Map Urban Design-1 to reflect recommendations of the *Walkable Midtown* area plan. The proposed change would affect Industrial Drive and Bland Road. The following changes to Map UD-1 are proposed:

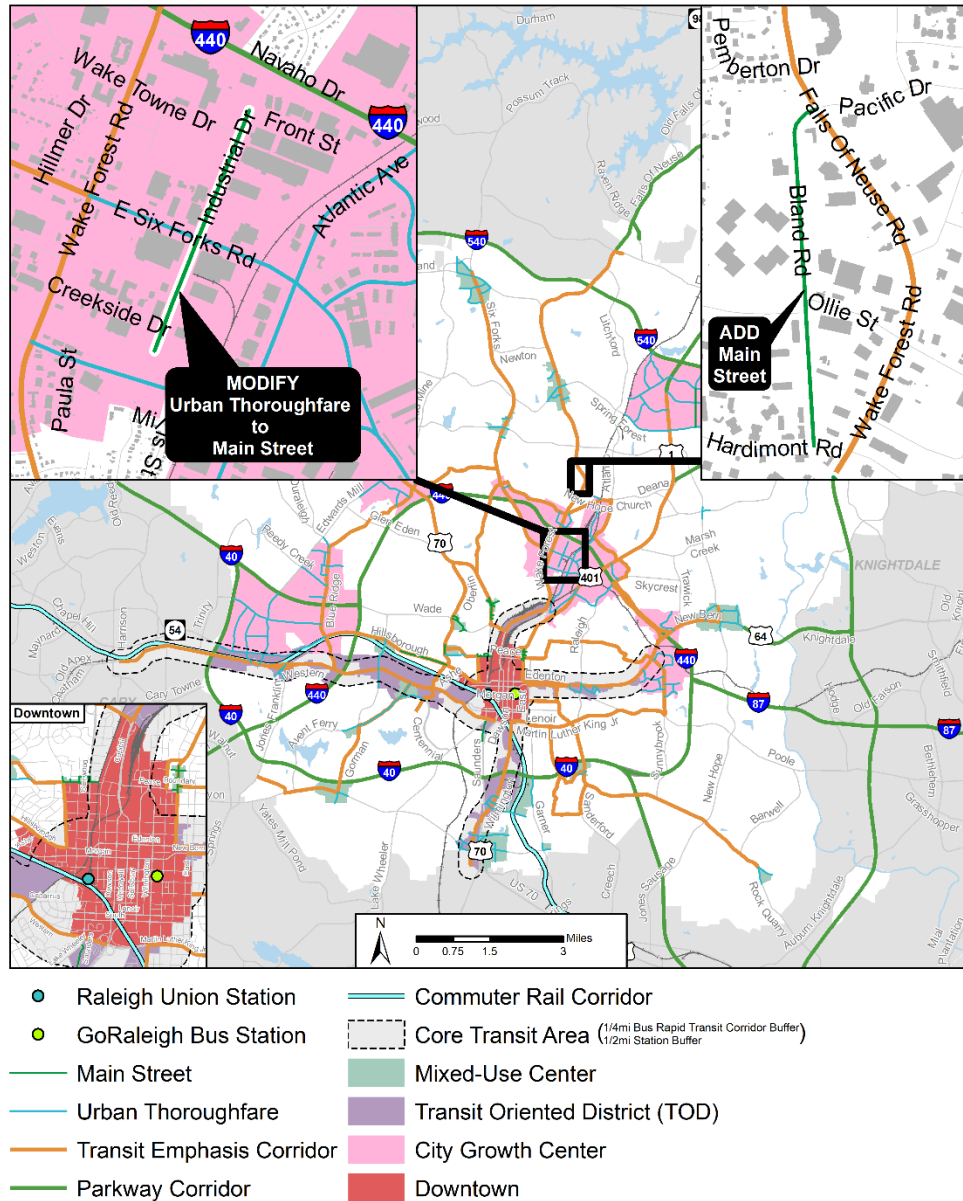
1. Industrial Drive will be classified as a Main Street. The corridor currently has no designation on the Urban Form Map.
2. Bland Road will be classified as a Main Street. The corridor currently has no designation on the Urban Form Map.

The 2030 Comprehensive Plan describes Main Streets as follows:

**Main Streets:** This designation applies to traditional, pedestrian commercial streets, both existing (e.g. Hillsborough Street) and proposed as part of an area plan (e.g. parts of Oberlin Road). An urban frontage approach is recommended.

The map is on following page.

