

Planning and
Development

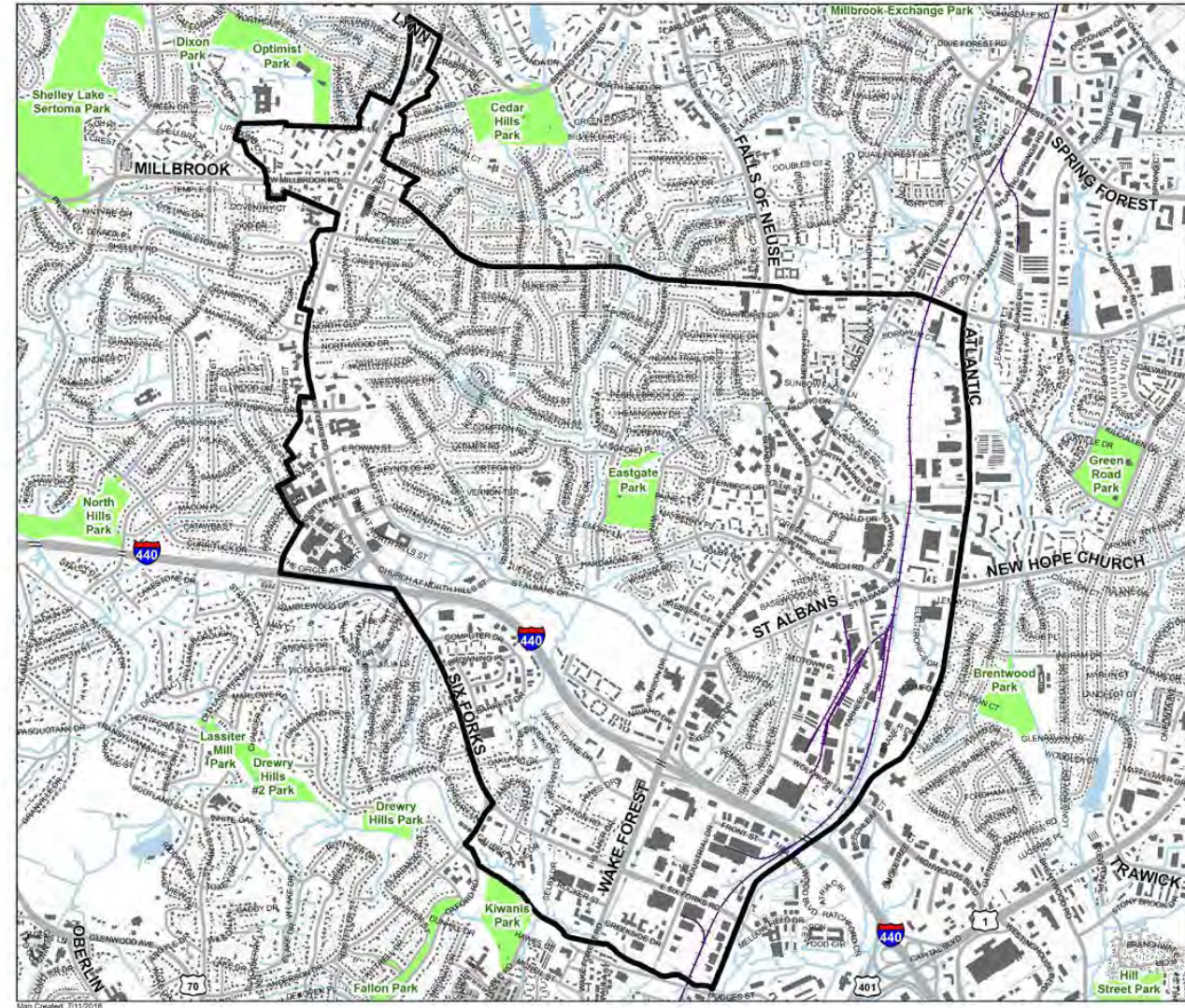
Midtown-St. Albans Area Plan: Final Report

Planning Commission
Committee of the Whole
August 27, 2020



About the Plan

- Area centered on North Hills, extends south to Crabtree Creek, north to Millbrook Road
- Originated with desire to consider infrastructure and other public improvements for an area targeted for significant growth



Plan Process

- Began in 2018 with initial visioning efforts
- Formal plan events took place in three phases in 2019
- Final report published in 2020
- Process overseen by “Confirmation Group”
- Next step is referral to Planning Commission for review and recommendation



Process Highlights

- Aimed to set a new standard for inclusiveness and ease of participation
- 10 in-person events at different days/times
- Online options throughout
- **The city's first all-Spanish language planning meeting**
- Proactive outreach with pop-up events
- Several thousand postcards sent at each phase to property owners and addresses in order to reach renters
- Additional outreach to employers, apartment buildings



MSA Midtown-St. Albans
Area Plan

CITY PLANNING

Eligiendo una alternativa

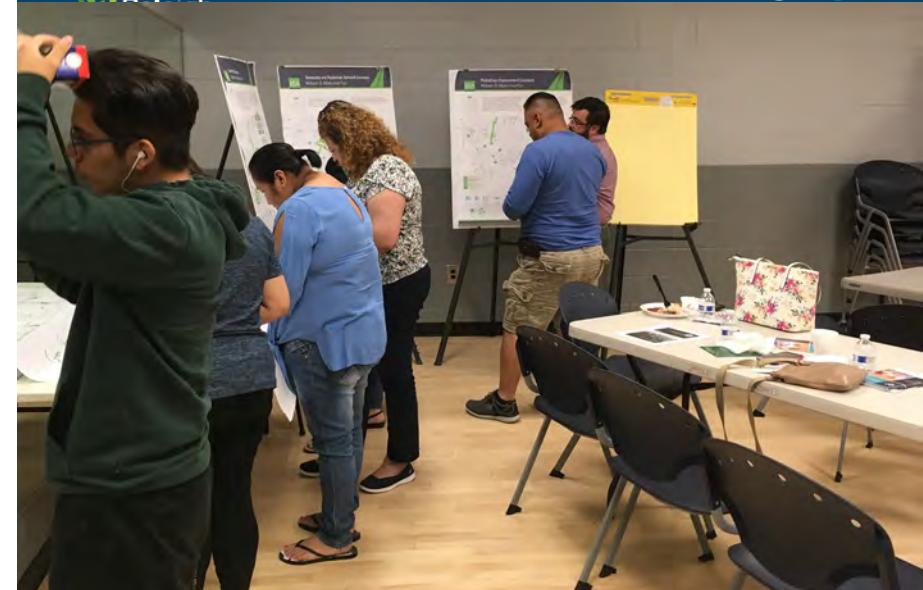
Hay varias alternativas para el futuro de Midtown y necesitamos de tu participación para decidir cuales opciones son las mejores que ayuden a Midtown a alcanzar su máximo potencial.

Por favor asista a la siguiente reunión.

 Junta en Español
14 de Mayo de 6 p.m. a 7 p.m.
Green Road Community Center
4201 Green Rd

Si no tiene la opción de asistir a alguna de estas reuniones, puede seguir el proceso y dejar sus comentarios a través de la página de internet:
planningforraleigh.com/midtown