## Amendment to Map UD-1: Urban Form



Map created 4/1/2020 by the  
Raleigh Department of City Planning

## CONSIDERATIONS FOR THE PLANNING AND DEVELOPMENT OFFICER'S REVIEW AND RECOMMENDATION:

The following list of considerations for the Planning and Development Officer's review and recommendations regarding a proposed Comprehensive Plan amendment are not all-inclusive. Review and recommendations of proposed Comprehensive Plan amendments may consider whether:

**1. The proposed amendment corrects an error or meets the challenge of some changing condition, trend or fact;**

The proposed amendment incorporates the recommendations of the *Walkable Midtown* area plan into the 2030 Comprehensive Plan.

**2. The proposed amendment is in response to changes in state law;**

*n/a*

**3. The proposed amendment constitutes a substantial benefit to the City as a whole and is not solely for the good or benefit of a particular landowner or owners at a particular point in time;**

The proposed amendment better reflects the expectations of the community and provides greater clarity and certainty about the future use of these properties.

**4. The proposed amendment is consistent with other identified Plan policies and adopted area plans;**

The proposed amendment is consistent with the following relevant Comprehensive Plan and area plan policies:

**Policy UD 1.10 Frontage**

Coordinate frontage across multiple sites to create cohesive places. Encourage consistency with the designations on the Urban Form Map. Development in centers and along corridors targeted for public investment in transit and walkability should use a compatible urban form.

**Policy UD 6.1 Encouraging Pedestrian-Oriented Uses**

New development, streetscape, and building improvements in Downtown, Main Streets, and TOD areas should promote high intensity, pedestrian-oriented use and discourage automobile-oriented uses and drive-through uses.

**Policy UD 6.2 Ensuring Pedestrian Comfort and Convenience**

Promote a comfortable and convenient pedestrian environment by requiring that buildings face the sidewalk and street area, avoid excessive setbacks, and provide direct pedestrian connections. On-street parking should be provided along pedestrian-oriented streets and surface parking should be to the side or in the rear. This should be applied in new development, wherever feasible, especially on Transit Emphasis and Main Street corridors and in mixed-use centers.

**Policy IM 4.2 Area Study Content and Intent**

Ensure that area-specific planning studies take a form appropriate to the needs of the community and reflect citywide needs, as well as economic development policies and

priorities, market conditions, implementation requirements, available staffing resources and time, and available funding. Such studies should address such topics as an existing conditions inventory, future land use recommendations, aesthetic and public space improvements, circulation improvements and transportation management, capital improvement requirements and financing strategies, the need for zoning changes or special zoning requirements, and other implementation techniques. If necessary, as a result of the findings of the area-specific plans, Comprehensive Plan amendments to the plan's text or maps should be introduced to ensure internal consistency for the areas involved.

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

**A. Established property or proposed development in the vicinity of the proposed amendment;**

While changing a property's designation on the Future Land Use Map does not change existing entitlements, it does establish new policy guidance in the event of redevelopment or rezoning.

**B. Existing or future land use patterns;**

The intent is to alter existing and future land use patterns in the event of redevelopment or rezoning, as described in the amendment.

**C. Existing or planned public services and facilities;**

The proposed changes to the Urban Form Map take into consideration planned public services and facilities.

**D. Existing or planned roadways;**

The proposed changes to the Urban Form Map take into consideration existing and planned roadways.

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

This area of Raleigh is already developed; changes proposed here are not likely to alter the existing and forecasted impacts.

**F. Other policies of the Comprehensive Plan.**

No other relevant policies were identified.

**STAFF RECOMMENDATION:**

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

**STAFF COORDINATOR:**

Jason Hardin, [jason.hardin@raleighnc.gov](mailto:jason.hardin@raleighnc.gov)