raleighnc.gov



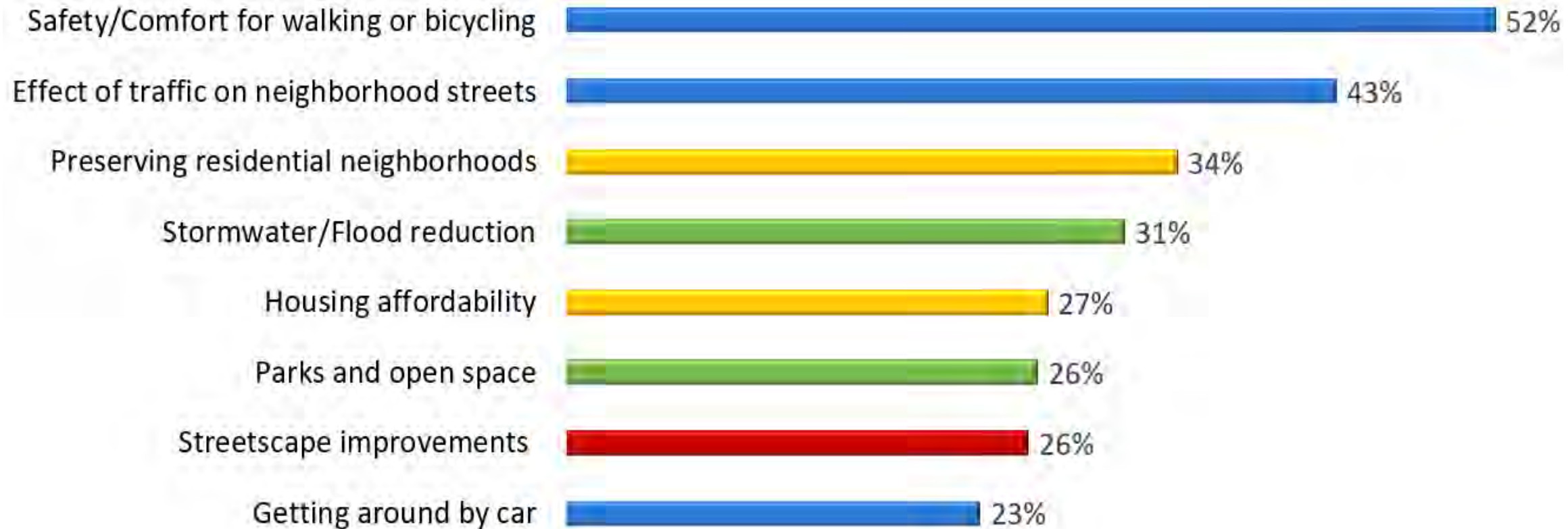
What we heard

Walkability is a must



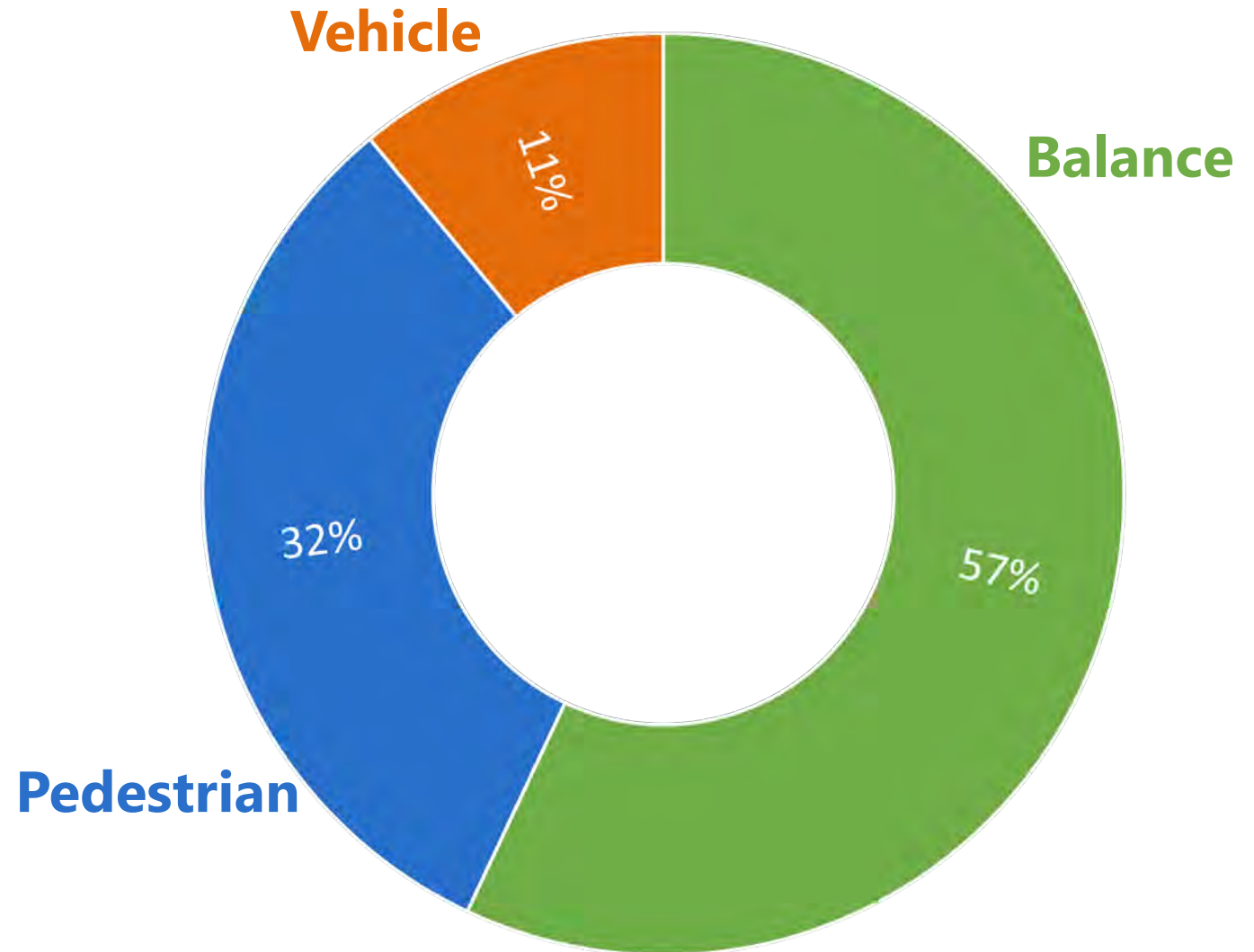
What we heard

Top three issues to address



What we heard

Transportation projects involve trade-offs between vehicle traffic flow and making it safer for pedestrians. Which is a higher priority?



Key Principles



Midtown Moves: Healthy, Safe, and Reliable Transportation



Midtown Living: Residential Neighborhoods and Housing Choices



Midtown Works: Innovation and Opportunity



Aesthetics: Beautiful Midtown

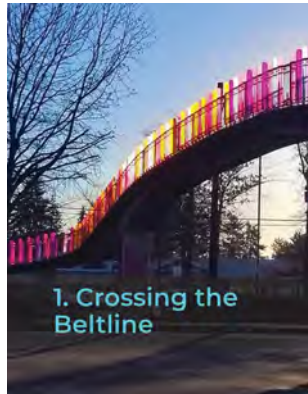


Midtown Green and Blue: Parks, Trees, and Stormwater

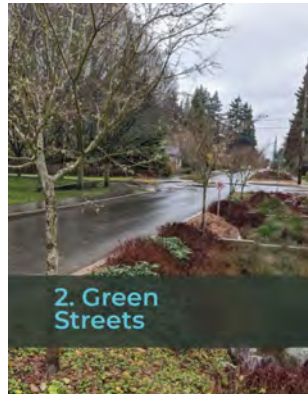
Implementing the Principles

- Seven Big Moves
 - Overarching topics containing multiple projects/policies
 - Each connects to principles
 - Taken together, realize the vision for a more walkable, livable Midtown

Crossing the Beltline



Green Streets



Connected Streets



Serious Transit



The Midtown Ring



Midtown Living/Works



Waterfront District



Big Move 1: Crossing the Beltline

- Two new bridges
 - One critical multimodal connection between Six Forks and Wake Forest
 - One bike/ped crossing connecting Midtown East with Wake Tech and points north

- Survey: Walkability the **number one** issue
- Both in the **top half** in results of “Midtown Bucks” prioritization exercise



Big Move 2: Green Streets

- Projects use Green Stormwater Infrastructure to do quadruple duty:
 - Slow traffic on wide streets
 - Beautify neighborhoods
 - Collect stormwater
 - Make walking and biking safer
- Key streets: Quail Hollow, Hardimont, Bush, Wake Towne

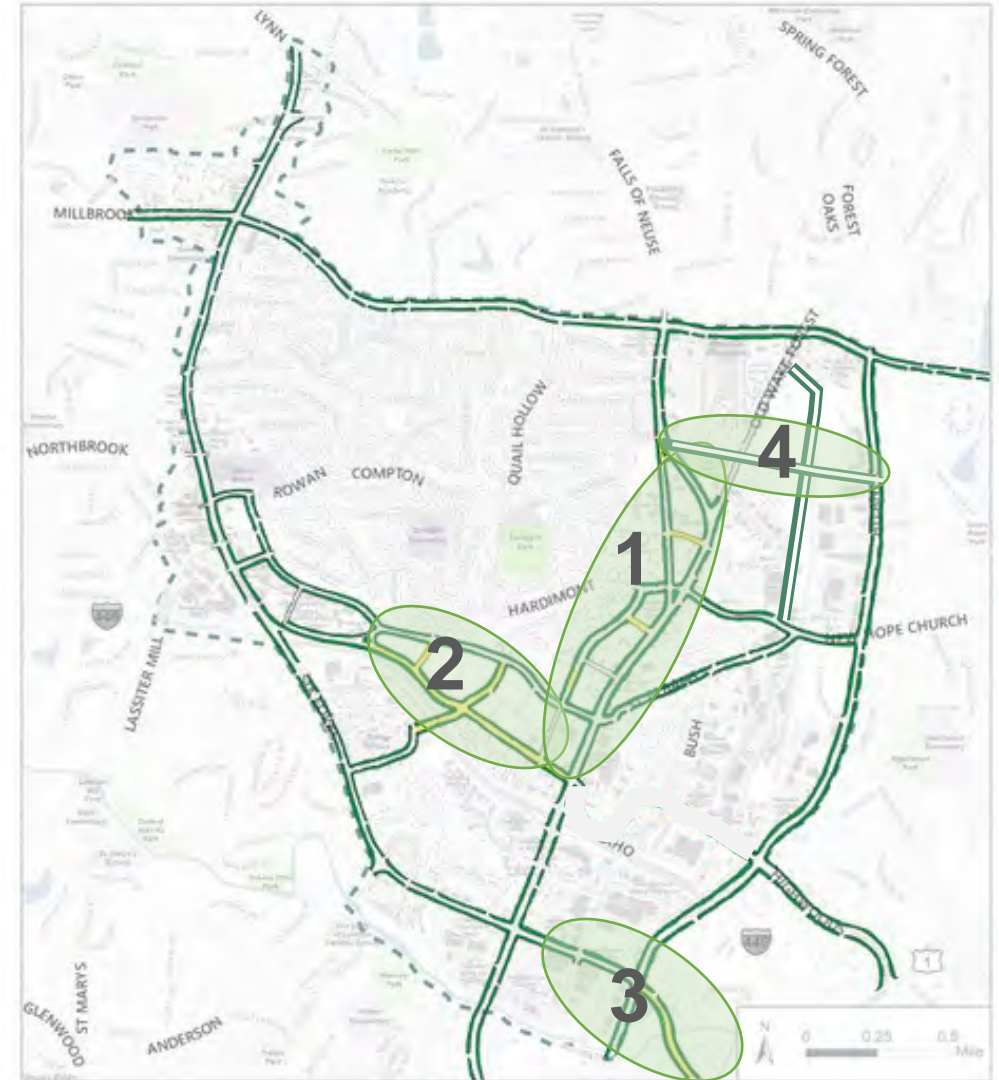
- Survey: **61 percent** say speed is an issue on neighborhood streets
- Survey: Stormwater a **top-four** issue to tackle



Big Move 3: Connected Streets

- Handle transportation through a grid, not widening
- Provide alternatives to busy arterials
- New streets will be friendly for people walking, not just for cars
- Key connections:
 1. Wake Forest parallel network
 2. St. Albans parallel/440 bridge
 3. Six Forks-Capital connector
 4. “Ocean connector” (Pacific-Atlantic)