## Staff Report – CP-2-20

### Raleigh Comprehensive Plan Amendment CP-2F-20: Planned Interchanges and Grade Separations

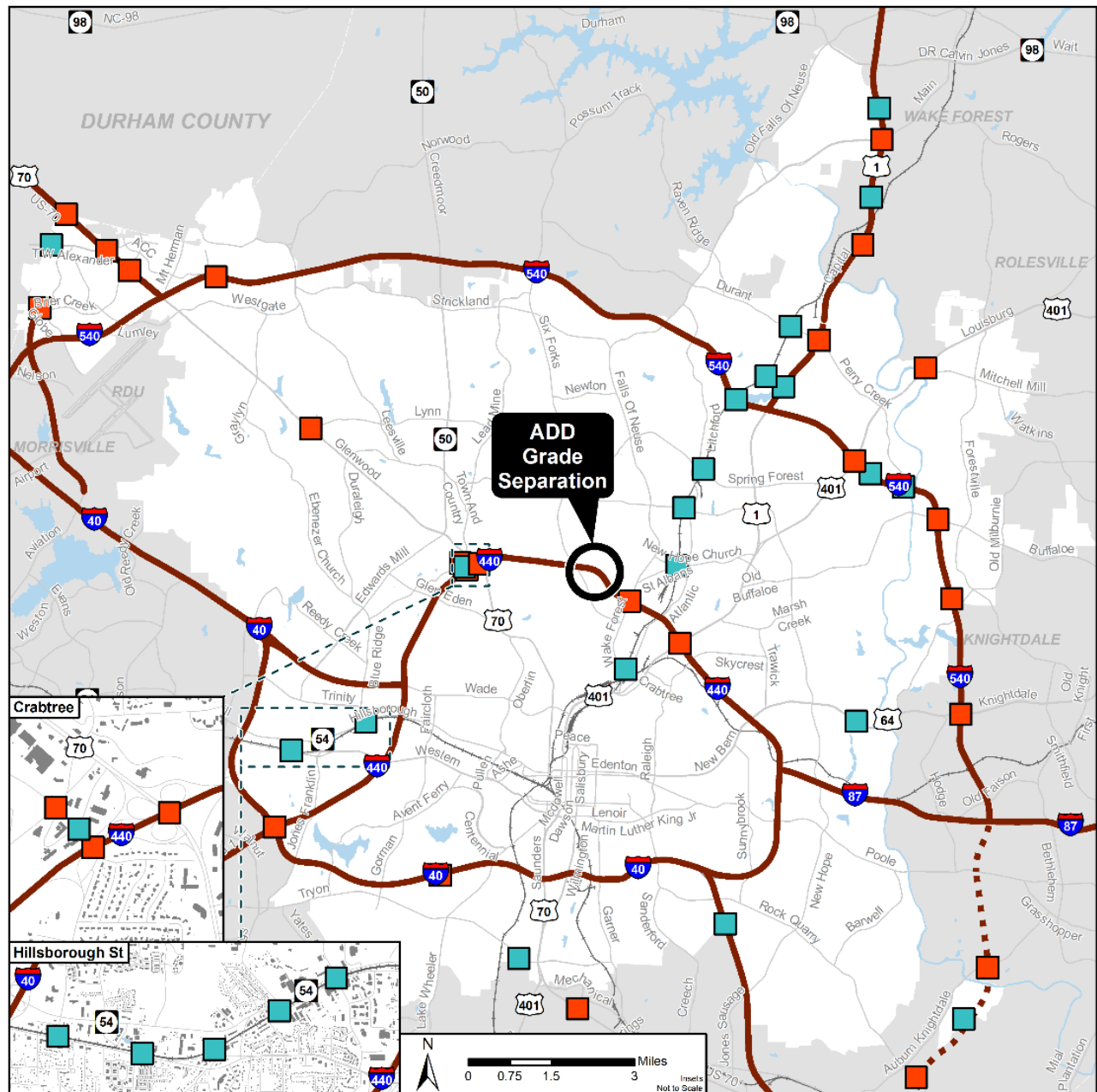
#### Map T-5 Planned Interchanges and Grade Separations

This is a City-initiated amendment to change designations on Map Transportation T-5 to reflect recommendations of the *Walkable Midtown* area plan. The proposed change would add a new grade-separated crossing of the I-440 Beltline. The following change to Map T-5 is proposed:

1. A new grade separation is added across I-440 between Six Forks Road and Wake Forest Road .

The map is on following page.

## Amendment to Map T-5: Planned Interchanges and Grade Separations



### Planned Facilities

- Interchange
- Current Limited Access Highway
- Grade Separation
- - - Planned Limited Access Highway

## CONSIDERATIONS FOR THE PLANNING AND DEVELOPMENT OFFICER'S REVIEW AND RECOMMENDATION:

The following list of considerations for the Planning and Development Officer's review and recommendations regarding a proposed Comprehensive Plan amendment are not all-inclusive. Review and recommendations of proposed Comprehensive Plan amendments may consider whether:

**1. The proposed amendment corrects an error or meets the challenge of some changing condition, trend or fact;**

The proposed amendment incorporates the recommendations of the *Walkable Midtown* area plan into the 2030 Comprehensive Plan.

**2. The proposed amendment is in response to changes in state law;**

*n/a*

**3. The proposed amendment constitutes a substantial benefit to the City as a whole and is not solely for the good or benefit of a particular landowner or owners at a particular point in time;**

The proposed amendment would improve pedestrian, bicycle, transit, and vehicular transportation across the Beltline, which currently creates a major barrier in the Midtown area.

**4. The proposed amendment is consistent with other identified Plan policies and adopted area plans;**

The proposed amendment is consistent with the following relevant Comprehensive Plan and area plan policies:

**Policy T 2.3 Eliminating Gaps** - Eliminate "gaps" in the transportation system and provide a higher grid density that will increase mobility options and promote the accessibility of nearby land uses

**Policy T 2.6 Preserving the Grid** - Existing street grid networks should be preserved and extended where feasible and appropriate to increase overall connectivity.

**Policy T 5.1 Enhancing Bike/Pedestrian Circulation** - Enhance pedestrian and bicycle circulation, access, and safety along corridors, downtown, in activity and employment centers, at densely developed areas and transit stations, and near schools, libraries, and parks.

**Policy T 5.6 Bridges, Underpasses, and Interchanges** - Pedestrians and bicyclists shall be integrated on roadway bridges, underpasses, and interchanges (except on roadways where they are prohibited by law). Bicycle and pedestrian facilities, including wide sidewalks, should be included on all new bridges and underpasses (requires NCDOT coordination on state-maintained roads).



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

**A. Established property or proposed development in the vicinity of the proposed amendment;**

The amendment would have an effect on property nearby. By improving street connectivity and lessening the impact of the Beltline as a barrier, it would improve the usefulness of property on both sides of the connection. The amendment also would have an impact on the area directly affected by the bridge. Property acquisition would be needed to create room for the bridge. Fair market value would be paid for the property.

**B. Existing or future land use patterns;**

The bridge connection reflects recent patterns in land use in the Midtown area, which is experiencing significant development along the Beltline. This additional transportation demand funnels vehicular trips to the two adjacent interchanges at Six Forks Road and Wake Forest Road. This adds delay to those interchanges. Traffic volume there also mean they do not offer comfortable facilities for pedestrians. The amendment would improve those issues and would tend to improve access to nearby parcels.

**C. Existing or planned public services and facilities;**

Apart from streets (see below), the amendment would not affect existing or planned public facilities. It would improve public services by potential improving transit routing through Midtown.

**D. Existing or planned roadways;**

The proposal is a roadway, and it would connect to nearby streets.

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

The overpass would be designed to have the smallest potential impact on the area through which it is built. More broadly, it would tend to have positive environmental effects by allowing more pedestrian and bicycle activity and reducing vehicular trip distances.

**F. Other policies of the Comprehensive Plan.**

No other relevant policies were identified.

**STAFF RECOMMENDATION:**

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

**STAFF COORDINATOR:**

Jason Hardin, [jason.hardin@raleighnc.gov](mailto:jason.hardin@raleighnc.gov)