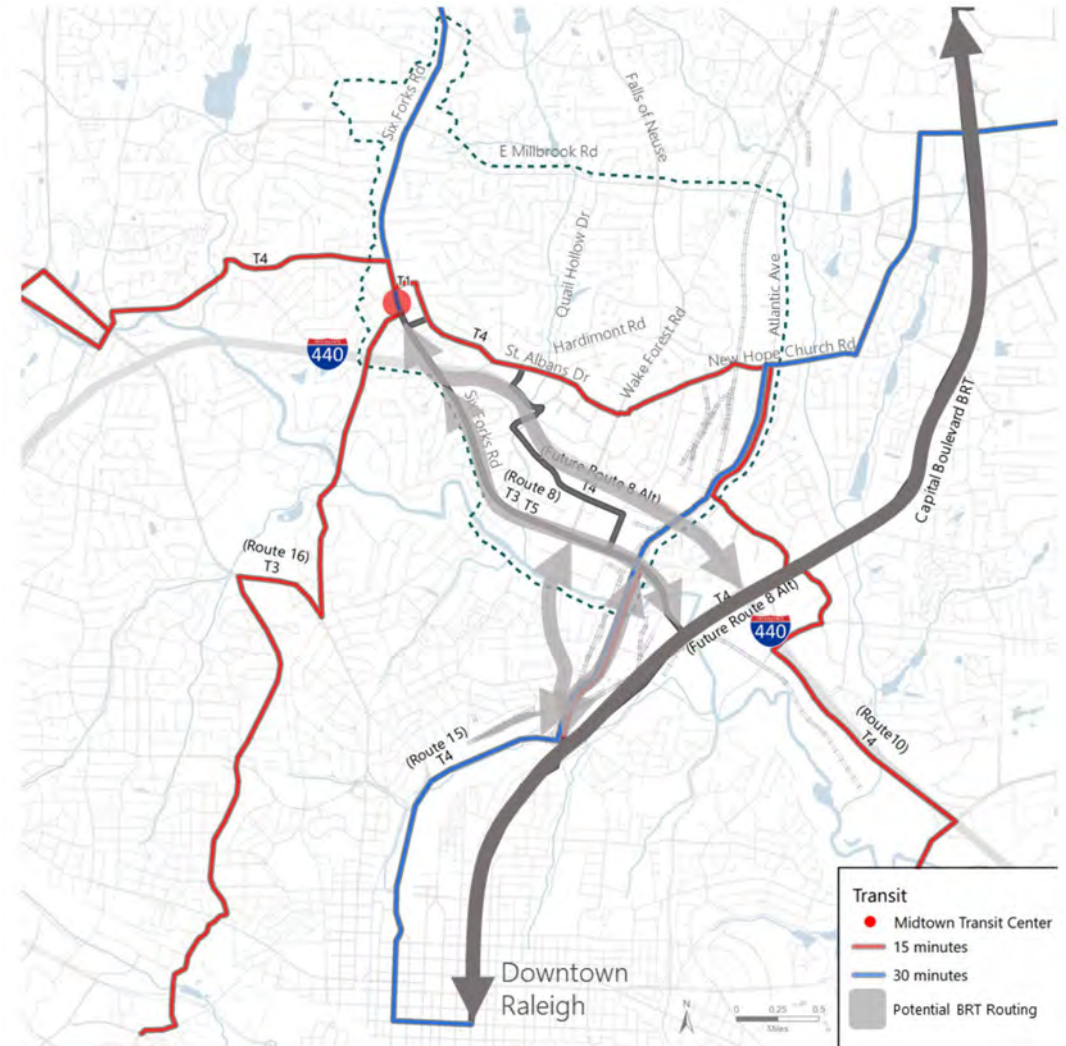
Supports multiple survey priorities
(transportation options and reliability,
walkability)



Big Move 4: Serious Transit

- Phase 1: Frequent Transit
 - 15-minute routes to:
 - Downtown
 - N.C. State
 - Beltline parallel route to Crabtree/WakeMed
 - Phase 2: BRT Connection
 - Study feasibility and route options

• Survey: Transit frequency the **number one** factor in making transit more usable



Big Move 5: The Midtown Ring

- A safe and comfortable way to connect to all destinations in Midtown
 - Uses greenways, new bridges, protected bike lanes, and green streets
 - Provides space for recreation, no-carbon transportation
- Survey: Only **8** percent are comfortable walking or biking – but **78** percent would walk/bike more if safe places are built
 - Walkability the **number 1** priority for participants



1 On-street one-way separated bike path and sidewalk



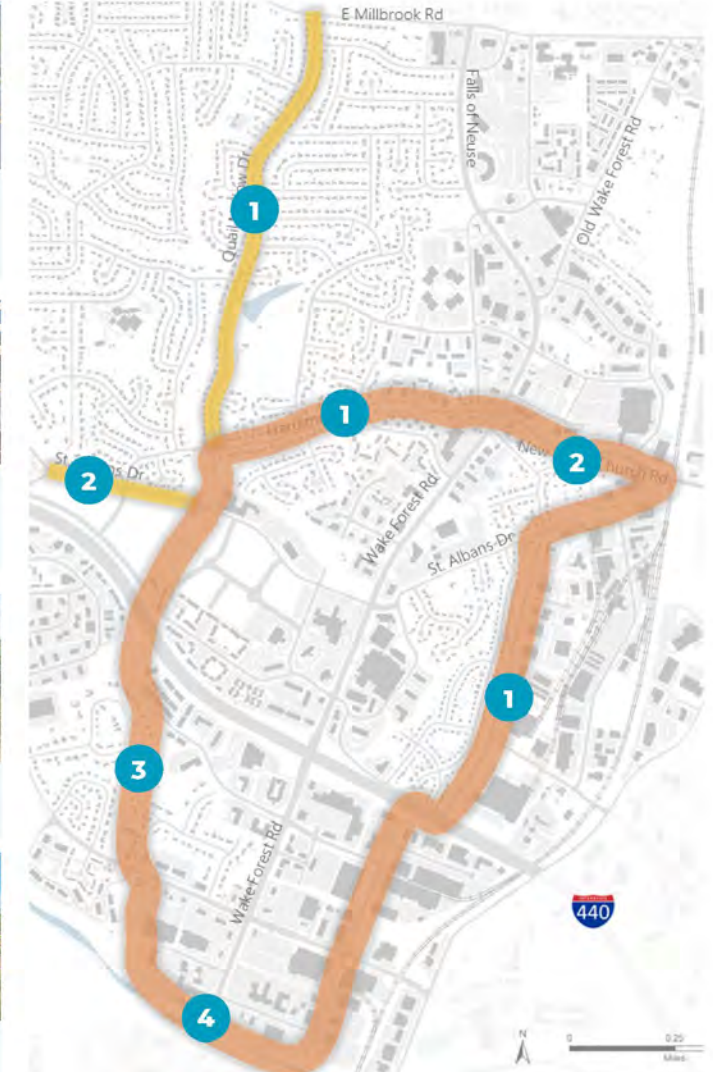
2 On-street two-way separated bike path and sidewalk



3 Off-street multi-use path



4 Greenway



Big Move 5: The Midtown Ring



Big Move 6: Midtown Living/Midtown Works

- Land use and urban form recommendations in a few key areas. Goals include:
 - Allow housing and employment opportunities
 - Incentivize affordable housing
 - Ensure gentle transitions between taller mixed-use areas and lower-scale residential areas
 - Ensure buildings create a comfortable pedestrian experience



- Survey: Housing affordability a top-5 issue in upper half of priorities; only 27 percent say growth should be accommodated elsewhere

Big Move 7: Midtown Waterfront District

- Vacant/underused properties between Beltline and Crabtree Creek are seeing redevelopment interest
- Opportunity to create a first in Raleigh: an urban waterfront district
- Industrial Drive becomes the walkable “Main Street” connecting the Beltline bike/ped bridge to the Crabtree waterfront

Survey: Park space a **top-three** priority; Waterfront park **top three** in “Midtown Bucks” exercise



Big Move 7: Midtown Waterfront District

- Midtown currently turns its back on the Crabtree
- Plan envisions reversing that and creating a focal point
- A resilient waterfront park does double duty as public space and stormwater control
- Involves acquiring relatively inexpensive parcels in floodplain

Waterfront now



Precedents



Existing Greenway and future connection to North Hills

pedestrian bridge

Greenway-facing restaurant and retail

South Side Greenway (future)

pedestrian bridge

Waterfront Park

Crabtree Greenway

Wake Forest Road

Creekside Drive

Six Forks Road

Industrial Drive "Main Street"

The Midtown Waterfront District



Prioritization

- Process ended with prioritization exercise
- Participants used “Midtown Bucks” to “buy” their favorite projects
- Most funded:
 - Pedestrian crossing improvements
 - Waterfront park
 - Beltline multimodal bridge
 - Green streets
 - Beltline bike/ped bridge
 - Wake Forest street network
 - Affordable housing



Green Streets
Midtown-St. Albans Area Plan

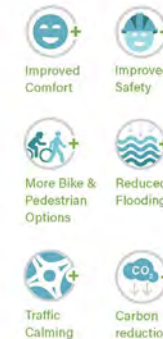
RELATIVE COST



RELATIONSHIP TO OTHER PROJECTS

This group of projects does not depend on other projects, but it benefits from new bridges across I-440.

PROS

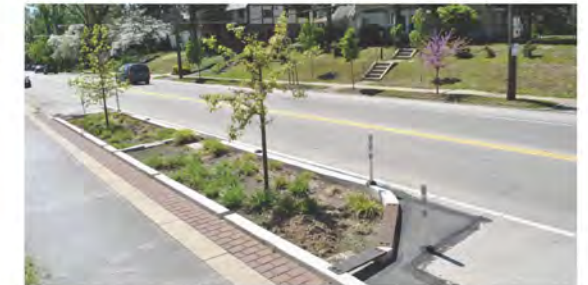


CONS



Description

This is a group of Green Street projects on the following roads: Quail Hollow Drive, Bush Street, Wake Towne Drive, and Hardimont Street. Green Street improvements reduce stormwater, decrease vehicle speeds, and include a mix of expanded sidewalks, shared-use paths, and bicycle facilities.



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Green Streets
Midtown-St. Albans Area Plan

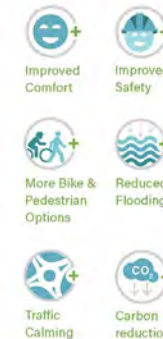
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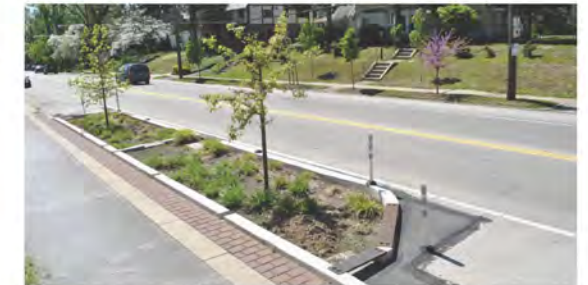


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Comprehensive Plan Amendments