Raleigh

## Staff Report – CP-2-20

### Comprehensive Plan Amendment CP-2G-20: Planned Bicycle Facilities

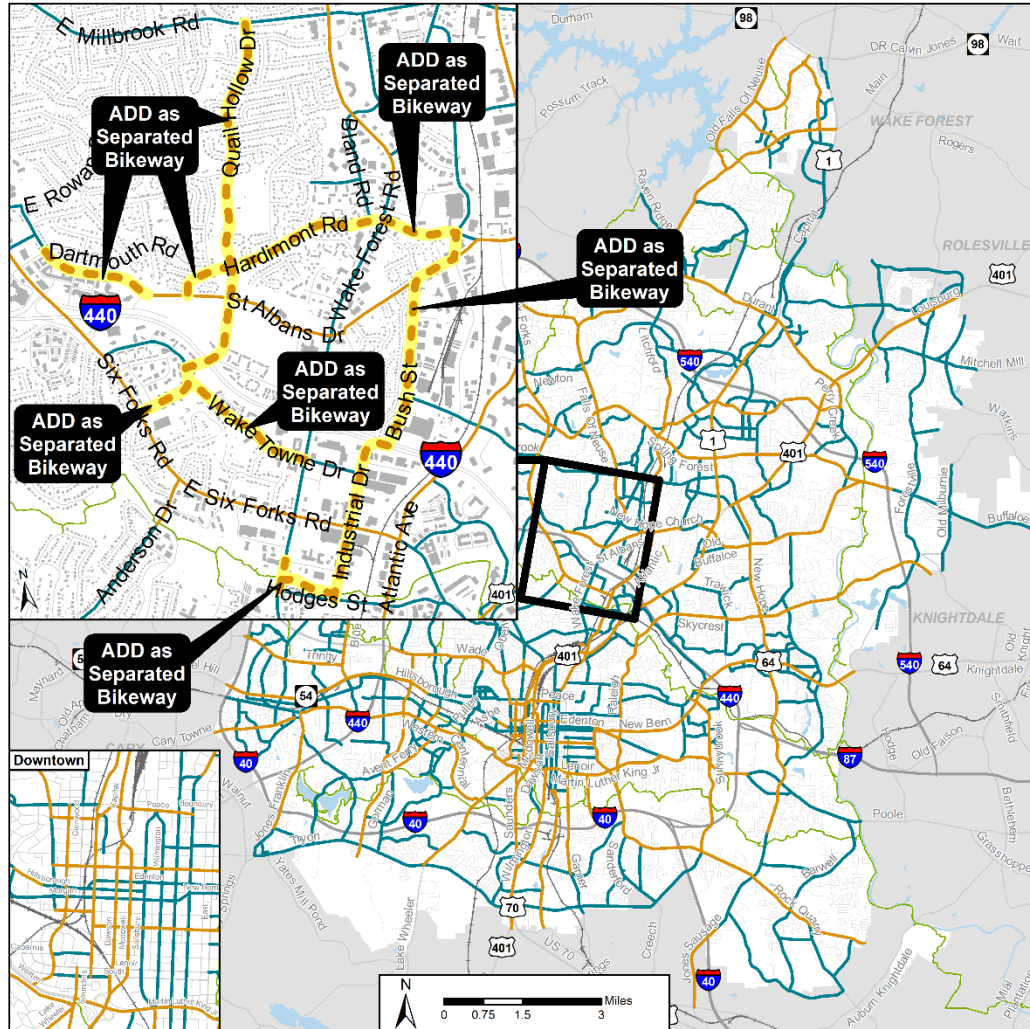
#### Map T-3 Planned Bicycle Facilities

This is a City-initiated amendment to change designations on Map Transportation T-3 to reflect recommendations of the *Walkable Midtown* area plan. The proposed change would add new Separated Bikeway designations to the map to reflect key plan recommendations. The changes include:

1. Designating the non-greenway sections of the Midtown Ring, which is a complete loop of safe and comfortable facilities for people walking, biking, and scootering, as Separated Bikeways. This includes portions or all of Industrial Drive, Bush Street, St. Albans Drive, New Hope Church Road, Hardimont Road, and a connection between Wake Towne Drive and Crabtree Greenway Trail.
2. Designating Green Streets that serve as key connectors to the Midtown Ring as Separated Bikeways. These include sections of Quail Hollow Drive, Wake Town Drive, and St. Albans Drive.

The map is on following page.

## Amendment to Map T-3: Planned Bicycle Facilities



**Long Term Planned Facility**

— Bicycle Lane

— Separated Bikeway

— Existing Greenway Trail

Map created 4/14/2020 by the  
Raleigh Department of City Planning

## **CONSIDERATIONS FOR THE PLANNING AND DEVELOPMENT OFFICER'S REVIEW AND RECOMMENDATION:**

The following list of considerations for the Planning and Development Officer's review and recommendations regarding a proposed Comprehensive Plan amendment are not all-inclusive. Review and recommendations of proposed Comprehensive Plan amendments may consider whether:

**1. The proposed amendment corrects an error or meets the challenge of some changing condition, trend or fact;**

The proposed amendment incorporates the recommendations of the *Walkable Midtown* area plan into the 2030 Comprehensive Plan.

**2. The proposed amendment is in response to changes in state law;**

*n/a*

**3. The proposed amendment constitutes a substantial benefit to the City as a whole and is not solely for the good or benefit of a particular landowner or owners at a particular point in time;**

The proposed amendment would provide for improvements for people walking, biking, scootering or using other nonmotorized forms of transportation in and beyond Midtown.

**4. The proposed amendment is consistent with other identified Plan policies and adopted area plans;**

The proposed amendment is consistent with the following relevant Comprehensive Plan and area plan policies:

**Policy LU 2.5 Healthy Communities**

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

**Policy LU 4.1 Coordinate Transportation Investments with Land Use**

Ensure that transportation decisions, strategies, and investments are coordinated with and support the city's land use objectives.