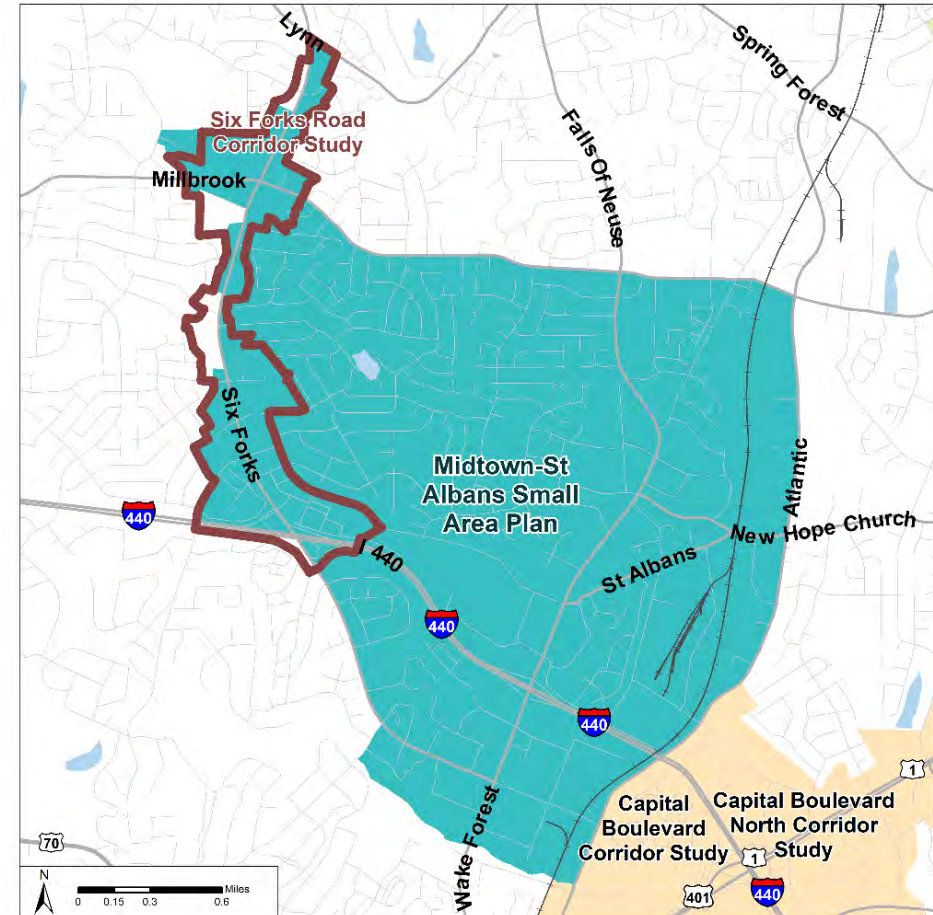
- How plans are memorialized and ultimately implemented
- Requested action: Review and Recommendation to City Council



Plan Amendments: Area Plan Map

- Adding the Midtown boundary, removing the Six Forks boundary
- Six Forks is incorporated into Midtown plan

Amendment to AP-1: Area Specific Guidance



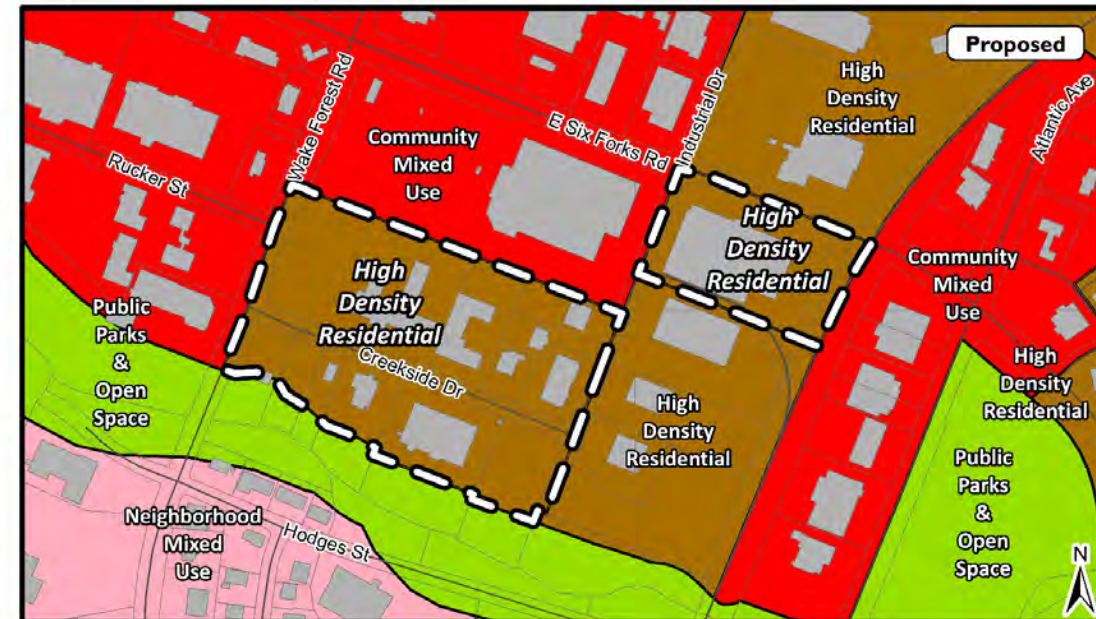
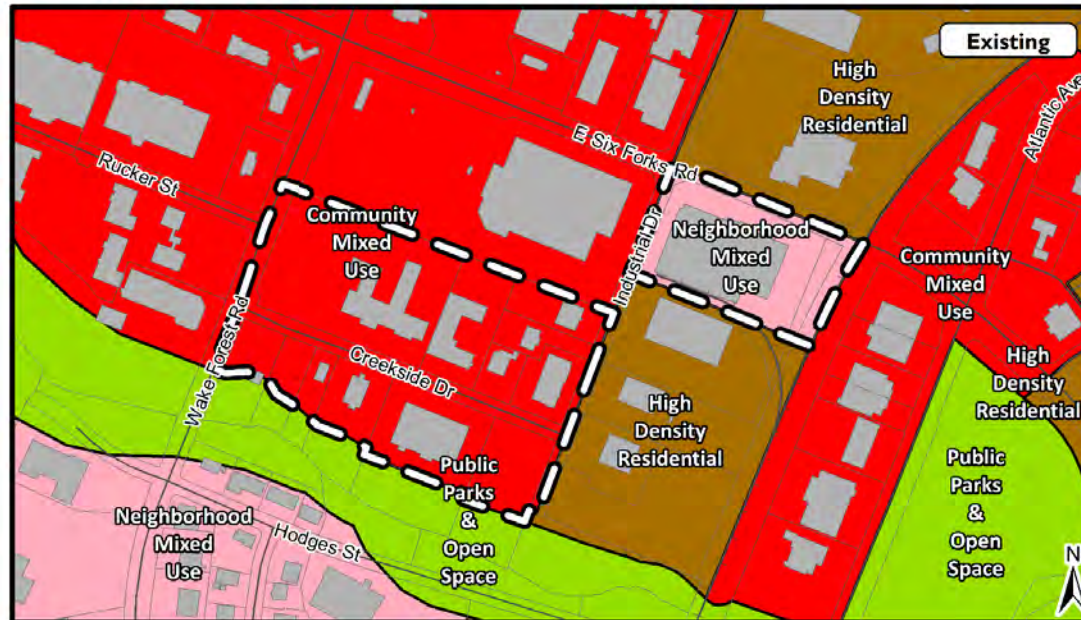
- Area Plan Removed
- Area Plan Added
- Other Area Plan

Plan Amendments: Future Land Use

Midtown Waterfront District: Creating a mixed-use a true neighborhood, not a regional retail center

Existing: Neighborhood and Community Mixed Use

Proposed: High Density Residential (Allows ground-floor retail, Plan guidance envisions office as well)



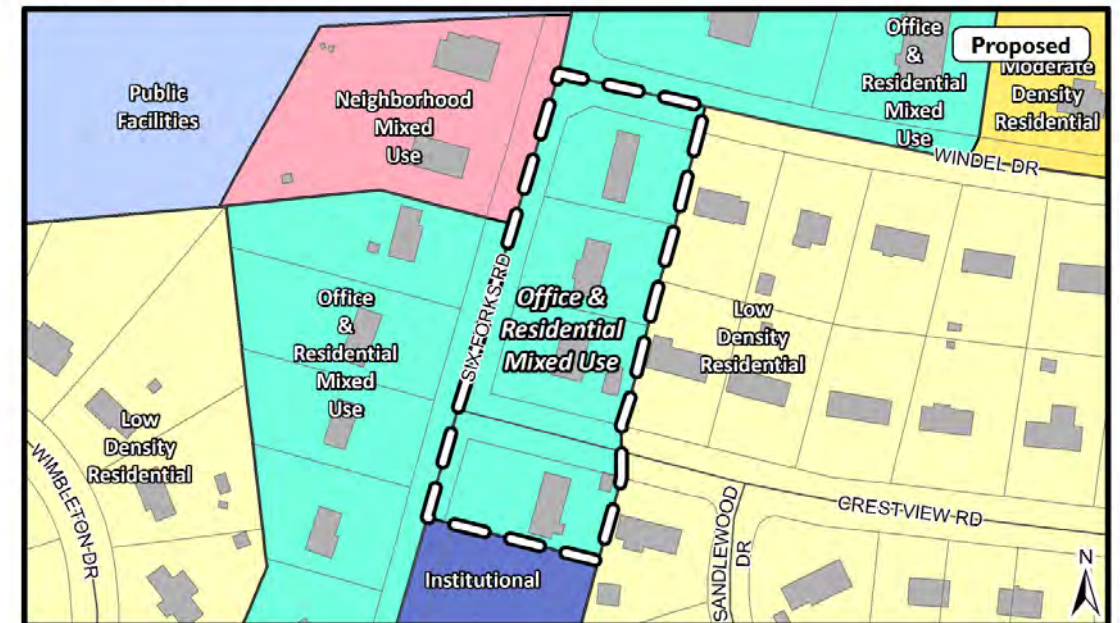
Plan Amendments: Future Land Use

Six Forks Road: Allowing detached residential properties to transition to office uses

Existing: Low Density Residential



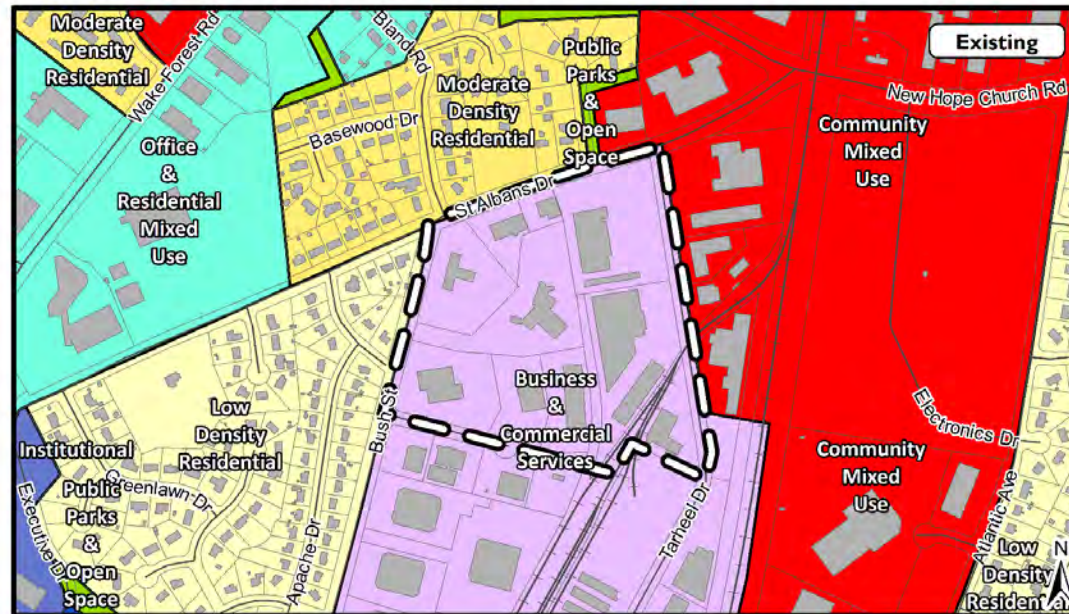
Proposed: Office and Residential Mixed Use



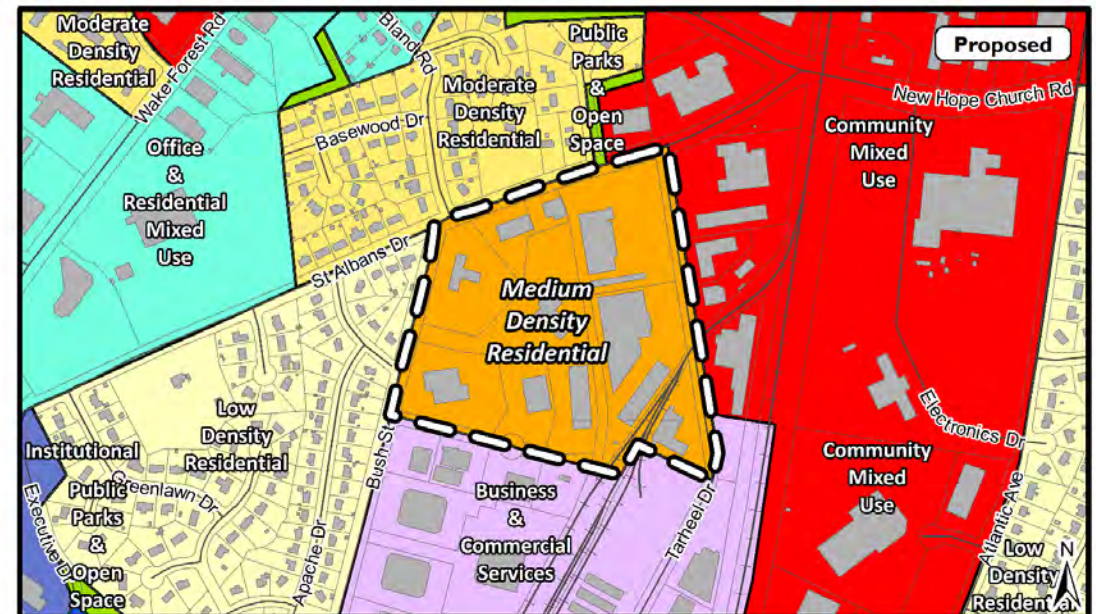
Plan Amendments: Future Land Use

Bush and St. Albans: Allowing older warehouse/industrial/office uses to transition to mixed-use

Existing: Business and Commercial Services



Proposed: Medium Density Residential

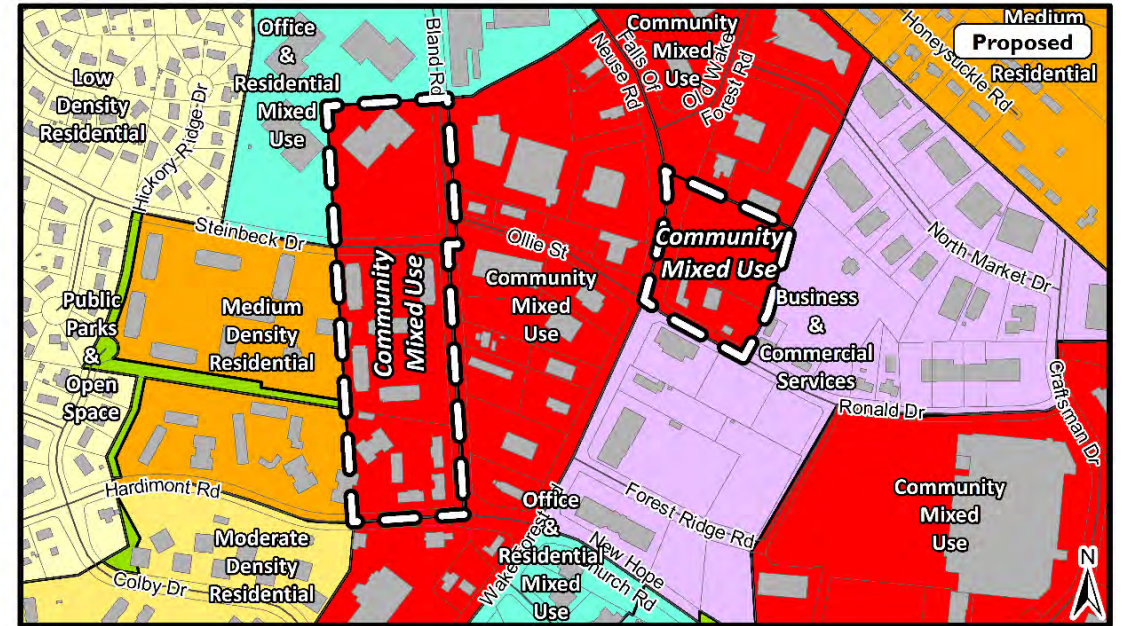
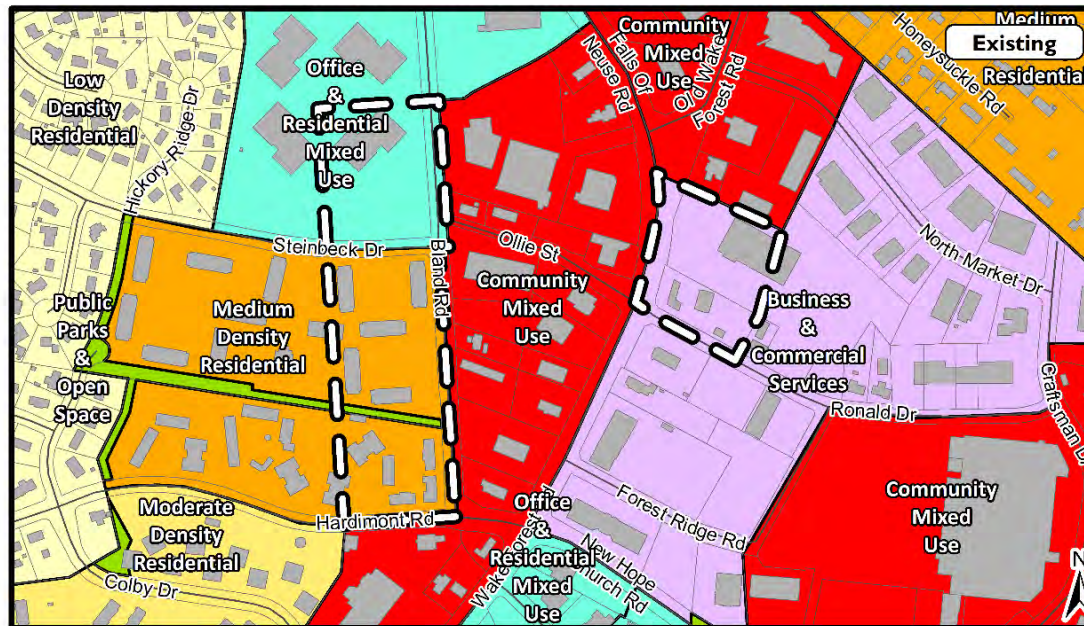


Plan Amendments: Future Land Use

Bland Road: Creating a mixed-use main street (in conjunction with urban form changes)

Existing: Office and Residential Mixed Use, Medium Density Residential, Business and Commercial Services

Proposed: Community Mixed Use

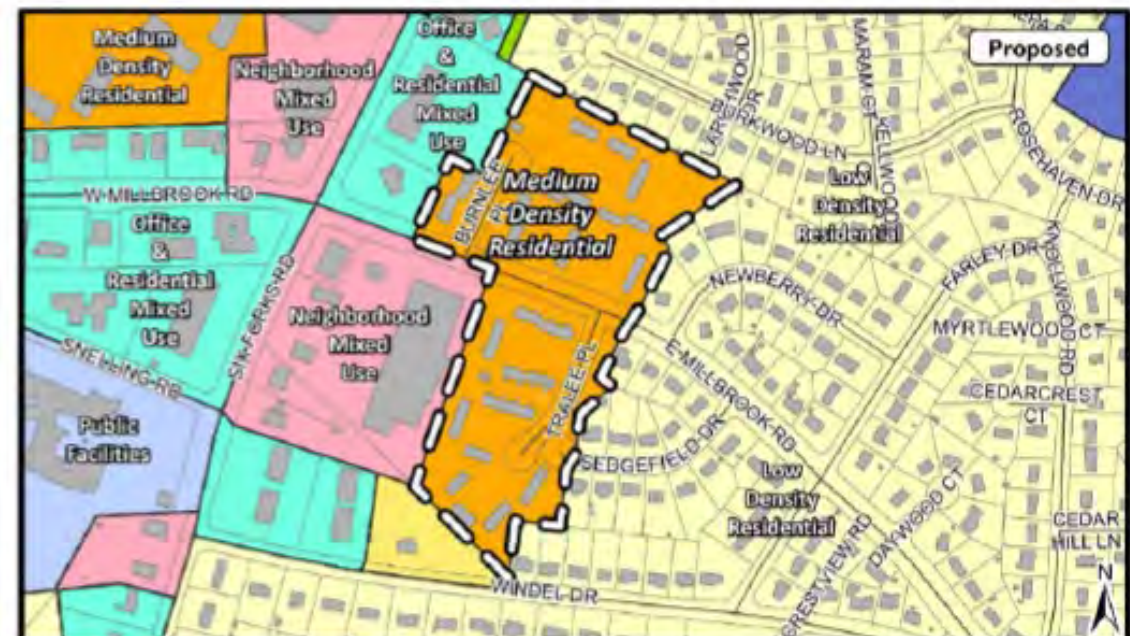
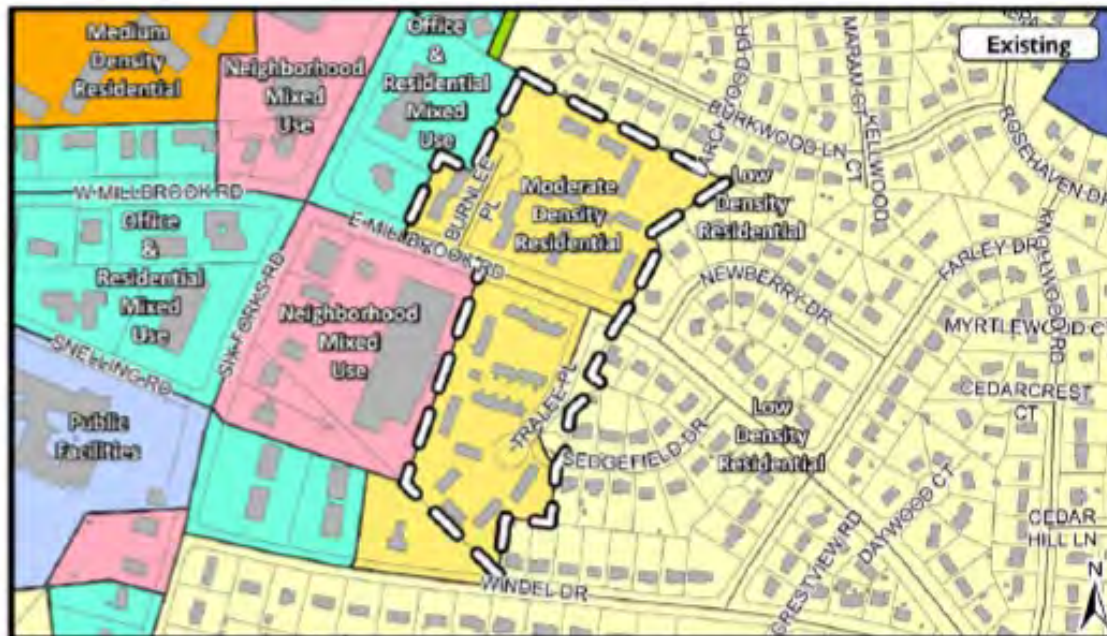