**Policy LU 4.2 Transportation in Support of Walkable Neighborhoods**

Make the design and scale of transportation facilities compatible with planned land uses and with consideration for the character anticipated by this Comprehensive Plan for the surrounding neighborhood.

**Policy LU 4.3 Directing Transportation Investments**

Target transportation facilities, services, and investments to promote and accommodate the growth this Comprehensive Plan anticipates in mixed-use centers, commercial corridors, and residential neighborhoods while reducing reliance on single-occupancy vehicles.

**Policy T 5.1 Enhancing Bike/Pedestrian Circulation**

Enhance pedestrian and bicycle circulation, access, and safety along corridors, downtown, in activity and employment centers, at densely developed areas and transit stations, and near schools, libraries, and parks.

**Policy T 5.6 Bridges, Underpasses, and Interchanges**

Pedestrians and bicyclists shall be integrated on roadway bridges, underpasses, and interchanges (except on roadways where they are prohibited by law). Bicycle and pedestrian facilities, including wide sidewalks, should be included on all new bridges and underpasses (requires NCDOT coordination on state-maintained roads).

**Policy T 5.3 Bicycle and Pedestrian Mobility**

Maintain and construct safe and convenient pedestrian and bicycle facilities that are universally accessible, adequately illuminated, and properly designed to reduce conflicts among motor vehicles, bicycles, and pedestrians.

**Policy T 5.13 Pedestrian Infrastructure**

Ensure that streets in areas with high levels of pedestrian activity (employment centers, residential areas, mixed-use areas, schools) support pedestrian travel by providing such elements as frequent and safe pedestrian crossings, large medians for pedestrian refuges, bicycle lanes, frontage roads with on-street parking, and/or grade separated crossings.

**Policy IM 4.2 Area Study Content and Intent**

Ensure that area-specific planning studies take a form appropriate to the needs of the community and reflect citywide needs, as well as economic development policies and priorities, market conditions, implementation requirements, available staffing resources and time, and available funding. Such studies should address such topics as an existing conditions inventory, future land use recommendations, aesthetic and public space improvements, circulation improvements and transportation management, capital improvement requirements and financing strategies, the need for zoning changes or special zoning requirements, and other implementation techniques. If necessary, as a result of the findings of the area-specific plans, Comprehensive Plan amendments to the plan's text or maps should be introduced to ensure internal consistency for the areas involved.

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

**A. Established property or proposed development in the vicinity of the proposed amendment;**

The amendment would improve access to properties within the Midtown area.

**B. Existing or future land use patterns;**

The amendment would support more walkable land use patterns in the Midtown area.

**C. Existing or planned public services and facilities;**

None

**D. Existing or planned roadways;**

The proposal would ensure that roadways safely and comfortably accommodate all users, not just people driving.

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

The amendment would have positive environmental effects, particularly with respect to emissions of carbon and other air pollutants by allowing more pedestrian and bicycle activity.

**F. Other policies of the Comprehensive Plan.**

No other relevant policies were identified.

**STAFF RECOMMENDATION:**

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

**STAFF COORDINATOR:**

Jason Hardin, [jason.hardin@raleighnc.gov](mailto:jason.hardin@raleighnc.gov)

## **RESOLUTION NO.**

### **A RESOLUTION TO ADOPT A STREETSCAPE PLAN**

#### **INDUSTRIAL DRIVE STREETSCAPE**

**WHEREAS**, the Street Design Manual provides technical specifications used in construction of public improvements; and

**WHEREAS**, the Walkable Midtown plan recommends classifying Industrial Drive in its entirety as Main Street, Parallel Parking on Map T-1 Street Plan; and

**WHEREAS**, the recommendations of the Walkable Midtown plan also include a custom streetscape design that provides more specificity; and

**WHEREAS**, the amendment reflects community's vision to guide future streetscape improvements along the corridor; and

**WHEREAS**, the amendment supports the goals of the Walkable Midtown plan and serve the larger public interest by enhancing safety and comfort for all modes of travel and connecting the Midtown Waterfront district to the Crabtree Greenway Trail and across the Beltline; and

**WHEREAS**, these amendments were reviewed and discussed with extensive public input.

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF RALEIGH, NORTH CAROLINA** that the Street Design Manual be amended to include the custom streetscape design associated with the Walkable Midtown as shown in Attachment A.

**Adopted:**

**Distribution:** Planning, Transportation



## Attachment A