Plan Amendments: Future Land Use

Six Forks and Millbrook: Allowing more housing near a mixed-use center

Existing: Moderate Density Residential

Proposed: Medium Density Residential

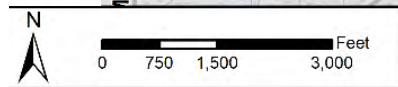
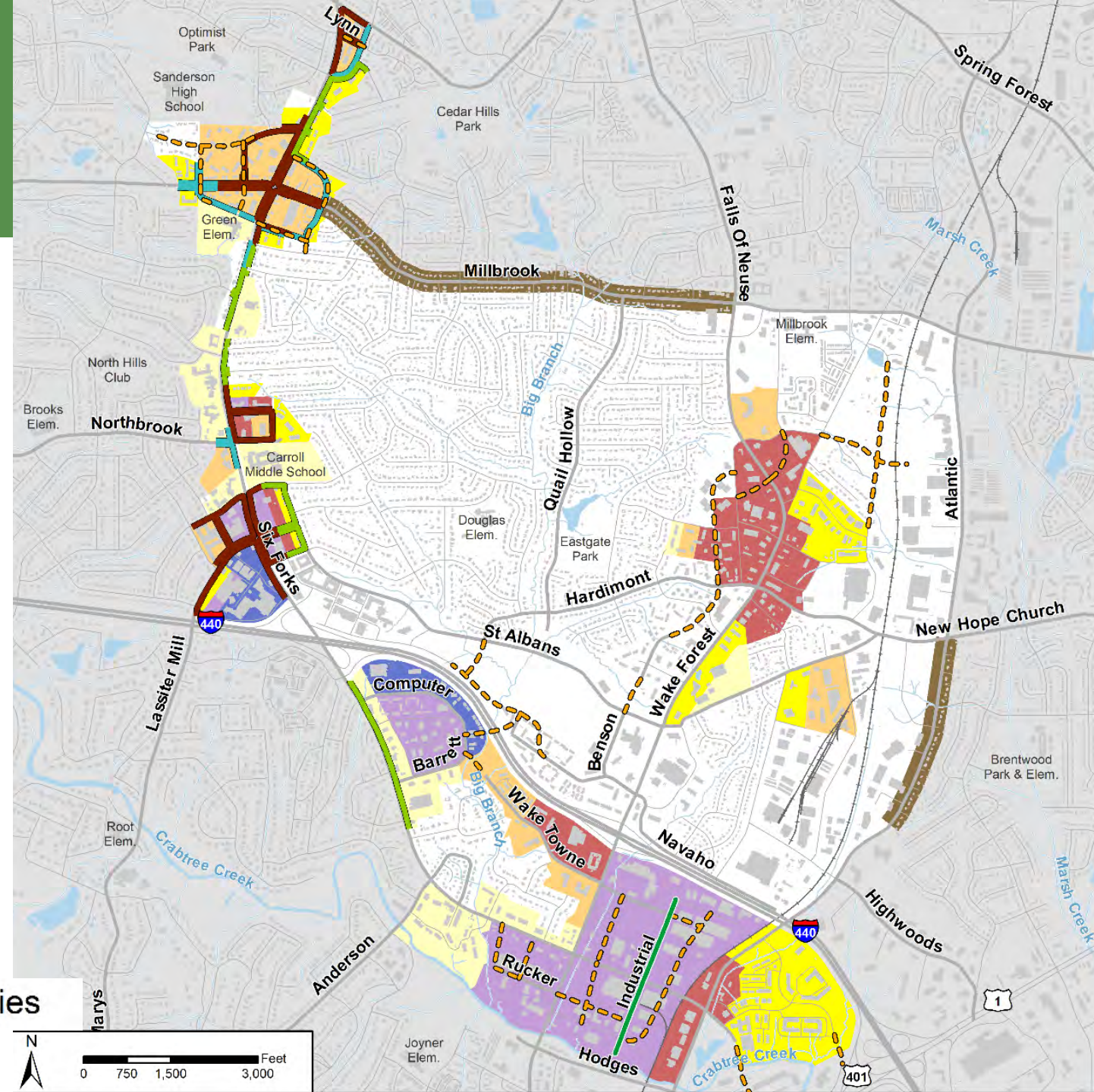


Area-Specific Guidance

Allowing height for housing and employment in the core of the area, then transitioning down to lower-scale residential

Recommended Height




-  3 stories
-  4 stories
-  5 stories
-  5 - 7 stories
-  7 - 12 stories
-  20 stories
-  Additional Housing Type Opportunities

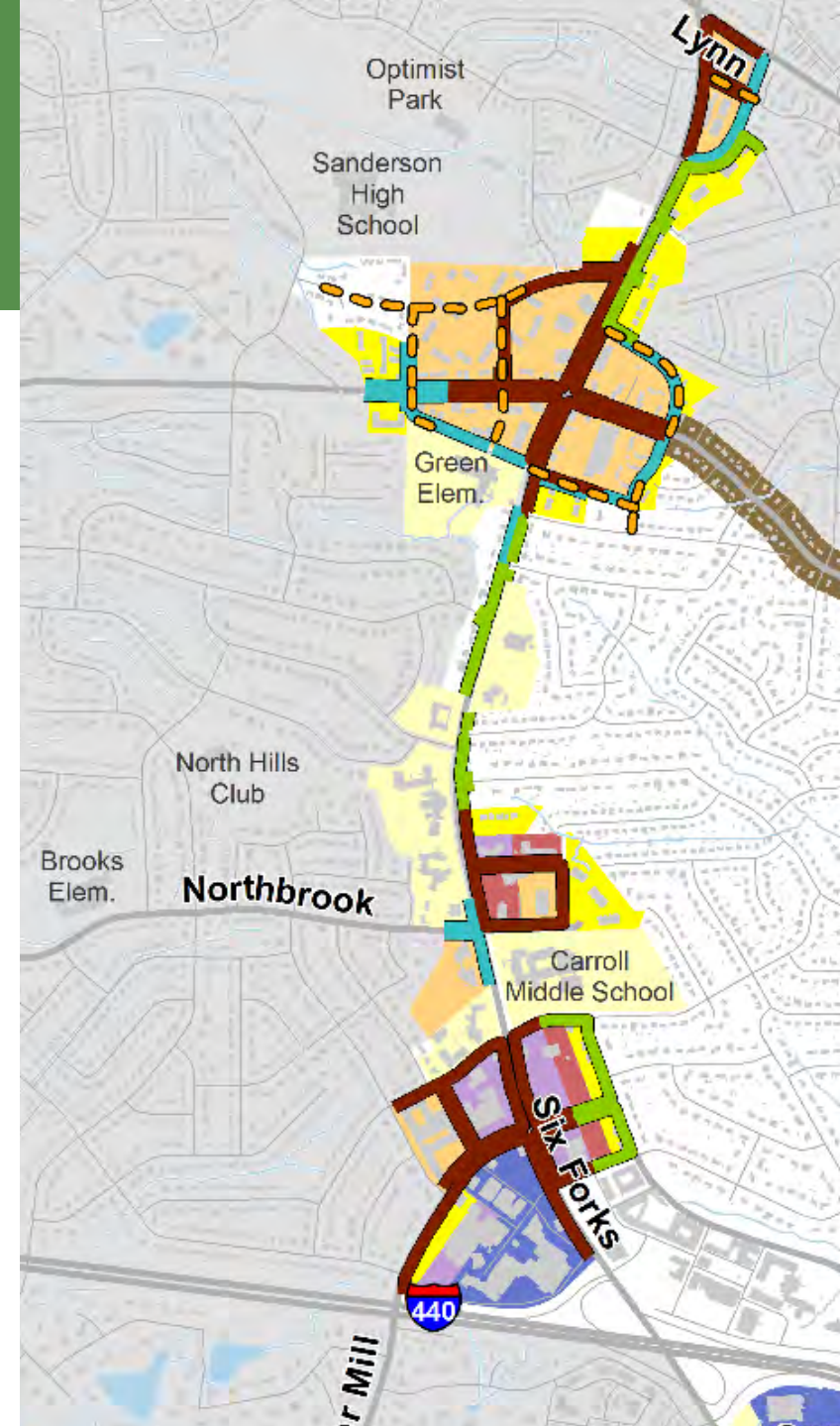


Area-Specific Guidance

Creating a walkable urban form

Recommended Zoning Frontage




-  Green
-  Urban Limited
-  Parking Limited

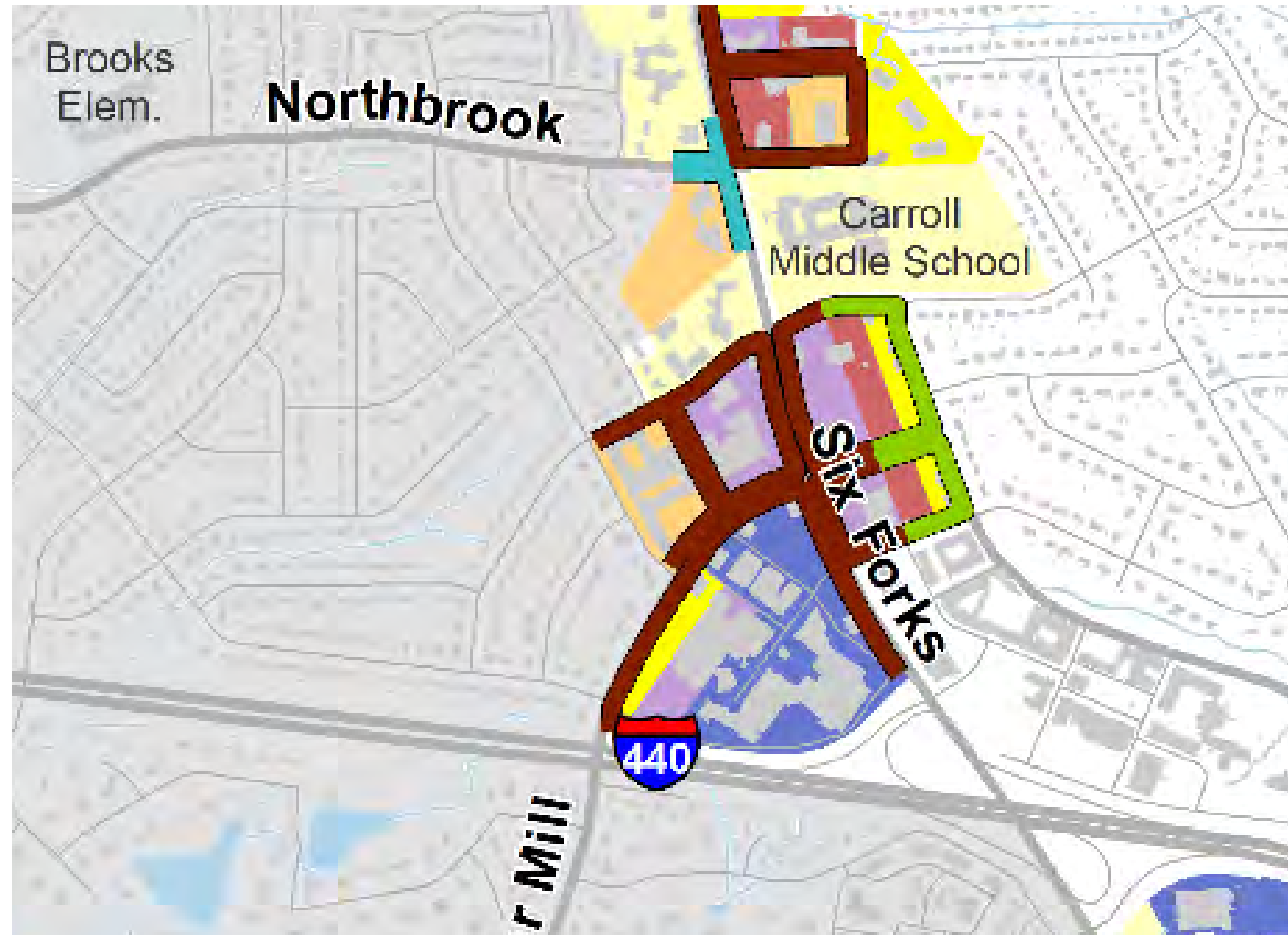


Area-Specific Guidance

Creating a walkable urban form

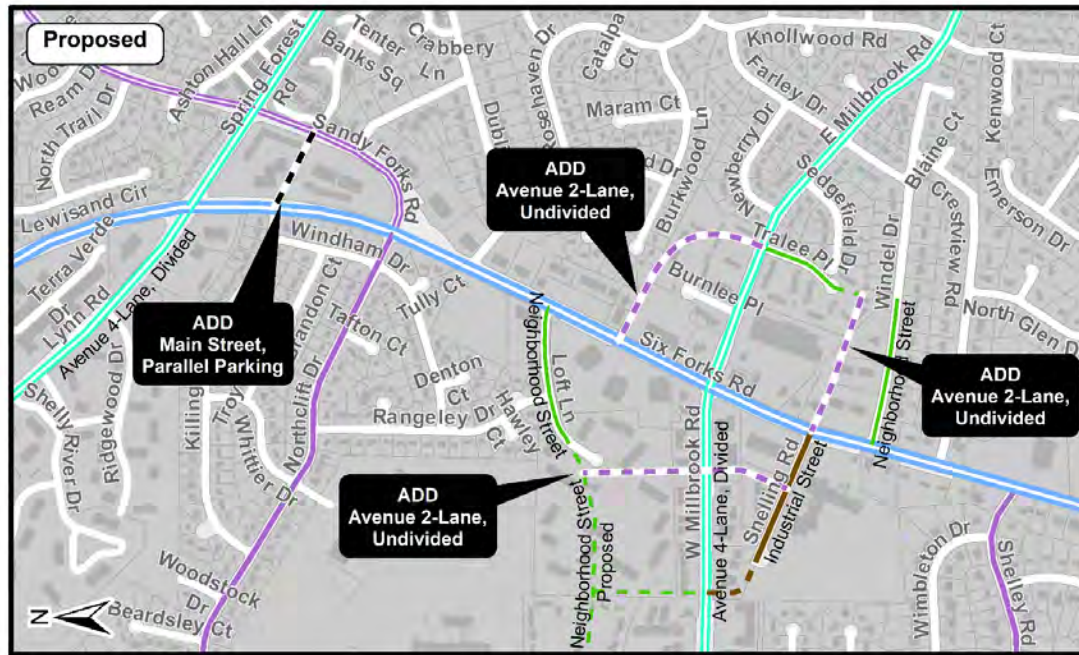
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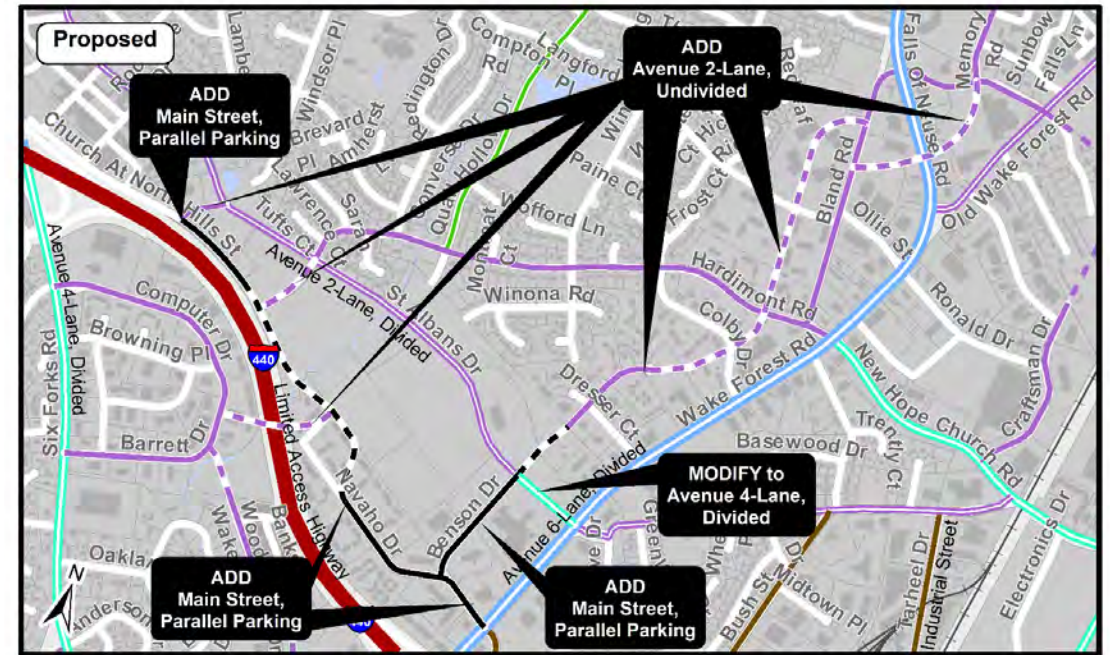


Plan Amendments: Street Plan

Six Forks/Millbrook: Building a Grid

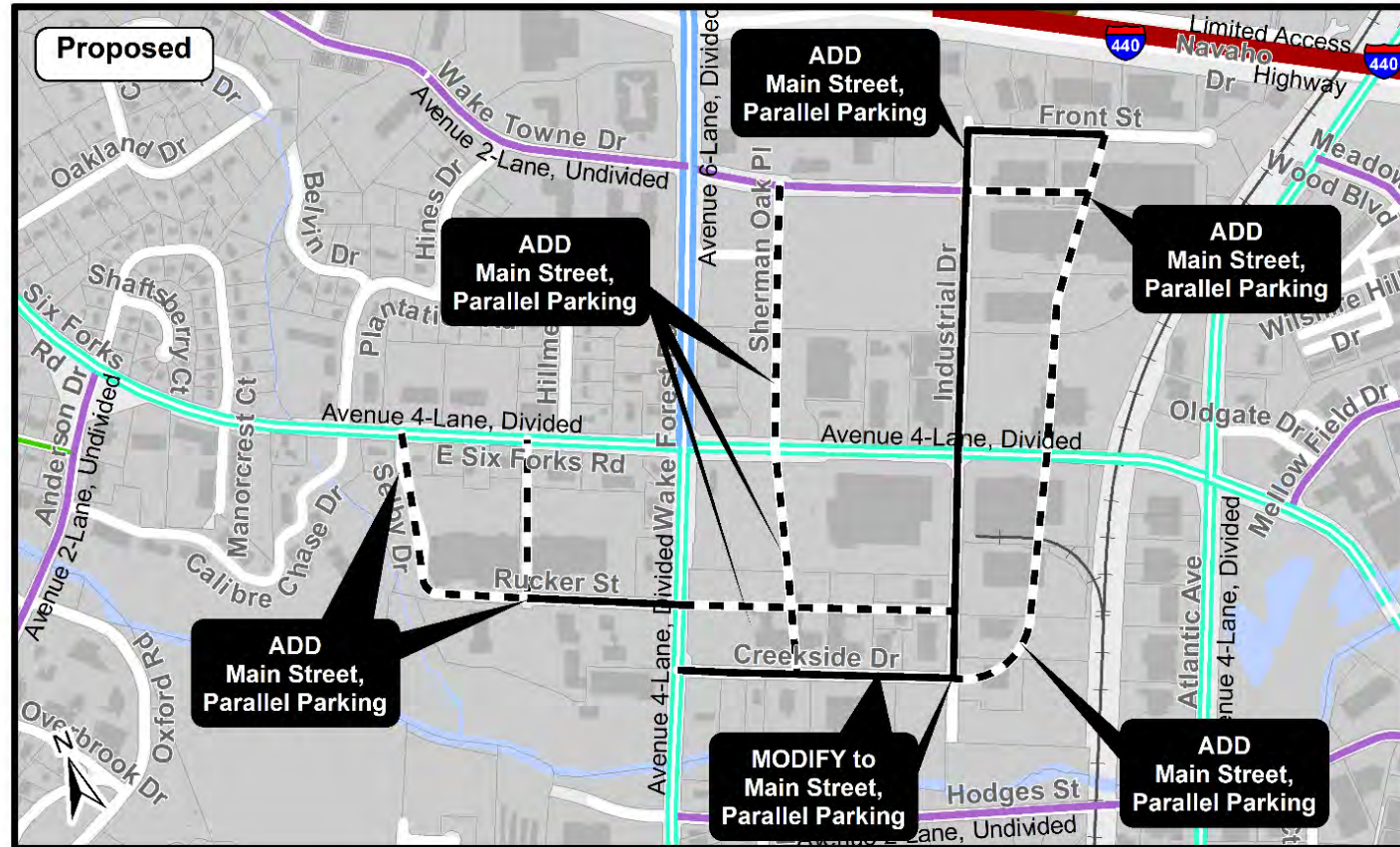


Midtown Core: Crossing 440, Creating a Wake Forest Parallel Street



Plan Amendments: Street Plan

Waterfront: Creating a Walkable
“Main Street” district



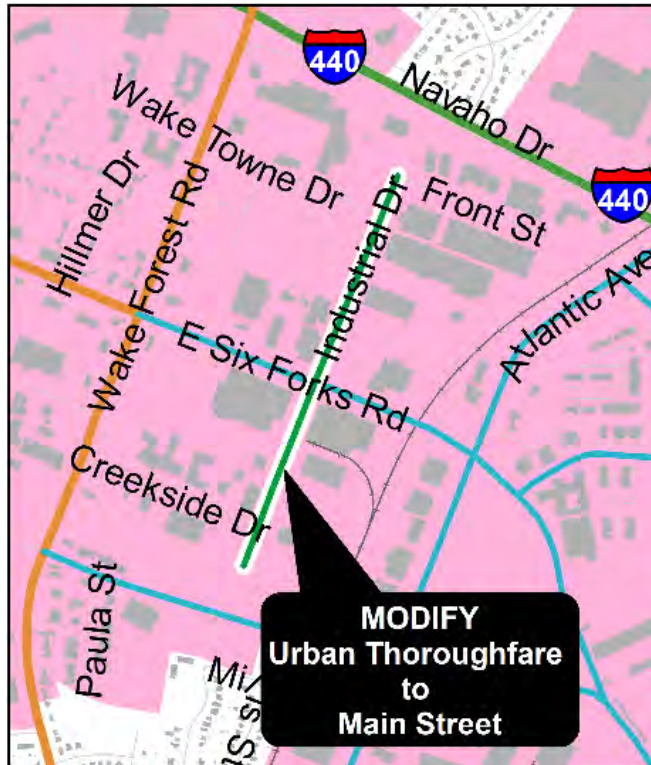
Plan Amendments: Street Design

Waterfront: Industrial Drive as walkable, bikeable Main Street

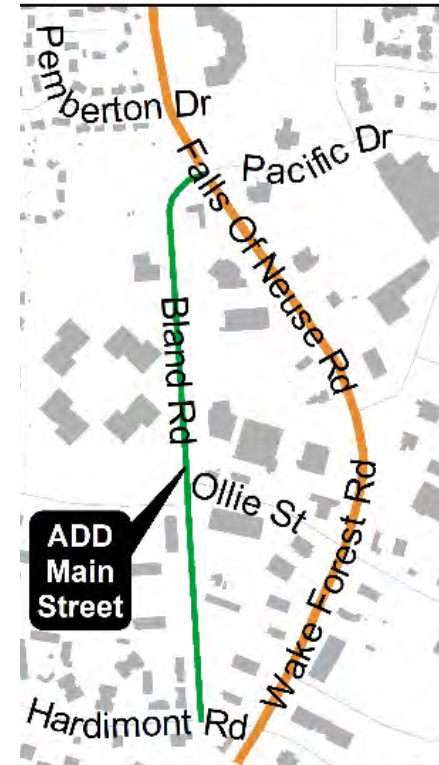


Plan Amendments: Urban Form

Waterfront: Creating a Walkable “Main Street” district





Bland Road: Creating a Main Street north of 440

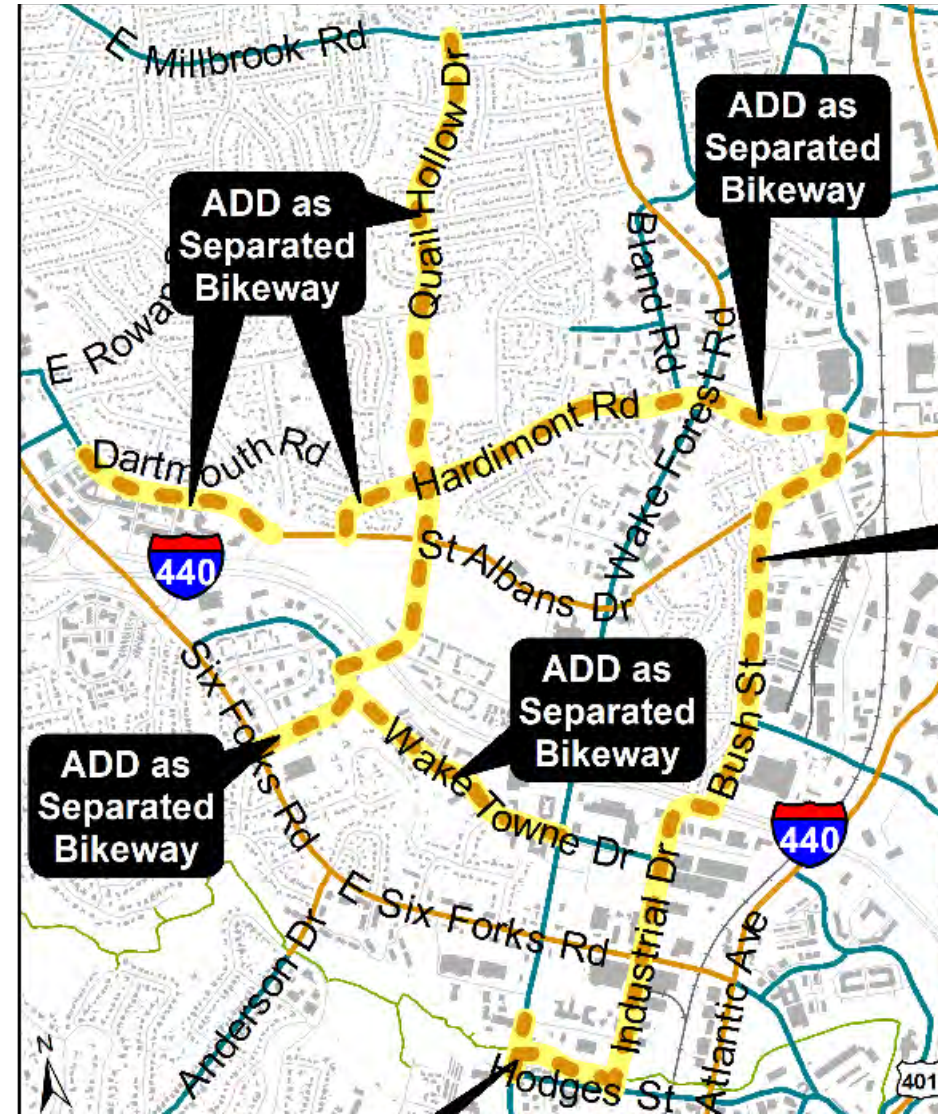


Plan Amendments: Bicycle Facilities

The Midtown Ring and connecting spurs:
 Creating a connected and comfortable network of separated bicycle facilities

Long Term Planned Facility

-  Bicycle Lane
-  Separated Bikeway



Comprehensive Plan Policies and Actions

- Most policies and actions capture broader goals embodied in the maps and projects:
 - Action MT 2 Green Streets
 - Policy MT 4 Connected and Walkable Streets
- Others add additional policy or actions;
 - Action MT 3 Stormwater Drainage Basin Study
 - Policy MT 6/Action MT 9 Transportation Demand Management
 - Action MT 6 Six Forks School and Connectivity Study
 - Action MT 7 Wake Forest Road Corridor Reconditioning Study
 - Policy MT 12 Midtown Height
 - Policy MT 13 Affordability
 - Action MT 14 Waterfront District Study
 - Action MT 15 Affordable Housing Development
 - Action MT 18 Crabtree Restoration

Comprehensive Plan Consistency

- Policy IM 4.1 Area Planning Studies
- Policy IM 4.2 Area Study Content and Intent
- Policy LU 4.4 Reducing Vehicle Miles Traveled Through Mixed-use
- Policy LU 8.1 Housing Variety
- Policy EP 1.1 Greenhouse Gas Reduction
- Policy H 1.8 Zoning for Housing
- Policy PR 1.7 New Parks in Growth Centers
- Policy PU 5.1 Sustainable and Resilient Stormwater Management

Comprehensive Plan: Public Input

- The right to an equal voice. Input is equally valued regardless of how it is provided, whether it is in the form of attendance at an in-person meeting, an online meeting, a survey, or other means.
- Those participating in the public input process have the responsibility to give thought to alternative perspectives and to consider the effects of decisions on the city and region as a whole and in the long term.

Planning Commission Role

- Make recommendation to City Council
- Can make recommendation on amendments as proposed or recommend changes
- Staff will provide additional information on public input or other topics as needed

Q&A/Discussion